



UNITED STATES ARMY TRANSPORTATION CORPS

SPEARHEAD

Deployer's Corner and Regimental Quarterly Newsletter

VOLUME XV, ISSUE 1 / JANUARY — MARCH 2019



Inside

**Movement
Control**

**Deployment
Support**

**Exercise
Support**

**Regimental
News**

To Subscribe or Unsubscribe, Please Email: usarmy.lee.tradoc.mbx.deployers-corner@mail.mil

TABLE OF CONTENTS

Deployer's Corner

- 4 – Joint Logistics Integration Gap:
A Back to Basics Solutions Approach
- 5 – 840th Trans Bn Builds Total Force Integration
in the CENTCOM AOR
- 7 – 1395th DDSB, DDST Mobilization Support at Ft. Bliss, TX
– TMT 1, 1297th DDSB at Port of Oakland
- 8 – 1395th DDST Mobilization Support 2890 Digital Upload
– TFI Support of Pacific Pathways 18-2 Redeployment
- 9 – 1397th DDSB Annual Training Port Arthur, TX (Week 1)
– 1397th DDSB Annual Training Port Arthur, TX (Week 2)
- 10 – 1397th DDSB TMT Foal Eagle (DL) 18 TF Mission
– 1395th DDSB/647th ETOE Vessel Equipment, Stage &
Upload at Port Hueneme, CA
- 13 – 2018 Fall JRTC Upload
- 15 – Weigh Station Operations ISO of 1/3 ID (KRF)
- 17 – Commanders Forum
- 18 – SDDCTEA Evaluates Port of Newport, UK (South Wales)
- 19 – SDDCTEA Evaluates Airfield Capabilities in South Korea
- 21 – SDDCTEA Evaluates Port of Monfalcone, Italy

TC Regimental News

- 24 – News from the Regimental Command Sergeant Major
- 25 – News from the Transportation Historian
- 26 – A Critical TC Readiness Resource: PS Magazine
- 27 – 757th ERC Rail Operations Support
 - Fort Hood, TX
 - Fort Bliss, TX
 - Fort Carson, CO
 - MOTSU
 - Camp Atterbury, IN
- 30 – Tactical Transporters in Large-Scale Combat Operations

prepared by

**Deployment Process
Modernization Office
Bldg 12500
2401 Quarters Rd
Fort Lee, VA 23801**

<http://www.transportation.army.mil/deploy>

DPMO publishes the SPEAR-HEAD Newsletter (combination of the Deployer's Corner and the Transportation Corps Regimental Quarterly Newsletter) four times a year. DPMO is an Army G3/4 chartered organization that serves as the Army deployment proponent. The SPEARHEAD (Deployer's Corner) Newsletter is a vehicle to disseminate recent developments in Army deployment concepts, procedures, and issues. The SPEARHEAD (Regimental) Newsletter intent is to provide the Army Transportation Corps current and valuable information as it relates to the Corps units and personnel. The intent is to provide a flow of information among readers around the globe. This periodical is governed by Army Regulation 25-30 (The Army Publishing Program).

Director
Mr. Robert Brackett
DSN 539-0904
COMM (804) 765-0904
robert.j.brackett.civ@mail.mil

Editor/Layout/Distribution
Mr. Kevin Rhodes
DSN 539-0939
COMM (804) 765-0939
kevin.w.rhodes.civ@mail.mil

TC & Regimental POC
CPT Alex Brubaker
DSN 539-7288
COMM (804) 765-7288
alexander.c.brubaker.civ@mail.mil

Disclaimer: Since the SPEAR-HEAD Newsletter is an open forum, the articles, letters, products, and opinions expressed or implied herein should not be construed to be the official position of the U.S. Army, DA G3/4, TRADOC, CASCOM, or DPMO.

FROM THE DESK OF THE CHIEF OF TRANSPORTATION



Team Spearhead,

I want to start off by wishing everyone a Happy New Year! I hope everyone enjoyed time with family and friends. 2018 was a great year for the Transportation Corps, and I am excited about the challenges ahead in 2019. Over the course of 2019, you can expect to see changes to FM 4-0 doctrine and UMO training strategy, just to name a few.

The Army is undergoing a process of relooking at how the Army fights in order to support Large Ground Scale Combat Operations (LSGCO). As part of that initiative, we are updating FM 4-0 to outline how the sustainment community will support LSGCO and Multi-Domain Operations in 2019. We have looked across all chapters to ensure that: (1) the consideration/tension between tactical mobility and sustainment distribution was highlighted throughout the document; (2) movement control nodes and the physical + digital networks required to sustain movement control were incorporated as planning considerations at echelon; and (3) key partners were added in with the specificity required to allow the reader to visualize what they bring to the fight. We received input from key partners at SDDC to get their input on strategic deployment and incorporate it into the manual and DLA-Energy in Europe to get assistance in highlighting the effects of Army Support to Other Services (ASOS) for key take aways/planning considerations to place in the manual.

considerations to place in the manual.

We are well underway with a major effort to relook the unit movement process and the desired output of the Unit Movement Officer course. This has been a collaborative effort with SDDC, HQDS G4, and USTRANSCOM. From a training perspective, we see an opportunity to change to Program of Instruction so that students leave the course with validated Organization Equipment Lists in TC-AIMS II and perhaps a built movement plan that gets their unit from home station to a Combat Training Center or their next deployment location. The desired end state is that when a UMO graduates they not only leave with a training certificate, but they also leave with their system updated to the right software package, and with two major UMO home-station requirements completed/validated. In the course of two years this approach could greatly improved deployment readiness across the Army as the average UMO stays in position for about a year. Our next major objective is to validate the concept and bring FORSCOM into the discussion to ensure we have thought through any second and third order effects of this approach.

If you have any comments about any of these articles, please let us know. We look forward to getting your ideas into the decision cycle here at the Sustainment Center of Excellence. I will do my absolute best help address your readiness challenges. Until then, please stay in touch by visiting the U.S. Army Transportation webpage (www.transportation.army.mil), my Facebook page (<https://www.facebook.com/pages/Chief-of-Transportation/172660552767564>), or the Deployment Process Modernization Office (DPMO) webpage (<http://www.transportation.army.mil/deploy>).

Thanks for all you do—together we move the Army!. Get after it!

Spearhead 6

VR

Jerred P. Helwig

COL (P) Jered P. Helwig
30th Chief of Transportation &
Commandant, Transportation &
School
COMM: 804-765-7444
DSN: 312-539-7444
BB: 804-712-7368
NIPR jerred.p.helwig@mail.mil



Spearhead of Logistics!



