



Division Transportation Officer & Mobility Officer

# Newsletter

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## JTF-PO JAT / Anchorage, Alaska

It was a cold, dark Alaskan morning when USTRANSCOM's Joint Task Force-Port Opening (JTF-PO) Seaport of Debarkation (SPOD) Joint Assessment Team (JAT) landed at Joint ..... (pg. 3)>>

## Ship-to-Shore Transportation Troops Take on Tide at JLOTS

On March 27, 1964 at 5:36 p.m., a 9.2-magnitude earthquake shook the Prince William Sound region of Alaska. It was the second-largest earthquake ever recorded in the ..... (pg. 4)>>

## Back to Basics: DREs are Back!

After 12 years of the Army being deployed to Iraq and Afghanistan, the Army is coming home. Tomorrow's Army will be predominately CONUS-based. Army units will reside, ..... (pg. 5)>>

## Lessons Learned: The Hasty TMR

As the Future Operations (FUOPS) Officer or Transportation Officer on the Modified Table of Organization and Equipment (M-TOE) within the 6<sup>th</sup> Transportation Battalion ..... (pg. 6)>>

## CMOS Update

Two years ago, an article was published in the Division Transportation Officer & Mobility Officer Newsletter describing CMOS and all of the benefits that it will bring to the..... (pg. 7)>>

## 58th Trans Bn—Regimental Induction Ceremonies

On one of the coldest days in Fort Leonard Wood history, 110 Soldiers waited anxiously outside the headquarters of the 58<sup>th</sup> Transportation Battalion. These warriors ..... (pg. 9)>>

## Army & Air Force Conduct Load Training

Fort Carson Soldiers and Airmen from Travis Air Force Base, Calif., made rapid-deployment load training look as easy as stacking children's blocks, during a joint exercise..... (pg. 12)>>

## Lessons Learned: Convoy Allocation Timeline

As the Future Operations Officer, or Transportation Officer on the Modified Table of Organization and Equipment (M-TOE) within the 6<sup>th</sup> Transportation Battalion (Medium ..... (pg. 13)>>

## Expeditionary Rail Center (ERC)

Army rail has shifted from the old strategy of providing operational control over host nation rail capability to a planning, advisory, capability assessment, and coordinating ..... (pg. 15)>>

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# FROM THE DESK OF THE CHIEF OF TRANSPORTATION



Team,

Greetings from the Home of Army Transportation at Fort Lee, Virginia. This quarter's DTO/MO Newsletter once again covers a lot of ground – some great Transportation and deployment-related information from across the force.

In early April, I had the opportunity to visit the 7th Transportation Brigade (Expeditionary) during their JLOTS exercise in Anchorage, Alaska. This was a superb training event – a Defense Support of Civil Authorities (DSCA) scenario which involved a wide array of our Inter-Agency partners.

In this issue of our DTO/MO Newsletter, we have two articles on this exercise – one of which describes the 597th Transportation Brigade's role in the Joint Task Force-Port Opening (JTF-PO) piece of the exercise, and one which describes the 7th TBX's role.

In this issue, we also have a great article authored by LTC(P) Calvin and Ms. Taylor of the Army G-4 staff which outlines the re-institution of Deployment Readiness Exercises (DREs) throughout our Army. The DRE program is an essential component of re-focusing on those fundamental skills required to execute short-notice unit deployments.

Additionally, this quarter's newsletter provides an update on our fielding of the Cargo Movement Operations System (CMOS), which is improving operations in Installation Transportation staffs across our Army.

I strongly encourage you to invest the time in reviewing this quarter's newsletter and distributing it throughout your respective formations. As always, we welcome your feedback on any of the information contained herein.

Spearhead of Logistics!

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## ASK THE COT

“CLICK”

**NOTE:** The Chief of Transportation (COT) would like to hear from you! In order to keep the Regiment at its highest state of readiness, your input is wanted. Your voice matters. “Ask the COT” is a tool designed specifically for all members of the TC/Deployment Community to interface directly with the Chief of Transportation.

All submissions will be reviewed and responded to by the COT. The purpose of “Ask the COT” is not to circumvent the chain of command, but rather to raise awareness of pertinent issues or get clarification from the Chief of Transportation.

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SPEARHEAD!

## Spearhead of Logistics!



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# Joint Task Force-Port Opening Joint Assessment Team—Anchorage, AK

by CPT Philip Turner, S3, 833d Trans Bn, 597th Trans Bde, SDDC



ing to the USTC-mandated JMET (Joint Mission Essential Tasks) timeline. The JAT met the Port Authority and immediately began the assessment, which included navigational information, pier assessment, port information, shore services & contracting, life support considerations, surface distribution, cargo handling equipment, and forward distribution node assessment. Eight hours later, once the JAT assessment was complete, the assessment was sent via email directly to the USTC DDOC (Deployment & Distribution Operations Cell). Due to significant issues with draft, collapsed cranes, and an outrageous tide spectrum and high speed current, it was determined that the mission was not suitable for typical JTF-PO SPOD operations. This was the first time a “no go” report was submitted from the JTF-PO SPOD Commander to the DDOC, stating that the mission was not suitable for JTF-PO operations, thus no request for the Main Body was made. Rather than send in the full JTF-PO SPOD arsenal, it was determined that the JAT would hand over the mission to recently arrived 7<sup>th</sup> TBX Advon personnel, setting up the beginning of the massive HA/DR mission for Joint Logistics Over the Shore (JLOTS) ISO Turbo Distribution.



This was not only the first true JAT deployment via C130 on a constrained, Alert-style timeline, but this was also the first time JTF-PO SPOD exercised mission handover to Task Force 7 on ground, during a high visibility exercise, building that highly important habitual relationship and simultaneously educating sister units on the vital Joint Task Force-Port Opening mission. Just 48 hours after BOG, the JTF-PO element redeployed back to home station to reconstitute, ready to head back out for another no-notice mission. ♦

It was a cold, dark Alaskan morning when USTRANSCOM’s Joint Task Force-Port Opening (JTF-PO) Seaport of Debarkation (SPOD) Joint Assessment Team (JAT) landed at Joint Base Elmendorf Richardson, quickly egressing the C-130 aircraft, moving directly to the Port of Anchorage in order to assess the port on the feasibility of utilizing JTF-PO SPOD for the reception of inbound vessels loaded with humanitarian aid in order to discharge and distribute that aid to the Alaskan population following a catastrophic 9.2 earthquake, reminiscent of the “Good Friday Earthquake” of 1964.

Personnel from 833d Transportation Battalion and 688<sup>th</sup> Rapid Port Opening Element (RPOE), 597<sup>th</sup> Transportation Brigade out of Fort Eustis, Virginia, deployed to Anchorage, Alaska in support of exercise Turbo Distribution 14 supporting Alaskan Shield 14, a USTRANSCOM tier 1 humanitarian aid & disaster relief exercise ICW state of Alaska and Department of Defense.

The 833d Trans Bn & 688<sup>th</sup> RPOE personnel comprise the surface element of the Joint Task Force-Port Opening (JTF-PO), a non-standing joint task force who reports directly to USTC once activated. The JTF-PO is part of the Global Response Force (GRF) and can be activated for deployment on a voco (verbal command) from Commander, USTC. JTF-PO is comprised of Army RPOE personnel (surface ele-

ment), Air Force CRG (contingency response group) personnel (air element), and Navy EPU (expeditionary port unit) personnel (sea element). The RPOE and the CRG combine to form JTF-PO APOD ISO opening aerial ports of debarkation while the RPOE and the EPU combine to form JTF-PO SPOD ISO opening seaports of debarkation. The JTF-PO is on a strict alert timeline, with the JAT (Joint Assessment Team) available to deploy on a 12-hour notice. The JAT is a small advanced party style team designed to get out the door quickly, assess the port, and send requirements back to USTC for follow-on forces. The entire JTF-PO is designed to be on the ground 45-60 days, ultimately handing mission control back over to the host nation, port authority, or sustainment brigade once operations have resumed stable regularity.

