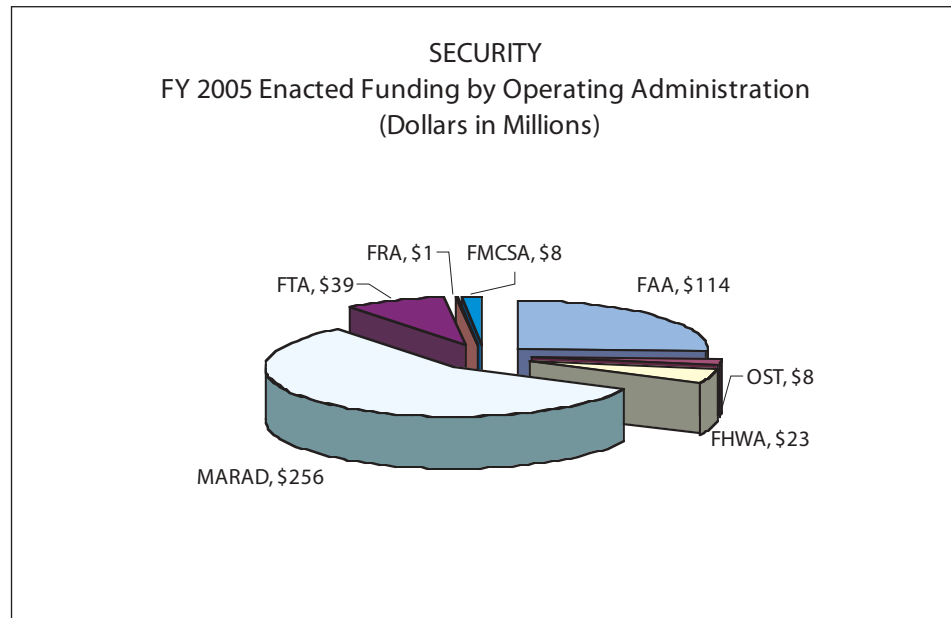




SECURITY STRATEGIC OBJECTIVE

BALANCE HOMELAND AND NATIONAL SECURITY TRANSPORTATION REQUIREMENTS WITH THE MOBILITY NEEDS OF THE NATION FOR PERSONAL TRAVEL AND COMMERCE



STRATEGIC OUTCOMES

- All modes have implemented steps that would prepare them for a rapid recovery of transportation from international harm and natural disasters
- The U.S. transportation system meets National security requirements

PERFORMANCE MEASURES

- Percentage of DoD-required shipping capacity complete with crews available within mobilization timelines.
- Percentage of DoD-designated commercial ports available for military use within DoD established readiness timelines.
- Transportation Capability Assessment for Readiness Index Score (New Measure).



STRATEGIC MOBILITY

During FY 2005, MARAD maintained the enrollment of 47 ships in the Maritime Security Program, which provides U.S. Flag Ships and U.S. crews for DoD use; and 121 ships in the Voluntary Intermodal Sealift Agreement (VISA) program. The VISA program is used by DoD to pre-plan the availability of militarily useful vessels for DoD use in times of emergency. A total of 60 VISA ships were used during FY 2005 to support Operation Iraqi Freedom or Operation Enduring Freedom (OIF/OEF).

The Ready Reserve Force (RRF) is a fleet of 58 government-owned, militarily useful cargo ships available to DoD to support the rapid, massive movement of military unit equipment and supplies in times of emergency or war. The RRF ships were heavily involved in OIF/OEF during FY 2005. Six RRF ships continued operations from FY 2004 and 18 new ships were activated to support the mission. Once activated, the vessels maintained 99% operational reliability. On average for FY 2005, 84% of the RRF was available for use by DoD.

MARAD-supported mariner training programs produced 589 new, licensed merchant mariners during 2005. These new mariners graduated from the United States Merchant Marine Academy and from the six State Maritime Schools. Of these graduates, 248 have an obligation to serve in the U.S. Navy Reserve/Merchant Marine Reserve for a period of six years. These graduates help to replenish the 'pool' of mariners available to crew the RRF in times of need.

During most of FY 2005, 13 of the 15 DoD-Designated Strategic Ports had acceptable facilities available for military use within DoD established readiness timelines. DoD, in conjunction with MARAD, negotiates a Port Planning Order with each strategic port, specifying which facilities will be needed to conduct a military deployment. The port is expected to be able to make these facilities available to the military within 48 hours of notification. If a port forecasts that it will be unable to provide the specific facilities, it will report that it is not available. In some cases, the port cannot be available as quickly as required or it cannot provide the specific facilities that meet the military's requirements.

