

# About USTRANSCOM

Moving Passengers and Cargo... USTRANSCOM provides the United States with the most responsive and strategic mobility capability the world has ever seen. USTRANSCOM is the DOD provider of full-spectrum global mobility solutions and enabling capabilities to our customers in peace and war.

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## U.S. Transportation Command (USTRANSCOM)

### USTRANSCOM Executive Working Groups

#### Civil Reserve Air Fleet :

*The Civil Reserve Air Fleet (CRAF) Executive Working Group is a biannual forum for the Department of Defense to regularly interact with commercial carriers, evaluate issues and concerns, and discuss possible changes for improving the CRAF program. Regular membership of the CRAF EWG will normally include senior leadership of USTRANSCOM, Air Mobility Command, the Department of Transportation, Office of the Secretary of Defense, and representatives of CRAF carriers as required. The overall purpose of the CRAF EWG seeks to strengthen the strategic relationship between military and civilian partners, but is not a forum for contract negotiations nor is it a decision-making forum.*

#### Voluntary Intermodal Sealift Agreement :

*The Voluntary Intermodal Sealift Agreement (VISA) program is a partnership between the U.S. Government and the maritime industry to provide the Department of Defense (DOD) with "assured access" to commercial sealift and intermodal capacity to support the emergency deployment and sustainment of U.S. military forces. Intermodal capacity includes dry cargo ships, equipment, terminal facilities and intermodal management services.*

#### Surface EWG :

*The Surface Executive Working Group (EWG) promotes dialogue between government and domestic trucking and railroad industries while focusing on preserving readiness capability and ensuring the nation has access to necessary commercial transportation capability. Within the Surface EWG, transportation issues of interest to government and industry are studied and the status of the issues will be reported at large. The Surface EWG is led by the United States Transportation Command (USTRANSCOM) Deputy Commander, as EWG Chair, and the Military Surface Deployment and Distribution Command (SDDC) Commanding General as EWG Deputy Chair. The body of the EWG consists of a cross-section of the domestic surface industry along with primarily representatives from the Department of Defense (DoD), Department of Transportation (DoT) Federal Motor Carrier Safety Administration (FMCSA), DoT Federal Rail Administration (FRA), Department of Labor (DoL), Port Authorities/Activities, and NDTA Surface Transportation Committee Chair. Surface industry representatives are selected on a 2-3 year rotating basis as determined by USTRANSCOM in collaboration with SDDC.*

#### Joint Intermodal Working Group :

*The Joint Intermodal Working Group (JIWG) facilitates and manages intermodal equipment initiatives; establishes DOD standards; defines joint doctrine, tactics, techniques and procedures; recommends DOD policy to improve end-to-end (E2E) distribution effectiveness and efficiency; enhances integration and interoperability; and develops solutions to intermodal equipment problems and issues.*

#### Joint Logistics Over-The-Shore :

*The mission of the Joint Logistics Over-The-Shore (JLOTS) working group is to facilitate and streamline the coordination between Services and within the JLOTS Community of Interest on initiatives, doctrine, training and procedures in support of the Combatant Commanders' JLOTS requirements, and to advocate enhancements and sustainability of JLOTS capabilities. The working group is aligned under Distribution Process Owner Governance and provides oversight of requirements, capabilities and training to ensure shortfalls and duplications are identified to the Logistics - Functional Capabilities Board for joint resolution under the Joint Capabilities Integration and Development System (JCIDS) process. The working group is chaired by U.S. Transportation Command, and consists of voting members from the Joint Staff, U.S. Army, U.S. Navy, U.S. Marine Corps, and the geographic combatant commands; and advisory members from the JLOTS Community of Interest.*

#### Defense Personal Property Program :

*The Defense Personal Property Program (DP3) Executive Working Group (EWG) is a new addition to the Command's existing suite of EWG programs (i.e., Surface, VISA, and CRAF.) The DP3 EWG is a biannual, non-decisional, and non-advisory body that enables open communication on strategic readiness issues that affect global personal property operations. Membership includes principal*

*and alternate flag-level officers and equivalent senior executive service leaders from USTRANSCOM, Office of the Secretary of Defense, Joint Staff, Military Services, U.S. Coast Guard, General Services Administration, and commercial industry leaders.*

## Vision

The most responsive and strategic mobility capability the world has ever seen.

## Mission

To provide DOD the full-spectrum global mobility solutions and enabling capabilities to our customers in peace and war.

## Passengers & Cargo

### *Move passengers and cargo*

Denton Program Airlift Surface lift Sealift Defense Transportation Regulations

#### 1. Humanitarian Cargo

##### *Move humanitarian cargo*

Denton cargo eligibility requirements:

- A legitimate need for the supplies by the people for whom they are intended
- Supplies must be used for humanitarian purposes and consistent with U.S. foreign policy
- The beneficiaries are capable of using the donated commodities safely
- It must be in usable condition
- A minimum of 2,000 pounds and a maximum of 100,000 pounds are permitted for individual Denton cargo movements

The Denton Program is not: For religious or political material, troop donations, crisis response, soccer balls & toys, expired food or expired medical supplies.

