

SYSTEM MANAGER(S) AND ADDRESS:

Chief, Employee Relations Division,
Office of the Inspector General, 400
Army Navy Drive, Suite 512, Arlington,
VA 22202-2884.

NOTIFICATION PROCEDURES:

Individuals seeking to determine
whether this system of records contains
information about themselves should
address written inquiries to the Chief,
Freedom of Information Act/Privacy Act
Branch, Room 405, 400 Army Navy
Drive, Arlington, VA 22202-2884.

Individual should provide full name
and Social Security Number.

RECORD ACCESS PROCEDURES:

Individuals seeking access to records
about themselves contained in this
system of records should address
written inquiries to the Privacy Act
Officer at the address above.

Individual should provide full name
and Social Security Number.

CONTESTING RECORD PROCEDURES:

The OIG's rules for accessing records,
and for contesting contents and
appealing initial agency determinations
are published in 32 CFR part 312 and
may be obtained from the system
manager.

RECORD SOURCE CATEGORIES:

Information is provided primarily by
the record subject; however, some data
may be obtained from personnel and
leave records.

EXEMPTIONS CLAIMED FOR THE SYSTEM:

None.

[FR Doc. 98-31916 Filed 11-30-98; 8:45 am]

BILLING CODE 5000-04-F

DEPARTMENT OF DEFENSE**Department of the Army****Reserve Officers' Training Corps
(ROTC) Program Subcommittee**

AGENCY: U.S. Army Cadet Command.

ACTION: Notice of meeting.

SUMMARY: In accordance with section
10(a)(2) of the Federal Advisory
Committee Act (P.L. 92-463),
announcement is made of the following
committee meeting:

Name of Committee: Reserve Officers'
Training Corps (ROTC) Program
Subcommittee.

Dates of Meeting: 8 Feb 99 thru 9 Feb
99.

Place of Meeting: The Pentagon,
Washington DC.

Time of Meeting: 08:30 to 1700 on 8
Feb 99 and 0830-1100 on 9 Feb 99.

Proposed Agenda: Review and
discussion of the status of Army ROTC
since the July 1998 meeting in Tacoma,
WA.

FOR FURTHER INFORMATION CONTACT: Mr.
Roger Spadafora, U.S. Army Cadet
Command, ATCC-TE, Fort Monroe,
Virginia 23651-5000; phone (757) 727-
4595.

SUPPLEMENTARY INFORMATION:

1. The Subcommittee will review the
significant changes in ROTC
scholarships, missioning, advertising
strategy, marketing, camps and on-
campus training, the Junior High School
Program and ROTC Nursing.

2. Meeting of the Advisory Committee
is open to the public. Due to space
limitations, attendance may be limited
to those persons who have notified the
Advisory Committee Management office
in writing at least five days prior to the
meeting of their intent to attend the
meeting.

3. Any members of the public may file
a written statement with the Committee
before, during or after the meeting. To
the extent that time permits, the
Committee chairman may allow public
presentations or oral statements at the
meeting.

4. All communications regarding this
Advisory committee should be
addressed to Mr. Roger Spadafora, U.S.
Army Cadet Command, ATCC-TE, Fort
Monroe, Virginia 23651-5000,
telephone number (757) 727-4595.

Gregory D. Showalter,

Army Federal Register Liaison Officer.

[FR Doc. 98-31949 Filed 11-30-98; 8:45 am]

BILLING CODE 3710-08-M

DEPARTMENT OF DEFENSE**Department of the Army****Implementation of the Defense Table of
Official Distances (DTOD) for Personal
Property Shipments**

AGENCY: Military Traffic Management
Command, DoD.

ACTION: Final Notice (Policy Statement).

SUMMARY: The Department of Defense
(DOD) has decided as a matter of
procurement policy and internal agency
procedures to change the distance
calculation source used for
transportation payments and audits in
the DOD personal property program.
Beginning on the effective dates listed
below, DOD will use the Defense Table
of Official Distances (DTOD) as the
standard source for distance
calculations worldwide. Carriers
participating in the current International
and Domestic household goods program

must agree to be bound by DTOD
mileage for payment and audit
purposes. This policy decision is in
furtherance of DOD's goal to use a single
integrated, electronic distance
calculation source for its transportation
programs. On-going reengineering
initiatives using mileage calculation as
a basis for payment and audit will
transition to DTOD at the earliest
opportunity.

