

THE MONITOR AND MERRIMACK



Newsletter of the
Greater Hampton Roads Chapter
District 02 – Chapter 03
SOLE – The International Society of Logistics
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Vice Chair – Admin:
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Vice Chair – Finance:
Rick Treto
Vice Chair – Education:
Lee Morris, CPL
**Vice Chair – Professional &
Technical Development**
Akalanka Warusavitharana,
CPL
**Logistics Education
Foundation**
(LEF) Liaison Vacant
Newsletter: Carl Lilieberg
Web Master: Charlie Littleton

From the Chapter Chairman

Come join us this month for the first session on Interactive Computer-Aided Provisioning System (ICAPS). **Mr. Dan Jarrard** will be presenting the basics on provisioning using ICAPS. The provisioning process during ship availabilities is a critical process necessary to ensure the equipment installed onboard is properly supported. The Chapter will be following up this session with additional speakers for this topic. Stay tuned in!

On February 25th, from 11:00am to 1:00pm, the Greater Washington Area Chapter (GWAC, 02-01) will meet at the Rosslyn Holiday Inn. District 02 Director and Chapter Chair **David Floyd** will speak on “Logistics – A Key Resource for Engineers and Architects”. RSVP to **Mr. Thomas O’Dowd** at tom.odowd@tsc.com for the luncheon.

Come join us at our next luncheon!

Charlie Littleton
Chairman GHRC SOLE

“Leave nothing for tomorrow which can be done today.” – **Abraham Lincoln**

Coming Events:

**Thursday February
25th 1130 – 1300
“ICAPS Intro” Mr.
Dan Jarrard, LCE**

**Thursday, March
24th 1130 -1300
TBD**

**Teppanyaki Grill and
Buffet 7525
Tidewater Drive,
Suite 8 Norfolk,
Virginia**

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Certified Professional Logistician Corner



The next CPL Exam
will be given in
May 2016

MAINTENANCE SHOP OPERATIONS

1. The maintenance concept delineates:
 - a. support levels.
 - b. repair policies.
 - c. effectiveness measures.
 - d. All of the above.
2. The requirements for maintenance are:
 - a. adjustment, calibration, functional test, inspection, overhaul, removal, reinstallation and replacement, repair and servicing.
 - b. adjustment, calibration, functional test, inspection, overhaul.
 - c. inspection, overhaul, removal, reinstallation and replacement.
 - d. LSA
3. Overhaul refers to:
 - a. assuring that a requisite condition or quality exists in a system.
 - b. checks against a working standard, a secondary standard or a primary standard
 - c. checkout either as a condition verification after the accomplishment of item repair or as a periodic scheduled requirement.
 - d. None of the above.
4. *Remove and install* differs from *remove and replace* in that:
 - a. *remove and install* constitutes the removal of one item and the replacement with another like item.
 - b. each involves the removal of an item from the system.
 - c. *remove and install* involves the removal of one item which is later reinstalled and *remove and replace* involves the removal of one item and the replacement with another like item.
 - d. None of the above.
5. Troubleshooting:
 - a. is needed in only certain maintenance situations.
 - b. involves the logical process which leads to the positive identification of the cause of a malfunction.
6. Organizational maintenance facilities generally:
 - a. perform complex maintenance on simple systems.
 - b. perform simple maintenance on complex systems.
 - c. perform simple maintenance.
 - d. None of the above.
7. Depot maintenance is the highest level of maintenance because:
 - a. it can support a number of systems and equipment maintenance.
 - b. it is closest to the manufacturer's maintenance site.
 - c. it can perform all maintenance checks.
 - d. All of the above.
8. The maintenance personnel at the:
 - a. organizational level are the most highly trained.
 - b. depot level are highly trained and also consist of a number of less skilled personnel who can perform a number of different less complicated tasks.
 - c. at the intermediate level are not skilled, and perform only simplified maintenance functions.
 - d. None of the above.
9. is essential in only complex maintenance situations and done only at the organizational level.
 - a. is essential in only complex maintenance situations and done only at the organizational level.
 - b. is essential in only complex maintenance situations and done only at the organizational level.
 - c. is essential in only complex maintenance situations and done only at the organizational level.
 - d. All of the above.