Joint Logistics Integration Gap: A Back to Basics Solutions Approach

by MAJ Erik M. Evans, USAF, Air Mobility Liaison Officer (AMLO), 18th Air Force Liaison to 101st Abn Div, Ft. Campbell, KY

During the summer of 2018, the staffs at U.S. Army Central Command (ARCENT), Special Operations Joint Task Force-OIR (SOJTF-OIR) and Combined Joint Task Force-OIR (CJTF-OIR) headquarters were working around the clock to develop a logistics plan for a potential expedited withdrawal of U.S. personnel and assets from Syria.

While working with these staffs in my role as a deployed USAF Air Mobility Liaison Officer (AMLO), I was exposed to the logistical challenges of moving large amounts of personnel and equipment, with limited resources, all while operating under an expedited timeline in an austere environment.

Although retrograde operations were put on hold, the challenges to large-scale air mobility operations identified during retrograde planning would come to fruition during another high-priority movement. CENTCOM leadership directed a vital radar system be relocated to Syria, again in an expedited timeline and to an austere environment.

Anticipating the same logistical challenges for the movement of the radar system as highlighted in the large scale retrograde planning, myself and another AMLO forward deployed to the airfield set to receive the people and equipment. As expected, upon our arrival, we saw the logistics situation and environment pre-

sented significant hurdles to successful operations and posed great risk to mission success. Ultimately the high-priority movement was a success and fifteen C-17s delivered over 1.1 Million pounds of vital equipment for the fight against ISIS in the region. While no plan survives first contact, more judicious logistical planning for the radar movement would have enabled smoother, more seamless operations.

Basic questions to ask during planning stages to help ensure the effective and efficient use of air mobility assets, and ultimately facilitate overall mission success, are:

- Is a particular type of aircraft (C-130, C-17, C-5) restricted from the airfield?
- Are scales present at the airfield for properly weighing cargo?
- Does the airfield have the appropriate military handling equipment (MHE)?
- Are personnel present at the airfield that are properly trained to operate and repair the MHE?
- Are there experienced aerial port personnel present to handle sensitive/out-sized cargo?
- Are there Joint Inspection (JI) qualified personnel at the airfield?

As we increasingly move away from the hub-and-spoke air mobility operations of the past several decades towards more agile-basing concepts, all while operating in a fiscally constrained, resource limited environment, the joint logistics enterprise must ensure the appropriate mission efficiency and effectiveness balance. In asking basic questions, as those proposed above, the joint transportation industry can lead the way in assuring future mission success.

General David Goldfein, The Chief of Staff of The United States Air Force, believes conflicts in the 21st Century “are no longer wars of attrition, but wars of cognition”. Transportation professionals at all levels are uniquely positioned and suited to be effective joint-force multipliers as well as the cognitive warriors General Goldfein explains is crucial for modern combat operations success. By addressing basic operational hindrances early during the planning process, logisticians can be the conduit to connect the proverbial dots between all agencies involved in the global transportation system. In taking a back to basics, common sense approach to complex logistics issues, logisticians can assure both the effectiveness and efficiency of air mobility operations and bridge the joint logistics operation gap, thereby increasing the chance for overall mission success.♦



Unique/delicate cargo requiring specialized MHE and properly trained aerial port personnel (2T2s)



USAF AMLOs conducting landing zone operations while forward deployed



USAF AMLOs taking a “back to basics” approach to ensure aircraft safety during austere landing zone operations



840th Transportation Battalion Builds Total Force Integration in the CENTCOM AOR

by MAJ Nathaniel Crawford (Transportation Officer, 840th DDST) & MAJ Scott Little (Executive Officer, 840th Trans Bn)

In the early morning hours of late September 2018, the cargo ship Hoegh Seoul departed the commercial port of Ad Dukeila (Alexandria), Egypt carrying cargo of the 155th Armored Brigade Combat Team (155ABCT) of the Mississippi ARNG and the 28th Infantry Division (28ID) of the Pennsylvania ARNG. These units spent the past three weeks training with the Egyptian Military who hosted Exercise Bright Star 2018. Bright Star is a bi-annual, multinational exercise meant to strengthen the military-to-military relationship between the Egyptian Armed Forces and United States Central Command (USCENTCOM), demonstrating and enhancing USCENTCOM's ability to reinforce and support its regional partners.

The download and subsequent upload of vessels for this mission was particularly challenging due to the austerity of the operating environment. As Stevedoring and Related Terminal Services (S&RTS) contracts did not exist in this location, the Soldiers of the 840th Transportation Battalion, 595th Transportation Brigade (SDDC), developed operational plans through the Military Decision Making Process focused on the readiness lever of Total Force Integration to successfully deliver readiness and lethality in support of the Warfighter.

The Military Surface Deployment and Distribution Command (SDDC) has an initiative of providing focus on eight readiness levers consisting of: Strategic Seaports; Rail; Vessels; Trucks/Highways; Ammo Ports; Containers; Total Force Integration; and Analysis. These readiness levers provide SDDC units a method of ensuring superior support is delivered to the Warfighter. Of all these levers, Total Force Integration (TFI) proved to be the most effective at creating the desired effects. In this scenario, TFI expanded upon Army Directive 2012-08 (Army Total Force Policy) which states, "...the Army will integrate AC and RC forces and capabilities at the tactical level, consistent with the Secretary of Defense's policies for use of the Total Force" through the incorporation of additional force multipliers. This force integration is imperative to mission success within the strategic transportation enterprise.

The mission incorporated members of the Active, Reserve, and National Guard Components, Department of the Army Civilians (DACs), Commercial Carriers, and Coalition Teammates. All elements worked together to discharge, transport, and upload 286 pieces of cargo ranging from containers to M1A2s. Integration occurred early as members of the 155ABCT were required to serve as the Port Support Activity (PSA) as operators of tracked cargo. Including leaders of the PSA in the operations process and rehearsal of concept allowed responsible parties of all involved organizations to synchronize efforts and streamline both the download and upload process.

Detailed movement planning for Exercise Bright Star began in May 2018 when the Deployment and Distribution Support Team (DDST) made first contact with the mobility team from 155ABCT. The DDST partnered with and assisted 155ABCT with creating their deployment packet. Over the following two months, the DDST deployed to the unit's locations to confirm correct dimensional information for all cargo. This was especially challenging due to the 155ABCT arriving in theater and drawing Army Prepositioned Stock 5 (APS5) rather than deploying with organic

equipment. This created complexities for the Mobility Warrant Officer and Unit Movement Officers who had to create Unit Deployment Lists and Operational Equipment Lists after only a few days of drawing it. After the DDST had completed this process, the documents were routed through their organic Consolidated Shipping Authority (CSA) Section. After the CSA analyzed the cargo data for accuracy, the documents and a request for booking cargo on an ocean faring vessel were forwarded to the 595th Transportation Brigade's Ocean Cargo Clearance Authority - Southwest Asia (OCCA-SWA). OCCA-SWA utilized two different carrier vessels for this operation, the Bahri Jazan (Deployment) and the Hoegh Seoul (Deployment to Home Station).