The 10 JAT personnel deployed from Fort Eustis in support of Turbo Distribution flew via gray tail with the mission-specific JAT HMMWV (packed with a robust communications & in-transit visibility package, as well as 3 DOS CLI), Polaris 4-seat recon vehicle, and DRASH (deployable rapid assembly shelter) trailer. Upon arrival of the C-130 at Elmendorf, the JAT quickly egressed the gray tail, linked up with their assigned MTS (maritime transportation specialist) & regional SDDC (Surface Deployment & Distribution Command) battalion subject matter experts and initiated the JAT assessment accord-



# Ship-to-Shore Transportation Troops Take on Tide at JLOTS

by SGT Stefanie Warner, 7th Transportation Brigade (Expeditionary) Public Affairs

**Anchorage, Alaska**— On March 27, 1964 at 5:36 p.m., a 9.2-magnitude earthquake shook the Prince William Sound region of Alaska. It was the second-largest earthquake ever recorded in the world.

The Fort Eustis-based 7th Transportation Brigade (Expeditionary) hosted a Joint Logistics Over-the-Shore exercise in Anchorage on the 50th anniversary of what is now known as the “Great Alaskan Earthquake.” From March 16 to April 14, a joint task force consisting of U.S. Army, Navy, Marine Corps and Coast Guard personnel demonstrated the ability to rapidly deploy in support of the local and state authorities during the JLOTS portion of the large-scale Alaska Shield 14 exercise.

Alaska Shield 14 combined federal, state, local, and military agencies to test response and coordination efforts during a disaster such as the 1964 earthquake and subsequent tsunami that devastated much of South Central Alaska, including the city of Anchorage.

Key capabilities in the exercise included establishing and managing port operations, fuel transfer, storage capabilities, receiving large cargo vessels and transferring supplies to port.

The 7th Trans. Bde. (Ex.) has performed JLOTS operations around the globe, and brought their wealth of experience to the exercise to allow the JTF to be able to reach further and respond faster.

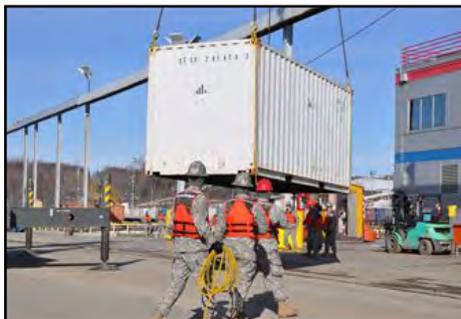
“We could do this anywhere,” said U.S. Army Col. Randal Nelson, 7th Trans. Bde. (Ex.) command and the JTF-7 commander. “We have done this in Haiti, South Korea, South America; it makes no difference here at the Port of Anchorage - this applies everywhere.”

During the exercise, assets from different branches of the military worked in concert to achieve maximum results. For example, the Navy provided a large seagoing vessel to work alongside the fleet of smaller, highly maneuverable boats while the Coast Guard provided port security.

The scenario involved damage to the port that prevented seagoing ships from docking, and the JTF was tasked with bridging the gap. The Navy’s USNS Mendonca, a Large Medium-Speed Roll-on/Roll-off, downloaded 20-foot shipping containers onto Army logistic support vessels and landing craft utilities, who then transferred the containers to an unimproved ramp for movement ashore. Additionally, Army large tug and small tug vessels helped the LSVs and LCUs navigate the heavy currents of the port.

Nelson said 7th Trans. Bde. (Ex.) came away from the exercise “prepared to provide Alaska with assistance in any situation.”

“The bottom line is getting the critical relief supplies off the naval ships in deep water and shuttled onto the port.” said Nelson. “[While] we’re up here to learn lessons, document them, and [improve our performance], we are ready to go [in the event of a real-world disaster]”. ♦



7th Trans Bde (Ex) soldiers from Ft. Eustis, VA operate a crane to move shipping containers during JLOTS exercise in Alaska.



11th Trans Bn, 7th Trans Bde (Ex) watercraft operators assist LSV7 in mooring to the pier during JLOTS operations in Alaska



An Army LCU pulls alongside the USNS Mendonca to receive cargo during JLOTS operations in Alaska



# Back to Basics: Deployment Readiness Exercises Are Back!

by LTC (P) Mike A. Calvin and Ms. Marguerite Taylor, HQDA G4, Strategic Mobility Division

After 12 years of the Army being deployed to Iraq and Afghanistan, the Army is coming home. Tomorrow's Army will be predominately CONUS-based. Army units will reside, train and be deployed from locations throughout the United States when contingencies arise. This means the Army's capability to rapidly deploy its forces in support of national objectives will become essential and that this capability is part of every unit's Mission Essential Task List (METL). Army organizations at the Corps, Division and Brigade levels, as well as specified Generating Force units, must once again train to deploy both their personnel and unit equipment with little to no notice. To enable this effort, the Army has updated Army Regulation (AR) 525-93, Army Deployment and Redeployment establishing the Army Deployment Readiness Exercise (DRE) Program.

AR 525-93 establishes Army deployment and redeployment policy, delineating roles, responsibilities, command relationships, and authorities for deployment and redeployment planning, execution, and support. It applies to unit personnel or equipment movement in support of operation plans (OPLANS), overseas deployment training and training center rotations. Upon publication, the regulation establishes the Army Deployment Readiness Exercise Program.

The purpose of the Army Deployment Readiness Exercise Program is to actively train the deployment tasks associated with the planning, pre-deployment, and movement phases of deployment in order for the Army to maintain its rapid expeditionary deployment capability. The DRE Program has three levels. The levels build upon each other and are designed to evaluate the readiness of Army unit and supporting installation capabilities at each level.

**DRE (Level I):** A Level I DRE is designed to evaluate a unit's ability to alert, assemble and conduct soldier readiness tasks and ensure the appropriate deployment

certifications, appointment orders, Standard Operating Procedures (SOP), movement request submission process and system documentation is in place to complete a limited notice deployment. At a minimum, a Level I DRE will include:

- Alert, assemble and conduct Soldier Readiness Processing (SRP).
- Assemble key load teams (air and rail).
- Verify appointment orders for all Transportation Coordinators'- Automated Information for Movement Systems II (TC-AIMS II), Hazardous Materials (HAZMAT) certifiers and Unit Movement Officers (UMO).
- Inspect UMO books for appointment orders, training certificates, recall rosters, Organizational Equipment List (OEL), transportation requests, Blocking, Bracing, Packing, Crating and Tie-down (BBPCT) requirements, convoy SOP for movement to the Port of Embarkation (POE), SOP on proper marking of vehicles and containers, and complete load plans for each loaded vehicle, trailer, container and 463L pallet.
- Ensure a commander approved generic Unit Deployment List (UDL) is loaded into the TC-AIMS II.

**DRE (Level II):** A Level II DRE includes Level I DRE activities and is designed to evaluate a unit's ability to conduct complete load-out operations and installation turn-in activities that support a limited notice deployment. Actual packing of a representative sample of the overall unit onto transportation platforms should be accomplished but installation turn-in can be simulated. Transportation mock-ups may be used. At a minimum, a Level II DRE will include:

- Load containers and inspect documentation to include HAZMAT.
- BBPCT materials procured and utilized during containerization.
- Vehicle preparation for all modes of

travel and inspection of documentation to include marking/weighing.

- Execution of local/internal area movement requests procedures for buses, baggage trucks and Material Handling Equipment (MHE) support.
- Execution of convoy movements that support deployment plan.
- Units will ensure a commander approved UDL is submitted into Computerized Movement Planning and Status System (COMPASS) by the Installation Transportation Office (ITO).
- Scenarios used in DRE Level II will reflect the types of unit contingency missions and deployment modes assigned.

**DRE (Level III):** A Level III DRE includes Level II DRE activities and is designed to evaluate a unit's ability to conduct strategic movement by air/surface (Emergency Deployment Readiness Exercise (EDRE) or sealift (Sealift Emergency Deployment Readiness Exercise (SEDRE) in support of a limited notice deployment. At a minimum, a Level III DRE will include:

- Preparation of unit for deployment to participate in designated training.
- After completing SRP, unit will deploy, execute training mission and redeploy to home station.
- Units will ensure a commander approved UDL is executed.
- If only unit equipment is moving by surface or is loaded on a strategic sea vessel, the unit will still go through the procedures for the air movement of passengers short of the actual allocation of aircraft, if not part of the training scenario.
- Scenarios used in DRE Level III will reflect the types of unit contingency missions and deployment modes assigned.

