

Annex 6

LOGISTICS

Movement Control Center

(State Logistics Response Center)

Operations Guidance

TABLE OF CONTENTS

I.	Introduction	3
II.	Mission/Scope	3
III.	Assumptions	3
IV.	Roles and Responsibilities	4
V.	Concept of Operations.....	4

I. Introduction

The State Movement Control Center (MCC) has been established at the State Logistics Response Center in Orlando, FL. Activation and staffing of the MCC would be done when the State EOC and SLRC go to a Level 2 activation level. Should this facility not be available, it would be relocated at either the State Emergency Operations Center or with the Forward State Emergency Response Team. The purpose of the MCC is to coordinate the employment of all means of transportation (multi-modal) to support the concept of operations. This coordination is accomplished through establishment of transportation policies within the assigned area of responsibility, consistent with relative urgency of need, port and terminal capabilities, transportation asset availability, and priorities set by State Coordination Officer.

II. Mission/Scope

The mission of the Movement Control Center is to facilitate the coordinated movement of large amounts of resources in an expedited manner. This includes resources coming into the State of Florida as well as movement of resources within the state. This becomes a critical factor in the timing of arriving resources to dependent victims in an impacted area. Hours of long delays and unnecessary caused by traffic congestion will only further hard those already impacted by an event. The Movement Control Center is designed to minimize these kinds of delays and expedite rapid recovery efforts.

III. Assumptions

- The area/regional civil transportation infrastructure will sustain damage, limiting access to the disaster area. Access will improve as routes are cleared and repaired or as detours are built.
- The requirements for transportation capacity will exceed routine State and/or locally controlled or accessible assets, demanding coordinated plan assistance from several agencies and organizations.
- Infrastructure damage and communications disruptions will inhibit efficient coordination of transportation support during the immediate post disaster period.
- Gradual clearing of access routes and improved communications will permit an increased flow of emergency relief, although localized distribution patterns might remain unusable for a significant period.
- The movement of relief supplies may create congestion in the transportation network both nationally and regionally, requiring imposition of controls.
- The MCC in coordination with ESF-1 and commercial vendors can assist in the procurement of adequate transportation services and restoration of the system

- Local distribution of resources from a mobilization area or Logistics Staging Area to requesting counties and municipalities will require enhanced transportation planning and management.

IV. Roles and Responsibilities

Lead Agency

Florida Division of Emergency Management - Lead Agency

Support Agencies

- Florida Department of Transportation (Emergency Support Function -1)
- Department of Agriculture, Division of Forestry (Emergency Support Function – 4)
- Florida Department of Management Services (Emergency Support Function -7)
- Florida National Guard (Emergency Support Function -13)
- Lipsey Logistics (Commercial Contract Vendor)
- Interstate Transport, LLC (Commercial Contract Vendor)
- Landstar Express America (Commercial Contract Vendor)

The Movement Control Center is established in times of major movement of resources to the disaster area. The Movement Control Center team is led by Florida Division of Emergency Management and includes representatives from Emergency Support Function -1 – Transportation, Emergency Support Function -13 Florida National Guard, Emergency Support Function -7 Department of Management Services and various commercial vendors.

All supporting agencies must notify the Movement Control Center when transportation arrangements are made, so that resources can be tracked and reception plans executed.

V. Concept of Operations

During major events requiring large numbers of transportation assets or various types of transportation assets (overland, rail, air and sea), it may be necessary to route all transportation requests and resources through one central point. Centralized transportation planning, apportioning, allocating, deconflicting, coordinating, and creating in-transit visibility are the benefits of doing this.

Centralized Control/Decentralized Execution

The most efficient method to provide movement control is to centralize control of movements at the highest level. Centralization means that a focal point for transportation planning and resource allocation must exist at each level of command involved in an operation. The focal point is an individual or unit that is aware of the current and future

requirements of the supported force as well as the capabilities available to meet the requirements. Centralization of movement control normally occurs at the levels charged with integrating logistic support.

Decentralized control of mode and terminal operations are equally important. Decentralized execution of transportation missions means terminal and mode operators remain free to assign and control the specific transportation asset that will meet the requirement. This practice enhances the flexibility to prioritize support and accomplish the mission.

Regulated Movements

The regulation of movements has two applications. One deals with the apportionment of cargo carrying capacities to movement requirements. The second deals with the regulation of traffic through the Movement Control Center.

