

"The Role of MTMS In Export Control of Cargo"

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by

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CHART 1

PERHAPS THE BASIC REFERENCES FOR ANY REVIEW, EXAMINATION OR DISCUSSION OF THE MILITARY TRANSPORTATION SYSTEM ARE THE CHARTERS OF THE THREE TRANSPORTATION SINGLE MANAGER OPERATING AGENCIES, MSTs, MAC AND MMTS. THE FUNCTIONAL RESPONSIBILITIES OF THESE AGENCIES ARE APPROPRIATELY INTERSPERSED AND WOVEN INTO THE MILITARY STANDARD MOVEMENT PROCEDURES (MILSTAMP), THE OPERATING RULES FOR THE USERS OF THE DEFENSE TRANSPORTATION SYSTEM. IN ADDITION, REGULATIONS APPLYING TO THE MMTS OPERATION ARE FOUND IN THE MILITARY TRAFFIC MANAGEMENT REGULATIONS.

CHART 2

ONE MUST GO BEYOND THESE RELATED REFERENCES TO DETERMINE THE TRUE PLAN, INTENDED PURPOSE AND RAISON D' ETRE OF MMTS. THE DESIGN FOR MMTS STEMS FROM THE COMPREHENSIVE JCS PORT AND TERMINAL STUDY CONDUCTED DURING THE SUMMER OF 1964. THIS WORK WITH ITS CONCLUSIONS AND RECOMMENDATION FORMS THE BASIS FOR THE ESTABLISHMENT OF A SINGLE MANAGER FOR MILITARY TRAFFIC MANAGEMENT, LAND TRANSPORTATION AND COMMON USER OCEAN TERMINALS. THE CONCEPTUAL THRUST EMANATING FROM THIS EFFORT WAS THAT MMTS WOULD BE THE SINGLE ELEMENT IN THE DEPARTMENT OF DEFENSE TO PROVIDE THE ESSENTIAL INTERFACE BETWEEN THE LOGISTICS PLANNER OR OPERATIONAL SHIPPER AND THE TRANSPORTATION MEANS. FOR THOSE WHO HAVE KEPT ABREAST OF THE PROGRESS OF THIS NEW SINGLE MANAGERSHIP, YOU KNOW THE DEVELOPMENT HAS NOT BEEN EXACTLY IN STEP WITH THIS CONCEPTUAL APPROACH FOR REASONS I WON'T DISCUSS AT THIS POINT.

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CHART 3

ONE FUNCTIONAL AREA OF MIMTS THAT HAS SURVIVED THE TRAUMA OF JURISDICTIONAL CONTROVERSY IS THAT OF EXPORT CONTROL OF MILITARY-MATERIEL MOVING FROM POINTS WITHIN CONUS TO POINTS OUTSIDE CONUS. THE DOMINICAN REPUBLIC AND SOUTHEAST ASIA SUPPORT CHALLENGES COUPLED WITH SUPPORT TO OUR OTHER OVERSEAS FORCES HAVE FULLY TESTED THE MIMTS ROLE IN EXPORT CONTROL ON THE STAGE OF OPERATIONAL REALITY. THE FUNCTION IS CLEAR, MIMTS WILL -- CONTROL THE MOVEMENT INTO AIR AND OCEAN TERMINALS, IN SHORTER TERMS, "MIMTS HAS COMPLETE INPUT CONTROL RESPONSIBILITIES FOR MILITARY TRAFFIC. INPUT CONTROL CAN, AND DOES, MEAN MANY THINGS TO MANY PEOPLE BUT THE COMMON THREAD THAT PREVAILS IN ALL INTERPRETATIONS IS THAT INPUT CONTROL DECISIONS MUST CONSIDER TWO BASIC FACTORS:

(ONE), THE CAPACITY, OF A TERMINAL TO RECEIVE, PROCESS AND STORE SHIPMENTS WITHIN ITS COMPLEX, AND

(TWO), THE CAPABILITY OF THE TRANSPORTATION MEANS TO RESPONSIVELY CARRY THE TRAFFIC AWAY FROM THE TERMINAL. LET US LOOK AT WHERE AND HOW THIS IS DONE IN MIMTS.

