

Depots and DCMC help to reengineer transportation payment methods

by Bob Carpenter

DLSC Logistics Management Directorate

Three Defense Logistics Agency depots and two Defense Contract Management Command activities have pioneered a procedure that all Defense activities will follow when using a new software system. The system, USBank PowerTrack_{SM}, was chosen for use in an initiative to completely reengineer the Defense transportation documentation and financial process which was outlined in Management Reform Memorandum 15.

The office of the Assistant Deputy Under Secretary of Defense (Transportation Policy) was tasked to lead a joint Service effort to explore ways to improve these processes. The exploratory process led to using the USBank PowerTrack_{SM} system.

The system is an on-line freight payment and transaction tracking process that links the shipper and the carrier together in a seamless, Web-based system. The shipper enters information into PowerTrack_{SM}, either directly through the Web or by data transfer. When the carrier completes the movement, the carrier enters in PowerTrack_{SM} a notice of delivery. That notice triggers the system to record the shipment transaction as complete and tells USBank to pay the carrier. The carrier receives payment within a few days instead of weeks and the invoicing process is eliminated.

USBank, through PowerTrack_{SM}, computes the total transportation charges paid by the shipper and invoices the shipper every 30 days. The shipper certifies the monthly invoice and repays the bank. If there is a pricing dispute, it can be resolved online before payment is made, or after payment, through an online settlement process.

To prepare the DLA depots for using the US Bank system, changes had to be made to the Distribution Standard System. The former Defense Distribution Systems Center and the Defense Logistics Support Command System Integration Office quickly provided the changes. With these in place, Defense Depots San Joaquin and Susquehanna, Pa., began using PowerTrack_{SM}. Defense Depot Tobyhanna, Pa., was the first to use this new approach for processing and paying commercial and defense freight transportation services.

Additionally, the DCMC offices in Seattle, Wash., and Cleveland, Ohio, prototyped the procedures to be used from contract sites.

DLA's positive experiences with PowerTrack_{SM} led then Deputy Secretary of Defense, Dr. John Hamre, to announce

on March 31, 1999, that the system was to be implemented to pay for all DoD transportation services.

Starting on Jan. 1, 1999, and ending on March 31, 1999, the Defense Distribution Center launched an aggressive implementation schedule to use the system at every Defense distribution depot in the continental U.S. During the summer of 1999, other DCMC field sites started using PowerTrack_{SM}. To date, 31 DCMC offices are using the system. Additionally, the Defense Energy Support Center implemented the system at two of their shipping locations. In 1999, \$81 million in freight payments were processed through PowerTrack_{SM}.

For DLA, the future with PowerTrack_{SM} looks very promising. With commercial freight payments processing smoothly, work is now underway to use the system to pay small parcel carriers and reimburse Defense transportation providers. In December, DDC, DDTP, and DCMC Dayton again took the DLA lead to develop procedures required to process small package carrier invoices. Additionally, the DDC, through DDSP, entered into two limited initiatives to reimburse the U.S. Transportation Command's component commands. One involves the Air Mobility Command and commercial contracts used to transport material under the DLA Commercial Air Lines of Communication program.

The COMALOC initiative is unique in that the commercial air freight carrier is paid using normal PowerTrack_{SM} procedures, but a contract administration fee is also paid to AMC through the system. The system then reports the fee to the Defense Finance and Accounting Service who processes it through the U.S. Treasury using the intra-government settlement process.

A second initiative involves the Military Traffic Management Command and sealift services. DDSP books sealift containers through normal MTMC procedures, but the shipment costs are reported in PowerTrack_{SM} and processed by DFAS using the same procedures used for the COMALOC contract administration fee. Both initiatives will compress the reimbursement process from DLA to USTRANSCOM from 60 to 90 days down to 30 days or less. With the success of the AMC initiative, Defense Subsistence Office San Francisco is now ready to start using the COMALOC procedures to process some of their contract airlift shipments. ♦

Developing funding options for managing hazardous materials

by Dannette Taylor,
JEMMS Program Manager

JEMMS, the Joint Environmental Material Management Services program, represents a significant DoD reinvention effort.