EFFECTIVE DATES: April 1, 1999
(international shipments) and May 1,
1999 (domestic shipments).

FOR FURTHER INFORMATION CONTACT: Mr.
Alex Moreno, HQ, Military Traffic
Management Command, ATTN: MTOP-
T-PR, Room 625, 5611 Columbia Pike,
Falls Church, VA 22041-5050,
telephone (703) 681-6190, FAX: (703)
681-9681.

SUPPLEMENTARY INFORMATION: In
furtherance of DOD's goal of making its
transportation programs more standard
and efficient, the DOD Comptroller
tasked MTMC to find a commercially
available, integrated, automated
distance calculation source capable of
supporting all DOD's transportation and
travel-related requirements. After an
extensive proof of concept and market
analysis phase, MTMC contracted to
acquire, install, integrate, and maintain
a system (DTOD) adaptable to DOD's
global transportation and travel mission
responsibilities. DTOD, commercially
known as PC*Miler by ALK Associates,
will become the DOD standard,
automated source for distance
calculations worldwide. A notice of
proposed implementation of DTOD in
the DOD personal property program was
published in the **Federal Register**, Vol.
63, No. 111, Pages 31761-31762,
Wednesday, June 10, 1998. In response
to this notice, numerous comments were
submitted and were carefully
considered in the decision to implement
this policy change. Listed below are the
comments and MTMC's response:

Comment 1: The cost to purchase and
maintain a separate distance calculation
product for DOD shipments is too high.

Response: MTMC is aware of the
economic impact implementation of
DTOD may have on personal property
carriers, particularly small businesses.
Therefore, MTMC did not mandate that
carriers purchase and maintain DTOD in
order to participate in the DOD personal
property program. Instead, MTMC only
requires that participating carriers agree
to be bound by DTOD mileage for
payment and audit purposes. MTMC
believes that carriers may choose to
adapt to the DTOD implementation in a
variety of ways, to include:

a. Carriers not purchasing DTOD may rely on the payment process to identify the distances used for payment.

b. Carriers may subscribe to the DTOD-compliant commercial product (PC*Miler) through the Internet for an estimated price of \$375 per 500 look-ups.

c. Carriers may purchase and install ALK's PC*Miler in a manner best suited to their own business strategies and computer operations.

d. Carriers may explore the possibility of acquiring hard copy versions of PC*Miler.

e. Carriers may rely on the comparison of variances between Rand McNally's Milemaker and ALK's PC*Miler distances for the 100 busiest traffic lanes. Copies of the comparison are available on request.

Additionally, MTMC is exploring automated methods of annotating all GBLs to reflect the DTOD distance.

Comment 2: Serving the commercial market and participating in the DOD personal property program will require them to purchase and maintain two different systems—one for DOD and another for commercial customers.

Response: MTMC does not require carriers to purchase PC*Miler and maintain two different distance systems. Carriers may continue to use the mileage software they are currently using. However, for DOD shipments, payment and audit will be based on the DTOD distance calculations. Carriers will have the options listed in Comment 1 or other options suited to each carrier's business strategy/business relationships and market situation.

Comment 3: No benefit to be gained by replacing the currently used distance calculation product, which does not need to be replaced.

Response: In response to the National Performance Review and other Government improvement initiatives, DOD has looked to find more economical and efficient ways to conduct its business processes. Currently, DOD uses several distance information sources and manual processes to support its various transportation programs. The result is a variance in distance computations produced by different products and a high cost to DOD for licensing and maintaining multiple sources. DOD's DTOD initiative will create a standard source within DOD for distance calculations worldwide and will reduce costs, increase efficiency, and help streamline the transportation payment and audit process. An electronic mileage system enables more accurate invoice processing, while reducing the expense of auditing and rebilling for

both the Government and carriers. DOD believes these benefits clearly justify the costs associated with implementing DTOD.

Comment 4: DOD claims to favor use of commercial practices, but DTOD is a DOD-unique product and not the commercial standard in the household goods industry.

Response: DTOD is a commercial product and is, therefore, consistent with commercial business practices. DTOD is based on ALK's PC*Miler, which is a commercial off-the-shelf product modified to include the DOD standard point of location codes (SPLCs) and several locations within CONUS and overseas. While DOD recognizes that Rand McNally is the mileage basis for the household goods industry's commercial tariff, DOD points out that its personal property program is a separate system not directly tied to the mileage sources used in the commercial market. Use of DTOD will move DOD closer to a single, automated, and widely used commercial standard for all its various transportation programs. DTOD and PC*Miler will be subject to the same version control process and will feature delivery systems compatible with current commercial usage for like products.