CHART 4

WE MUST GO BACK TO MILSTAMP A MOMENT TO EXAMINE TWO FUNCTIONAL TERMS FROM THESE DOD PROCEDURES, THAT IS, WATER TERMINAL CLEARANCE AUTHORITY OR WTCA AND AIRLIFT CLEARANCE AUTHORITY --ACA. THESE FUNCTIONAL AREAS EMBODY THE OPERATING AUTHORITY TO CONTROL AND COORDINATE THE MOVEMENT OF CARGO INTO AIR AND OCEAN TERMINALS. BY CHARTER, MIMTS IS THE WTCA AND ACA WITHIN CONUS. MIMTS HAS CHOSEN TO VEST THESE AUTHORITIES INTO TWO OF ITS FIELD COMMANDS, EASTERN AREA IN BROOKLYN AND WESTERN AREA IN OAKLAND.

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WE CAN SEE THEN, THAT EXPORT CONTROL, WHETHER BY AIR OR SURFACE, IS EXERCISED FROM TWO POINTS. WITHIN THE AREA COMMAND, THE WTCA AND ACA, ALTHOUGH DISTINCT OPERATIONS, FUNCTION UNDER THE SAME DIRECTORATE HEAD.

CHART 5

BEFORE WE CAN GO INTO THE OPERATIONAL ASPECTS OF INPUT CONTROL, WE MUST TAKE A LOOK AT AN EARLIER SEGMENT OF THE STILL COMPLEX TRANSPORTATION CYCLE -- THAT IS, REQUIREMENTS. WHEN MTMTS WAS CONCEIVED, IT WAS FULLY INTENDED THAT ALL SEALIFT AND AIRLIFT REQUIREMENTS OF THE MILITARY DEPARTMENTS WOULD FLOW TO MTMTS WHILE THE CAPABILITIES OF THE CARRIERS, MSTs AND MAC, WOULD BE SUBMITTED TO MTMTS FOR MATCHING. THIS WOULD HAVE BEEN IN KEEPING WITH THE CONCEPTUAL APPROACH. FOR MANY REASONS THIS PORTION OF THE MTMTS BLUE-PRINT HAS FADED. REQUIREMENTS ARE STILL SUBMITTED BY EACH DEPARTMENT SEPARATELY TO MSTs FOR SEALIFT AND MAC FOR AIRLIFT WITH MTMTS AS AN INFORMATION ADDRESSEE. AS A RESULT OF THIS DICHOTOMY, THE AIRLIFT AND SEALIFT SPACE ASSIGNMENTS ARE ISSUED TO ALL CONCERNED INCLUDING MTMTS. THE SPACE ASSIGNMENT IS THE LIFT PROGRAM FOR THE OPERATING PERIOD AND SERVES A BASIC GUIDE FOR MTMTS IN MATCHING OPERATING REQUIREMENTS IN THE FORM OF ACTUAL SHIPMENT AGAINST PLANNED CAPABILITIES OF THE CARRIERS, MSTs AND MAC.

CHART 6

AS THE PLANNING REQUIREMENTS BEGIN TO MANIFEST THEMSELVES INTO OPERATIONAL REALITY OF SHIPMENTS TO BE MOVED OVERSEAS, THE MTMTS INPUT CONTROL AGENCIES COME INTO ACTIVE PLAY. AT THIS POINT THE RELATIONSHIP AND COORDINATION BETWEEN AND AMONG MTMTS INPUT CONTROL ELEMENTS, THE AIR AND OCEAN TERMINAL OPERATORS, AND CARRIER OPERATIONS MUST BE

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EXTREMELY CLOSE. IN THIS BUSINESS THERE IS NOTHING SO STATIC AS CHANGING CONDITIONS. TERMINAL CAPACITY AND CARRIER CAPABILITY FACTORS MUST BE CURRENT AND READILY AVAILABLE AS PART OF THE MANAGEMENT INFORMATION OF THE CLEARANCE AUTHORITIES.