Because of the drawdown of troops overseas, military personnel are increasingly required to focus solely on core missions. In light of this, the Defense Reutilization and Marketing Service-International partnered with key logistics and environmental customers to find an innovative solution to the increasingly complex and burdensome management of hazardous materials and wastes.

The JEMMS concept is intended to improve warfighter readiness, increase asset visibility, reduce costs, and lower environmental risk.

JEMMS is a prototype for regional joint service, integrated HM and HW sourcing, procurement, storage, distribution, and disposal management. JEMMS features out-sourced management of regional facilities, government or contractor owned, to receive, store, and inventory HM. Customized “milk run” deliveries will bring HM to customers at participating installations and pickup HW from them. Partial or total HW management services can also be incorporated into a JEMMS central warehouse storage facility.

The next major step in program development is the creation of a funding plan for the project’s test cell in Okinawa, Japan. Okinawa was selected for many reasons, including the high density of U.S. forces located there—13 bases with 32,000 personnel—the fact that all four services are represented, and the geographic compactness of the island.



(From left to right) Army Lt. Col. Eddy C. Coppock, deputy commander 10th Area Support Group, Tori Station; Navy Capt. John I. Green, commander, Fleet Activities, Okinawa; Air Force Col. Kenneth R. Emery II, commander, 18th Logistics Group, Kadena Air Base; Air Force Col. William Quinn, commander, 18th Civil Engineering Group, Kadena AB; Marine Col. James E. Smith, facility engineer, USMC Camp Butler; Col. Charles Delair, assistant chief of staff, G-4, Camp Butler and Army Col. Patrick E. O’Donnell, commander, DRMS International.

Substantial benefits will be realized from reducing the annual \$10 million HM volume and \$2.2 million HW disposal costs, as well as the corresponding infrastructure and manpower resources. Lessons learned from this test cell will be useful to DoD installations worldwide.

DRMSI is working with a number of senior U.S. military and civilian DoD officials to make the funding a reality. A “Tiger Team” was formed by Gary Vest, office of the secretary of defense, during an Environmental Safety and Occupational Health Policy Board meeting in November 1999.

The Tiger Team recently met to evaluate funding options for JEMMS, including use of DLA funding, military services’ pollution prevention program funds, and funding from the Okinawa bases that would benefit from the program. JEMMS is also being considered for funding as part of the Defense Reform Initiative for

Logistics Transformation.

Support is also being developed for the program through the Executive Leadership Council. Along with DRMSI Commander Col. Patrick E. O’Donnell, the ELC is made up of U.S. military officials whose installations would be directly involved with the test cell.

At the ELC meeting held on Jan. 18, funding was discussed. JEMMS holds the promise of greatly reducing infrastructure costs and environmental risk while also reducing material and waste costs. The program is viewed as a significant business reform initiative.

The ELC members are hoping for a “purple” source for the funding, at the DLA or DoD level. The commanders agreed to work with their respective comptrollers to determine what funding they could provide, as well to demonstrate their commitment to JEMMS by providing DRMSI with a letter of support for the program. ♦

JTAV partners with Coast Guard to share logistics systems data

by Navy Capt. Ronald M. Yonemoto
U.S. TRANSCOM's Representative to the
JTAV Office

The Joint Total Asset Visibility Office of the Defense Logistic Agency recently completed a year-long negotiation with the U.S. Coast Guard to share logistics systems data. This agreement facilitates further development of a joint system capable of providing warfighters with timely and accurate asset visibility information.

The JTAV Office mission is to develop and field a capability to provide timely and accurate information on the location, movement, status, and identity of units, personnel, equipment and supplies. This capability supports a significant portion of the

joint logistics asset information requirements of the Commanders in Chief and Joint Task Force Commanders.

Regarded as the fifth service, the Coast Guard is increasingly involved in joint operations and has partnered with JTAV to ensure that its logistics information is compatible with the other services.

On Jan. 6, in the office of DLA's Vice Director Rear Adm. Raymond A. Archer, a Memorandum of Agreement sealing this partnership was signed by Archer and Rear Adm. Ronald F. Silva, assistant commandant for Coast Guard Systems Directorate.