[continued on next page](#)



# Lesson Learned: The “Hasty” TMR

by CPT Justin D. Macht, Commander, 359th Inland Cargo Transfer Company, 10th Trans Bn , JBLE

As the Future Operations (FUOPS) Officer or Transportation Officer on the Modified Table of Organization and Equipment (MTOE) within the 6<sup>th</sup> Transportation Battalion (Medium Truck), known as Joint Logistics Task Force 6 (JLTF 6) while deployed to Camp Arifjan, Kuwait, we supported Operations NEW DAWN and ENDURING FREEDOM. My Non-commissioned Officers and I were in charge of allocating all JLTF 6 missions within the Iraqi Joint Operational Area (IJOA) and all local missions within Kuwait, along with tracking all of the cargo that we transported, whether it was Sustainment/Deployment Cargo going into Iraq or Retrograde Cargo coming out of Iraq.

Along with receiving our Convoy allocations, we would receive a listing of Transportation Movement Releases (TMR) for our Retrograde Cargo out of Iraq. As time moved on and the timeline that we had to meet for getting Military Personnel out of Iraq became near, the TMR Process began to change. Due to the high OPTEMPO, the normal processing of TMRs was abandoned. Instead of customers submitting the TMR into the Movement Control Team (MCT) and then getting processed at the

Movement Control Battalion (MCB) and in turn getting allocated to a Convoy for retrograde, TMRs were now being hand written on what we called the “Hasty TMR.”

This TMR was an actual Transportation Movement Release, but now, the Central Receiving Shipping Point (CRSP) Yards and MCTs were loading our convoys with retrograde cargo and then “hand jamming” a TMR which would then get handed over to the Convoy Commander to bring back into Kuwait. Two of the most important things to a transporter are that the assets requested for that piece of cargo are correct and the Point of Contacts (POC) are correct, this was hardly ever the case. When a TMR went through the proper channels, we didn’t have too many of these issues, but without any Quality Assurance/ Quality Control (QA/QC) for a TMR (i.e. the request getting submitted to the MCT by the customer to ensure that the type of asset requested was correct and that the POCs were confirmed and then forwarded up to the MCB to get allocated), many man hours were wasted between my FUOPs team and the Convoy Commander trying to find out who the cargo was supposed to go to once it reached Kuwait because either the POCs on the TMR were incor-

rect or the destination for that cargo within Kuwait was incorrect. This led to my FUOPs Section along with the MCB in Kuwait to have to contact everyone that we knew to try and find out where a particular piece of Cargo was supposed to end up. When you have over half of a convoy and anywhere between two to five Convoys reaching Kuwait throughout the day and night that has Cargo with incorrect POCs, this caused mass chaos.

In theory, the Hasty TMR would have worked great, but without a QA/QC process, all it did was create frustration for the Convoy Commanders and my team. We were under a lot of pressure already to add more assets on the road, cut down our allocation time so that we could get back into Iraq faster and also manage the legs of a convoy to ensure they stopped at as few locations within Iraq as possible, all this did was slow us down. All in all, my amazing team and I put in many hours making it work and we got the job done by completing the largest retrograde of a Theater since World War II, but as a Lessoned Learned, although it may seem like a good idea at first and maybe great in theory, this caused more troubles and chaos in the long run for the Soldiers that had to make this mission happen. ♦

## continued from page 5: Back to Basics: Deployment Readiness Exercises Are Back!

ARFORGEN Rotational Force Pool units will conduct a DRE as indicated below:

- RESET Units: minimum one Level I DRE annually.
- TRAIN/READY Units: minimum one Level II DRE annually. Global Response Force (GRF) and CBRN Response Enterprise (CRE) units will conduct a minimum of one Level II DRE annually.
- AVAILABLE Units: Minimum one Level II DRE annually and be prepared to participate in a Level III DRE.

Units in the Regeneration Phase of their ARFORGEN cycle will not typically be scheduled for a DRE but units must prepare equipment for deployment consistent with the capability allowed by the unit.

Commanders may expand the requirement to incorporate Field Training Exercises (FTXs).

If an FTX is conducted, it must not degrade the DRE emphasis on strategic deployment (i.e. vehicles loading for an actual tactical convoy during an FTX does not fulfill the requirement to prepare similar equipment for simulated strategic deployment).

HQDA G-4 funds transportation and associated cost support for Level III DREs that have been prioritized by HQDA G-3/5/7. This includes payment for strategic airlift and sealift, port handling and inland transportation services, and when appropriate, individual travel of exercise participants and incidental expenses associated with the exercise. Army Commands will submit requirements to HQDA G-4 in response to the annual POM data call.

Our Army must be capable of responding to a full range of contingencies with little to no-notice. They must be able to rapidly deploy, fight and win, whenever and wher-

ever our national interests are threatened. Meeting this challenge requires limited-notice, rapid deployments with mission ready units able to transition from garrison to an area of operation within hours or days. This capability is not easily achieved; it requires practice by the units deploying, the installations deploying them, and infrastructure that is ready when it is needed. The Army Deployment Readiness Exercise Program provides the method to meet the challenge.

The Army Deployment Readiness Exercise Program is the Army's tool to exercise these capabilities and directly supports the CSA's strategic priority to create an Army that is Globally Responsive. ♦



# Cargo Movement Operations System Update

by Mr. Robert Rodriguez, DPMO Trans System Specialist on 1-year Assignment to HQDA G4

Two years ago, an article was published in the Division Transportation Officer & Mobility Officer Newsletter describing CMOS and all of the benefits that it will bring to the Installation Transportation Office (ITO) and the Army transportation community as a whole. Many CMOS actions have occurred since the publication of that article. First, and foremost, CMOS is now live at over 30 Army sites and is effectively executing shipment requirements on a daily basis. As with any systems fielding, implementation of CMOS has had its fair share of challenges. The purpose of this article is to not only update the community on the status of CMOS, but to discuss those challenges and how, as a community, we can overcome them and leverage the full set of capabilities that CMOS provides.

Why is the Army using CMOS, an Air Force system? Before we discuss what we've done and what the future looks like, I would like to provide some background information on how and why we got to this point. Those of you who've worked Army transportation information systems (TIS) for a significant time, remember that the Transportation Coordinator's - Automated Information for Movements Systems (TC-AIMS II) original requirements were to support end-to-end deployment and distribution. TC-AIMS II development was structured incrementally with five functionally focused "blocks". The last two blocks, blocks four and five, focused primarily on functions typically performed by the ITO. In 2006, a United States Transportation Command Capabilities Based Assessment (CBAT) determined that leveraging an existing system, CMOS, was the best approach to implementing ITO functionality. The CBAT lead to a decision by the Office of the Secretary of Defense (Transportation Policy) to direct the re-allocation of approximately \$27M from the TC-AIMS II program to CMOS. This money was used to develop Army unique functionality within CMOS and to support the fielding that we are currently executing. So, not only is the implementation of CMOS the right thing to do given its capabilities to integrate supply and transportation, the Army has a direct financial investment in its success.

What are the key benefits of CMOS? During any significant systems fielding it is

very easy to forget the benefits of our efforts. We can become mired in the details of just getting the system up and running. It is important to remember some of the benefits that will make the effort worthwhile. For CMOS, that includes improvements in data quality (by automating data population and one-time data entry), and increased in-transit visibility (by nodal status, advance shipping notice, automatic report of shipment, and through use of radio frequency identification tags (RFID)). The core functional area is freight management from receipt (inbound and outbound), preparation, and the movement of material through reporting of movement for in-transit visibility (ITV). Capabilities include: in-check cargo via Hand Held Terminal (HHT); read military shipping labels (MSLs); read/write RFID tags; electronically validate all transportation control numbers (TCNs) in a shipment against the movement document (mass in-check by TCN or individual/container/van TCN); preparation of transportation control movement document (TCMD); creation of TCN; release shipments to customers in CMOS (create and print customer pickup lists and create and maintain customer ID/profile); view, print, and reply to incoming REP-SHIPS (report of shipment); automatic update on cargo arrival to IGC (IDE/GTN Convergence) to provide ITV; preposition outbound shipment data into CMOS electronically via HHT (scanning DD Form 1348-1A, customer input on DD Form 1149); consolidate shipments within HHT or computer; process express carrier shipments; print DTR compliant MSLs (includes pRFID MSLs) formatted for both unit move and sustainment; and express carrier labels from a single label printer; route and rate shipments via GFM (global freight management) and DTC (Defense Transportation Coordination). Additionally, CMOS facilitates payment "matching model" in support of DoD's audit readiness mandate.