CHART 7

THE INITIAL SHIPMENT INTELLIGENCE REGARDING A POTENTIAL SHIPMENT ABOUT TO ENTER THE DEFENSE TRANSPORTATION SYSTEM FOR MOVEMENT OVERSEAS MUST COME FROM THE TRUE SHIPPER. THE ELEMENTS OF DATA AND TIME FRAMES FOR SUBMISSION TO THE CLEARANCE AUTHORITY ARE PRESCRIBED BY MILSTAMP AND THE MILITARY TRAFFIC MANAGEMENT REGULATION. THE EMPHASIS ON SHIPMENT PLANNING AT THE SHIPPING ACTIVITIES IS A PREREQUISITE TO PROVIDING ACCURATE AND TIMELY SHIPMENT DATA INTO THE INPUT CONTROL OPERATION. MANY OF THE CURRENT OPERATING PROBLEMS IN THE CONTROL AND TERMINAL ACTIVITIES EXTEND FROM THE DISCIPLINES IN THIS SEGMENT OF THE CONTROL AND MOVEMENT CYCLE.

ACTIONS TAKEN BY THE APPROPRIATE CLEARANCE AUTHORITY DETERMINES THE TERMINAL, ARRIVAL DATA AT THAT TERMINAL AND, IN SOME CASES THE MODE TO THE TERMINAL. FOR EXPORT AIR SHIPMENTS THIS IS DONE ON AN EXCEPTION BASIS, THAT IS, THE SHIPPER SELECTS THE OUTBOUND AIR TERMINAL AND THE DATE DUE IN AND IS ONLY CHALLENGED BY THE AIRLIFT CLEARANCE AUTHORITY IF HIS PROPOSED SHIPMENT WILL NOT FIT INTO THE CURRENT SCHEME OF THINGS. FOR SURFACE SHIPMENTS A POSITIVE RELEASE INTO AN OCEAN TERMINAL IS ISSUED FOR EACH SHIPMENT OFFERING OF 10,000 POUNDS OR MORE. IN THIS WAY ABOUT 16% OF THE CONUS FREIGHT SHIPMENTS ARE MANAGED ON A POSITIVE CONTROL BASIS BUT THIS ACCOUNTS FOR 97% OF THE VOLUME AND 75 PERCENT OF DOLLARS EXPENDED.

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THE FLOW OF SHIPMENT DATA FROM SHIPPERS PUTS THE MTMTS INPUT CONTROL ACTIVITY IN A POSITION TO SINGULARLY MAINTAIN KNOWLEDGE ON ALL DOD CARGOES ABOUT TO MOVE AND FLOWING INTO TERMINALS. THIS FACILITY IS A DECIDED ASSET IN MANAGING THE FLOW INTO TERMINALS TO OPTIMIZE THE UTILIZATION OF SCHEDULED OR PROGRAMMED CAPABILITY.

CHART 8

ALL SHIPMENTS ARE ACCEPTED INTO THE TERMINAL SYSTEM FOR EXPORT MOVEMENT BY MSTs OR MAC, WHETHER BY POSITIVE RELEASE OR EXCEPTION ACTION, BY THE INPUT CONTROL ACTIVITY. AS A RESULT OF THIS ACCEPTANCE, THE ACA AND WTCA HAVE A BASIC RESPONSIBILITY TO PROVIDE NOTICE TO THE TERMINAL OF THE SHIPMENT IN ADVANCE OF THE SHIPMENT'S ARRIVAL -- COMMONLY CALLED THE ADVANCE TCMD. THE SHIPPING ACTIVITY IS EXPECTED TO EXECUTE THE MOVEMENT OF THE SHIPMENT IN ACCORDANCE WITH THE TERMS OF ACCEPTANCE BY THE CLEARANCE AUTHORITY. TERMINAL ACTIVITIES HAVE THE ADVANCE DOCUMENTATION BY WHICH TO PLAN WORKLOADS OF RECEIVING PROCESSING AND STORING CARGO. THIS INFORMATION WHICH IS CONTINUOUSLY UPDATED COUPLED WITH KNOWLEDGE OF CARRIER'S SCHEDULED LIFT CAPABILITY PERMITS OPTIMUM PLANNING OF OVERALL TERMINAL OPERATIONS.