After arrival in Egypt, the DDST conducted a reconnaissance of the port as well as a Port Brief with all members of the PSA and representatives of the Egyptian Army, including the Department of Military Intelligence and the Egyptian Army Transportation Corps. U.S. Army Central (USARCENT) coordinated for Egyptian Army assets to move the cargo from the port to various exercise locations and back to the port upon completion of the

[Continued on Next Page](#)



Personnel from 840th DDST and 155th ABCT prepare an M88 for onward movement

continued from page 5:

840th Trans Bn Builds Total Force Integration in the CENTCOM AOR

mission. Upon arrival of the vessel Bahri Jazan, the team conducted a safety brief and a ramp down brief with all partners involved, including the PSA team, the contractors, and members of the vessel.

Once the vessel berthed, the team began downloading all of the cargo. The PSA downloaded all tracked vehicles and the carrier contracted stevedoring crew downloaded all other equipment. Cargo was downloaded on the ramp and uploaded onto Heavy Equipment Transport Systems (HETS) that were staged at the base of the ramp of the vessel. Members of the Egyptian Army Transportation Corps then drove the HETS to the marshaling yard, where they were grouped into serials and moved to their final destination. Upon completion of the download process, the DDST redeployed to Kuwait to refine upload plans for the vessel. The team continued to coordinate with OCCA-SWA, ARCENT logistics planners, and the PSA from 155ABCT to ensure the upload of the vessel would be completed successfully.

Prior to the completion of Exercise Bright Star, the DDST redeployed to Egypt to set conditions for the upload of retrograde cargo. Shortly after arriving at the port, the DDST linked up with PSA leaders and began staging cargo in the marshaling yard. The cargo was then washed, tallied, and staged in the order in which it would be loaded onto the vessel.

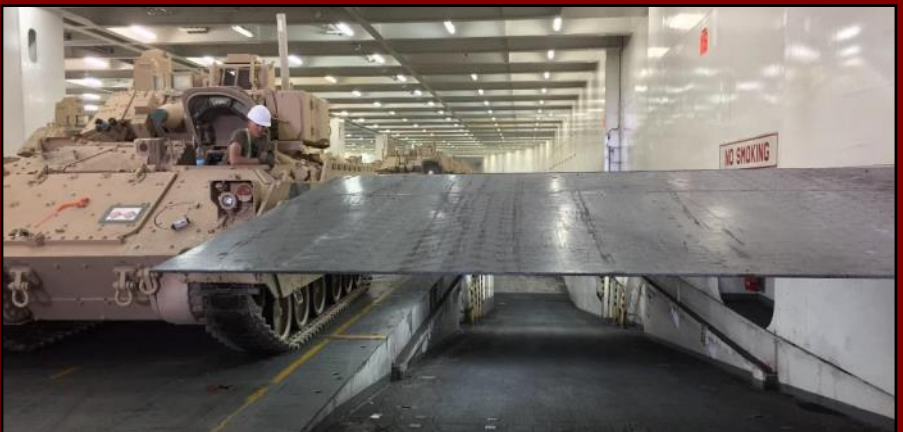
The morning the vessel arrived, the PSA and the Egyptian Army began moving the cargo from the marshaling area to the staging area adjacent to the pier to ensure expedient cargo upload. During the booking process with OCCA-SWA, the commercial carrier was required to provide roll-trailers (commonly known as MAFI trailers) able to transport containers from the dock, through the hatches allowing access to the different decks of the vessel. On the day of execution, when it was discovered the carrier was unable to provide this asset, the DDST was able to capitalize on the pre-established relationship with members of the Egyptian Army to arrange for this critical asset. In previous years, these operations took more than 24 hours to complete; this year, it took less than 12 hours thanks to the professionalism, partnership, and the deliberate integration process of all responsible agencies.

This operation would not have been possible without the engagement and rapport of all partners involved. Exercise Bright Star truly signifies Total Force Integration where members of the Active, Reserve,

and National Guard Components, DACs, Commercial Carriers, and Coalition Teammates partnered together to deliver readiness and lethality in support of the Warfighter. ♦



MAJ Nathaniel Crawford (840th DDST OIC) speaks with his Egyptian Army counterpart in preparation for the upload of the Hoegh Seoul



An M2A3 crewmember stands by as a deck hatch is opened aboard the Hoegh Seoul

1395th DDSB, DDST Mobilization Support at Ft. Bliss, TX

833rd DDST Soldiers deployed to Ft. Bliss to assist 3-1 AD's equipment preparation for onward movement to the Port of Seattle, WA. The team had inspected over 300 containers (20', Bicons, Tricons, and Quadcons) for physical and data deficiencies (mismatched serial numbers, missing USAU number, etc) before containers get stuffed with equipment. The team assisted the mobility section on refining their Motorpool Preparation Activity Operations plan.



TMT 1, 1397th DDSB at Port of Oakland

WHO: 1397th DDSB, TMT 1, 20 PAX

WHAT: Conduct ITV offload vessel

WHEN: 4-17 November 2018

WHERE: Port Oakland

SUMMARY: 1397th DDSB, TMT 1 conducts in-transit visibility and cargo accountability for roll off operations at the Port of Oakland in order to (IOT) redeploy 1-3 ABCT's vehicles and equipment to home station. There were four locations of redeployment such as Fort Riley, KS Fort Huachuca, AZ, Fort Sill, OH, and Fort Stewart, GA.

The breakdown of the cargo is as follows: 224 track vehicles, 170 containers, and 244 rolling stocks, nest equipment, miner sweepers, and other items. Total piece count was 638.



1395th DDST (Mobilization Support) 2890 Digital Update

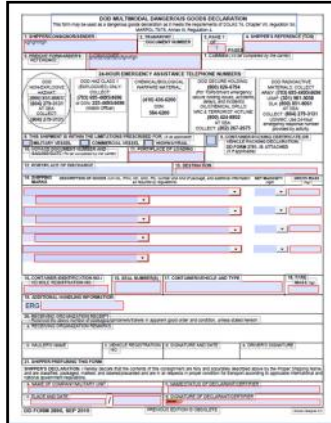
WHO: 1395th DDST (Mobilization Support)

WHAT: 2890 Digital update

WHEN: October 2018

WHERE: Joint Base Lewis McChord, WA

Summary: DDST Soldiers finished work on a digital 2890 DOD MULTIMODAL DANGEROUS GOODS DECLARATION form. After supporting 3-1 ABCT's Korea Rotation from FT Bliss, TX through Port of Seattle the team identified the need for a better tool to assist unit HAZMAT certifiers with completing their documentation. The development of the new form, spearheaded by SPC To'o, removes approximately 75% of the common errors. This decreases the time units spend preparing for deployment. The form was distributed to I Corps, 7th ID, SDDC, DSC, and the Deployer's Toolbox.