Answers on Page 3

*Near term Calendar of Events***GHRC SOLE**

25 February 2016 Mr. Dan Jarrad, LCE, ICAPS Introduction

24 March 2016 TBD

ASNE**Dinner Meetings:**Every 3rd Tuesday, Springhill Suites, Newtown Road, Va. Beach, (1800-1900 Social Hour); 1900-2030 Dinner and Program; Reservations: on line at ASNE Tidewater site.18 February 2016 RADM Berkey - FFC N43
*Status of Fleet Maintenance*16 March 2016 Dr. Jennifer Michaeli *ODU Research***NDTA****No events scheduled****CPL/CML CORNER ANSWERS**

Answers			
1	d	6	c
2	a	7	a
3	d	8	b
4	c		
5	b		

**Valentine's Day Month**



February 11, 2016

Business Meeting Minutes

The meeting started at 5 PM

Attendees: Carl Lilieberg, Admin Vice-Chairman; Rick Treato, Finance Vice Chairman;

Michael Grimes; Charlie Littleton, Chairman

Rick Treto gave the financial status of the chapter.

Charlie Littleton then presented the schedule for our GHRC speakers.

- February: ICAPS – Dan Jarrard
- March ICAPS – Chuck Simmons, NSWCP Code 312
- Future of PMS – reschedule date TBD
- Carrier Planning Activity – setting date
- SURFMEPP – TBD

Charlie then discussed the possibility of holding a mini-Provisioning Workshop in connection with Mr. Chuck Simmons luncheon presentation in March. He said Mr. Simmons was ready to lead the workshop.

Charlie then mentioned that he had two CPL candidates within our Chapter's purview who need some assistance from our CPLs (either Lee Morris of Akalanka Warusavitharana.

Charlie noted that the Provisioning luncheons and workshop would be of interest to the local HM&E shipyard folks and Carl mentioned touching base with the Tidewater ASNE chapter for their potential interest.

Charlie said he was posting this info on LINKED IN and TWITTER.

There being no further new business, the meeting adjourned at 8:32 PM



Greater Hampton Roads Area Chapter SOLE – The International Society of Logistics

Presents

**Mr. Dan Jarrard
Life Cycle Engineering**

**Interactive Computer-Aided Provisioning System (ICAPS)
Introduction**

Thursday, 25 February 2016

11:30 to 1:00 PM

**Teppanyaki Grill and Buffet
7525 Tidewater Drive, Suite 18 Norfolk, Virginia**

Please RSVP by contacting our Chairman, Mr. Charlie Littleton at clittleton@LCE.com or phone him at 757857- 1311 (ext: 4203) NLT COB Wednesday, 24 February. The luncheon is \$15.00 cash or check.

Driving Directions: From both east and west on I-64 take the Tidewater Drive Exit north and Turn Left into the Southern Shopping Center area (before the Little Creek Underpass).

Please join us for a highly interesting logistically related tour of facilities and businesses in the Tidewater Area. Spouses and guests, bosses, and co-workers are welcome and you **DO NOT** have to be a SOLE Member to attend



**Greater Hampton Roads Area Chapter
SOLE – The International Society of Logistics**

Presents

TBD

Thursday, March 24, 2016

11:30 to 1:00 PM

**Teppanyaki Grill and Buffet
7525 Tidewater Drive, Suite 18 Norfolk, Virginia**

Please RSVP by contacting our Chairman, Mr. Charlie Littleton at clittleton@LCE.com or phone him at 757857- 1311 (ext: 4203) NLT COB Wednesday, 23 March. The luncheon is \$15.00 cash or check.

Driving Directions: From both east and west on I-64 take the Tidewater Drive Exit north and Turn Left into the Southern Shopping Center area (before the Little Creek Underpass).