CHART 9

AS A RESULT OF SHIPMENTS BEING RECEIVED AND PROCESSED INTO THE TERMINAL, INFORMATION AS TO RECEIPT FLOWS BACK TO THE INPUT CONTROL ACTIVITY. WHEN THE SHIPMENT IS MOVED OUT OF THE TERMINAL, AGAIN DATA IS MADE AVAILABLE TO THE CLEARANCE AUTHORITIES. THIS FEEDBACK FROM THE TERMINAL CLOSES THE DATA LINK ON CONTROLLING THE SHIPMENT INTO THE TERMINAL. LOGISTICS ELEMENTS AND PROGRAM MANAGER OF THE SEVERAL SHIPPER SERVICES ARE PRIVY TO THE CONTROL AND MOVEMENT DATA ACCUMULATED BY THE CLEARANCE AUTHORITIES. THIS DIRECT LIAISON WITH THE

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SHIPPER SERVICE LOGISTICS ELEMENTS ALSO PROVIDES ANOTHER SOURCE OF MEANINGFUL INFORMATION THAT CAN INFLUENCE INPUT CONTROL DECISIONS TO BE RESPONSIVE TO A REAL OR SUBSTANTIATED REQUIREMENT.

CHART 10

THE TASK OF CONTROLLING THE MOVEMENT INTO TERMINALS IS COMPLEX AND EVER-INCREASING AS OVERSEAS REQUIREMENTS CONTINUE TO GROW. CURRENTLY THERE ARE ABOUT 60,000 SHIPMENTS PER MONTH TOTALING 39,300 SHORT TONS MOVING INTO 9 MILITARY AIR TERMINALS FOR MOVEMENT BY MAC. ABOUT 1.4 MILLION MEASUREMENT TONS ARE MOVING MONTHLY INTO MANY MILITARY AND COMMERCIAL OCEAN TERMINALS ON EAST, GULF AND WEST COASTS.

REQUIREMENTS IN THE PAST HAVE GENERALLY EXCEEDED CAPABILITY PROVIDED BY THE CARRIERS PARTICULARLY DURING THE SOUTHEAST ASIA BUILD-UP. INPUT CONTROL, AS A FACET OF THE SINGLE MANAGER FOR MILITARY TRAFFIC MANAGEMENT UNDER THESE CONDITIONS, HAS BORNE OUT THE WISDOM OF THE JCS RECOMMENDATION AND SECRETARY OF DEFENSE' DECISION TO CREATE AND SINGULARLY TASK MTMTS WITH THIS FUNCTION.