TFI Support of Pacific Pathways 18-2 Redeployment

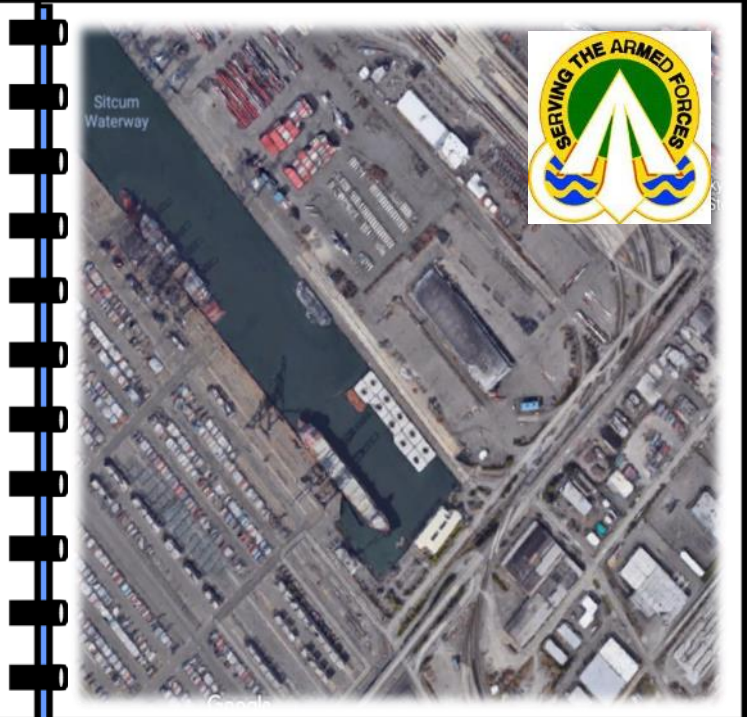
WHO: 1395 DDST

WHAT: TFI Support of Pacific Pathways 18-2 Redeployment

WHEN: 9-20 October 2018

WHERE: Port of Tacoma, WA

SUMMARY: 1395 DDST Soldiers conducted Terminal Operations (port operations, line haul operations, and rail operations) in support of Pacific Pathways 18-2 redeployment. The team met with elements of 833rd prior to the beginning of operations on 9 October to sync support. The DDST split into a day and night crew to facilitate offload of the OCEAN GRAND. 1395 Soldiers reconciled a total of 240 pieces of equipment for the 16 Combat Aviation Brigade (JBLM, WA) and the 76th Infantry Brigade Combat Team (Camp Atterbury, IN) in the GATES system. All equipment was accounted for and dispositioned to proper destination. Soldiers supported line haul and rail operations for seamless integration of support. 1395 Soldiers provided professional support throughout the redeployment operation. They met and exceeded the mission timeline and were commended for their efforts.



1397th DDSB Annual Training (Week 1) Port Arthur, TX

WHO: 1397th DDSB HQ + TMT

WHAT: 2/82nd Airborne Total Force Integration Download Mission

WHEN: 17-30 March 2018

WHERE: Beaumont Texas / Port of Port Arthur Texas

SUMMARY: The 1397th DDSB spent its first week of Annual Training integrating with the 842nd Transportation Battalion and prepping both the Terminal Management Team and Headquarters element to conduct the mission aimed at downloading the 2/82nd Airborne's equipment from the USNS Watson at Port Arthur, TX for onward movement to Fort Polk, LA for 2/82 training. The HQ element established operations at the 842nd TB headquarters in Beaumont, created a robust TOC, and also participated in MDMP training facilitated by the 84th Training Command OC/Ts. During Week 1, the TMT conducted systems training, and Port AO familiarization and rehearsals. The 1397th BN TMT and HQ also participated in a Bataan Death March with the 842nd TB during week 1.



1397th DDSB Annual Training (Week 2) Port Arthur, TX

WHO: 1397th DDSB HQ + TMT

WHAT: 2/82nd Airborne Total Force Integration Download Mission

WHEN: 17-30 March 2018

WHERE: Beaumont Texas / Port of Port Arthur Texas

SUMMARY: The 1397th DDSB spent its final week of FY18 Annual Training working with the 842nd Transportation Battalion to conduct the 2/82nd Airborne's equipment download from the USNS Watson at Port Arthur, TX for onward movement to Fort Polk, LA for 2/82 training. The offloaded Class VII consisted of combat ready configured rolling stock which was the first time equipment had been offloaded in this composition since the Korean War in the 1950s. Additionally, the HQ element conducted mission command and in-transit visibility operations at the 842nd TB headquarters in Beaumont throughout the offload period. The HQ element also participated in MDMP training facilitated by the 84th Training Command OC/Ts.



1397th DDSB TMT Foal Eagle (DL) 18 TFI Mission

WHO: 1397th DDSB TMT

WHAT: Foal Eagle (DL) 18 TFI Mission

WHEN: 04-18 MAR 2018

WHERE: Busan, Republic of Korea

SUMMARY: The 1397th DDSB TMT partnered with the 837th Transportation Battalion to perform upload and discharge operations on the Liberty Passion and Ocean Jazz vessels as part of Foal Eagle 18 for movement from the Ports of Busan and Gwangyang, South Korea. The TMT Soldiers assisted the 517th Movement Control Team with the documentation and reconciliation required to move equipment to its proper mission destinations. While at the port of Busan and Gwangyang, the TMT team integrated with the 837th DA Civilians and KNs who provided informative hands on GATES and the ICODES systems training to the Soldiers. The TMT also operated during this mission with a small element of nine personnel who monitored twenty four hour LO/LO operations. Ultimately, within 24 hours after the arrival of the Ocean Jazz, the TMT team's efforts enabled the 837th to route 334 pieces of equipment (to include helicopters, containers, and rolling stock) to multiple points of deployment.



