

nearly half of the world's supply of the flu vaccine had to be destroyed after being contaminated at the lab in England where the vaccine was made.

"This very important success reflects the effectiveness of the program and the dedication of employees at Defense Distribution Depots Susquehanna, Pa.; Norfolk, Va.; Jacksonville, Fla.; Puget Sound, Wash.; Pearl Harbor, Hawaii; and Yokosuka, Japan where the vaccines are handled," said Minto.

Performance Oriented Packaging

The Performance Oriented Packaging (POP) program ensures that packages carrying hazardous material such as chemicals, batteries and flammable gases are safeguarded against the normal rigor of transportation.



Temperature monitors are used on each shipment to record the temperature of the contents from the time the box is closed until it is received by the customer.

"The standards mimic what the packages encounter during transportation and the tests are agreed upon by all the United Nations countries," said DDC Packaging Specialist Linda McCarthy.

The types of packages used include drums, wooden crates and fiberboard boxes. During testing, containers must endure several tests including a drop test, a stack test, a vibration test and a leak proof test to be sure that they can endure common transportation conditions like the vibration of rough roads, air pressure changes on planes, water damage caused by rain and the occasional accidental drop.

"After the package passes the tests, only then are distribution personnel authorized to apply the appropriate markings and ship the item," explained McCarthy.

McCarthy and her team also assist Department of Defense (DOD) customers worldwide with POP-related issues and provide regular POP training to DDC and DOD personnel.

For more information on the Cold Chain Management and Performance Oriented Packaging programs, visit www.ddc.dla.mil/pop.

Real Time Solutions

A three-member team discussed the benefits of DPMS at the monthly Lunch & Learn

By Lori Spiegel, DDC Command Affairs

Over 80 employees attended the monthly Lunch & Learn on July 18 at the DDC Conference Center. The topic, Distribution Planning and Management System (DPMS), is "an initiative which has a great impact on the efficiency of the DLA supply chain," according to DPMS Program Manager Lois Gabela.

"DPMS is an enterprise-wide distribution planning and management tool that will enable improved processes and optimization resulting in increased in-transit visibility and greater coordination among DLA and its customers, carriers, and vendors," said Gabela.

"The objective is to provide the capability within DLA to improve customer wait time and delivery time by developing, streamlining, implementing, and continuously improving DLA's global distribution planning and management," concluded Gabela.

In 2.4 years with an investment of \$41.7 million, a return of on investment of \$12.79 could be obtained with the implementation of DPMS. The benefits could exceed over \$600 million by FY 16.

Along with the savings comes efficiency. "With DPMS comes the opportunity to optimize transportation, providing better service for the warfighter," said Gabela. With more than \$400 million dollars expended for freight charges, and over 9 million shipments requested by customers across 19 of DDC's 26 distribution centers, the use of a streamlined system is crucial.

Two of five increments of the DPMS program have been completed and are ready for implementation. Increment 1, First Destination Optimization, was completed in May 2004. During this phase, a vendor module was created for DDC to communicate shipment order information to the vendors.

General Supply Specialist Fran Mutschler discussed the Vendor Web Module, which features an electronic data interchange providing shipment information. The system also accommodates manual entry of data by the vendor. Military Shipping Label, Bill of Lading, and Custom documentation are just a few of the document printing capabilities of the module.

"It allows for immediate vendor access whereas to the shipments that are posted automatically and virtually eliminates calls assistance from to the help desk," said Mutschler. "Additionally this allows us to take advantage of cost savings through government-negotiated rates when the government manages the transportation."

To support the launch of DPMS, the Implementation Team was created to provide marketing and training for DLA vendors. "The number of vendors has increased to over 600 in just the last year," said Mutschler. "In addition, the shipments processed in DPMS have increased to over 55, 000 a month.

BearingPoint Program Manager Lee Hill stated, "The challenge of serving the customer can be difficult in such situations where the customer's delivery address moves with the Warfighter."

Increment II, 2nd Destination is designed to understand the opportunities and create alternatives to implement changes at the depot that lead to shipment consolidation and transportation optimization.