Transportation planners must determine which traffic and Points of Distribution requires control. The free flow of goods and services will work in a non-saturated environment. However, saturation of the system normally occurs because highly mobile resources extend re-supply lines. Increased consumption rates and a desire to reduce stockpiles are additional causes of saturation of the transportation system. Inadequate transportation capabilities in relationship to the size of the force supported will also require astute prioritization efforts.

An additional consideration is the support the State Emergency Response Team provides to other agencies and organizations. In a joint and combined environment, regulation of transportation assets and Points of Distribution will prevent congestion and enforce priorities. Regulations of Points of Distribution movements are critical. This is always important when multiple agencies and operations must share available airfields, roads, rail lines, water terminals, and inland waterways. A clear articulation of priorities is essential. Law enforcement organizations help by providing security, reconnaissance, and traffic control.

State Emergency Response Team prioritizes guide the regulation of all movements. In this regard, transportation planners, operators, and users must exercise discipline when establishing and using available transportation assets. The exercise of discipline assures meeting the mission priorities. A disciplined transportation system enhances the confidence users have in the system's ability to support the mission. When planning and executing movements, the Movement Control Center must not validate, approve, or start any move if a terminal or mode in the transportation system cannot meet the requirement.

Fluid And Flexible Movement

The transportation system must provide for the uninterrupted flow of traffic. This means the system must be capable of rerouting and diverting traffic. Maintaining flexibility is one of the biggest challenges facing transportation planners and operators in a changing environment with shifting conditions and priorities. To accomplish this task successfully, the transportation system must be linked to an information and communications system. These systems provide data in time to adjust the responses of the terminals and modes in the system. The Florida Division of Emergency Management EM-2000 Tracker System is an essential component in providing timely data.

Transportation planners and operators can also improve response time and flexibility by using the right modes for the right cargo. They can also anticipate the need for alternate modes and routes.

Maximum Use Of Carrying Capacity

This principle involves more than loading each transport vehicle to its maximum carrying capacity. It also means using all available transport capability in the most efficient manner. While allowing for adequate equipment maintenance and personnel rest, transportation operators should keep transportation assets loaded and moving as much as the operational and tactical situation permits.

The discipline of the transportation system also plays an important role in the execution of this principle. Transport vehicles and containers need fast off-loading and return to the system to increase the transport capability for later operations.

Discipline in the prompt return of transportation assets assures their availability for subsequent operations and avoids possible demurrage, storage, and other penalty charges against the government. Similarly, transportation assets must support the retrograde of personnel and cargo operations.

Forward Support

The principle of forward support includes fast, reliable transportation to provide support as far forward as possible. Forward-oriented transportation support at Logistics Staging Areas act is a resource multiplier. The key to forward support is the reception and clearance capabilities at the destination units. These units may require equipment and personnel augmentation to enhance their reception and clearance capabilities. Forward support at state Logistics Staging Areas may entail the provisioning of operational level transportation assets to support tactical level units. However, any requirement for forward support that relinquishes centralized control for an extended time must be balanced against the efficiency of the transportation system to provide time utility and to weigh the mission at decisive times and places.

Activating the Movement Control Center (MCC)

- Upon making the decision to establish the Movement Control Center, the following actions will occur.
- Activate the State Movement Control Center at the State Logistics Response Center in Orlando, FL
- Conduct an Incident Action Planning meeting in conjunction with Emergency Support Function -5. Participants should include Emergency Support Function-1, Emergency Support Function -5, Operations, Emergency Support Function -11, Emergency Support Function -16, and Finance.
- Activate the agency agreement with Lipsey Logistics who acts as a central broker for transportation assets regardless of who owns the resource. This is a service provided by Lipsey Logistics, but does not restrict multi-modal resources to those only managed by Lipsey Logistics. Any vendor or government resource may be deployed in support of this mission, and managed by the Movement Control Center.
- Lipsey Logistics will dispatch personnel to the SLRC in Orlando to staff and manage the MCC.
- State Logistics Section will evaluate all field-based locations that will require transportation support. This must include Mobilization Areas, Logistics Staging Areas, Forward Operation Bases, Comfort Stations, Disaster Field Office, Forward State Emergency Response Teams and local sites.
- Complete site survey reports.
- Evaluate the types and quantities of resources that are anticipated for movement into the state as well as within the state.
- Develop an action plan to support movement.

Mission Fulfillment

All requests for resource movement for an operation will be routed through the Movement Control Center once established and a plan developed.

A movement request mission will be tasked to the Movement Control Center (MCC).

