



# Newsletter of the Council of Logistics Engineering Professionals



April 2009

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## Board of Officers

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## From the Board:

Our elections for the 2009 Board of Officers have been completed and I would like to thank everyone for being prompt with your casting of ballots. Your newly elected 2009 Board of Officers are listed to the right and below.

The Council of Logistics Engineers have several upcoming events of interest to our members. As most of you are aware of already, we are hosting the US Army Materiel Command – Logistics Support Activity's 2009 Life Cycle Logistics Tools User's Group and Workshop Seminar on May 12-14 in Huntsville, Alabama. This annual event brings together logisticians, and users of LOGSA's world-class logistics software tools, from across the nation to learn new techniques and about enhancements made to the software tools and products.

This year's seminar will also feature numerous exhibitors who will introduce their products and services for attendees.

This year's seminar expects to have 200 – 250

attendees for the three-day event. If you have not registered, please go to <http://www.logisticsengineers.org/may09.htm> ...space is limited.

Additionally, CLEP is working with the American Society of Naval Engineers (ASNE) in support of "Naval Logistics Symposium 2009". The theme for this event is "Logistics in Support of the Joint Maritime Strategy" and will be held July 20-22, 2009 at the Crystal Gateway Marriott, Arlington, VA. More information for this event can be found on page 5 of this newsletter and by visiting ASNE's website at

<http://www.navalengineers.org/Events/NL09/Logistics.html>.

And finally, as a result of our membership survey, our website will be undergoing some changes in the future. These changes are a result of your input and suggestions of how we can better serve the members of CLEP. Visit our website often to see these changes.

## John W. Langford



The world and the community of Logisticians have lost a great friend and mentor with the death of Mr. John Langford, CPL, CCM. John passed away on March 22.

Many of us who personally knew John always remember him for his selfless giving nature and the numerous contributions that he gave to our profession. Those who had not had the pleasure of personally knowing John have benefited from him through the books he wrote and the numerous papers he presented throughout his career.

John was the 2001 recipient of the Armitage Medal, presented to him for his contributions to logistics literature, as exhibited through his book

– Logistics: Principles and Applications. Additionally, he was the 1998 recipient of the Eccels Medal, an annual award that was established in honor of the late Admiral Henry Eccles, one of the most highly respected logisticians of the 20th Century and presented to the recipient in recognition of outstanding achievements in the development of logistics education.

John served as an Adjunct Professor at Virginia Polytechnic Institute, Florida Institute of Technology, and George Mason University for Logistics Engineering courses. He was a Certified Professional Logistician and Certified Configuration Manager. He served on Board of Advisors, for the Centre for Logistics Study and Research, St. Petersburg, Russia and on the Board of Advisors of the RMS Partnership. Most recently, as a member of the Council of Logistics Engineering Professionals, John served and provided guidance to the Board of Officers and to the founding members of CLEP in our early days of establishment.

We owe a debt of gratitude to John Langford and he will truly be missed by us all.

To our old friend - Fair Winds and Following Seas.

## Calendar of Events

# The Council of Logistics Engineering Professionals

In Cooperation With

## US Army Materiel Command Logistics Support Activity

Presents

### The 2009 Life Cycle Logistics Tools Workshop and Users Group



May 12, 13 and 14, 2009



**Holiday Inn Huntsville - Downtown**  
401 Williams Avenue - Huntsville, AL 35801

Get the latest information on life cycle logistics decision support tools, emerging logistics support concepts, policies and lessons learned.

Users Group Training and Workshop Sessions for:

- SYSPARS: Develops ILS and Supportability Planning Documentation
- PowerLOG-J: Powerful Tool for LSA, LSAR, LMI, GEIA and TM Data
- PFSA: Metrics Tracking & Analysis Tool
- COMPASS: Level of Repair Analysis (LORA) Model
- CASA: Life Cycle Cost Analysis Tool
- CBM: Army Condition Based Maintenance Warehouse  
...and more

Visit [WWW.LOGISTICSENGINEERS.ORG](http://WWW.LOGISTICSENGINEERS.ORG) for Registration and More  
Symposium Details

**LOGSA**  
USAMC Logistics Support Activity

## Book Review: TRANSPORTATION, LOGISTICS AND THE LAW, 2<sup>nd</sup> edition

By: William J. Augello, Esq.