##### Stakeholder(s):

##### **Denton Program :**

*The Denton Program is a Department of Defense (DOD) transportation program that moves humanitarian cargo, donated by U.S. based Non-Governmental Organizations (NGOs) to developing nations to ease human suffering. The Denton Program is authorized by U.S. Statute (10 U.S.C. 402).*

##### **Non-Governmental Organizations (NGOs)**

##### **Joint Base Charleston :**

*The actual transportation portion of this program is contractually managed by USTRANSCOM utilizing a contractor operating out of Joint Base Charleston, SC.*

##### **Donors :**

*To get relief supplies moved, the donor's first step is to fill out an on-line application with USAID.*

##### **USAID :**

*That application can be found at: HA Transportation ~ <https://hatransportation.ohasis.org/default.aspx>*

#### 2. Airlift

##### *Transport cargo by air*

Air Mobility Command Channel Cargo Service ~ AMC channel cargo service is a common-user airlift service provided to DOD activities worldwide (CONUS and OCONUS theaters, between OCONUS theaters, and within OCONUS theaters) on a scheduled basis between two points and charged on a per pound basis. The types of channel cargo service available are:

- Distribution or Contingency Channels
- Cargo Channels

AMC channels are established, suspended, changed, or canceled based on the requirements and upon the request of the military departments and/or theater unified COCOMs. Although any changes to channel requirement may originate from various sources, a Service HQ or theater-unified COCOM must validate and USTRANSCOM must approve the requirement. Types Of Channel Flights:

- Distribution channels: Channel that services two points on a recurring basis with actual movements dependent on the volume of traffic; on the basis of operational necessity for support of a mission sensitive area; or for quality of life purposes in remote areas.

- Contingency Channels: Channels that service two points based on operational necessity to support mission, operation, and contingencies, directed by the SECDEF and are in accordance with the Joint Chiefs of Staffs DOD Transportation Movement Priority System.

## 2.1. Special Missions

*Provide services for specific users at desired movement times*

Special Airlift Assignment Missions (SAAM) ~ A Special Airlift Assignment Mission (SAAM) is a mission performing and providing an exclusive service for a specific user at a desired movement time. SAAM are funded airlift missions that cannot be supported by channel missions due to:

- Unusual nature
- Sensitivity
- Urgency of the cargo
- Operational delivery to points other than the established channel structure

Designated DOD component representatives will forward SAAM requests via the applicable validating office to USTRANSCOM/AMC. Criteria for establishing SAAM priorities are found in:

- Joint Chiefs of Staff (JCS) Pub 15, Mobility System Policies, procedures and Considerations Appendix B of the Defense Transportation Regulation (DTR) 4500-9R Part I Submission of SAAM priorities and request are outlined in Appendix A and Appendix B.
- Appendix Q of the Defense Transportation Regulation (DTR) 4500-9R Part II. Submission of SAAM requests are outlined in Appendix Q.

## 2.2. Joint Operations

*Transport civilians on official business as well as high-priority passengers and cargo*

Joint Operational Support Airlift (OSA) ~ OSA missions and associated flights, military and Department of Defense (DOD) civilians on official business or high-priority passenger and cargo movements with time, place or mission-sensitive requirements.

### Stakeholder(s):

#### Joint Operational Support Airlift Center (JOSAC) :

*These flights are scheduled within the continental United States (CONUS) by the Joint Operational Support Airlift Center (JOSAC), located at Scott Air Force Base, Illinois. JOSAC is the single manager for*

*scheduling all DOD fixed-wing OSA requirements within CONUS.*

#### Scott Air Force Base

#### Civilians on Official Business

## 3. Surface Lift

*Provide global surface deployment and distribution transportation services in support of national defense objectives*

### Stakeholder(s):

#### Military Surface Deployment and Distribution Command (SDDC) :

*Military Surface Deployment and Distribution Command (SDDC) is a unique Army command that delivers world-class, origin-to-destination distribution solutions.*

#### DoD Shippers :

*SDDC's business liaison in partnering with Department of Defense (DoD) shippers and commercial industry to provide reliable, cost effective, global surface deployment and distribution transportation services in support of national defense objectives.*

#### Commercial Industry

## 4. Sealift

Charter vs. Liner Vs Organic: By policy USTRANSCOM must consider commercial assets before organic assets. Charter and Liner services are commercial methods of moving cargo with different benefits.

- PM 35 Surge Sealift (Organic Assets)
- PM 342 Dry Cargo (Commercial Charter)
- PM 341 Tankers

### Stakeholder(s):

#### **Military Sealift Command (MSC) :**

*Military Sealift Command (MSC) provides high-quality, efficient and cost-effective ocean transportation for the Department of Defense and other federal agencies during peacetime and war.*

#### **USTC :**

*USTC will execute sealift movements through Military Sealift Command (MSC) and Surface Deployment and Distribution Command (SDDC). Planners within these organizations will work together to provide optimal transportation solutions that are cost efficient and operationally effective and are within policy and law.*

#### **Surface Deployment and Distribution Command (SDDC) :**

*Surface Deployment and Distribution Command (SDDC) provides commercial sealift for customers through Liner Service.*

#### **Commercial Liners :**

*Liner Service: Executed by FAR based contracts such as the Universal Services Contract (USC) and facilitated by SDDC. Liners are commercial vessels with*

*fixed schedules that charge on a by piece/measurement ton basis. No government control. Usually best for smaller shipments.*

#### **Charter Ships :**

*Charter: Ships contracted by MSC are billed on a per diem/fuel used rate. MSC controls schedule based on customer need. In most cases the entire ship is contracted and MSC has Operational Command (OPCON), additionally the vessel has sovereign immunity. Usually best for larger or special needs shipments.*

#### **Government Owned/Contractor Operated (GOCO) Vessels :**

*Organic Vessels: Government Owned/Contractor Operated (GOCO) vessels that can be used by Department of Defense (DoD) customers to move cargo. MSC has OPCON on vessels and each ship is awarded sovereign immunity. By policy commercial sealift must be considered first. Billing similar to chartering a vessel. These vessels are usually used when no commercial lift is available or there is a special requirement.*

## Administrative Information

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