Nancy Johnson, JTAV program director said "This MOA signing represents the first formal agreement for logistics data sharing between a

Department of Defense and a Department of Transportation activity and is the initial step to bringing the Coast Guard into the JTAV data environment. Logistics information superiority through information inter-operability is essential to providing one common picture of joint operations."

"JTAV participation allows the Coast Guard to become more interoperable with the other military services and is a key element to the National Fleet concept," Silva said.

As a demonstration of the JTAV capability to the Coast Guard Aircraft Repair and Supply Center in Elizabeth City, N.C., a list of 80 items which were top contributors to aircraft grounding for four Coast Guard aircrafts were run against the JTAV database. Asset visibility information for 100 percent of the items with National Stock Numbers was provided through the use of the JTAV capability.

JTAV History

During all major deployments of the 20th century, DoD has been plagued by the inability to see, monitor and more actively manage assets throughout the logistics pipeline. This fact gave rise to the need for a Total Asset Visibility capability to maximize military readiness by increasing the warfighters decision-making ability through situational awareness. Joint Vision 2010 and Focused Logistics reinforces the basic requirements for TAV as an operational capability. This operational requirement is further expanded in the Concept for Future Joint Operations.

JV 2010 describes Focused Logistics as the fusion of logistics information and transporta-



A Memorandum of Agreement sealing a partnership between The Joint Asset Visibility Office and the Coast Guard was signed in January. At the signing was (at table) DLA Vice Director Rear Adm. Ray Archer (left) and Coast Guard Rear Adm. Ronald F. Silva. (Standing, left to right) Col. Michael Conrad, Nancy Johnson, JTAV director, Capt. Ronald Yonemoto and Capt. Len Bosma from the Coast Guard.

Getting smart on Business Systems Modernization



Beverly “Mikki” Brooks (*left*) of the Defense Supply Center Columbus’ Procurement Business Clearance unit and Kevin R. Maedeker of DSCC’s Office of Civilian Personnel Support check out information on DLA’s Business Systems Modernization strategy at DSCC recently. As part of an Agency-wide initiative, DSCC leaders held several briefings and used videos and fact sheets to help explain how BSM may impact the work force. All the defense supply centers recently held BSM Awareness Day activities. Under the BSM strategy, DLA’s mission-critical legacy systems will be replaced with an enterprise business system based on best commercial practices and commercial off the shelf software. BSM is a strategy to ensure the successful replacement of these systems across the Agency.

tion technologies for:

- ✓ Rapid crisis response
- ✓ Deployment and sustainment
- ✓ The ability to track and shift units, equipment, and supplies while en route
- ✓ Delivery of tailored logistics packages and sustainment directly to the warfighter

A goal of Focused Logistics is to achieve full spectrum supportability - supporting the warfighter from source of supply to the point of need—by integrating innovative and efficient processes, techniques, doctrine, products and technology in a highly interoperable, web-based integrated data environment. Focused Logistics requires the building of an integrated operational information capability to support joint and combined operations verses simply maintaining functional and component stovepipe capabilities.

Focused Logistics also requires relevant information and fusion of this information across units and combat support agencies globally to provide reliable asset visibility to logistics personnel supporting the warfighter. JTAV is the major program under the Global Combat Support System that establishes an integrated information

environment which supports the Focused Logistics operational concepts of JV 2010.

DLA’s mission is to provide best value logistics support to America’s armed forces in peace and war... around the clock, around the world. One of DLA’s core competencies is Integrated Combat Logistics Solutions. This solves a complex logistic problem and is coordinated among Services and across DoD to meet combat support requirements, whether in peace or war. The JTAV Office supplements this mission and provides for initial integration of information in support of the GCSS, Combatant and Joint Task Force Command logistics information and situational awareness.

Coast Guard Mission

The Coast Guard is being fully integrated into Joint Doctrine. It is already included in joint capstone doctrinal publications including “Doctrine for Logistics Support of Joint Operations” (Joint Publication 4-0) which articulates the fundamental principles that guide the employment of logistics forces. The Coast Guard participates with the other Armed Services in defending the Nation,

conducting port security operations, counter drug operations, and also its more traditional intercoastal waterways safety and rescue missions. The Coast Guard also provides international support through its naval training support missions with other nations. It fulfills military roles as part of the Department of Transportation during peacetime and as part of the Navy-Marine Corps Team during contingency operations.