1395th DDSB/647th ETOE Vessel Equipment, Stage, and Upload at Port Hueneme, CA

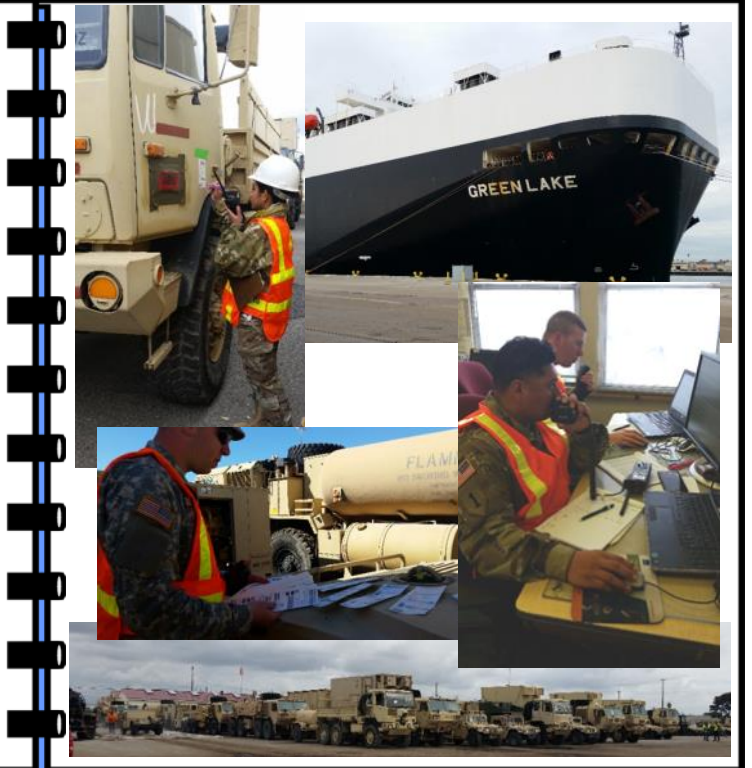
WHO: 1395th DDSB/647th ETOE

WHAT: Green Lake and Green Bay Vessel equip. stage, download and upload (3 modes of transport involved) for 3CR and U.S. Airforce equipment movement to various POD's around the world.

WHEN: 7-21 MAR 2018

WHERE: Port Hueneme, CA

SUMMARY: 3 NCO's/5 soldiers of the 1395th and 647th supported 833rd NCOIC, OIC, T.M. and M.C.S. civilian teams with tracking and staging roughly 800 pieces of equipment downloaded from Line Haul and Rail. We ensured all documentation and MSL's on equipment were accurate and all pieces accounted for. All this in preparation for the Green Lake and Green Bay vessel upload. 88H's were managing all cargo on ground and 88N's worked with the T.M. civilians in reconciling all GATES transactions.



502nd ETOE Foal Eagle TFI Mission

WHO: 502nd Expeditionary Terminal Operations Element (ETOE)

WHAT: 837th TRANS BN 2018 redeployment of TF Warrior and 502nd ETOE evaluation

WHEN: 14 April 2018 - 26 April 2018

WHERE: Port of Gwangyang, South Korea.

SUMMARY: The 502nd ETOE conducted the April 2018 Foal Eagle mission at the Port of Gwangyang to redeploy TF Warrior 18-1. The 502nd ETOE and 302 TTB, worked collectively to conduct port operations from receipt of cargo via Hand Held Scanners, staging by Port of Debar-kation and vessel upload utilizing stow plan created by terminal ops. The 837th BN CO and CSM were greeted and escorted to see operations conducted at Port of Gwangyang. A total of 340 pieces were lifted on the MV Ocean Jazz with a projected start and completion date of 20-24 April, the Ocean Jazz was loaded in 48 hours.



502nd ETOE AC 30 MOTCO Mission

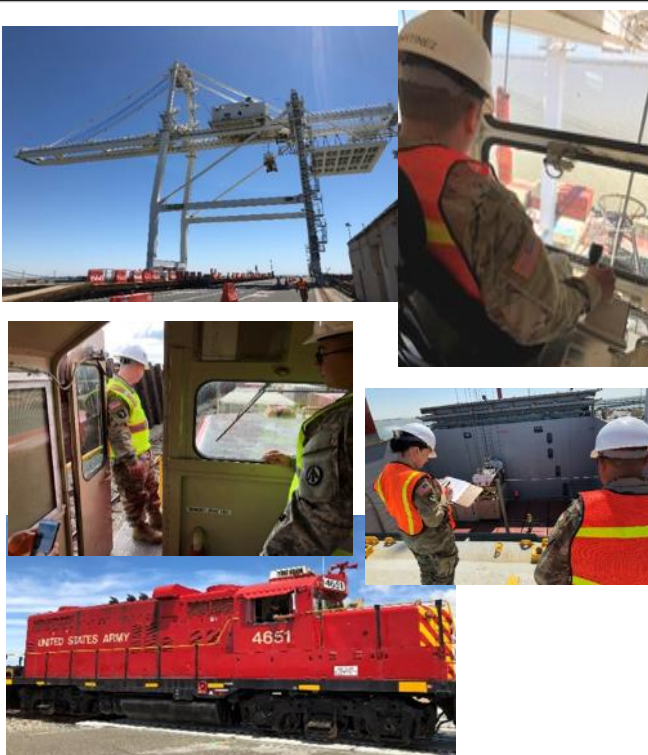
WHO: 502nd Expeditionary Terminal Operations Element (ETOE)

WHAT: 834th Transportation Battalion, Port Operation Mission Support

WHEN: 06-16 June 2018

WHERE: Military Ocean Terminal Concord (MOTCO), California

SUMMARY: The 502ND ETOE conducted training in a real world mission at MOTCO, CA. It had included: crane, rail, and shipboard operations. 502ND Soldiers supported 834th Transportation Battalion, supervising Port Operations with loading various munitions (619 TEU) onto the MV Mohawk. During operations, 502ND Soldiers developed a professional working relationships with civilian counterparts and ensuring seamless work flow and mission success.





370th ETOE EXEVAL—1/1 ABCT Deployment



Event:

370th ETOE EXEVAL - 1/1 ABCT Deployment

Date:

23 April - 15 May

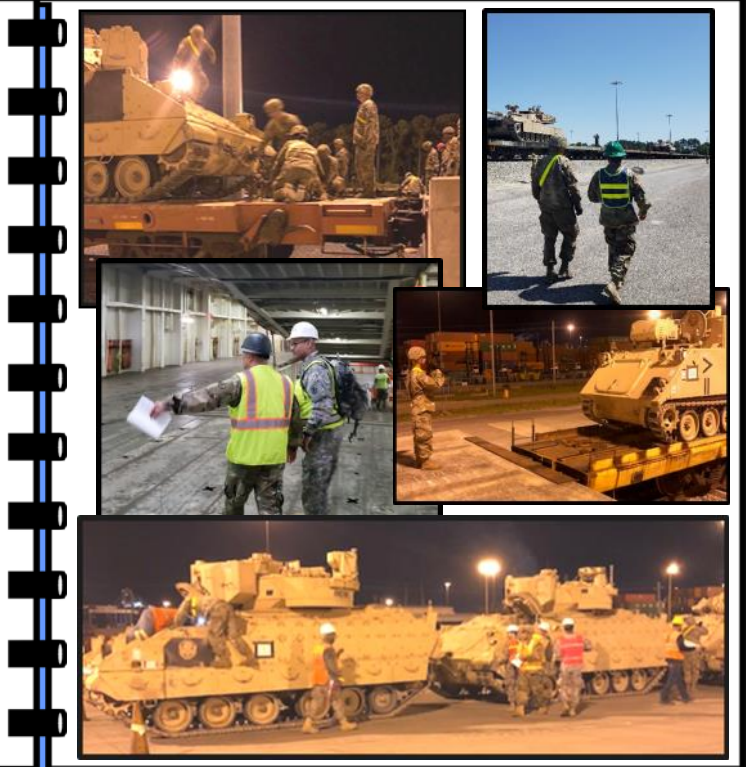
Communications Objective:

As part of the Total Force Integration Efforts (TFI), the 370th ETOE (35x Soldiers), in conjunction with the 841st Trans Battalion (SDDC), and the 508th ACD successfully conducted Port Operations at Joint Base Charleston ISO the 1/1 ABCT Deployment.