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THE ROLE OF

MTMTS

IN

EXPORT CONTROL OF CARGO

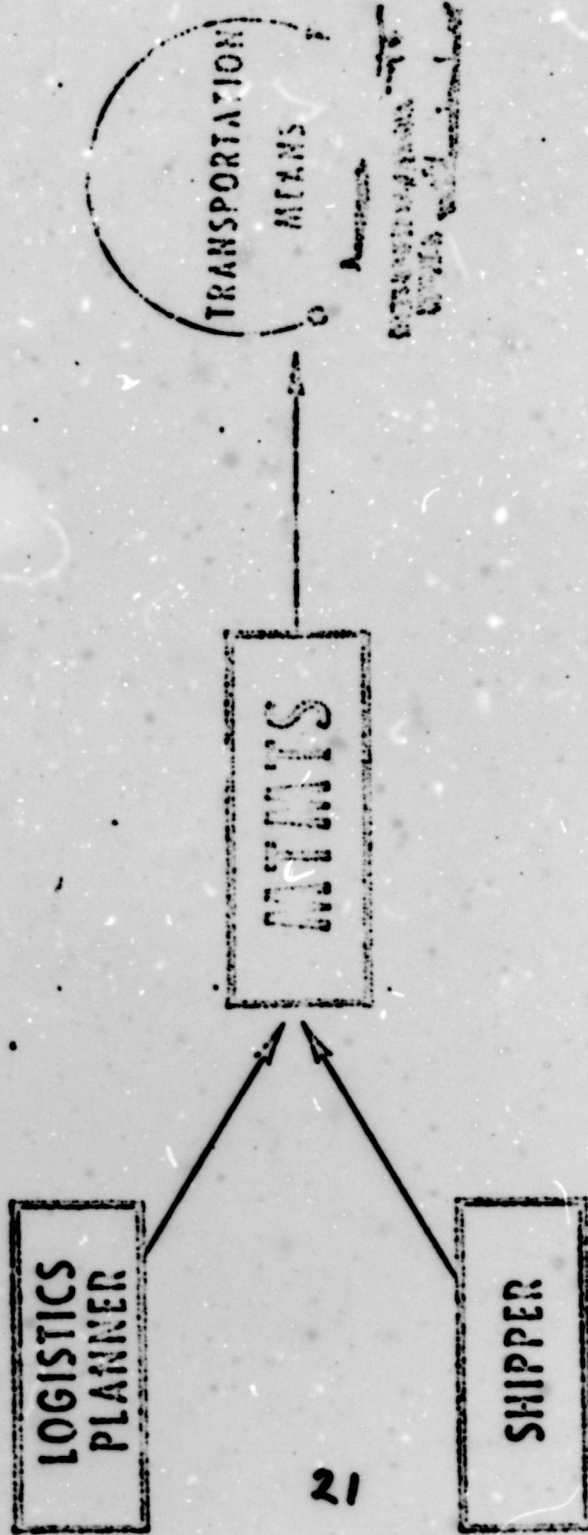
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MTM'S ROLE IN EXPORT CONTROL

REFERENCES:

- **MTM'S CHARTER - DOD DIRECTIVE 5160.53**
- **MILSTAMP - DOD REGULATION 4500.32R**
- **MTMR - JOINT REGULATION**
(AR 55-355, NAV SUPP 444, AFM 75-2)