What is the status of the fielding? Fielding began in FY13 and is projected to be completed by FY16 and, at its end-state, over 200 sites will have CMOS capabilities. The initial focus of the fielding was large Army shipping activities in order to achieve the "biggest bang for our buck". As of today, CMOS is operational at over 30 Army sites to include Fort Bragg, JB

Lewis-McChord, Fort Carson, Fort Stewart, Fort Bliss, Fort Hood, Fort Benning, Fort Gordon, Fort Campbell, and Sierra Army Depot. The remaining years will focus on the smaller shipping activities (i.e., USPF National Guard sites) as well as potential implementation at Joint Munitions Command depots and Surface Deployment and Distribution Command CONUS ports.

What challenges have we faced? Although the fielding has been an overall success, we've had our share of issues and challenges. Our challenges have been a mixed bag of hardware, software, and business process issues.

From a hardware perspective, ensuring that we have the right number of hand held terminals at the right place at the right time has been a challenge. To overcome that challenge, we have strengthened our approach to the pre-fielding survey by obtain more detailed information earlier in the process.

The software issues have run the gamut from concerns over the number of input screens to obtaining Army acknowledgment of Air Force system operating credentials. For those software issues directly impacting the user community, we have established routine After Action Reviews (AARs). Issues raised during these AARs have directly led to the development of CMOS functional user requirements or other systems change requests. As a voting member of the CMOS configuration management board, we have the ability to make those requirements and software changes a reality.

The implementation of CMOS has also exposed some business process issues worthy of discussion. First, CMOS requires more upfront process and data compliance than many ITOs have experienced in the past. For example, prior to the implementation of CMOS, ITOs could develop and maintain local addressing information that was not always consistent with the authoritative source (e.g., Department of Defense Activity Address File [DODAAF]). This can lead to the incorrect routing of freight and additional costs associated with carrier re-delivery attempts or detention.

[continued on next page](#)

## continued from page 7: Cargo Movement Operations System Update

Under CMOS, a locally maintained address is only valid for 30 days to allow time for the appropriate updating of the DODAAF if address changes have occurred. While it is understood that ITOs do not directly influence updating the DODAAF, it is imperative that we work together as a community to ensure accurate addressing.

A second issue worthy of discussion is the small package process. The implementation of CMOS mandates the use of the “matching model” within the Third Party Payment System (TPPS). The “matching model” simply means that the government is providing shipment documentation and a cost estimate to TPPS that must be “matched” by the carrier in order to initiate payment. Currently, many shipping activities utilize carrier provided software for small package shipments and simply pay the carrier’s invoiced amount within TPPS. While this “carrier invoicing” model is a recognized TPPS process, it does not fully support financial audit ability requirements and is subject to several “back end” payment problems (e.g., lack of recognized Transportation Account

Code, etc). While it is recognized that using carrier provided software makes the shipment process easier on the front end, it is not the most effective method when the entire process is considered.

In conclusion, we have had an overall successful fielding at over 30 Army sites, with many more scheduled for the remainder of FY 14, 15 and 16. Those sites include U.S. Army Europe, Aberdeen Proving Ground, Fort Drum, as well as, National Guard - United States Property and Fiscal Officers (USPFO) in Indiana, Connecticut, West Virginia, New Jersey, and Florida, to name a few. Not only are we driving on with the fielding of CMOS, we continue to work with our other trading and interface partners to improve interoperability. For example, we are currently implementing a GCSS-Army’s electronic data interchange (EDI) capability to send supply data to transportation (CMOS). Once complete, 1348-1 shipment data will automatically populate as shipment units in the CMOS database, improving efficiency in shipping process. We are also going to leverage lessons learned from the fielding to drive business proc-

ess changes that will ultimately improve the entire Army shipping process, from obtaining a carrier to executing the move to paying for services provided. The team is committed to providing a quality tool to the user community and feedback is always welcomed. We also appreciate the feedback and patience that we have received from sites that have already converted. Your continued support will ensure the success of the system and result in improved shipping capabilities throughout the Army. ♦

*Note: PM CMOS provides a 24 hours a day 7 days a week helpdesk known as the Field Assistance Service (FAS), phone: [DSN] 596-5771 [COM] 334-416-5771, or you can visit their website at <https://extranet.gunter.af.mil/il/ilrc/>. All Army users should identify themselves as being Army; this will automatically elevate the helpdesk ticket to Tier II level. Mr. James Anderson, [james.r.anderson.civ@mail.mil](mailto:james.r.anderson.civ@mail.mil), DPMO, can be contacted for requests for changes to the system. He is the Army representative who sits on the PM CMOS functional requirements board (FRB).*



[Click Logo](#)

### Student Workbook Version 3.1

This course is designed to provide prospective container inspectors with the knowledge and skills necessary to inspect intermodal containers. Students who successfully complete this course will be able to inspect containers and hazardous material shipments in accordance with Coast Guard policy, 49 CFR 100-185 and 450-453, and the International Maritime Dangerous Goods Code.

Container courses are coming back online. They are converting to ATRRS course numbering system and have a new web address: <http://www.dactces.org/>

**Intermodal Dry Cargo CNTR/CSC Reinspec (CERT)** Ammo -43-DL, 8A-F62/551-F54 (DL), [https://www.atrrs.army.mil/atrrscc/courseInfo.aspx?fy=2014&sch=910&crs=8A-F62%2f551-F54+\(DL\)&crstitle=INTERMODAL+DRY+CARGO+CNTR%2fCSC+REINSPEC+\(CERT\)&phase=](https://www.atrrs.army.mil/atrrscc/courseInfo.aspx?fy=2014&sch=910&crs=8A-F62%2f551-F54+(DL)&crstitle=INTERMODAL+DRY+CARGO+CNTR%2fCSC+REINSPEC+(CERT)&phase=)



# 58th Transportation Battalion— Regimental Induction Ceremonies

Provided by CPT Micah J. Klein, Commander, C Co, 58th Trans Bn , Ft. Leonard Wood, MO

On one of the coldest days in Fort Leonard Wood history, 110 Soldiers waited anxiously outside the headquarters of the 58<sup>th</sup> Transportation Battalion. These warriors were about to take part in the first ever Regimental Induction Ceremony for 88M- Motor Transport Operator- Advanced Individual Training (AIT) Soldiers.

On Wednesday during the week of graduation, Soldiers from C Company conducted a formation at the company's barracks in preparation for their ceremony. At this point, Soldiers had successfully completed all of the training as directed in the program of instruction. Soldiers marched from the company headquarters to the battalion's formation area with great excitement and nervousness.

During the ceremony, Soldiers received a narration about significant members of the regiment to include PVT James Rookard; a Redball Express unit Soldier, Sergeant James Witkowski who was awarded the Silver Star Medal during Operation Iraqi Freedom, and Sergeant First Class Maria Caulford; the Transportation Corps NCO of the Year for 2013. The Soldiers receive instruction about the significance of the Army Values and how they were exemplified by these transporters. Soldiers burn one candle for each Army Value on the spokes of the mariner's helm of the Transportation Corps insignia. The final candle and eighth spoke of the

mariner's helm is lit by the company first sergeant as a representation for the NCOs of the Corps. After the candles have been lit, Soldiers are given one cup of golden yellow Gatorade and one red starburst to represent the colors of our corps and awarded the golden collar branch insignia.