Please join us for a highly interesting logistically related tour of facilities and businesses in the Tidewater Area. Spouses and guests, bosses, and co-workers are welcome and you DO NOT have to be a SOLE Member to attend

GHRC Executive Board Officers:

Charlie Littleton, 757-857-1311(4203)
Chairman

Membership Vice Chairman
Vacant

Rick Treto, 757-578-3338
Finance Vice Chairman

Akalanka Warusavitharana, CPL
Professional and Technical Development Vice Chairman

Lee Morris, CPL, 757-464-5252
Education Vice Chairman

Carl Lilieberg, 757-496-8945
Administrative Vice Chairman

CHAIRMAN/WEBMASTER

CHARLIE LITTLETON

5301 ROBIN HOOD ROAD,
SUITE 108

NORFOLK VA. 23513-2406

PHONE:

(757) 857-1311 (4203)

FAX: 757-857-0916

(757)

E-MAIL:

clittleton@LCE.com

Chapter MAILBOX:

The Mailing Address is:
Greater Hampton Roads Area
Chapter of SOLE – The
International Society of
Logistics
P.O. Box 4684
Virginia Beach, Va. 23454

We are on the Web at:

www.ghrc-sole.org



Long Term 2016 Calendar Greater Hampton Roads Chapter Monthly Schedule

	Business Meeting	Lunch/ Tour	”	Speaker/Topic
”				
February 11	February 12	February 26	February 24	ICAPS – Dan Jarrad, LCE
March	March 12	March 24	March 24	TBA
April	April 18	April 28	April 28	TBA



Winter Winds signal the coming of springtime

Transportation Topics

[US exporters urge Coast Guard to delay SOLAS container weight mandate](#) (Reprinted from JOC on line 5 Feb 16)

[US exporters urge Coast Guard to delay SOLAS container weight mandate](#)



Saying it will be impossible to implement the [SOLAS container weight rule](#) by July 1 without severely disrupting trade, U.S. exporters are calling on the Coast Guard to delay the rule until it can be amended and determined that they won't face a competitive disadvantage against foreign exporters.

Background:

Effective July 1, 2016, any container leaving from any port in the world must be accompanied by a shipping document signed either electronically or in hard copy by the shipper on the bill of lading listing the verified gross mass of a container in order to be loaded onto a ship. The mandate from the International Maritime Organization under the Safety of Life at Sea (SOLAS) convention comes after misdeclared weights contributed to maritime casualties such as the breakup and subsequent beaching of the MSC Napoli on the southern U.K. coast in 2007 and the partial capsizing a feeder ship in the Spanish port of Algeciras in June, 2015.

[Container lines take action ahead of SOLAS](#)
(Reprinted from JOC.com 8 Feb 16)



[Container lines](#), at least in the U.S., are starting to take forceful action to prepare for the Safety.

Additional Background:

The weighing must be done in one of two approved ways, called Method 1 and Method 2, on scales calibrated and certified to the national standards of the country where the weighing was performed. Many of finer points of the new regulation have not yet been finalized, such as enforcement, and what happens to a container that arrives at a port without the necessary documentation or if the VGM (verified

gross mass) declaration for a container turns out to be false or incorrect.

[Japan unveils enforcement plans for IMO container weight rules](#) (Reprinted from JOC.com 12 Feb 16)

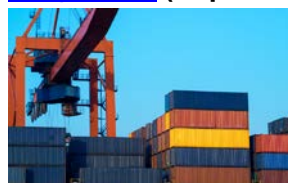


Japan's government on April 1 will release draft guidelines for penalties and variation between the verified gross mass and actual weight of a container for meeting the International Maritime Organization's looming Safety of Life at Sea, or SOLAS, [container weight rules](#), which take effect July 1



Fitch Ratings is warning that the new International Maritime Organization's Safety of Life at Sea [container weight mandate](#) is poised to slow cargo throughput at U.S. ports as carriers, shippers and terminal operators grapple with rule set to take effect July 1. (Reprinted from JOC.com 8 Feb 16)

[US Coast Guard to seek input on SOLAS container weight rule](#) (Reprinted from JOC.com 11 Feb 16)