The complex array of maritime security challenges requires the combined efforts of versatile forces. The U.S. Coast Guard, the U.S. Navy, and the U.S. Marine Corps are thinking of new, mutually supportive ways to develop a full spectrum of maritime capabilities. The Coast Guard is integrating and coordinating with the other services to establish capabilities that are balanced, affordable, joint, interoperable, and multimissioned. Common military doctrine, innovative operational concepts, focused logistics, and leveraged use of technologies allow the Coast Guard to work smoothly with the other Services to meet these contingencies. ♦

Glisson visits customers, DLA activities

Lt. Gen. Henry T. Glisson, director, Defense Logistics Agency, visited DLA activities and customers in Florida during February. The sites he visited included Defense Contract Management Command, Orlando, Fla.,

Defense Supply Center Philadelphia Subsistence Office, DCMC St. Petersburg, Fla., and DCMC Lockheed, U.S. Army Simulation, Training and Instrumentation Command, Orlando, Fla., and the Document Automation and Production Service, Orlando, Fla.

In Jacksonville, Fla., Glisson visited the Naval Aviation Depot,

DAPS Jacksonville, the Defense Distribution Depot Jacksonville, Florida, the Defense Reutilization and Marketing Office and the Defense Subsistence Office Jacksonville.

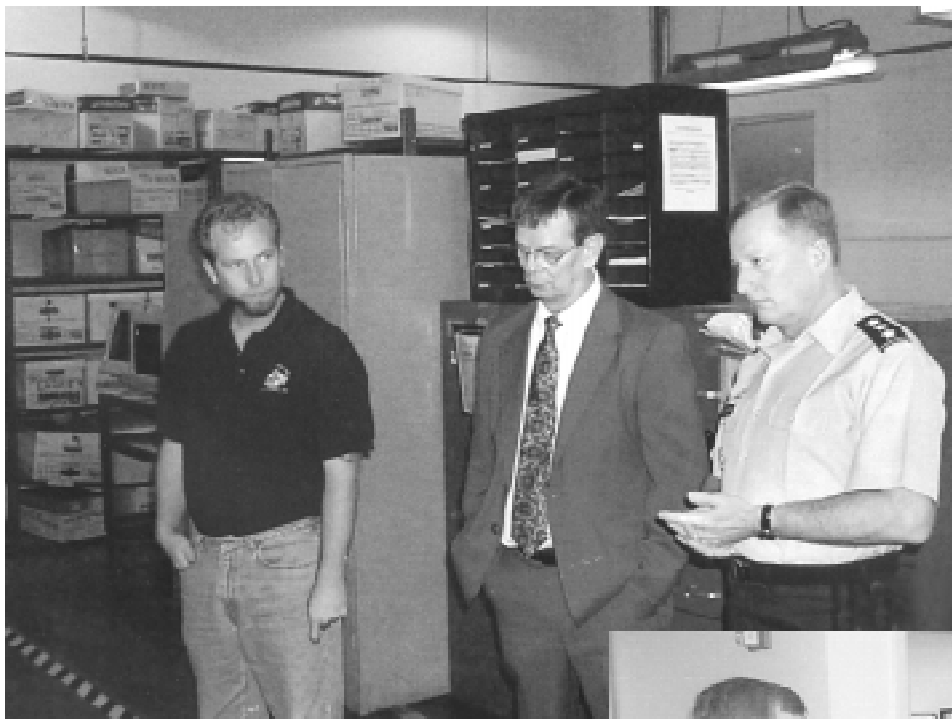
“As always, the DLA professionalism and outstanding support to the warfighter was evident,” Glisson said.

Glisson said the DSCP Subsistence Offices were doing extraordinary work and are continuing to provide exemplary customer support.

The director was also impressed how well the partnership between DCMC St. Petersburg, DCMC Lockheed, and Lockheed Martin was working.

At DDJF, Glisson remarked that they have done an extraordinary job consolidating materiel and stock repositioning.