### What's law got to do with it?

Anyone who believes that transportation law has basically been a back-burner issue since deregulation in the '80s (and the subsequent elimination of the Interstate Commerce Commission) may be in for some surprises—836 pages worth of surprises, to be exact. In his latest book, *Transportation, Logistics and the Law*, prominent transportation lawyer Bill Augello emphatically makes the point that legal risks and other pitfalls still exist in these "deregulated" times, and if anything, companies may be at more, not less, risk today. Prior to 1980, transportation managers made a point of keeping abreast of the law. Today, they tend to be complacent because they feel there's little to worry about. Nothing could be further from the truth.

Did you know, for example, that there are financial risks when shipping COD? That a shipper may be bound by unfiled tariff provisions of which it was unaware? That depositing a claim check for less than the claimed amount may foreclose on your chances of collecting the full amount? That truckers need not inform shippers of their tariff provisions unless the shipper requests a copy of the tariff before shipping? Augello's book focuses on potential problems like these; but more importantly, it explains how to deal with them.

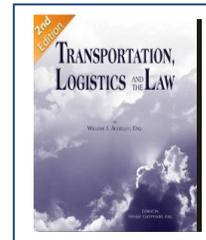
In fact, he does so right from the start. In the book's opening sentence, Augello states that his primary objective is to provide "insight into transportation's most important laws, rules, regulations, treaties, and practices remaining in today's 'deregulated' environment." And from there he proceeds to do just that. In the first of the book's 13 major sections, Augello discusses the statutory scheme under which the federal government has jurisdiction over the movement of goods from, to and within the United States. In Section B, he focuses on the railroad industry, covering such subjects as loss and damage, rates, acquisitions and abandonments. Section C begins with a history of motor carrier regulation, followed by an extensive discussion of the issues that plague this industry. Take cargo insurance, for example. Augello's recital of "traps for the unwary" will open the eyes of many shippers. This section also contains an informative discussion of the legal basis for suits against carriers and warehousemen.

As a reminder to shippers that transportation is a two-way street, Section D outlines the duties of the shipper in packaging, shipment description, loss mitigation and other important areas. Subsequent sections of the book cover airlines, ocean carriers, multimodal transport, intermediaries, importing and exporting, terms of sale, and hazardous materials.

Thirty appendices cover everything from arbitration procedures to the Burlington Northern Santa Fe Railroad's requirement for steel seals on box, hopper and tank cars. There is an index of every court decision cited in the text (well over 1,000), a list of the public laws cited, an excellent glossary and a comprehensive index. It's hard to imagine an issue in transportation law that is not covered in this text.

Bill Augello has practiced transportation and administrative law for 52 years and served for 30 years as executive director of the Huntington, N.Y.-based Transportation Consumer Protection Council. Perhaps his most valuable contribution, however, has been his unflagging efforts to provide continuing education for students and practitioners. The most frequent answer to any transportation law question has always been, "Call Bill Augello." Now all you have to do is reach for the bookcase. For more information or to find out how to order a copy, visit <http://www.transportlawtexts.com/>.

—Cliff Lynch



## ESC uses new acquisition steps to advance critical program

### HANSCOM AIR FORCE BASE, Mass.

An Electronic Systems Center team has completed one of the Air Force's first Materiel Development Decisions using the new DoD Instruction 5000.02 acquisition procedures approved by the Defense Department in December.

The team, composed of 653rd Electronic Systems Group and Acquisition Excellence Office members, completed the new MDD review for the Senior Leader Command, Control, and Communications System - Airborne Communications Program, referred to as SCP.