After the ceremony, smiles and tears of joy filled the battalion area. Private Antonio Bullock described his joy to his platoon sergeant and said, "I can't believe I made it. This is one of the happiest days of my life". Similar sentiments were felt as Soldiers across the company could be seen clenching their branch insignia and laughing with their fellow Soldiers. During the course, Soldiers complete a rigorous blend of 5-ton training, M1120 Load Handling System (LHS) training, M915 training and a culmination field training exercise that challenges Soldiers to navigate an improvised explosive device (IED) lane and conduct driving during nighttime conditions.

As the Transportation Corps continues to evolve, C Company continues to make strides to make events like the Regimental Induction Ceremony and branch history briefing to provide transportation and logistics units with a more well-rounded transportation Soldier. We are unyieldingly dedicated to providing trained values-based Soldiers that are capable of making an immediate impact in contin-

gency and peace-time environments to the corps' units. ♦



**Army Power Projection Program (AP3) Emergency Deployment Readiness Exercise (EDRE)/Sealift Emergency Deployment Readiness Exercise (SEDRE) Program Implementation:** DA G-4, in coordination with DA G-3, are coordinating implementation of the EDRE/SEDRE Program. The focus is on restoring the Army's rapid expeditionary deployment capability to respond to no-notice deployments by testing the deployment system and checking the readiness of units and installations. Management and oversight of the EDRE/SEDRE Program are important components of the Rapid Expeditionary Deployment Initiative (REDI). Upon implementation, in FY15, G-4 will manage execution of the centrally managed resources, and in coordination with G-3, will maintain oversight of the exercises to ensure the Program stays on-track. Ideally, every deployable unit in the Army should conduct an EDRE or SEDRE prior to entering the available force pool in the ARFORGEN cycle. However, given the current resource constrained environment, the EDRE/SEDRE Program will focus on the early deployers. Given these realities, deployment exercise requirements are programmed in POM 15-19 for one annual SEDRE of a Heavy Battalion Task Force and three annual EDREs of Global Response Force, Regionally Aligned Force, and Rapid Response Force units as directed by the G-3/5.



# HQDA G4 Presents “Best of the Best” for DEA 2012 Competition Year

The 2012 Competition Year proved to not only challenge the units and installations to win their respective categories, but trying to select and award the winners challenged the entire DEA Program. The awards are actually presented in the year following the competition period and the 2013 Budget constraints led to many challenges for the DEA Program. First, there was the cancellation of the March 2013 Board Validation On-Site visits to the Semi-Finalists (which led to the winners being selected from the DEA Board scores) and second, the actual June 2013 CLEA banquet/ceremony being postponed and then cancelled altogether. But those challenges were met and another successful DEA year was concluded.

While the awards may have been presented later than usual for the 2012 Competition Year, it was the second year that the DEA “Best of the Best” has been presented. The winner for 2012 was the 635th Movement Control Team (MCT), 39th Transportation Battalion located in Kaiserslautern, Germany. So how did they earn the recognition?

## What They Did to Earn the Award?

- Won the Active Supporting Unit category
- Selected as “Best of the Best” by having the highest score of all the 48 units and installations from Active, Reserve, and National Guard competing in 2012
- The 635th Movement Control Team (MCT) provided support at Ramstein Air Base in Germany to Service members deploying to or redeploying from tactical or strategic operations in Iraq, Afghanistan, Africa, and European countries during the competition year. The 635th MCT coordinated buses and security for over 3000 Personnel (PAX) and their personal baggage in support of over 60 missions. They also received and shipped over 2,000 short tons (STONS). During the competition year, the 635th MCT most notably supported the 173rd Airborne Brigade Combat Team and the 12th Combat Aviation Brigade during their deployment phase in Operation Enduring Freedom. The 635th MCT also provided movement control support for the USAREUR multi-national exercise, Saber Strike. Their mission was to facilitate the sequential movements of personnel equipment from various locations in Europe and the U.S. to exercise locations in Latvia and Estonia. The exercise required extensive logistical planning, since the movements consisted of a range of multi-modal travel including rail, air, surface, and sea. Throughout the entire exercise, 75 missions were conducted, 632 PAX flown in and out with personal baggage, and over 90 short tons (STONS) were received and transported.
- It may have been a training exercise for the other units, but for the 635th MCT it was a “real-world” mission and their exceptional deployment preparation, training, and mission performance earned the 635th MCT this “Best of the Best” award.



**5 February 2014.** The 2012 DEA Competition Year “Best of the Best” award is being presented by LTG Raymond Mason, Deputy Chief of Staff, G4 to CPT Raymond Beard, Commander, 635th MCT, Kaiserslautern, Germany

View articles/videos of the ceremony at:

(DVIDS) 635th MCT "Best of the Best DEA:

<http://www.dvidshub.net/video/321096/635th-movement-control-team-earns-top-deployment-award>

(YouTube) 635th MCT "Best of the Best DEA:

<http://www.youtube.com/watch?v=ggxRnQIOc1E&feature=share&list=UUKM5FqTJzkQE9WblOu5MpNA&index=1>

Kaiserslautern American (open the file and go to page 6):

[http://issuu.com/advantinews/docs/ka\\_feb\\_14\\_2014/1?e=6801271/6716468](http://issuu.com/advantinews/docs/ka_feb_14_2014/1?e=6801271/6716468)

U.S. Army website: <http://www.army.mil/article/120085/>

21st TSC Facebook: <http://www.facebook.com/21stTSC>

21st TSC YouTube channel:

<https://www.youtube.com/watch?v=ggxRnQIOc1E&feature=share&list=UUKM5FqTJzkQE9WblOu5MpNA&index=1>



**2013  
Competition  
Year**

# Deployment Excellence Award Semi-Finalists

## Army Active — Deploying Unit

- A Battery, 5-7 ADA Battalion
- A Co 307th Expeditionary Signal Battalion



Kaiserslautern, GE  
Oahu, HI

## Army Active — Supporting Unit

- 39th Transportation Battalion (MC)
- 635th Movement Control Team (MCT)

Kaiserslautern, GE  
Kaiserslautern, GE

## Army Reserve — Deploying Unit

- 414th Transportation Company
- 992nd Transportation Company (PLS)



Orangeburg, SC  
Palatka, FL

## Army Reserve — Supporting Unit

- No Nominations

## Army National Guard — Deploying Unit

- 514th Military Police Company
- 882nd Engineer Company (Horizontal)



Winterville, NC  
North Wilkesboro, NC

## Army National Guard — Supporting Unit

- No Nominations

## All-Army — Installation

- USAG Vicenza
- Fort Hood



Vicenza, IT  
Fort Hood, TX

Check out DEA's new webpage at <http://www.transportation.army.mil/dea>



# Army & Air Force Conduct Load Training

by Sgt. Jonathan C. Thibault, 4th CAB Public Affairs Office, 4th Infantry Division

Fort Carson Soldiers and Airmen from Travis Air Force Base, Calif., made rapid-deployment load training look as easy as stacking children’s blocks, during a joint exercise at Colorado Springs Airport, Jan. 14-16.

Soldiers from 3rd Armored Brigade Combat Team and 4th Combat Aviation Brigade, both from 4th Infantry Division, participated with the Air Force in a joint exercise to improve communication efforts and familiarize them with each other’s military equipment.

“The purpose of the training is to better prepare 4th Inf. Div. assets, and match them to the Air Force assets,” said Air Force Lt. Col. Gerry Hinderberger, air mobility liaison, aligned with 4th Inf. Div. “We have not practiced these functions domestically in over a decade. People can mission-plan all day long, but actually doing it is where they find the flaws and make improvements. This training does just that for both the Army and Air Force.”

The training consisted of preparing and loading unique pieces of military equipment on an Air Force C-17 Globemaster III. Soldiers with 3rd ABCT learned how to load and unload an M1A2 Abrams tank and an M2A3 Bradley infantry fighting vehicle.

“The training provided simple, but needed, familiarity to tank commanders, such as getting used to driving up the ramp of the C-17,” said Chief Warrant Officer 3 Micah Amman, aviation officer, 3rd ABCT. “It feels much steeper to the driver, and can make them nervous if they’ve never done it before. Also, the training allowed us to help our Air Force counterparts be more efficient in how to load armored vehicles onto their aircraft.”

The Soldiers’ training was geared toward their Global Response Force mission, which allows them to respond anywhere in the world at a moment’s notice.