“The superb DRMO operation in Jacksonville also has a great reputation with customers,” Glisson said. ♦



Tim Westmoreland, (left) and Bob Murray (center) from the Document Automation and Production Service, Jacksonville, Fla., give a tour of the facility to DLA Director Lt. Gen. Henry T. Glisson. The Director was impressed with the well-run facility and the job the DAPS employees were doing.



(Above) DLA Director Lt. Gen. Henry T. Glisson (left) talks with Barbara Turner (center), of the Defense Contract Management Agency, Orlando and Capt. Robert Williams, DCMC Orlando commander.



DLA Director Lt. Gen. Henry T. Glisson (left) presents a certificate to Carolyn Pollock, Document Automation and Production Service, Jacksonville, Fla. Al Thornen, DAPS Jacksonville, looks on.

DLA program develops cross-trained, flexible, managers from across Agency

The main goal of the Defense Logistics Agency Logistics Management Mid-level Development Program is to train a geographically and functionally diverse group of mid-level personnel for management positions. Since the graduates will be cross-trained in many different career fields, they will be more adaptable and better able to meet the changing needs of DoD and DLA.

The specific objectives of this program include the attainment of manager/supervisor proficiency, multi-functional awareness, familiarity with DLA's logistic mission and the creation of a "bridge" for journeymen-level employees to progress into DLA's Executive Development Program. This program includes classroom, on-the-job and cross-training exercises that pertain to the most important segments of DLA's global mission. The programs participants are chosen from acquisition, supply, quality and technical personnel from most of DLA's Consolidated

Business Units located in the Defense Supply/Service Centers and personnel from various functional areas within the Defense Distribution Depots.

The participants for the two-year MLDP class are from four different DLA centers: Defense Supply Center Richmond, Defense Supply Center Columbus, Defense Supply Center Philadelphia and the Defense Reutilization and Marketing Service.

Dan Neustedter, a contracting officer from DRMS and a MLDP participant, said he has learned a great deal about other aspects of the Agency. "As the only non-DSC participant, this program has been especially enlightening for me since I have learned so much about the wonderful activities being completed at the Inventory Control Points," he said.

One of the goals of the MLDP is to have people in job series GS-301 and GS-1101 become multi-functional. The multi-disciplined GS-301 career series offers a lot of flexibility for management. It includes aspects of supply, technical, quality and procurement professions, which can include

the following job titles: program management specialist, customer liaison specialist, business analyst, business specialist, logistics business specialist, subsistence technical marketing analyst and weapon systems support manager.

Participants pursuing the GS-1101—general business and industry series—career track receive all the formal and intensive on-the-job training in a GS-1102 (contract specialist) position to allow them to become Defense Acquisition Workforce Improvement Act Level II certified and qualify for GS-1101 supervisory positions. Many of DLA's managers will become either GS-301s or GS-1101s in the near future.

"Since DRMS does not have much exposure to the "front-end" of the supply chain, the cross training that I am receiving will be invaluable to my future DLA career progression," Neustedter said.

"I am honored to be a participant in the MLDP program and am very excited to learn all I can about the DLA logistic process," he said. ♦

DSCP management innovations highlighted in book

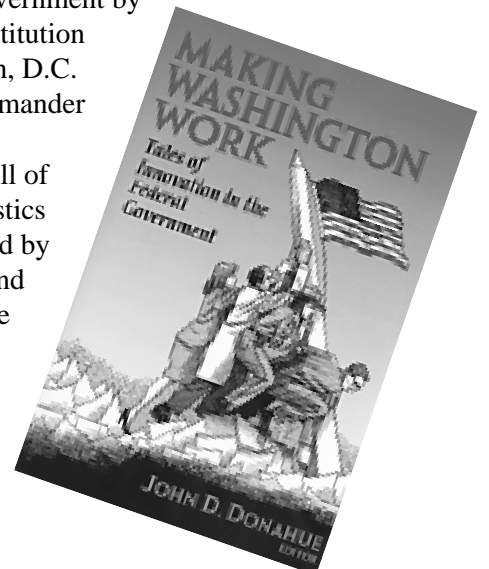
The Defense Supply Center Philadelphia is featured in a chapter of a new book, "Making Washington Work: Tales of Innovation in the Federal Government."