Event Output

This TFI mission served as the 370th ETOE External Evaluation (EXEVAL) exercise for the following Mission Essential Tasks (METs): Conduct Expeditionary Deployment Operations, Direct Vessel Operations, and Support the Single Port Manager.

The 370th ETOE conducted reception, staging, and loading operations for over 2,400 pieces of equipment on to 3x military cargo vessels. This mission provided the 370th ETOE Soldiers with real world experience and higher training readiness levels.



455th ETOE Port of Gulfport, MS Proof of Principle

Who: 455th ETOE (-) and 842nd Trans BN

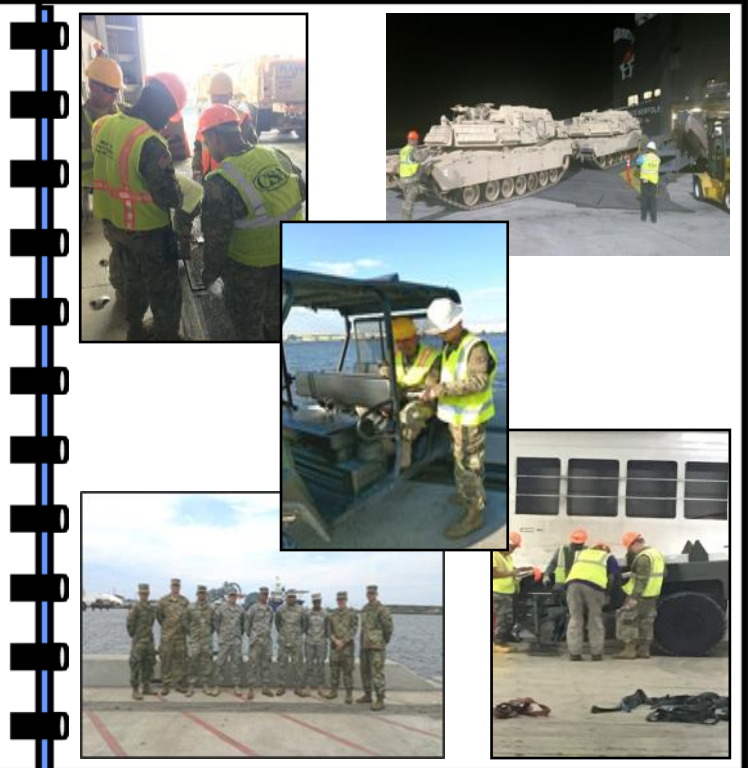
What: 155 ABCT (-) Deployment/Vessel Upload

When: 2 May-12 May 2018 (Upload 7-8 May)

Where: Port of Gulfport, MS

Summary: The 455 Expeditionary Terminal Operations Element (ETOE) (-), with oversight from the 842nd, successfully conducted a proof of principle operation for the Port of Gulfport, MS. The team safely and successfully developed all ICODES stowage plans and then supervised an inexperienced, yet motivated stevedore crew that efficiently loaded 202 pieces of equipment from the 155 ABCT (-) in 14 hours onto the Alliance Norfolk commercial vessel.

This concluded six months of successful Total Force Integration that involved coordination between the MS NG, 155 ABCT, 1190 Trans BDE, 842 TC BN, Port of Gulfport Port Authority, 1192 DDST, 629 ACD and the 455 ETOE.





2018 Fall JRTC Upload

Story and Photos by Ms. Donna Klapakis, 599th Transportation Brigade Public Affairs

PEARL HARBOR — When the 599th Transportation Brigade and its partners uploaded 2nd Brigade Combat Team, 25th Infantry Division cargo bound for the Joint Readiness Training Center at Fort Polk, Louisiana, onto the USNS Bob Hope from Sept. 18-22, here, it was the culmination of a weeks-long process.

The 1192nd Deployment and Distribution Support Battalion from New Orleans, Louisiana, sent two separate teams to Hawaii to support the move beginning with the first terminal management team from Aug. 7 at the Schofield Barracks motor pool.

The team weighed and checked the cargo and equipment, which then was sent to the Multiple Deployment Facility on Wheeler Army Airfield for processing and staging.

Once the team at the MDF had completed its part, the cargo was sent to the port for staging and loading for transport to the mainland.

As in any mission, there were a few challenges that the Surface Warriors had to overcome. The first was inconsistency between laser and manual measurements.

“We had some problems with cargo being frustrated because of bad measurements,” said Command Sgt. Maj. Renee Smith, 1192nd senior enlisted advisor. “The laser scans and manual measurements were not matching up.

“Then we made adjustments and moved the dimension data team from Pearl Harbor to the MDF, which solved the problem,” he said.



Staff Sgt. Jacob Schmidt, unmanned aircraft mechanic and unit movement officer for Charlie Troop 2-6 Cavalry Squadron, 25th Combat Aviation Brigade, agreed.

“If you are going too fast or too slow, it can mess up the laser,” he said. “This year we went to manual measurements, so it was a lot smoother. It results in a lot less frustrated cargo.”

836th Transportation Battalion commander, Lt. Col. Gary Whittacre, led a terminal management team from the battalion.

“I think that for the 836th this operation has had two distinct mission sets,” he said. “The first is the deployment operation, and the second is to provide coaching, mentoring and evaluation for the 1192nd. Both of these have been very successful.

and the Navy Cargo Handling Battalion.

“The fact that we had all of these units and services involved was transparent to those who showed up to observe the mission. They could only tell the difference by the different vests that people wore. We were one team out there. It looks like we’ve been working together for months or years.”

Lt. Col Stacy Haag, 1192nd acting battalion commander, said keeping all of the parts coordinated took work.

“The most interesting part of what we are doing right now is pulling together different units to become one, and coordinating with different agencies on the ground,” she said. “We make sure to coordinate with all of the different units and make sure everyone is working together. We also do a roll up at the end of each day.

“Like any mission we have had hiccups along the way because of the big multiple organizations together for the first time,” she added. This was like going to a new school. First we had to figure out what works well together. We got our synergy up and were able to get our processes in place.”

Clyde Miyoshi, FLC Pearl Harbor, said that in addition to normal glitches starting up, the transportation accountability software



“Highlights of the mission are being able to see a multi-service team comprised of the 1192nd DDSB, 302nd Transportation Battalion, the Navy at Fleet Logistics Center, Military Sealift Command, the 599th, the 836th,

[Continued on Next Page](#)

continued from Page 13: 2018 Fall JRTC Upload

system had a problem mid-mission.