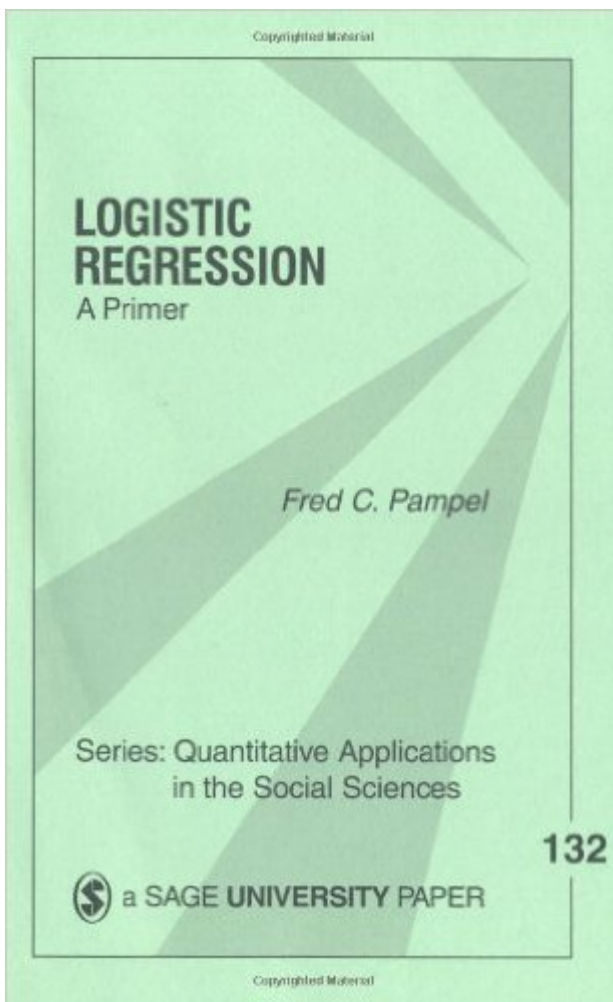


In an indication of the range of issues that remain to be resolved in the U.S. before the [SOLAS container weight rule](#) takes effect in July, a public meeting of U.S. federal agencies, carriers, terminals and shippers (and media) will meet later this month in Washington under the auspices of the Federal

Book Review:

Logistic Regression: A Primer (Quantitative Applications in the Social Sciences) 1st Edition

by [Fred C. Pampel](#) (Author)



Excellent explanation of this esoteric method, April 15, 2004

By

[Sympa](#)

Verified Purchase ([What's this?](#))

This review is from: Logistic Regression: A Primer (Quantitative Applications in the Social Sciences) (Paperback)

This is an excellent book on the subject. It covers the subject in detail. I work in a quantitative group of a large financial institution. My boss asked me recently to make a presentation on logistic regression, a subject I knew nothing about at the time.

Thanks to this book, I was able to develop the knowledge and expertise in this esoteric statistical method to make a decent presentation to my group. I was also able to develop basic logistic regression models in Excel.

Personally, unlike many of my colleagues (Russians with formidable backgrounds in math) I don't have an advanced knowledge in math or statistic. The book reviewed and taught me what I needed to know to grasp logistic regression. This included an excellent review of logarithms and partial derivatives. If you are interested to learn this subject, and you need the equivalent of a most user friendly "Logistic Regression for Dummies" this is the book for you.

By the way, logistic regression is not so well known today outside of academic and quantitatively oriented circle. But, after studying it, I feel like it will take over linear regression big time. It is such a superior method to analyze situations associated with human behavior and human choices. Whether you are a psychologist, social scientist, or developer of financial products you will sooner or later have to grasp logistic regression because your counterparts and competitors will. And, in the statistical evaluation of decision-making, linear regression just can't compete with logistic regression. This book will help you catch the logistic regression wave.

Global Logistics—October 2015 (Reprinted from Oct 2015 Inbound Logistics on line)

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By Joseph O'Reilly



The CMA CGM Bougainville is the first containership in the world to be equipped with technology that transforms containers into smart connected objects.

Ocean Containers Talk Back

What would Malcom McLean say if "the box" talked back?

Now it does. CMA CGM recently debuted the *Bougainville* as the first containership with connected container technology that transforms the box into a smart asset.