2005 Results. DOT met the performance target. In FY 2005, the shipping capacity was achieved primarily as a result of the excellent record of performance of the RRF. The RRF logged 99% reliability as a result of the strong partnership between MARAD, the RRF commercial ship managers, the sea-going labor unions, and the U.S. ship repair industry.

Performance Measure				
Percentage of DoD-required shipping capacity complete with crews available within mobilization timelines.				
	2002	2003	2004	2005
Target	93	94	94	94
Actual	94	96	94	95

FY 2006 Performance Forecast. DOT expects to meet the FY 2006 target.



2005 Results. DOT did not meet the performance target. Commercial cargo congestion at two of the strategic ports prevented them from having the necessary facilities, or an alternative, available within the readiness timelines. This is a measure of availability, particularly of time, but also of certain facilities. Although the specified facilities were not available, military cargoes were not delayed. However, the FY 2005 results support the need for a thorough review of the strategic port system.

Performance Measure				
Percentage of DoD-required commercial parts available for military use within DoD established readiness timelines.				
	2002	2003	2004	2005
Target	92	92	92	93
Actual	92	86	93	87

FY 2006 Performance Forecast. DOT expects to meet the FY 2006 target. During FY 2006, a requirements validation will be underway and consideration will be given to prioritizing ports in conjunction with an evolving National military strategy.

TRANSPORTATION READINESS

The Office of Intelligence, Security, and Emergency Response (OISER) measures the Department's internal preparation for disasters or other situations which may cause a disruption in the transportation system with the Transportation Capability Assessment for Readiness (TCAR) score. It assesses six functional areas to obtain the TCAR score; monitoring operations, emergency preparedness, continuity of operations and continuity of government; and coordinating recovery assistance after disasters.

2005 Results. The TCAR measure is a new measure in FY 2005. Although DOT had significant accomplishments in this area, we did not meet the target for this performance measure. Resource constraints limited our ability to train State and local response teams as planned. Also, our alternate work site to maintain continuity of operations in the event of an emergency has some identified deficiencies that have not been resolved, thus lowering our score.

Performance Measure				
Transportation Capability Assessment for Readiness Index Score.				
	2002	2003	2004	2005
Target	N/A	N/A	N/A	71
Actual	N/A	59	67	65

FY 2006 Performance Forecast. DOT anticipates meeting the performance target in FY 2006.

IN-DEPTH ACCOMPLISHMENTS FOR TRANSPORTATION READINESS

OISER provided monitoring operations through the Secretary's Crisis Management Center (CMC), 24 hours a day, 7 days a week. The CMC analyzes the effect of transportation incidents, infrastructure problems, disasters and crises on the transportation needs of citizens and the movement of goods so that officials at the Federal, State and local levels and industry can make immediate, proactive, and educated decisions on how to best respond.



To have adequate functioning transportation systems that can aid people and property during natural disasters and National security crises, OISER regularly and continuously coordinates State and local planning, training and exercises which prepare for disasters and crises.

Various exercises were performed in FY 2005 in support of Homeland Security Presidential Directive 8 on National Preparedness. For example, to ensure that senior staff is prepared for natural disasters or terrorist events OISER conducted tabletop, command post, and situational exercises at the National, regional, and local levels.

OISER met implementation training and certification requirements for the National Incident Management System. This included providing required training to headquarters and field staff and reviewing and revising all emergency plans, directives and operations orders.



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If DOT's headquarters building becomes unavailable during crisis events, OISER ensures that essential Secretarial functions continue operations at an alternate site. Also, OISER makes certain that essential Presidential DOT functions continue at a secure location during National security emergencies. (Note: This is a classified Continuity of Government program.) OISER maintained and staffed a Continuity of Government site and provided staff training to enhance expertise through a formal training program.

In support of the recovery efforts after hurricanes Katrina and Rita, OISER coordinated the DOT efforts at the National Response Coordination Center, and the DOT Crisis Management Center in Washington, DC; and the Emergency Transportation Center in Atlanta, GA, Regional Response Coordination Centers, and Emergency Operations Centers and mobilization centers throughout the Gulf Coast.

We organized the largest civilian airlift in history, of evacuees from the Superdome, and again from the Astrodome in Houston. We managed a bus fleet of over 1100 buses in Louisiana, to transport both evacuees and responders. In addition, DOT transported supplies and equipment in preparation for and following Hurricanes Katrina and Rita, including over 38 million pounds of ice, 22 million meals, 9 million gallons of water, and a thousand mobile homes to date.