"We started getting problems with our queries on D-GATES (Deployable Global Air Transportation Execution System) on Saturday. It was a serious problem. None of the computers were working. But we were able to call over to the Air Force, get the back-up from them, and install it.

"We updated the cargo and progress through the main servers. We updated with a download to CD. Then we repopulated with the new copies of the software. The scanners were still up, so we didn't lose everything. We were able to come back online about Saturday at 8 p.m."

Whittacre said he was impressed by the 1192nd performance.

"From pre-MDF to loading the last piece, there was a marked proficiency in how the 1192nd soldiers performed. As we move to complete the load out, the level of confidence the soldiers and officers display increased throughout the move.

"Now that they have been validated, I hope they are able to perform an individual move," he added.

Bob Hope vessel master, Bill Spooner, said his crew worked with the transporters to expedite the mission.

"The operation has gone pretty smoothly. On working with the upload team, the chief mate and I touch base with them during the day, and he meets with them at the start of every work day.

"The Army made the stowage plan based on the ship's characteristics. They had to change their upload plans a little at the beginning due to the physical layout of the ship, but they have stuck to the stowage plan.

"We tried to position the lashings gear in the right places before the load out began. We did a pretty good job of figuring out where they would need it, and we are able to move more to them when they let us know they need more."

By the afternoon of Sept. 21, Spooner and Haag both knew they would meet the deadline to sail.

"We should sail within the planned time without difficulty," Spooner said.

"We are finishing up and glad to be done," Haag said. "Active duty, reserves,

Navy and Navy reservists have all performed outstanding jobs here. It shows how we can all interact together to get the mission done."

"We gave them the deadline, and everybody worked very hard to meet it," she added. "Toward the end here we were working the 'big-uglies' into tight spaces, which slowed us down and brought us into nighttime for the last few pieces. We will finish out the night shift and be done, so the ship can sail on time." "Overall, the team accomplished the mission without any accidents or damage to the unit equipment," said Davey Flores, 599th traffic management specialist. ♦



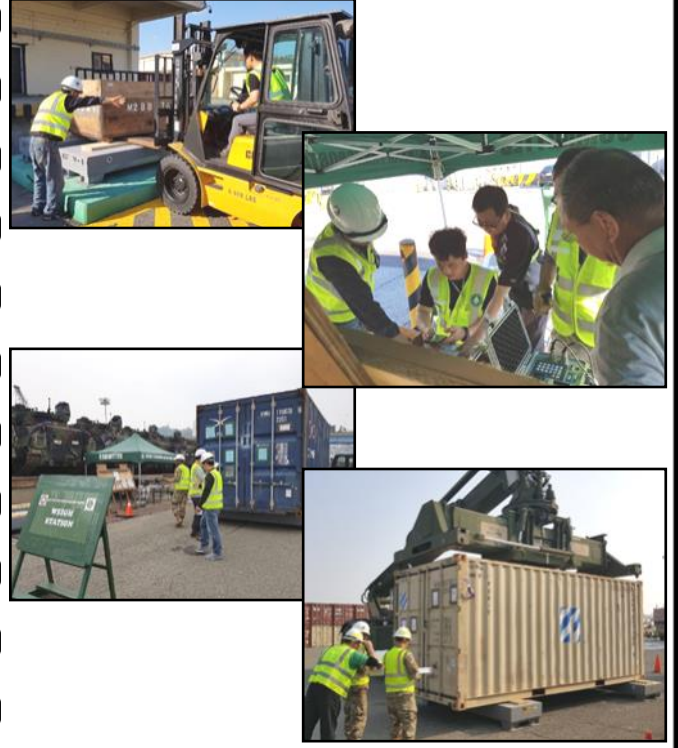
Weigh Station Operations ISO of 1/3 ID (KRF)

provided by Mr. Carlos J. Tibbetts, Chief, Terminal Management Division, 599th Trans Bde, Wheeler AAF, HI

WHO: 837th Transportation Battalion
WHAT: Weigh Station Operations ISO of 1/3 ID (KRF)
WHEN: 15-18 October 2018
WHERE: Pier 8, South Korea



SUMMARY: The 837th Transportation Battalion S4 and CDS sections conducted weigh station operations in support of 1/3 ID's outbound cargo. The Battalion was initially using the cargo on Pier 8 as a target of opportunity to verify the recently calibrated scale systems against the weights provided by the KALMAR and train our personnel on the use of the system. After testing 20 containers, it was found that most of the weights were significantly off from what was listed on the outbound unit's UDL. The 837th immediately went to work weighing all 163 assigned containers, producing new MSL labels for containers with incorrectly listed weights, and producing a new vessel load plan to ensure the cargo was evenly distributed to ensure vessel stability.



RED FLAG: Units Not Complying With Mandatory IMO Requirements for Verified Gross Mass (VGM)

SUMMARY: It seems like units are not complying with the mandatory International Maritime Organization (IMO) requirements for VGM. SDDC has seen this type of situation worldwide, not just in Hawaii. SDDC has noticed when they work MSC charters/vessels, units do no pay attention to these issues, but at commercial terminals they do.

The 599th Trans Bde at Wheeler AAR, Schofield Barracks, HI provides a modified DD Form 2781 for everyone's use. This modified form has a place on it for providing the mandatory certification and a place for reporting CSC container re-inspection.

Mr. Tibbetts recommends we replace the current DD Form 2781 with this version, so Army units can be compliant with VGM.