MITIITS CONCEPTUAL APPROACH



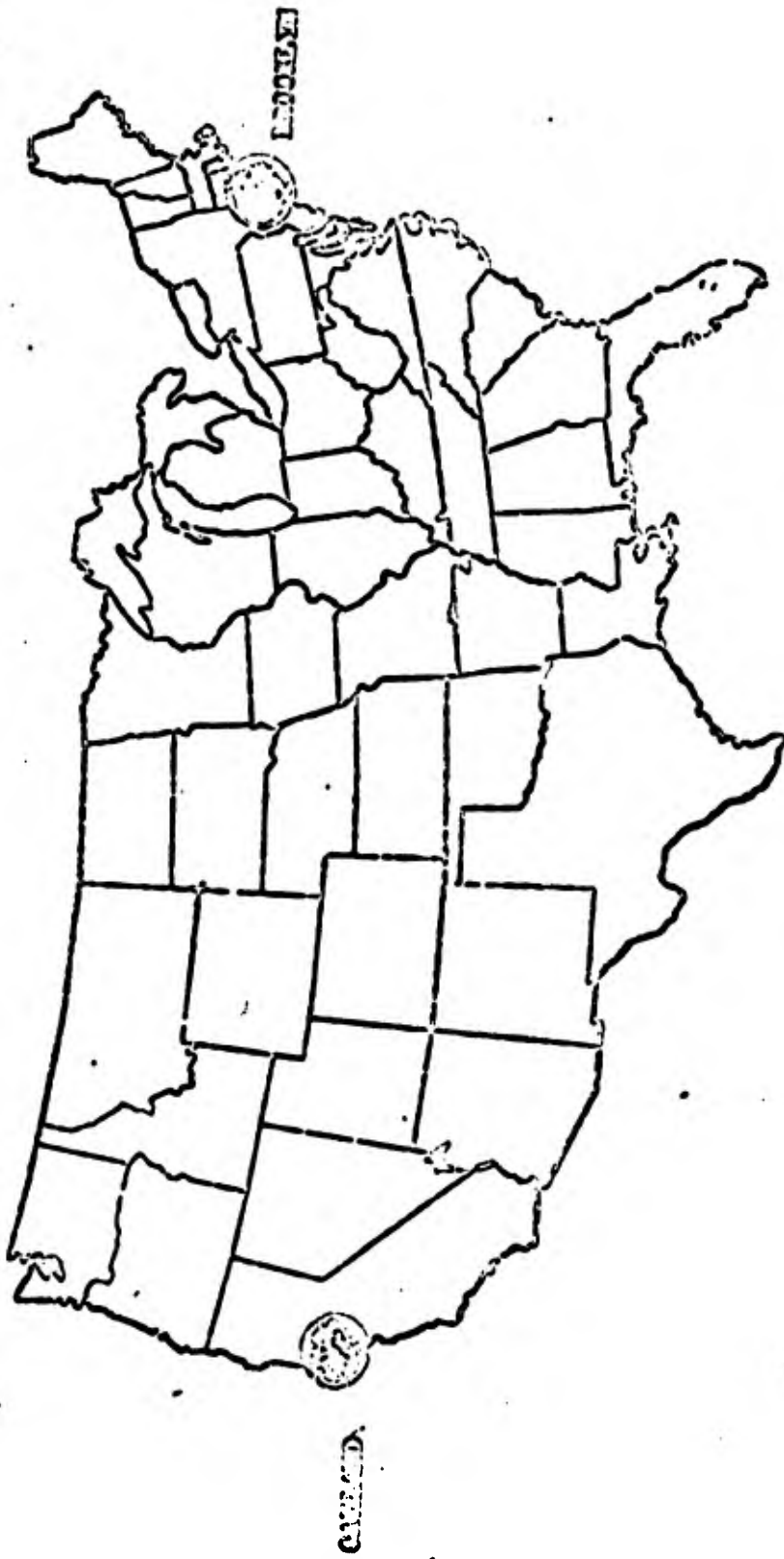
MITIITS provides the single element as the essential interface between the logistics planner or shipper and the transportation means

MITTS ROLE IN EXPORT CONTROL

will -

"control the movement into
air and ocean terminals"

INPUT
CONTROL

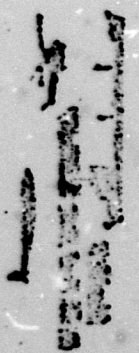
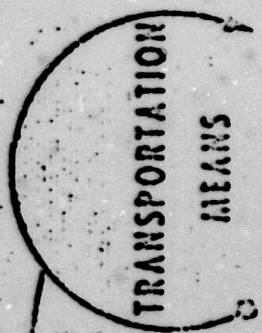
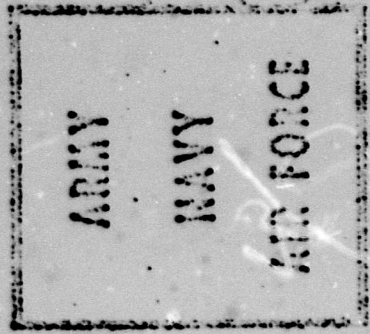