The initiative is part of a collaborative project between the French steamship line and Traxens, a Marseille-based start-up that specializes in container communication technology.

The new 18,000-TEU flagship vessel features Traxens-equipped smart containers that use built-in relay antennas to share data with others assets, as well as with the ship's communication infrastructure. Collected data is then sent to CMA CGM headquarters in Marseille via Traxens' data centers.

The Traxens system collects real-time data during the container's transportation on land or at sea, adding considerable value to the shipping line and to its customers, insurers, and customs. This level of visibility eliminates the intermodal black hole.

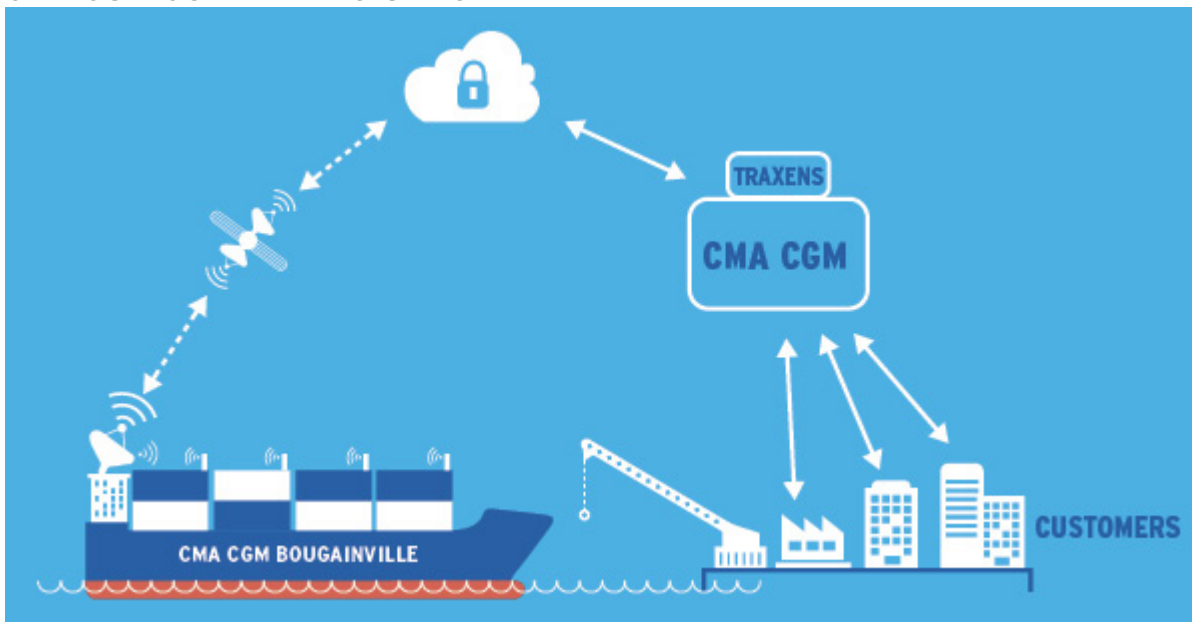
Continued on Page 12

Global Logistics, Fall 2015) (Con'td from Page 11)

Moreover, containers can gather and transmit a wide range of data including location, temperature, humidity level, vibrations, impacts, attempted breaches, and customs clearance status.

Remotely controlling and adjusting the temperature of refrigerated containers provides even greater value in the transportation of perishable goods while optimizing routine inspections.

CMA CGM CONTAINERS GET SMART



Source: CMA CGM

UAE Embraces Manufacturing Growth, Faces Labor Crunch

The United Arab Emirates (UAE) has made great strides expanding its economy beyond oil-related business, and then rebounding from a global recession that bulldozed construction-heavy development. As an emerging global logistics hub that features a top 10 cargo airport and port, the country has its sights on even further diversification.

The Emirates is steadily making inroads into the manufacturing sector, according to Dubai-based DulSCO HR Solutions, which says almost 33 percent of inquiries it received in September 2015 were for manufacturing projects in the UAE alone.