The MDD review is now the formal entry point into the acquisition process and is required for all programs. The review required to reach the MDD formalizes the decision that a materiel solution - as opposed to simply changing operational tactics or doctrine - is needed, according to Robert Powell, a member of the 653rd team that worked on this effort.

The review also determines at which point a program enters the acquisition process. Acquisition milestones, in DoD parlance, mark various stages of technology or system maturity. Milestone A refers to the technology development stage; Milestone B refers to actual engineering and manufacturing

development, often called EMD; and Milestone C refers to a system's readiness for production and fielding.

Following the review for this program, the Milestone Decision Authority, ESC Commander Lt. Gen. Ted Bowlds, signed the Acquisition Decision Memorandum approving the system's entry into the acquisition lifecycle at Milestone B.

"Under the old DoD instruction 5000.2, programs could enter at the concept decision, which is an early review point, or at Milestones A, B, or C, without the more rigorous decision process that the MDD provides," said Mr. Powell. "The MDD keeps programs from being initiated in the wrong phase, when the requirements or technology are not yet stable or mature."

The MDD requires a more thorough review to determine where the program should start, based on the requirements, technology maturity and program risk.

"In this way, the MDD review supports DoD's goal of having more predictable and executable programs," said Major Lee Powell, the program manager.

SCP will upgrade the on-aircraft communications equipment on the Air Force's

very important person special air mission fleet. U.S. senior leaders travel world-wide aboard the aircraft and must be able to carry out their official duties while away from their home offices.

This system will provide the highly reliable and secure voice, data, and video equipment needed, along with assuring common user interfaces and communications management functions across the fleet, said Major Powell.

"Entering at Milestone B works for our program based on SCP's high technology maturity, so a technology development phase is not needed," Major Powell said. "The MDA's decision allows us to deliver our product to the users faster, with initial operational capability by 2011."

The next step for SCP is completion of Milestone B and award of a contract for EMD planned for next December.

"The SCP team did a tremendous job preparing for the review," said Barbara Meyers of the Acquisition Excellence Office. "As we were all new to the recently approved acquisition policy, extensive research was required. The team put it all together and came up with an outstanding acquisition plan for their program."

# Logistics Integration in a Complex World



We invite you to attend and participate in a  
**Council of Logistics Engineering Professionals**  
**Regional Logistics Education Seminar in March of 2010.**



## Why Should You Attend?

- Focuses on the state of the art programs and processes that are integrated with your career field and the Logistics profession.
- Timely and helpful because of the complexities that we have to deal with as Logisticians in this complex changing world.
- Facilitates professional networking and good friendship.
- Special activities for all who attend as either a presenter or attendee.

## Presentations and Workshops

Topics cover material in the Military, Commercial and Educational industries.

- |                                   |                                    |
|-----------------------------------|------------------------------------|
| • Acquisition Logistics           | • Life Cycle Logistics             |
| • Automated Logistics Environment | • Life Cycle Support               |
| • Continuous Process Improvement  | • Mission Support                  |
| • Defense Logistics               | • Performance Based Logistics      |
| • Fleet Readiness Centers         | • Reliability Centered Maintenance |
| • Supply Support                  | • SHIPMAIN                         |
| • Integrated Solutions            | • Supply Chain Management          |
| • Item Unique Identification      | • Provisioning                     |
| • LEAN Six Sigma                  | • Technical Publications – \$1000D |
| • Total Ownership Costs           | • Training                         |

## Where: San Diego, CA

Many activities will be planned for this event for attendees, presenters, and their guests. **Activities include:** Guided Tours in the San Diego Area, Sea World, SD Zoo, SD Wild Animal Park, Old Town, Balboa Park, Midway Museum, golfing, deep sea fishing, shopping, sight seeing, Sports events and Golf.