The chapter, entitled Transforming Military Supply, details the history of DSCP and chronicles the Center's work in reforming its business practices. DSCP's supply excellence innovations in such areas as procurement reform, supply system reform and depot stockpiling lead to the 1995 Commander-in-Chief's Award for Installation Excellence and the Innovations in Government Award sponsored by the Ford Foundation in conjunction with Harvard University's John F. Kennedy School of Government.

The book, by John D. Donahue, profiles the 14 Ford Foundation winners and was published for the Council for

Excellence in Government by the Brookings Institution Press, Washington, D.C.

DSCP's Commander Brig. Gen. Daniel Mongeon said "All of the Defense Logistics Agency is honored by this recognition and we are proud to be a member of the DLA winning team." ♦



Weekend seminar offers advice, tips, for successful careers

by *Suellen Bunting*
DASC-EEO

Designing a creative career plan by combining professional opportunities with the strength of spirituality and the power of personal fitness was how the 6th Annual Women's Focus Group guest speakers translated this year's theme—"DLA: Unleashing Our Strengths."

DLA's Vice Director Rear Adm. Raymond A. Archer, set the tone for the Women's Focus Group Weekend 2000 by telling the 120 participants to decide what level of career they want then research what they have to do to get there. Archer explained that understanding the sacrifices required is also important because one needs to balance a personal life with professional goals to be happy. The Admiral set the foundation for the one and half days of presentations and panels by describing what a career will look like in the DLA of the 21st century.

Speakers from DLA's senior management level and from the commercial sector gave valuable career tips from their own experiences. During breaks and at the Saturday social, participants were able to talk to the speakers. A common trait that applied to all of these successful professionals was they conscientiously planned their careers while taking advantage of unplanned opportunities.

Several presenters also told the participants how to exploit professional opportunities. They suggested the first step was to take a serious look at how DLA is re-engineering its business and develop a portfolio of related marketable experiences. Other steps were:

- ✓ Acquire and maintain a network of support and mentors
- ✓ Develop hard skills
- ✓ Information technology skills are a must-know, so take classes
- ✓ Develop Soft skills—oral and written communication forms
- ✓ Developing "no fear" skills is what will make you stand out
- ✓ Adopt the mantra "If I think I can, I can." The best way to do this is to volunteer for things you haven't done before

Speakers shared the ups and downs of their careers, explaining that sometimes you have to move down the career ladder in order to move up. The best thing to do is to develop a career blueprint in pencil and "step back to opportunities" understanding that developing a career or changing one is an art where attitude is everything. Having a strategy is important, but being flexible and going with the flow is also important.

The strength of spirit can either make the road to a successful career a bumpy ride or an interesting drive. To plan a career, first identify what you are passionate about and then look for the right balance between your personal and professional life. Real career power comes from controlling your own destiny and using power to empower others. Look in the mirror every morning and say, "I am responsible for my own career."

Sessions

A panel discussed this year's book selection, "Chicken Soup for a Women's Soul." Panel members offered their personal perspectives on several stories in this bestseller featuring experienced and wise women of all ages and from all walks of life. 'Believe in yourself,' 'know

that you can draw strength from within,' and 'learn from others' were messages from these real-life stories that moved many of the participants to tears.

Personal fitness also encompasses mental well-being, physical stamina and financial comfort. Participants were given expert advice in all three areas.

Job stress can be overwhelming. The importance of relaxing was stressed and the best way to relax is to practice acceptance of things that cannot be changed, reducing time-urgency, make quiet time and monitoring habits. Talking to family and/or friends when things get to be too much or seeking professional help enables people to re-energize also.

Exercise plays a key role in learning to relax. Some of the participants jump-started their Sunday morning with a fitness workout then heard about fitness alternatives and holistic health. Discussion centered on the professional and personal consequences of being sedentary and out of shape. Some simple exercises that can be done in the morning between getting out of bed and into the shower, without changing morning routines were provided. Another suggestion was to plan meals based on activities for the day. The less activity people do, the fewer calories needed.

To become personally fit, strengthening financial worth is important. Financial plans should include learning about financial planning, develop a strategic orientation to learn about globalization, invest wisely and retire in good shape, economically.

The weekend sessions left the following messages on having a successful career no matter what level

one chooses.