“First, it helps us train the basics with regards to deployment readiness. Second, it’s advantageous to both the Army and Air Force in terms of creating com-

mon procedures. Third, it’s an opportunity to build relationships with all the other entities that help support our GRF mission,” said Lt. Col. Jeremy Wilson, commander, 1st Battalion, 68th Armor Regiment, 3rd ABCT.



4th CAB Soldiers learned how to load and unload two UH-60 Black Hawks, which made their aircrews more deployment ready and even more team-oriented.

“It’s great training for all parties involved, when you get to learn how to load specialized equipment that you don’t work with daily,” said Chief Warrant Officer 2 Michael Gathright, mobility officer, 4th CAB. “It takes more planning for these types of equipment. This training allowed us to do it slowly and safely.”

Gathright said this was a first for some of the aircrews in the unit and gave them a unique opportunity.

“This exercise gave them training that they mostly get during deployments, in which they would have a time crunch,” said Gathright. “The Soldiers got to work with the Air Force to learn how to properly load their equipment. So if they have to do it during a deployment, it will be second nature.”

The training provided aircrews with new skills that will help them the next time they deploy.

“Most of our aircrews have never loaded an aircraft onto another aircraft,” said Staff Sgt. David Workman, UH-60 Black Hawk helicopter repairer, 4th CAB. “The exercise taught them how long it takes to fold the helicopter, load and unload the helicopter, and how to set up to be mis-

sion ready after being unloaded. I wish we could do more training like this, because it gives the Soldiers a clear view of the right and wrong way to do these tasks.”

Air Force members were already efficient in loading, but still found the training helpful.

“Everyone from the Air Force side is qualified to load these types of equipment, but we have young Airmen, and we want to train them to the next level,” said Air Force Tech. Sgt. Michael Turner, senior loadmaster, 21st Airlift Squadron, 60th Air Mobility Wing, Travis Air Force Base, Calif. “This is outstanding training, because it makes our loadmasters more confident to better prepare them for more threatening environments, such as the ones found during

deployments. We get to teach the Army what we are looking for, and they get to teach us about their equipment, which strengthens our joint service bond.” ♦





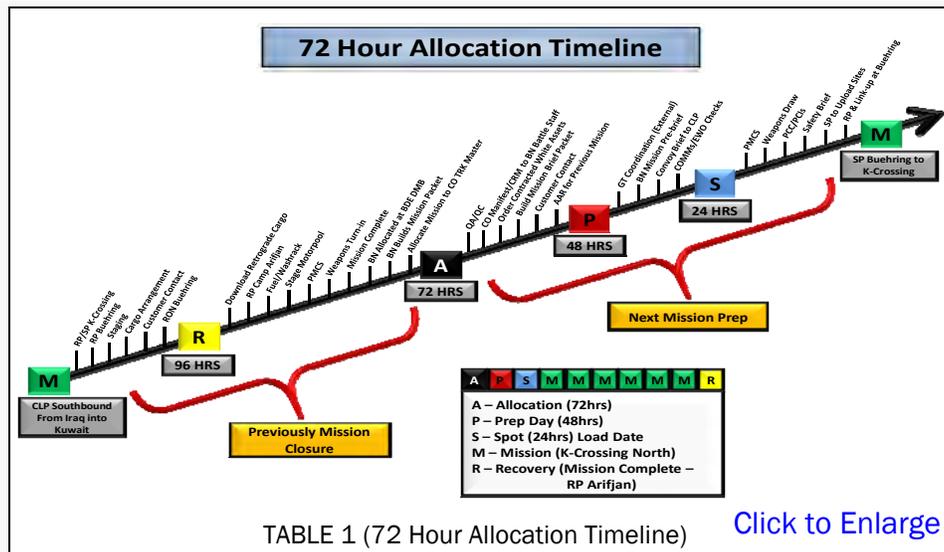
# Lessons Learned during the Final Retrograde of Iraq: Convoy Allocation Timeline

by CPT Justin D. Macht, Commander, 359th Inland Cargo Transfer Company, 10th Trans Bn , JBLE

As the Future Operations Officer, or Transportation Officer on the Modified Table of Organization and Equipment (M-TOE) within the 6<sup>th</sup> Transportation Battalion (Medium Truck), known as Joint Logistics Task Force 6 (JLTF 6) while deployed in Camp Arifjan, Kuwait, my Non-commissioned Officers and I were in

charge of allocating all of the JLTF 6 missions, whether it was convoy operations within the Iraq Joint Operational Area (IJOA) or locally within Kuwait. Our convoys had a specific allocation process and life cycle that we tried to adhere to as much as possible. We would allocate our missions for northbound movement into

the IJOA at 96hrs out. That meant that if a Convoy was coming off of a previous mission, they could get re-allocated once they closed on Camp Arifjan and they would have 72 hours for the next mission preparation. Table 1 is a diagram that depicts all the tasks involved within the 72 Hour Timeline that must be completed prior to entering the IJOA..



Once a Convoy was allocated, that Convoy was conducted in three phases (Convoy Life Cycle): Table 2 depicts a visual of what a Convoy Life Cycle would look like.

- **Phase 1A** – This phase included receiving the mission and initial mission preparation (i.e. Quality Assurance/Quality Control on vehicles, Ordering White Contracted Assets and building the Convoy Manifest and Convoy Brief).
- **Phase 1B** – This phase consisted of receiving the pre-brief from the Battalion Battle Staff and the Future Operations Sections, conducting the Convoy Brief to the Convoy, Movement from Camp Arifjan to pick-up sites for sustainment/deployment cargo, and link-up with the CET team at Camp Buehring.
- **Phase 2A** – This phase included all north bound movement after passing through K-Crossing into the IJOA, the drop-off of any sustainment Cargo and reaching its final destination.
- **Phase 2B** - This phase started once the Convoy reached its final destination and started its south bound movement to up-load retrograde cargo.
- **Phase 3** - This phase began once the Convoy reached K-Crossing and entered Kuwait, the CLP would Rest Over Night (RON) at Camp Buehring and contact all of their Points of Contacts (POC) for their retrograde Transportation Movement Releases (TMR) and download all of the loaded cargo the next day. After closing on Camp Arifjan with full accountability of personnel, sensitive Items and a completed PMCS that CLP would be classified as mission complete.

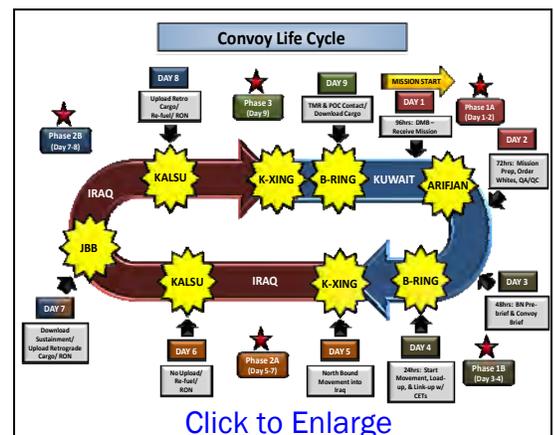


Table 2 (Convoy Life Cycle)

continued on next page

# continued from Page 13: Convoy Allocation Timeline

From mission allocation to mission complete, on average, a Convoy would be on mission for 10-12 days. Mission timelines were based on how many stops that a Convoy would make while in the IJOA. For instance, a Blackjack Express Mission would have at least three Contingency Operational Bases/Stations (COB/COS) they would have to go to for sustainment Cargo, but a Common User Land Transport (CULT) Mission may only have to stop at two locations. The only reason a convoy would stop at two locations was due to the distance of travel. For example, if the final destination was Joint Base Balad (JBB), then a Convoy would have to stop at Kalsu for instance, since we could not make it from Kuwait to JBB in one push. Other factors that played into a convoy's timeline were REDMED conditions (MEDEVAC flight status) or the route status. If MEDEVAC status was RED or the route status was BLACK, then we would not move. A bad sandstorm could halt a convoy at a sin-

gle location for several days. During the last few months of final retrograde operations, managing the legs of a convoy (i.e. ensuring that Convoys went to as few COB/COS' as possible) became a key to mission success. The FUOPs section managed all legs of a convoy to ensure that we could keep a high convoy velocity in order to turn a Convoy around and get them back into the IJOA as soon as possible.