WYTS	ACA
WYCA	ACA

INPUT
CONTROL

**LISTS - MAC
SPACE ASSIGNMENT**

**SEALIFT - AIRLIFT
REQUIREMENTS**



LISTS	
WTCA	ACA

**INPUT
CONTROL**

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TRANSCRIPTION
MEANS

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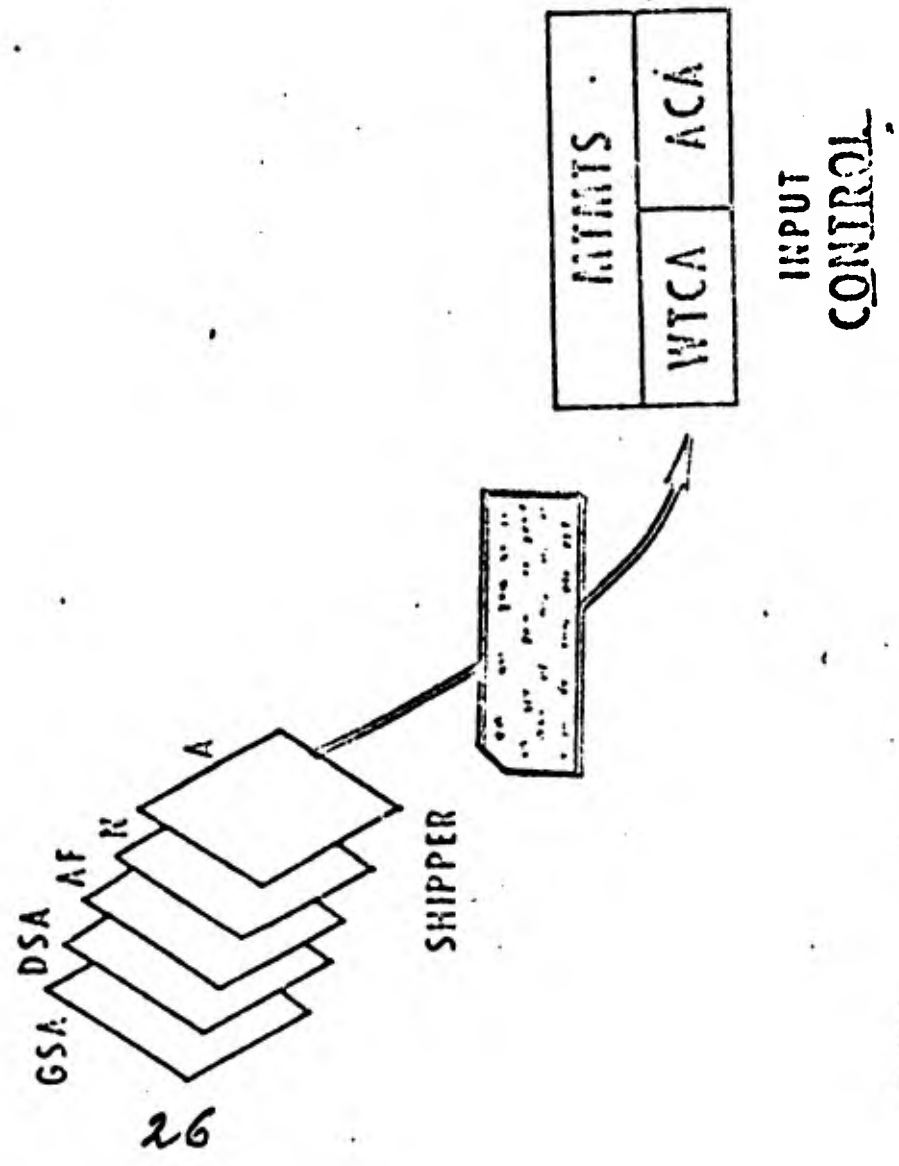
CAPABILITY

CAPABILITY

WTMMS	ACA
WTCA	ACA

INPUT
CONTROL

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