The movement request mission includes:

- Mission ID and description
- Mission priority
- Specific truckload quantities to be moved
- Pickup/Delivery location addresses
- Map & driving directions for the Pickup/Delivery locations that is based upon current intelligence around weather conditions, vehicular traffic flow, obstructions or damage to the multimodal transportation infrastructure.
- Pickup/Delivery point-of-contact information

The Movement Control Center will evaluate the mission and transportation priority to determine the best method of transporting the resource.

- FLASH PRIORITY = Air Transport
- ROUTINE PRIORITY = Surface Freight
- RESTOCK = Rail or Sea Lift

The Movement Control Center will then make arrangements for the appropriate mode of transport, getting approval from either the Logistics Section Chief or State Emergency Response Team Chief. A cost estimate will be generated for the shipment unless the state has arranged for a "flat rate" or "day rate" for the transportation asset through the vendor or agency. Once approved, the resource will be moved.

All shipments must have the appropriate paperwork to include:

- a manifest for personnel missions
- bill-of-lading for commodity missions
- State Emergency Transit Arrival Credentials (SETAC) for all missions

The MCC and geographically dispersed pickup locations can utilize the InMotion Global LoadLink web-portal to access and print SETAC's for outbound shipments.

The SETAC is the state transit documentation that identifies the shipment as disaster relief and expedites the shipment's passage through checkpoints, roadblocks, and into destinations such as LSA's or POD's. The SETAC is also bar-coded with Mission ID's, Purchase Order Numbers and resource ID's to facilitate the SERMN check-in process at the destination. The Florida Department of Transportation, Florida National Guard, Florida Highway Patrol and Florida Division of Emergency Management are aware of the SETAC and its purpose. (See Figure 3 below)






 OFFICIAL GOVERNMENT SHIPMENT OF EXPEDITED EMERGENCY DISASTER RELIEF SUPPLIES STATE OF FLORIDA DIVISION OF EMERGENCY MANAGEMENT UNIFIED LOGISTICS SECTION					
STATE EMERGENCY TRANSIT AND ARRIVAL CREDENTIALS (SETAC)					
Load ID: 44694		Call Login Code: 173200184			
To update the status of this load, or to get current load information, please call 1-866-330-4533					
SHIP FROM (SUPPLIER)		SHIP TO (DESTINATION)			
Name: State Logistics Response Center Address: 2702 Directors Row City, St, Zip: Orlando, FL 32809-5631 Phone: _____ FOB: <input type="checkbox"/> Pickup Date: 08/14/2008		Name: Homestead Air Force Reserve Base FDEM LSA Address: 29050 Coral Sea Blvd City, St, Zip: Homestead, FL 33039 Phone: _____ FOB: <input type="checkbox"/> Dropoff Date: 08/15/2008			
Vendor Information Name: Interstate Transport, Inc. Address: 324 1st ave N. City, St, Zip: Saint Petersburg, FL 33701 Phone: _____		Carrier Information Name: Interstate Transport, Inc. Truck #: 22222 Trailer #: a7777 Satellite Transponder #: TRANS23456			
Seal number(s): _____		Driver Name: Jack Smith Driver Phone: 813-555-5555			
Freight Charge Terms: (freight charges are STATE CONTRACT prepaid unless marked otherwise) Prepaid: _____ Collect: _____ 3PL: _____		PURCHASE ORDER NUMBER 052208d 			
Quantity	Cargo Type	Weight	Description	LTL ONLY	
			<small>Commodities requiring special or additional care or attention in handling or stowing must be so marked and packaged as to ensure safe transportation with ordinary care. See Section 2(e) of NMFC Item 380</small>	NMFC #	CLASS
Mission ID: 600					
20.00	Pallets	10,000.00	Water, Bottled, Pallets 41894 		
Mission ID: 605					
20.00	Pallets	10,000.00	Food - Perishable 4250 		
40.00	Grand Totals	20,000.00			

Figure 3: State Emergency Transit Arrival Credentials (SETAC)

All shipments will be tracked in SERMN from the Pickup Location to the Delivery Location via one or more of the following methods:

- Satellite Transponder supplied by FDEM or vendor
- MCC and Lipsey Logistics FMC conduct outbound check calls to driver or carrier dispatch office
- Inbound check calls from carrier or dispatch office into MCC, Lipsey Logistics Carrier or carrier dispatch office uses the InMotion Global LoadLink web-portal to record their status/location update (See Figures 5 & 6 below).