**Information:** If you are interested in attending or presenting please send email to **Ed Welch** at [ewelch@delreysys.com](mailto:ewelch@delreysys.com) or call **Joyce McSorley** at **858-522-2355**.

Supported by:



(Further information for this event will be provided in our future newsletters as it comes available. Please check our website often for more information – [www.logisticsengineers.org](http://www.logisticsengineers.org))

## Naval Logistics Symposium 2009

In cooperation with the U.S. Navy, U.S. Marine Corps and U.S. Coast Guard, the American Society of Naval Engineers (ASNE) will present Naval Logistics Symposium 2009—Logistics in Support of the Joint Maritime Strategy in Arlington, Virginia, on July 20-22 2009.

The symposium will feature key topics in naval logistics from top leaders in government and industry. The Council of Logistics Engineering Professionals has joined as a supporting organization for the event.

The Naval Logistics Symposium program will address the requirements and challenges associated with ensuring that effective life cycle logistics support is developed and implemented during the design, development, test, production, fielding, sustainment, and improvement modifications of military systems as the maritime strategy is implemented.

The goal of addressing requirements and challenges is to ensure that life cycle logistics support will be cost effective and will achieve the intended material readiness and combat effectiveness as defined in operational requirements documents. Through panel discussions, speakers and technical paper tracks, the symposium will explore the issues involved with achieving these objectives within the constraints of the systems acquisition process.

Principal speakers include:

- ADM Gary Roughead, USN, Chief of Naval Operations (Confirmed)
- GEN Duncan J. McNabb, USAF, Commander, United States Transportation Command (Invited)
- GEN James T. Conway, Commandant of the Marine Corps (Invited)
- ADM Thad W. Allen, Commandant, United States Coast Guard (Invited)
- Mr. Stephen Carmel, Senior Vice President, Maritime Services, Maersk Line, Limited (Invited)

Panel discussions and featured presentations will include:

- Panel on Total Ownership Cost Reduction Efforts
- Panel on Sea Services Acquisition Logistics
- Panel on The Future of Logistics
- Special presentation on Advancements of Military Medicine on the Battlefield

The symposium will include technical paper sessions structured along three tracks:

- 1) Acquisition Logistics—Trends, Tools and Practices;
- 2) Total Ownership Cost Reduction—Successes, Challenges and Barriers; and

- 3) Naval Logistics Integration—Bridging Across the Services.

In conjunction with the symposium, ASNE will conduct exhibits and sponsorships that are separate and distinct from ASNE's arrangements with the Navy, Marine Corps and Coast Guard for the symposium.

Information about exhibits and sponsorship should be obtained from ASNE. Contact Megan Sinesiou at (703) 836-6727 ext. 23 or [msinesiou@navalengineers.org](mailto:msinesiou@navalengineers.org) for more information.

[www.navalengineers.org/Logistics2009.html](http://www.navalengineers.org/Logistics2009.html)



## Army, Navy Joint Effort

### Story by Sgt. Stephen Proctor, 8th TSC PAO

Gen. Dwight D. Eisenhower once said, "battles, campaigns and even wars have been won or lost primarily because of logistics."

There are many factors that go into winning wars, or in the modern-day military, efficiently providing international humanitarian assistance at a moment's notice. Moving the Army's vast supply of vehicles and other equipment can be a daunting task, but to add an extra element of difficulty, a group of Soldiers and Sailors moved more than 1,500 rolling vehicles and shipping containers from ships anchored off the coast of Camp Pendleton, Calif. to the shore without the benefit of a fixed port during the Joint Logistics Over The Shore exercise Pacific Strike June 1 to Aug. 1.