"The modeling capabilities provide the DDC 2nd destination implementation team with optimization service improvement and cost reduction alternatives. Modeling scenarios can be developed to incorporate 2nd destination material movements from all depots as recently as the prior business day. This "near real time" planning is used as operational improvements are

considered – to validate the feasibility of potential changes and minimize any likelihood of process interruptions. While theoretical savings have been identified ranging in many cases over 18%, the DPMS 2nd destination implementation team jointly validates which components are applicable with each depot’s operations.

Currently, the DPMS 2nd destination team is conducting joint research with the Defense Distribution Depot, Norfolk, VA (DDNV), as a pilot site to implement the opportunities highlighted through optimization, with additional sites to be added by the end of the year.

In a world of continuous change, DPMS provides real time solutions to distribution centers by anticipating contingencies, identifying opportunities, and supporting transportation network evolution.



DDC Program Manager Lois Gabela informs the July Lunch and Learn participants the benefits of DPMS—benefits which provide real time solutions to DLA and its customers, carriers, and vendors.

The Lunch & Learn Program sees the Future of the DDC

By Ben Jackson, DDC

It has been said that a man without a goal is like a ship that has set sail with no destination. The same thing can be said concerning an organization. The Defense Distribution Center (DDC), the Defense Logistics Agency (DLA)’s lead center for distribution, has always had a goal of being a world-class distribution operation,

but how will we continue to achieve this objective? The goal of the DDC Strategic Plans Office is to ensure we continue this trend in the future.

At the September “Lunch & Learn” program, Scott Rosbaugh, Deputy Director of Strategic Plans, and Bob Hauseman, Strategic Planning Representative, explained three key DLA/DDC strategic initiatives: DLA Afloat, Deployable Depot, and Theater Consolidation & Shipping Point (TCSP).

“Now we are playing a much bigger role in combat support,” said Rosbaugh. In the past the DLA would ship material into the theater, but after that the Warfighter was responsible for distribution of the items. “The new role of DDC will place us right beside our soldiers on the ground during conflicts.”

DLA Afloat was the first strategic initiative discussed. This will be a floating depot that can be deployed to hot spots around the world, said Hauseman. It will allow supply replenishment and issuing to commence in areas where no distribution centers are present. The low cost to transport by ship would help reduce costly airlift of supplies into remote regions.

The ships have the ability to dock or remain offshore depending on the stability of the region. The ships will be able to support a contingency as soon as the landing area is secure. These ships will be DLA owned assets, but they will be maintained by the Military Sealift Command (MSC).

When the ships are ready to deploy, they will be manned by logisticians trained by DLA. They will provide “immediate backup early in the deployment when they need it the most” Hauseman said.

The second initiative discussed was DLA Deployable Distribution Center, which will compliment the Depot Afloat concept. The DLA Deployable Distribution Center will augment the ship as soon as possible.

The Deployable Distribution Center will be modular, deployable, and capable of providing a stable distribution platform to the combatant commanders in an austere environment. These deployable depots will be designed according to the needs of

the troops and missions.

Rosbaugh discussed the third strategic plan currently under works – the Theater Consolidation & Shipping Point (TCSP).

The TCSP is a cross-docking operation. DDC will take on the responsibility of rapidly consolidating and segregating shipments from multiple sources. The TCSP will then ship these loads directly to the customer in Theater. This will give DDC and its customers the visibility of resources in the shipment pipeline. We will be able to process these deliveries within 24-72 hours, Rosbaugh said. This is a revolutionary approach in DLA. “This is huge,” Rosbaugh said. “It’s the first time we ever took over anything this critical and this close to the Warfighter.”

The future is bright for the DLA and the DDC as we move closer to the front line and the Warfighter we serve. The DDC remains on the cutting edge of distribution excellence.



Scott Rosbaugh, Deputy Director Strategic Plans (left) and Robert Hauseman, Strategic Planning Representative at the DDC Lunch & Learn Program.



DDC’s Lunch and Learn group discusses the DLA Afloat distribution center.