While shipments are in transit, FDEM SERT staff at the SEOC or SLRC and SERT field staff can access real-time shipment status/location information in SERMN.

Upon completion of the movement, the mission will be closed in the system. Should in the case of surface freight or air lift, the transportation asset be required to remain on site to further move the resource(s), arrangement and approval must be obtained through the Logistics Chief, or designee, who will generate the appropriate modification to the purchase order or contract. The MCC will be informed of the modification and will coordinate the shipment per the processes already described. (See Figure 10 below)

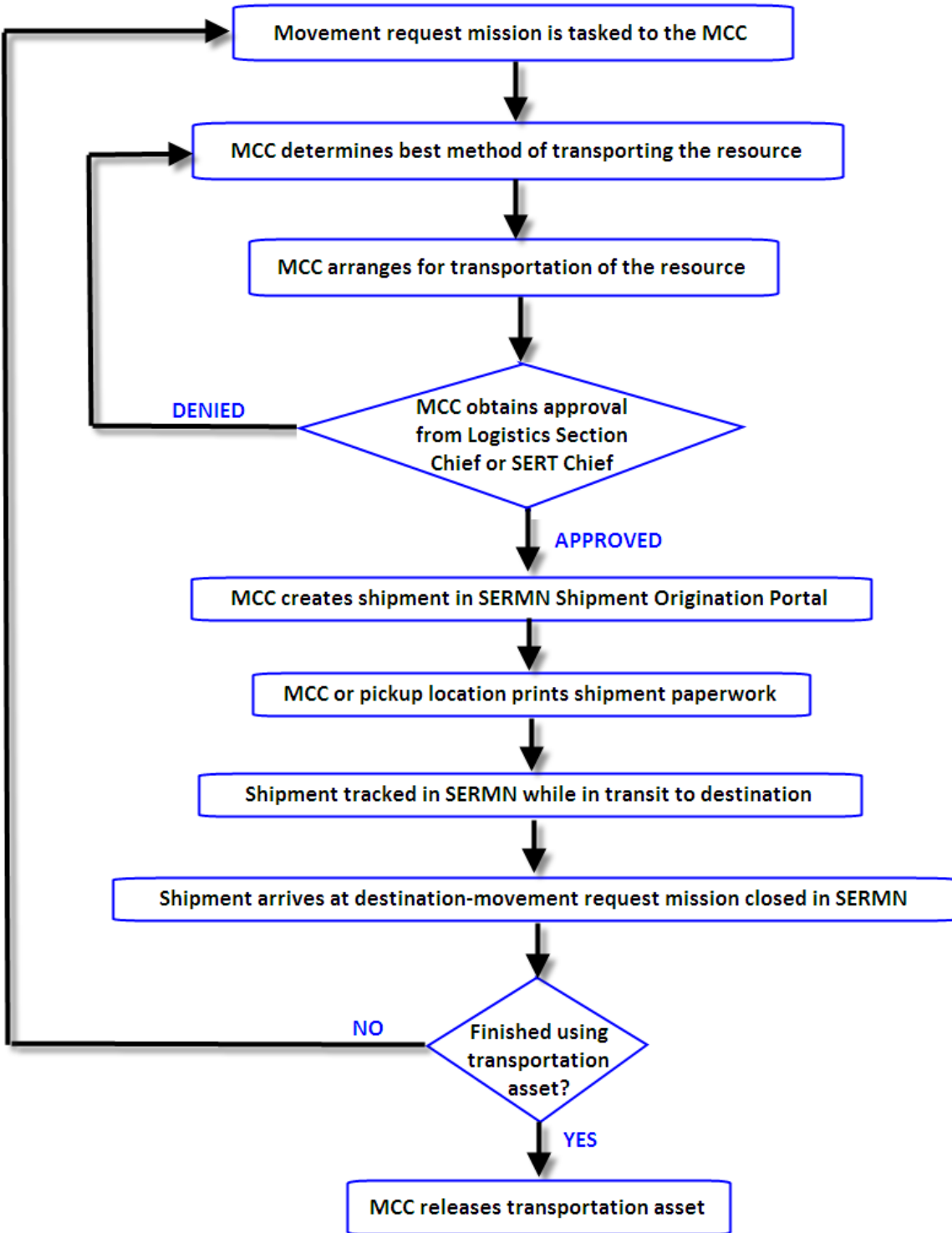


Figure 10: MCC Mission Fulfillment Process