- ✓ Know your work and personal self
- ✓ Be prepared
- ✓ Read; learn everything
- ✓ Be organized, plan ahead, and set priorities.
- ✓ Be known as a problem solver
- ✓ Don't worry about making mistakes. Recover and move on.
- ✓ Be flexible. Take advantage of all opportunities.
- ✓ Surround yourself with smart people and enable them to maximize their strengths.
- ✓ Treat everyone with the respect you want returned.

Many of the DLA employees who attended the seminar said it was motivational and inspiring and most left the conference with a new understanding of career planning.

For more information about this year's speakers and their presentations, go to the Women's Focus Group Weekend 2000 web site at <https://hqcnet.hq.dla.mil/focus> ♦

Gearing up for Electronic Commerce Day 2000

The Omni Shoreham Hotel in Wash D.C., will be the site of this year's Department of Defense Electronic Commerce Day. The June 5 event will be co-sponsored by the Joint Electronic Commerce Program Office and the Government Electronics and Information Technology Association.

The theme for EC Day 2000 is "DoD eBusiness: A Catalyst for Change in a Digital Environment." As a sanctioned activity of DoD

Acquisition and Logistics Reform Week, the scheduled events will include distinguished speakers, panel discussions, exhibits and information

booths from industry representatives and military services, and the presentation of DoD environmental commerce awards. Electronic Commerce Day is open to DoD employees, defense industry contractors, and others interested in the Department's electronic commerce initiatives.

Registration details, on-line registration, and more detailed information about the event are available from the JECPO web site at <http://www.acq.osd.mil/jecpo>



The Omni Shoreham Hotel
2500 Calvert Street NW
Washington, D.C.

For registration and exhibit information
visit www.acq.osd.mil/jecpo
or call 800-334-3141
EC Day 2000 - sanctioned activity
Acquisition & Logistics Reform Week activity

DLA announces DRMS A-76 competition results

The Defense Logistics Agency announced recently that selected logistics functions at ten field offices of the Defense Reutilization and Marketing Service will be contracted out to Resource Consultants, Inc., headquartered in Vienna, Va. The tentative decision was made after a detailed study indicated it was more cost effective to convert to the private sector.

This announcement culminates more than 21 months of public-private competition using the guidelines of Office of Management and Budget Circular A-76, "Performance of Commercial Activities." The process establishes federal policy for deciding whether to retain recurring, commercial-like activities within the government, or contract them out to a private sector source. The guidance tells how to compare performance and cost related information to arrive at the best overall deal for the taxpayer.

In June 1998, DLA announced that DRMS would initiate a public-private competition for selected logistics functions at ten of its field offices, or Defense Reutilization and Marketing Offices, located in Portsmouth, N. H., Groton, Conn., Watertown, N. Y. (Drum

Annex), Lakehurst N. J., Tobyhanna, Pa., Chambersburg, Pa. (Letterkenny), Mechanicsburg, Pa., Fort Meade, Md., Richmond, Va., and Portsmouth, Va. (St. Juliens Creek). The functions generally include receiving, inspecting, categorizing, storing, issuing and accounting for a variety of excess property for the Department of Defense.

The tentative award decision is announced after a lengthy source selection and evaluation process comparing the best value private sector proposal against the government's Most Efficient Organization plan and in-house cost estimate.

"I want to thank those DRMO employees who, while under the tremendous pressure of several months of uncertainty, have continued to provide outstanding services at each of the ten sites," said Capt. Richard H. Feierabend, U.S. Navy, commander of the DRMS. "I also want to thank our employee team, local union representatives and other staff who worked very hard to put together a very competitive MEO bid for this competition. It's time now to assist each affected employee to successfully transition through this difficult time while working closely with the contractor to ensure the continuance of the highest quality support that has been the tradition of the DRMS community," Feierabend said. ♦

Director visits DLA Pacific activities

In April, Defense Logistics Agency Director Lt. Gen. Henry T. Glisson visited DLA and customer activities in the Pacific Area of Responsibility.

“As always, I was very impressed with the warfighter focus, hard work, professionalism, selfless service and dedication of our DLA team,” Glisson said.