From October through November of 2011, JLTF 6 was getting allocated anywhere between 20 to 30 Convoys per week. Really that boiled down to us being nearly 100 percent allocated throughout most of October and all of November. The need for more and more Convoys between us and the Heavy Equipment Transporter (HET) Battalion was crucial to the retrograde of Iraq based on the timeline for Iraq's closure. This meant one of two things, either we add more Convoys between the Compa-

nies, or we must cut down the allocation time for our Convoys. Since we could not squeeze out any more Convoys from the Companies due to the R&R Leave and the various other support taskings, we were led to one answer, cut down on our allocation timeline. Since we couldn't cut down on the download times after entering into Kuwait, we decided to adjust the time for mission preparation, moving from a 72 Hour timeline down to a 48 hour timeline. Table 3 below represents the changes made in order to cut down to a 48 hour timeline. The 48 Hour timeline allowed us to allocate a Convoy once it passed through K-Crossing instead of allocating a CLP once it closed on Camp Arifjan like the 72 Hour timeline. With this new timeline, our first concern was the safety of the Convoy. We wanted to ensure that a Convoy Commander and his/her crews had sufficient time for the planning of their next mission while also getting some personnel recovery.

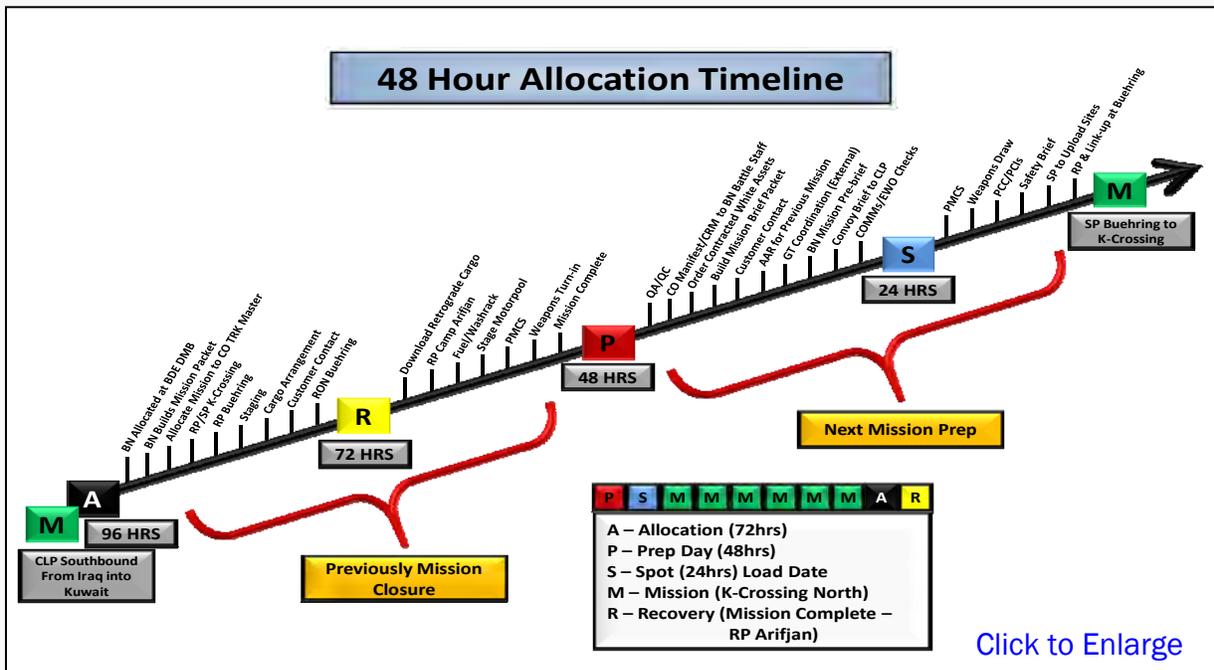


Table 3 (48 Hour Allocation Timeline)

After a couple of Proof of Principle (POP) Convoys and some discussions with the Convoy Commanders and the Company Truckmasters, we found that while not getting the recovery time that everyone would want, the 48 hour timeline worked well and there would be no major issues

getting allocated and pushing out in 48 hours after arriving Arifjan. This allowed us to allocate the Convoys quicker and get them back on the roads of Iraq to continue the retrograde mission. After all was said and done, the efforts and achievements made by the Soldiers and

Airman of JLTF 6 in completing the largest retrograde of a Theater since World War II was historic and we can proudly say that we accomplished every mission and we were able to bring every Soldier and Airman home! ♦



# Expeditionary Rail Command (ERC)

by COL Dale B. Rivers, Chief, Reserve Affairs, U.S. Army Transportation School

Army rail has shifted from the old strategy of providing operational control over host nation rail capability to a planning, advisory, capability assessment, and coordinating rail operations within a theater of operations; an advisory role which provides operational planning and advice to Army Forces (ARFOR) commanders. Consequently, the 757<sup>th</sup> Transportation Railway Operating Battalion, within the Army Reserves, will be converted to the new Expeditionary Rail Command (ERC). The purpose of the ERC is to integrate, enable, and project rail capabilities in an expeditionary way to solve conventional and unconventional challenges and drive viable solutions.

The ERC will consist of a headquarters element and five Rail Planning and Advisory Teams (RPAT). Their mission will be to provide rail network capability and infrastructure assessments, perform rail mode feasibility studies and advise on employment of rail capabilities, coordinate rail and bridge safety assessments, perform and assist with rail planning, coordinate use of host nation or contracted rail assets, perform contracting officer duties to oversee contracts and provide quality assurance of the contracts. The five RPATs will align with the five combatant commands (COCOM) similar to the way Special Forces Groups are

aligned to COCOMs. This does not restrict the teams from operating strictly with the aligned COCOM, but provides a relationship that allows the development of area knowledge and expertise.



The headquarters element provides mission command and supervision for subordinate railway personnel. It provides the senior leader expertise to primarily advise the theater logistics commander on rail operations to include interface and collaboration with host nation rail officials for nation building and coordinate host nation rail movements during deployments and operations. The RPAT assesses and advises the theater commander and host nation officials on host nation rail infrastructure and employment of host nation assets in support of nation building and military operations. It coordinates and communicates with the host nation, supported unit, or contracted en-

tity to facilitate rail operations. It performs contracting officer's representative functions and conducts planning in support of military operations. The five RPATs have 34 personnel with three deployable sections of nine personnel each under the control of a headquarters section of seven personnel.

Military rail advisory operations under the new ERC concept has only one specialty MOS, the Railway Advisory Specialist (88U). The Rail Advisory Specialist was created from a combination of the three legacy MOS that once made up the Army's small rail community (88U, 88T, 88P). The whole intent of the ERC is to provide the Army with an organization to tap into for rail expertise. This new rail force structure will augment any COCOM's effort with planning and advising on Host Nation rail utilization to expand and expedite distribution within the AOR. Also, the ERC deploys to contribute to middle spectrum military stability operations or high spectrum military full combat operations in the execution of a theater distribution plan and host nation rail system in support of national security and directly improve the present and anticipated future global security environment. ♦



## Case Study: Distribution of an Alternative Disaster Feeding Ration

by MAJ George Rollinson and Dr. Eric Morrison, US Army Command and General Staff College, Ft Leavenworth, KS

How can Government Agencies provide feeding rations during Humanitarian Assistance / Disaster Relief (HA/DRs) operations more efficiently and save time, money, and resources for improved future operations?

Read more to find out!

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# Lessons Learned: Patriot Missile Canister ATTLA Certification Revision

by Chief Warrant Officer 3 Brent Hayes, 31<sup>st</sup> ADA BDE Mobility Officer

AL UDEID AIR BASE, Qatar- Anyone who has ever had cargo transported via Military Air (MILAIR) has probably seen a certification letter from the Air Force Air Transportability Test Loading Activity (ATTLA). ATTLA is the Department of Defense agency responsible for the approval of airlift cargo on fixed wing USAF cargo aircraft. An ATTLA certification letter is not required for all cargo that is transported by MILAIR, only cargo that meets specific requirements. It is the shipper's responsibility to obtain and provide the most current ATTLA certification letter for cargo requiring certification during cargo receipt at the aerial port. Further information can be found online in the ATTLA factsheet located at: <http://www.wpafb.af.mil/library/factsheets/factsheet.asp?id=16730>.