Comment 5: PC*Miler provides premium features that are not needed by small businesses.

Response: A basic (no frills) PC*Miler will be made available on the Internet for an estimated price of \$375 per 500 look-ups. It will contain the necessary information for mileage verification.

Comment 6: PC*Miler's routing system ignores the reality of the Alaska transportation network.

Response: MTMC is currently working with representatives from the Alaska Movers Association to discuss the Alaska transportation network. An initial meeting was held on 18 September 98 and a second meeting is scheduled for mid-November.

Comment 7: DOD's intent to use the shortest miles may put carriers competing for Government traffic at a disadvantage because the motor carrier industry's operating systems are geared toward the use of practical miles.

Response: Household goods shipments are not normally over-dimensional shipments and are, therefore, routed via the shortest truck-navigable route. DOD has always used shortest miles for freight shipments not involving munitions or overweight/over-dimensional cargo. Hence, there will be no change in the distance standard used for household goods shipments.

Comment 8: Carrier information systems use AS400 and Unix operating systems. It is not clear whether DTOD will run on these larger systems.

Response: DOD has chosen to use a Windows NT operating system. However, carriers are free to license a PC*Miler version that will run on an operating system of their choice. ALK currently has versions of PC*Miler for AS400 and Unix operating systems.

Comment 9: System duplicity would increase the probability for error in distance 5 calculations.

Response: DOD transportation and payment activities, including DFAS, will base mileage computations on DTOD. Transportation audit by GSA will also be based on DTOD. PC*Miler, which is a DTOD-compliant commercial product, and DTOD are identical and will produce consistent, error-free mileages. The use of commercial mileage software other than PC*Miler may produce mileages different from DTOD. In such instances, DTOD will govern.

Comment 10: Many small businesses do not have updated computer capability or do not use computers.

Response: MTMC realizes that all carriers do not operate their businesses in the same way. However, current and future business practices are centered on the use of computers in one way or another. As the business process changes to embrace principles of electronic commerce (e.g., electronic data interchange and electronic funds transfer), MTMC is anxious to capitalize on the economies and efficiencies those changes represent. MTMC is confident that commercial shippers and transportation providers are moving in the same direction.

Comment 11: PC*Miler is unproven in industry and lacks version control.

Response: Currently, over 9,500 shippers and carriers in commercial transportation are using PC*Miler. The DTOD project office, in conjunction with the software vendor, will maintain precise version control of the distance software to ensure all parties (finance centers, audit agencies, shippers, and carriers) have the same version of DTOD/PC*Miler at the same time.

Comment 12: DOD's proposed implementation of DTOD in its personal property program violates the Regulatory Flexibility Act by failing to include an initial regulatory flexibility analysis.

Response: DOD's decision to adopt and implement a single, integrated mileage calculation source is a procurement policy decision that directly related to the basis DOD will use to pay for commercial transportation

services. The decision and steps taken to implement it in DoD's personal property program relate to public contracts and are exempt from the Regulatory Flexibility Act, 5 U.S.C. 601-612. This policy decision to implement a single distance calculation source for procurement purposes is not considered rule making within the meaning of the Administrative Procedure Act or the Regulatory Flexibility Act.

Mary V. Yonts,

Alternate Army Federal Register Liaison Officer.

[FR Doc. 98-31950 Filed 11-30-98; 8:45 am]

BILLING CODE 3710-08-P

DEPARTMENT OF DEFENSE

Department of the Army

Proposed Implementation of the Defense Table of Official Distances (DTOD) for Passenger Transportation and Travel Services

AGENCY: Military Traffic Management Command, DoD.

ACTION: Final Notice (Policy Statement).

SUMMARY: The Department of Defense (DoD) has decided as a matter of procurement policy and internal agency procedure to change the distance calculation source used for payment under DoD passenger transportation and travel entitlement programs. Beginning on the effective date, the DoD will use the Department of Defense Table of Distances (DTOD) for computing highway distances traveled by the DoD personnel in connection with temporary duty (TDY) or to permanent change of station (PCS). The DTOD will also be used with the Groups Operational Passenger System (GOPAX) in situations where mileage is used as the basis for payment of commercial transportation services. Carriers and passenger service providers participating in the DoD passenger transportation and travel services programs must agree to be bound by the DTOD distance calculations for payment and audit purposes in all procurements using mileage-based rates. This policy decision is in furtherance of DoD's goal to use a single integrated, electronic distance calculation source for its passenger, freight and personal property programs.