In Hawaii, Glisson visited and was briefed by representatives from DLA Pacific, Defense Reutilization and Marketing Office, Map Support Office and Document Automation and Production Service, Defense Energy Support Center-Pacific, Defense Reutilization and Marketing Service-International and DLA Administrative Support Center-Pacific.

From there, Glisson traveled to Korea where he met with representatives from all of the DLA activities there: DRMO, DAPS and DLA-P. He also met with several DLA customers from the 51st Logistics Group, the 7th

Air Force, 2nd Infantry Division, 19th Theater Army Area Command, Defense Commissary Agency and U.S. Forces Korea.

At Osan Air Force Base, Glisson was briefed by Col. Jim Diehl, commander, 51st LG, who highlighted a number of issues that

DLA is working to better support the warfighter. Some of those areas included strategic positioning, improved weapon system coding and improved parts procurement.



DLA Director Lt. Gen. Henry T. Glisson (*center*) talks with Lt. Col. Steve Gologowski (*left*), Maj. Gen. Carl Freeman, commander, 19th TAACOM, and former commander of the Defense Personnel Support Center (*second right*) and Col. Gary Addison, commander Materiel Support Center-Korea.

“I want to thank all of the Pacific CSR’s for their excellent support to our Pacific customers,” Glisson said. “The future of DLA in the Pacific is unlimited.” ♦



(*Clockwise from lower left*): At DRMO Barbers Point, Hawaii, Col. Allen Cleghorn, commander DLA Pacific, Lt. Gen. Henry T. Glisson and Lilinoe Miyamote, of the DRMO; Carlos Pesante, DRMO Barbers Point, Hawaii and Command Sgt. Maj. Archie Turner; Aboard the USS Missouri, Pearl Harbor, Hawaii (*left to right*) Capt. Rick Boyd, Cleghorn, Glisson, Capt. (Ret.) Don Hess, Turner, Renee Roman and Rear Adm. Dan McCarthy, former DLA Deputy Director of Materiel Management.

DRMO Bupyong leads effort in truck delivery to Philippines

by Joe Murphy
DRMSI PAO

The Philippine secretary of national defense, the U.S. ambassador to the Philippines, and the U.S. assistant secretary of defense, international security affairs, attended a “hand-over” ceremony in February to commemorate the arrival of 145 trucks sent to the Philippines by Defense Reutilization and Marketing Office Bupyong, part of a 300-truck shipment approved for delivery by Congress under the Foreign Military Sales program.

The ceremony was extensively covered by Philippine electronic and print media, to include editorials concerning the delivery.

“We have been assisting the Philippine government with this effort since December 1999,” said DRMO Bupyong chief Richard Ontiveros, “with a great deal of cooperation from Defense Support Activities Far East and Joint United States Military Assistance Group-Philippines, it’s really been a team effort.”

“The trucks we are delivering to the Philippines are heavy duty, two-and-one-half-ton utility vehicles,” said Paul Ortiz, Asia zone manager. He said that Congress approved the delivery in May 1999. “It’s great to be apart of this multi-National effort,” he said, “We’ve also provided vehicles to assist with the de-mining effort in Cambodia



Some of the 145 trucks sent to the Philippines by the Defense Reutilization and Marketing Office, Bupyong, as part the Foreign Military Sales program.

and Thailand. Simply put, it’s an excellent opportunity to support a worthy cause and provide valuable equipment to our neighbors and Allies throughout Asia.”

Ontiveros noted that delivery of the trucks also benefits the DRMO. “It’s always better to reuse or sell vehicles rather than keep them in long-term storage, where they can become degraded by the weather or lack of use.” ♦

DLA Vice Director visits DRMS International



Rear Adm. Raymond A. Archer, Defense Logistics Agency vice director, visited Defense Reutilization and Marketing Service International in February.

He received an overview of the Center and toured Defense Reutilization and Marketing Office, Kastel, Germany.

Archer (*left*) is pictured here at the DRMO’s conforming storage facility. Aspects of the facility are being explained to him by Zone Environmentalist Russ Flint, as Army Col. Patrick E. O’Donnell, DRMS International commander, (*second from right*) and Thomas Trent, deputy DRMS International commander, look on.