Air Defense Artillery (ADA) units have a lot of oversized and outsized equipment that requires ATTLA certifications. One specific key component for Patriot units is the missile canister. Currently, there are two versions of the Patriot Advanced Capability (PAC) missile in use by ADA units worldwide, PAC-2 and PAC-3. The missile canisters are similar in size but not exact, due to the differences in overall capability and specific use. Each is transportable in one, two, or four canister configurations. The current certification letter (8.B.02.01) outlines procedures for the air transport of two and four canister configurations. The configuration of one canister does not meet the requirement for a certification letter.

In December of 2012, 31<sup>st</sup> ADA Brigade sent Patriot assets to Turkey. During that time basic load and reload capability was transported by air along with the minimum engagement package equipment. Upon review of the certification letter, it was apparent that a revision approved in 2002 did not include prior consultation with anyone who had extensive knowledge of the Patriot missile canister specifics. The tie-down instructions identify provisions that are not rated for transport restraint. Following those guidelines could potentially cause loss or damage to the munitions or aircraft in the event of an in-flight event that creates G-forces above what the structure of the canister

can withstand. With guidance from the 123rd Contingency Response Group and C-17 Loadmasters, the missile canisters were suitably secured for transport.

Squadron. All configurations were photographed and submitted to ATTLA in order to have the certification letter updated with depictions of the proper tie-down procedures.



Final tie-down configuration of the two missile canister configuration

In 2013-2014, the 31<sup>st</sup> ADA Brigade supported Air and Missile Defense Operations during its rotational deployment in the CENTCOM AOR. One of the key missions for the brigade was missile retrograde and resupply. The method of transport to accomplish the mission was MILAIR. The missile canister certification letter was referenced and identified to be the same version with no recent updates.

As a Mobility Officer, it is essential to identify transportation problems/issues and recommend changes or solutions. In order to safely and properly transport the missile canisters by air in the future, the ATTLA certification letter needed to be revised to reflect the proper tie-down procedures. After consulting with the staff at ATTLA, 31<sup>st</sup> ADA Brigade conducted a missile pallet build of all three air transport configurations of Patriot missiles with the assistance of C-Btry 3-43 ADA and the 8th Expeditionary Air Mobility

Regardless of your specialty or job; engage yourself and identify processes and procedures that can be made safer and more efficient.





# Port Ops Leadership Professional Development

Story and photos by Ms. Donna Klapakis, 599th Transportation Brigade

Pearl Harbor, HAWAII – The end of a long wait for inbound helicopters came for the 25th Combat Aviation Brigade, 25th Infantry Division, after the offload of new UH60M Black Hawks from the Motor Vessel Jean Anne here Feb. 12.

“This is the last evolution of the new equipment, the UH-60M model,” said John Manahane, 599th Transportation Brigade traffic management specialist. “Today they offloaded the final 14 of 45 combined. This movement started with the first evolution in September.”

“This completes the fielding and transfer of ownership from the Aviation and Missile Command to the 25th Combat Aviation Brigade, 25th Infantry Division,” Manahane added.

After offloading the new helicopters, Soldiers from the 209th Aviation Support Battalion supported loading 23 of the CAB’s legacy UH-60A and -L models onto

the Jean Anne for retrograde to the mainland for further disposition.

“This kind of joint operation requires very careful coordination,” said Manahane, who was acting as liaison for all groups as part of his single-port-manager duties. “We have the CAB, which supports the actual loading and offloading of its helicopters, the Fleet Logistics Center, Pearl Harbor, which is providing the facility, and our commercial shipping industry, which provides the transport.”

In addition to fulfilling single-port-manager duties at Pearl Harbor, the 599th Transportation Brigade also conducted leadership professional development for any personnel who could attend during the port operations.

“Leadership development is always a good thing to do, not only for NCOs and officers, but for the civilian workforce, too,” said Command Sgt. Maj. Claudia Shakespeare, 599th Transportation Bri-

gade senior enlisted advisor. “This was a great opportunity to take our workforce out to see and hear how our missions are conducted. Having a vessel dock and helicopters loading and unloading improved everyone’s firsthand knowledge of what we do.”

“This was a combination of a commercial ship at a Navy port with Army Soldiers supporting loading and offloading their equipment,” said Daniel “Danny” Martinez, 599th Transportation Brigade deputy director of operations. “From my perspective the leadership development was useful to see how all of the teams come together to work as one.”

Manahane said the Jean Anne arrived at Pearl Harbor at 7:30 a.m. on Feb. 12, and the first piece of cargo was offloaded at 8:35 a.m. The final pieces were loaded at 4:45 p.m., and the ship departed at 5 p.m. ♦





## Gowen Field, Orchard Combat Training Center – Rail Deployment Study

In February 2014, the Military Surface Deployment and Distribution Command Transportation Engineering Agency (SDDCTEA) performed a rail deployment study of the existing rail facilities and supporting infrastructure at Gowen Field - Orchard Combat Training Center (OCTC), Idaho. This study supports the Idaho Army National Guard (IDARNG), Gowen Field's Directorate of Logistics (DOL), and Gowen Field's Construction and Facilities Management Office (CFMO). The study's primary focus is to catalog the installation's infrastructure assets and determine its outload capabilities compared to its deployment requirements. SDDCTEA conducted the assessment of the installation's capability to deploy a Brigade Combat Team (BCT).

Gowen Field has a rich history, beginning in 1926 when the first municipal airport was built in Boise, Idaho. Coincidentally, United Airlines traces its beginnings back to Boise, Idaho when it inaugurated jet service to the city in October 26, 1964 when it was the only airline servicing the city and continues to be the only airline servicing the city continually today.

From the mainline track, a 1,750 foot wye track (each leg) gives access to the OCTC spur. The OCTC railhead includes four tangent loading tracks, three of which are about 2,000 feet long and the fourth measures about 800 feet long (designated for container operations).

There are two fixed concrete end loading ramps for vehicle loading and one portable bi-level ramp location for additional vehicle loading if necessary. Rail infrastructure also includes a 6,100 foot siding to set cars out during switching operations and train building.

The railhead and supporting facilities (including container facilities and a vehicle scale) are well illuminated and equipped with ample concrete hard-stand for marshaling and staging vehicles, cargo and equipment.

A typical BCT deploying from OCTC requires about 324 railcars over a 3-day period. OCTC rail operations can deploy about 119 railcars per day over a 3-day period (357 railcars total). Therefore, it can adequately accomplish its deployment mission. ♦

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### PD AMIS Continues FORSCOM Sponsored TC-AIMS II Enterprise Migration Efforts

by Ms. Beth Alltop, Strategic Communications, Automated Movement and Identification Solutions (AMIS)

As part of a continuing effort to migrate Transportation Coordinators' - Automated Information for Movements System II (TC-AIMS II) users to the Enterprise, Product Director, Automated Movement and Identification Solutions (PD AMIS) and U.S. Forces Command (FORSCOM) have begun plans for scenario-driven enterprise testing that begins in May 2014. The six installations chosen to take part in the migration efforts are Joint Base Lewis-McChord (JBLM), Wash., Fort Bragg, N.C., Fort Hood, Texas, Fort Campbell, Ky., Fort Stewart, Ga., and Fort Bliss, Texas. The testing will take place simultaneously with one brigade from each installation during their deployment.

PD AMIS and FORSCOM anticipate that the migration will conclude by the end of 2014, pending test results and funding. The TC-AIMS II Enterprise migration effort reduces costs associated with maintaining stand-alone hardware, fielding new software, allowing the user community to receive immediate updates to any changes within the system and creating one repository for unit data, while establishing a joint deployment library. Full migration will take place once Continental United States (CONUS) installations and units reach Full Operational Capability (FOC). During this testing period, PD AMIS strives for a seamless migration to ensure that our users have uninterrupted service.