EFFECTIVE DATE: 1 June 1999.

FOR FURTHER INFORMATION CONTACT: Ms. Beverly Cox, Headquarters, Military Traffic Management Command, ATTN: MTOP-TC, Room 621, 5611 Columbia Pike, Falls Church, VA 22041-5050;

Telephone (703) 681-9444; telefax (703) 681-3265.

SUPPLEMENTARY INFORMATION:

a. Background

In furtherance of DoD's goal of making its transportation programs, including passenger transportation and travel entitlement, more economical and efficient, the DoD Comptroller tasked MTMC to find a commercially available, integrated, automated distance calculation source capable of supporting all DoD's transportation and travel related requirements. After an extensive proof of concept and market analysis phase, MTMC contracted for delivery and installation of a commercial-off-the-shelf distance calculation system adaptable to DoD's global transportation and travel environment. The DTOD, commercially known as PC*MILER by ALK Associates, Inc., will become the DoD standard, automated source for surface vehicular distance information worldwide. A notice of proposed implementation of DTOD in DoD passenger transportation and travel entitlement programs was published in the **Federal Register**, Vol. 63, No. 130, pages 36886-36887, Wednesday, July 8, 1998. In response to this notice, two comments were submitted and were carefully considered in the decision to implement this policy change. Concerns raised by the comments include:

Concern: The use of "truck safe" or practical mileage to determine mileage calculation for personal travel will result in systematic overpayment.

Response: "Truck safe" and practical mileage considers the use of the interstate highway system and other heavily traveled routes. DoD travelers generally use these routes and are entitled to reimbursement for mileage traveled.

Concern: DTOD will significantly impact passenger carriers.

Response: Nearly all DoD passenger movements using commercial transportation service providers are procured on a point-to-point or seat-mile basis. Mileage sources are not used in the payment and audit process. Commercial passenger transportation providers submitted no comments describing significant operational impact resulting from DTOD implementation.

Concern: The DTOD product lacks version control and flexible delivery systems.

Response: The DoD is confident that DTOD includes management controls and delivery systems well suited to the DoD and commercial user movement.

Concern: DTOD creates a DoD unique system and is contrary to commercial practice.

Response: DTOD is based on ALK's PC*MILER which is a well-established and widely used commercial product. DTOD will be accessible through the internet, as well as in mainframe, personal, computer network or CD-ROM stand-alone versions.

Concern: DTOD will require costly, complicated and risky program transitions.

Response: The impact of transition to DTOD will be minimal. Passenger transportation service providers who contract on a mileage-based rate basis will be able to access PC*MILER on the worldwide web for a fee of \$375 for 500 look-ups. The cost to the DoD in transitioning to DTOD will be more than offset by the economies and efficiencies of using, maintaining and training on a standard, integrated distance calculation product.

Concern: MTMC did not do an initial regulatory flexibility analysis as required under the Regulatory Flexibility Act (RFA), 5 U.S.C. 601-612.

Response: MTMC is a procurement activity rather than a regulatory agency. The decision to implement DTOD in DoD's passenger transportation acquisition program is a policy decision relating to public contracts and agency personnel entitlements and is not "rulemaking" within the meaning of the Administrative Procedures Act, 5 U.S.C. 552 et seq., and is exempt from its procedural rules. Implementation of DTOD in DoD's travel and travel entitlement programs involves matters of internal agency procedure, namely the distance basis for paying DoD personnel for travel expenses related to temporary duty (TDY) and permanent change of station (PCS), and is also not considered rulemaking.

b. Regulatory Flexibility Act

Implementation of this policy change in DoD passenger transportation and travel entitlement programs involves public contracts and DoD personnel entitlements and is designed to standardize distance calculation in the payment and audit process. This change is not considered rule making within the meaning of the Administrative Procedures Act or the Regulatory Flexibility Act, 5 U.S.C. 601-612.

c. Paperwork Reduction Act

The Paperwork Reduction Act, 44 U.S.C. 3051 et seq., does not apply because no information collection, reporting or records keeping