*Soldiers with the 331st Transportation Company from Fort Eustis, Va., "stab" the beach with the Army Trident Pier July 21 during Joint Logistics Over the Shore 2008. The Trident Pier is a floating causeway that will allow Soldiers and Sailors to move rolling stock and shipping containers from ships anchored at sea onto the shore using an improvised port. The critical training the Soldiers and Sailors receive allows them to quickly and efficiently move equipment from ship to shore for military missions or humanitarian assistance when a port is nonexistent or has been destroyed. Photos by Sgt. Stephen Proctor. JTF8 PAO*

JLOTS is a joint exercise between the U.S. Army and the Navy meant to strengthen their interoperability so they can quickly build an improvised port when one has been destroyed or is nonexistent and get equipment from sea to shore to support wartime or humanitarian missions.

"[JLOTS is] meant to enable [the U.S. military] to move a heavy force ashore when we don't have a modern port, or we don't have a large enough port," said Navy Capt. Thomas Wetherald, the commander of JLOTS 08.

The mission began when the USNS Pililaau docked in Hawaii to pick up equipment from the 45th Sustainment Brigade, 8th Theater Sustainment Command and the 3rd Brigade Combat Team, 25th Infantry Division, to transport it to Camp Pendleton where it would be driven to Fort Irwin, Calif. for a

mission rehearsal exercise at the National Training Center in preparation for deployments to Iraq and Afghanistan.

Training to ship equipment efficiently is beneficial to the Soldiers and Sailors because most support equipment for battles and wars will have to be shipped. "No matter how much airlift we might have, in the end the tyranny of weight is that 95 percent of stuff that comes to back up the initial force and to do the long-term logistics is going to come by sea," said Wetherald.

Meanwhile, Navy Seabees with Amphibious Construction Battalion 1, Naval Beach Group 1, built a life support area consisting of tents for sleeping, working, eating and bathing for the nearly 3,000 Soldiers, Sailors and Civilians who would be working on JLOTS at its peak. They also worked on the beach to erect the Navy Elevated Causeway System, a mobile pier system that can be assembled in a matter of days. The ELCAS is equipped with cranes that lifts shipping containers from pieces of the Improved Navy Lighterage System, a series of floating causeways, for transfer to the shore.

The rolling stock was driven off the Pililaau onto pieces of lighterage called causeway ferries. Sailors with Beach Master Unit 1 guided the ferries to shore where they stabbed directly into the beach and the vehicles were driven off and handed over to the Army.

The Soldiers from the 45th Sustain. Brig. set up a Reception, Staging and Onward movement area where they loaded the vehicles onto trucks for transportation to Fort Irwin. "As the Navy guys downloaded the ship and moved it across the shore," said Col. Clay Hatcher, the Task Force RSO commander, "it was handed off to us [so we could] stage it. We've already got everything up the hill, and we're ahead of schedule."

When the equipment is ashore, another critical issue is fueling the vehicles. The SS Chesapeake is a specially modified tanker designed to solve that problem. The SS Chesapeake, part of the Offshore Petroleum Discharge System/Inland Petroleum Discharge System, pumps fuel through tubes submerged in the ocean. When the tubes reach the shore, they are attached to pumping stations that can feed the fuel miles down the beach into 20 million gallon bladders. During JLOTS 08, the OPDS/IPDS practiced by pumping water through the pipes.

The multi-faceted system that moves the equipment from ship to shore requires a great deal of complex integration between the Army and the Navy.

"It was a very successful integration," said Brig. Gen. Mark MacCarley, deputy commander of Joint Task Force Eight, "and that's because every single Soldier, active and reserve [and] every single Sailor was fully engaged, committed to making this exercise a success, and it will be an enduring legacy for the United States armed forces."

## DLA Ogden's Lean Beginnings...

By Heather Vickers, DLA Ogden SS&D Lean Champion

The Lean journey for the DLA Ogden Supply, Storage, and Distribution (SS&D) organization is underway. Currently, there are two events in progress, one event in implementation monitoring, and approximately eight events under consideration. Of the two events in progress, the first is a 5S (Sort, Straighten, Scrub, Standardize, and Sustain) event, which involves the consolidation and collocation of materials from multiple smaller locations into larger Shop Service Centers (SSCs) providing better service to our customers on the Air Force production floor. This effort encompasses three SS&D Divisions, eight buildings, and 14 SSCs. In total, DLA Ogden SS&D will return approximately 14,000 square feet to the Air Force, providing cost savings to DLA associated with rent, facilities maintenance, and utilities. Additionally, the returned space may allow the Air Force to take on additional workloads with the new square footage.