Continued on Page 13

Global Logistics, Fall 2015) (Con'td from Page 12)

We have witnessed a 13-percent increase in job applications in Q2 compared to Q1 that shows a positive outlook from prospective candidates, especially engineering positions," according to the company. "Given the huge potential growth in the manufacturing sector, the manpower requirement in this sector is only going to increase."

Indeed, the Emirates' growing stature as a global transport hub on the periphery of established and emerging markets, such as Europe and Africa, is attracting foreign investment. The Jebel Ali Free Zone is dotted with a who's who of multinational distribution centers. Inevitably, companies will begin expanding to more value-added contract logistics activities.

Still, there's one glaring reality. As the country's manufacturing output grows, so does labor market demand. That's where UAE faces a major challenge. Imported expats comprise upwards of 90 percent of its labor force. Emirati nationals make up a small percentage of the pie—and many of those jobs are in the public sector.

So while there's uncurbed enthusiasm over manufacturing opportunities in UAE, there's equal concern for how that growth might impact current labor market dynamics—especially given the socio-political undercurrent that already exists on the Arabian Peninsula with regards to indentured servitude and Western efforts to stamp out slavery in the supply chain.

Nicaraguan Canal In Doubt?

Wang Jing, the architect of China's ambitious Nicaraguan Canal project, lost 85 percent of his net worth during the country's stock market crash, according to recent reports. The news created speculation over whether his controversial plan for a \$50-billion channel linking the Atlantic and Pacific Oceans through Lake Nicaragua will happen.

In the span of a few months, Wang's wealth plummeted from \$10 billion to \$1 billion, raising new questions about whether his company, HKND, can still finance the 178-mile canal—and whether the project remains viable.

HKND disputes any cause for concern and anticipates work will commence in 2016 after environmental due diligence runs its course. The company plans to complete the canal within five years.

Slovenian Postal Company Puts Stamp on Logistics

Who said print is dead? State-owned Slovenian postal operator Pošta Slovenije recently acquired the logistics arm of Mladinska Knjiga, the country's largest publishing house, for \$14.5 million. The move

Global Logistics, Fall 2015) (Con'td from Page 13)

is an important step in the courier's plan to "become one of the major providers of trade logistics and supply chain management in Slovenia and the wider region," according to the company.

Pošta Slovenije is looking to reinforce the back end of the business to offset a decline in traditional postal services—an endemic trend around the world.

PwC, for example, has documented a similar dynamic in the UK postal market where "e-substitution" will continue to erode traditional mail over the next decade. More telling, the New York City-based global consultant indicates that a one-percent increase in postage will lead to a 0.6-percent decline in mail volumes on average, citing a recent study of the United Kingdom, United States, and Switzerland. Cost pressures and price increases will only accelerate this shift.

For Pošta Slovenije, the acquisition provides warehousing and distribution assets that will help it continue to diversify the business. The postal company plans to use this new logistics capacity to build out its parcels business, which it sees as a key growth area.

Daimler Accelerates Autonomous Truck Pilot

Imagine speeding along the Autobahn and passing a train of driverless trucks. That future may soon be reality. German automaker Daimler is getting ready to pilot autonomous trucks in-country before the end of 2015, Reuters reports.

The Ministry of Transport and Infrastructure in Stuttgart, Germany, has given the company permission to bring its autonomous 18-wheelers onto the motorways in the state of Baden-Württemberg. Daimler will conduct initial tests there, while the start of mainstream production is likely two to three years away, according to company sources.

Daimler has also been testing the self-driving trucks in Nevada under a special state-granted license.

The automotive company's "Future Truck" uses a combination of assistance systems to drive itself. Sensors, cameras, and steering intervention automatically keep the truck in the middle of its lane. The system also includes a three-dimensional digital map, so that the truck is aware of the route and topography ahead at all times. It can also communicate with other connected vehicles to exchange information.

Imports and exports with the United States have declined for many Trans-Pacific Partnership nations. Were they waiting for the recent partnership arrangement to go through to avoid duties?

Source: [Zepol Corporation](http://www.zepol.co) | www.zepol.co