The effort will also allow the organization to balance the workforce to ensure all aspects of the SS&D mission are appropriately staffed as we complete our final transition from the Air Force to DLA, and continue to work the issues associated with additional workload requirements. Other expected benefits of this effort include improved inventory accuracy, and greater access for the customer due to our ability to support all shifts. Finally, to address the concerns of support to outlying buildings, an expeditor will be utilized to provide

transportation of material to any buildings supported by the consolidation to ensure timely availability and to allow production technicians to focus on their primary task of supporting the warfighter.

The second event in progress involves the creation of an emergency buy cell. Currently, DLA Ogden purchases material on an urgent need basis for the Air Force using one of four distinct processes. Earlier this month, after four days and lots of hard work, a team of 16, including subject matter experts from DLA Ogden (SS&D and Depot-Level Repairables (DLR)), the Air Force's 309<sup>th</sup> Maintenance Wing (309 MXW), and the Air Force Global Logistics Support Center (GLSC), developed a singular automated process reducing touch time, lead time, and duplicative steps.

As the event evolved, the team determined that many of the jobs being performed were not being accomplished by the functional area responsible for those steps. Therefore, as a result of the event, roles and responsibilities were defined and training needs were identified to ensure all involved are aware of these roles and responsibilities and the requisite skills and tools needed to be successful.

Finally, the team was able to identify the resources currently available at DSCR with respect to emergency buys for DLA-managed items, and made the decision to utilize those resources further, allowing DLA Ogden opportunities to balance workloads to support

our customers.

Going forward, events that will be considered include administrative and support processes that were previously performed by Air Force personnel but are to be absorbed by DLA per the memorandum of agreement. These include training, safety, facilities, and security. Additionally, we are considering leaning the documentation and reporting requirements to support Air Force Production status meetings. Purchasing functions are another area of focus for lean, to reduce administrative delays and decrease customer wait time. Finally, in an effort to increase support to our customers, we are partnering with the 309 MXW to provide and develop processes that allow parts and material availability to production to be timed with need, minimizing the time a technician is away from their station.

Our lean journey began with the Air Force, through Air Force Smart Operations for the 21st Century (AFSO21), which established a culture of continuous process improvement in our workforce. The tradition continues as we refine our processes under the DLA Lean Six Sigma (L6S) program, with the overarching objective of providing the best support to our customers across the Department of Defense by providing the right parts at the right time and the right cost to ensure superior support to the warfighter.

## Expeditionary Fighting Vehicle — Failure not an option

By: Lt. Gen. George J. Flynn, Deputy Commandant for Combat Development and Integration, Marine Corps Base Quantico

3/12/2009, MARINE CORPS BASE QUANTICO, Va. — Our Corps' position remains unequivocal — the Expeditionary Fighting Vehicle is essential to what we do and is our top acquisition priority. It is a mistake to let past technical difficulties shape the future of the program.

Operational experience has repeatedly demonstrated that the rapid projection of Marine Corps combat power ashore is the key to success in all amphibious missions across the range of military operations. The tremendous flexibility and utility, both across the littorals and deep inland, make it a significant addition to joint commanders' employment options. Even if the landing force could avoid fixed defenses, comparative analysis has shown that shuttling personnel carriers on landing craft air-cushioned would delay the build up of combat power ashore to the extent that the landing force would incur significant casualties from an enemy counter-attack.

Additionally, anti-ship cruise missiles are lethal ship-killers, as demonstrated when Hezbollah struck an Israeli warship during the Lebanon crisis in 2006, but neutralizing these weapons is facilitated by keeping ships over the horizon. The

Navy and Marine Corps have therefore pursued a complementary mix of over-the-horizon capabilities, to include rotary-wing and tilt-rotor aircraft, LCACs, and the EFV.

A surface amphibious fighting vehicle that self-deploys from a ship at high speed provides the joint commander the ability to quickly mass combat power ashore while overcoming projected anti-access threats. The Joint Requirements Oversight Council validated the requirement for the EFV, which is to provide rapid combat power build-up ashore from over the horizon.

It's important to understand that when DoD programs exceed planned cost and schedule, Congress requires the secretary of Defense to make certain certifications. The EFV underwent a complete review in spring 2007, and the Office of the Secretary of Defense certified, among other things, that "the EFV program is essential to national security and there are no alternatives which will provide equal or greater military capability at a reduced cost."

The EFV continues to make significant progress. A recent major design review assessed the predicted reliability as 61.5 hours

mean time between operational mission failures, exceeding the established criteria of 43.5 hours. Further developmental and operational tests will be conducted on seven prototypes currently in fabrication to validate the reliability of the EFV.

This nation requires the ability to rapidly project combat power ashore from U.S. Navy ships to ensure our security against international threats. The Expeditionary Fighting Vehicle remains a vital capability to accomplish that amphibious mission and is the commandant's top ground combat priority.



## Real Change is Underway

The Coast Guard Modernization forms the framework for a natural progression of change for our Service's command and control structure, support systems and business practices, from an antiquated state to a modern, forward-thinking and more responsive organization. Building on prior studies and analysis, lessons learned from 9/11 and Hurricane Katrina, and the Coast Guard's Evergreen planning process, the Coast Guard Modernization is a holistic look at our Service focused on mission execution, and on positioning the Coast Guard to meet the challenges of the 21st century.

Change is a natural part of our Service's history. The Coast Guard has systemic problems that we

have tried to fix in the past based on external drivers or as the result of special studies. However, we did not always follow through on the proposed concepts with full implementation. For example, a study in 1999 concluded we would be optimally structured if we consolidated all field units into single commands, combining operations and marine safety existing in single ports. This same study showed we should engage in Maritime Domain Awareness; ironically, this was 2 years before 9/11.

The changes proposed by the Coast Guard Modernization represent a necessary and sensible approach to enhancing Coast Guard business practices, and will better prepare our Service for managing the broad

scope of mission sets we face today. As we confront significant growth in commercial shipping, an expansion in coastal development, new energy exploration, and increasing activity in the Arctic associated with climate change, we must continue to adapt to ensure we are employing best practices to meet the needs of our Nation.



### The Council of Logistics Engineering Professionals



[www.logisticsengineers.org](http://www.logisticsengineers.org)

## HOW CAN WE BETTER SERVE YOU?

As we continually strive to meet the requirements and of our Logistics Community, we need to hear from you concerning what you would like to see CLEP accomplish in the future to better serve you.

Do you have a need for workshops on particular subjects, job assistance, or filling job requirements on a program within your organization?

We can help. Contact us by email, phone, or stop by our web site at [www.logisticsengineers.org](http://www.logisticsengineers.org) and let us know how we can assist or serve you better.

We also need your help. As we have begun our new program year, we need volunteers to serve on our committees. If you have a talent in a particular area and would like to participate on a committee, please

contact us.

If you would like to submit an article for our newsletter, please contact Dan DiDomenico, [iedpd@bellsouth.net](mailto:iedpd@bellsouth.net) (VP Communications) or Bill Horne [bhorne1@cox.net](mailto:bhorne1@cox.net) (VP Programs) by email.

### CLEP Information

The Council of Logistics Engineering Professionals is a professional organization composed of individuals devoted to enhancing logistics technology, education, and management. For membership information or if you are interested in starting a Section in your area, contact Mike Connor at [membership@logisticsengineers.org](mailto:membership@logisticsengineers.org).