CONTAINER PACKING CERTIFICATE AND VERIFIED GROSS MASS CERTIFICATE	
VEHICLE PACKING DECLARATION	
Person responsible for packing cargo transport unit (container/vehicle) will complete checklist (blocks a - j). Cross out 'vehicle' or 'container,' as applicable. After completion, sign the certificate (block 2). Person responsible for certifying Verified Gross Mass (VGM) will complete checklist (blocks k - r), sign and sign the certificate (block 3).	
1. The undersigned declares he/she has visually inspected (Container/Vehicle) Number: TEXU1234567 (cross out whichever item does NOT apply) and loaded/packed it in accordance with (IAW) provisions of 5.4.2.1 (IMDGC) and 5178.27 (CFR 49) and that it includes "NA" for all items that do NOT apply.	
a. Cargo transport unit (container/vehicle) was clean, dry and fit to receive goods IAW 7.3.2 + 7.3.3 (IMDGC).	
b. If commitment includes Hazard Class 1 goods, other than 1.4, cargo transport unit (container/vehicle) is structurally serviceable in conformity with 7.1.2 (IMDGC), 1778.172 (CFR 49), and MIL-HDBK-1305.	
c. Goods requiring segregation were not packed together onto or in cargo transport unit (container/vehicle) (unless approved by the competent authority concerned IAW 7.2.3 + 7.3.4 (IMDGC) and 1778.83 (CFR 49)).	
d. All packages were externally inspected for damage, leakage, or shifting, and only sound packages packed IAW 7.3.2 (+ 7.3.3.3 (IMDGC) and 1778.24 (CFR 49)).	
e. Drums were stowed in an upright position, unless otherwise authorized by the competent authority IAW 7.3.3.4 (IMDGC).	
f. All packages were properly packed and secured onto or in cargo transport unit (container/vehicle) IAW 7.3.3.6 (IMDGC).	
g. Dangerous goods transported in bulk packagings were evenly distributed in cargo transport unit.	
h. Cargo transport unit (container/vehicle) and packagings therein were properly marked, labeled and placarded IAW 5.1.8.1, 5.2 + 5.3 (IMDGC) and 1772.200, 1772.400, and 1772.500 (CFR 49), respectively.	
i. When solid carbon dioxide (CO ₂ - dry ice) is used for cooling purposes, cargo transport unit (container/vehicle) is externally marked or labeled in a conspicuous place, such as the door with the words: "DANGEROUS CO ₂ - GAS (DRY ICE) INSIDE. VENTILATE THOROUGHLY BEFORE ENTERING." IAW 1772.17 (CFR 49).	
j. Dangerous goods transport documents required in 5.4.1 (IMDGC) and 1772.200 (CFR 49) for each dangerous goods consignment packed in the cargo transport unit (container/vehicle) were received.	
k. Verified Gross Mass (VGM) Weight Method (weighing packed container) (check "X", but not "Y").	
l. Verified Gross Mass (VGM) Calculated Method (weight of cargo+damage+container tare) (check "Y", but not "X").	
m. VGM in kilograms _____ and pounds (lb) _____ IAW SOLAS Reg VI/2 (IMO)	
n. CSC Reinspection (check which applies): ACEP <input type="checkbox"/> or DD Form 2282 <input type="checkbox"/> and date: _____	
2. PERSON RESPONSIBLE FOR PACKING	
a. PRINTED NAME (last, first, middle initial) _____ b. GRADE/DATE _____ c. TITLE _____ d. ORGANIZATION _____	
e. PLACE SIGNED _____ f. SIGNATURE _____ g. DATE (YYYYMM) _____	
3. PERSON RESPONSIBLE FOR CERTIFYING VERIFIED GROSS MASS (VGM). The undersigned herewith certifies the Verified Gross Mass (VGM) of the container and contents including all applicable packaging material, pallets and damage IAW International Maritime Organization (IMO) SOLAS Regulation VI/2 and 4/1918 (SOLAS) (CFR 29).	
a. PRINTED NAME (last, first, middle initial) _____ b. GRADE/DATE _____ c. TITLE _____ d. ORGANIZATION _____	
e. PLACE SIGNED _____ f. SIGNATURE _____ g. DATE (YYYYMM) _____	
DD FORM 2781, JUN 2016 PREVIOUS EDITION IS OBSOLETE Adobe Professional 10.0	

Modified DD Form 2781

CONTAINER PACKING CERTIFICATE AND VERIFIED GROSS MASS CERTIFICATE OR VEHICLE PACKING DECLARATION	
Person responsible for packing cargo transport unit (container/vehicle) will complete checklist (blocks a - j). Cross out 'vehicle' or 'container,' as applicable. After completion, sign the certificate (block 2). Person responsible for certifying Verified Gross Mass (VGM) will complete checklist (blocks k - r), sign and sign the certificate (block 3).	
1. The undersigned declares he/she has visually inspected (Container/Vehicle) Number: TEXU1234567 (cross out whichever item does NOT apply) and loaded/packed it in accordance with (IAW) provisions of 5.4.2.1 (IMDGC) and 5178.27 (CFR 49) and that it includes "NA" for all items that do NOT apply.	
<input checked="" type="checkbox"/>	a. Cargo transport unit (container/vehicle) was clean, dry and apparently fit to receive goods.
<input checked="" type="checkbox"/>	b. If commitment includes Hazard Class 1 goods, other than 1.4, cargo transport unit (container/vehicle) is structurally serviceable in conformity with 7.1.2 (IMDGC) and MIL-HDBK-1305.
<input checked="" type="checkbox"/>	c. Goods requiring segregation were not packed together onto or in cargo transport unit (container/vehicle) (unless approved by the competent authority concerned IAW 7.2.3 (IMDGC)).
<input checked="" type="checkbox"/>	d. All packages were externally inspected for damage, leakage, or shifting, and only sound packages packed.
<input checked="" type="checkbox"/>	e. Drums were stowed in an upright position, unless otherwise authorized by the competent authority.
<input checked="" type="checkbox"/>	f. All packages were properly packed and secured onto or in cargo transport unit (container/vehicle).
<input checked="" type="checkbox"/>	g. Dangerous goods in bulk packagings were evenly distributed in cargo transport unit (container/vehicle).
<input checked="" type="checkbox"/>	h. Cargo transport unit (container/vehicle) and packagings therein were properly marked, labeled and placarded.
<input checked="" type="checkbox"/>	i. When solid carbon dioxide (CO ₂ - dry ice) is used for cooling purposes, cargo transport unit (container/vehicle) is externally marked or labeled in a conspicuous place, such as the door with the words: "DANGEROUS CO ₂ - GAS (DRY ICE) INSIDE. VENTILATE THOROUGHLY BEFORE ENTERING."
<input checked="" type="checkbox"/>	j. Dangerous goods transport documents required in 5.4.1 (IMDGC) and CFR 49 for each dangerous goods consignment packed in the cargo transport unit (container/vehicle) were received.
<input checked="" type="checkbox"/>	k. Verified Gross Mass (VGM) Weight Method (weight loaded/packed container) (check "X", but not "Y").
<input checked="" type="checkbox"/>	l. Verified Gross Mass (VGM) Calculated Method (weight cargo+damage+container tare) (check "Y", but not "X").
<input checked="" type="checkbox"/>	m. VGM in kilograms (kg) 20,000 and pounds (lb) 44,092 IAW SOLAS Reg VI/2 (IMO)
<input checked="" type="checkbox"/>	n. CSC Reinspection (check which applies): ACEP <input type="checkbox"/> or DD Form 2282 <input checked="" type="checkbox"/> and date: 09-20-17
2. PERSON RESPONSIBLE FOR PACKING	
a. PRINTED NAME (last, first, middle initial) SOLDIER John D. SSG b. GRADE/DATE Staff Sgt Sergeant c. TITLE Staff Sgt d. ORGANIZATION 899th Transportation BDE	
e. PLACE SIGNED Wheeler Army Airfield f. SIGNATURE John D. Solides g. DATE (YYYYMM) 10/16/18	
3. PERSON RESPONSIBLE FOR CERTIFYING VERIFIED GROSS MASS (VGM). The undersigned herewith certifies the Verified Gross Mass (VGM) of the container and contents including all applicable packaging material, pallets and damage IAW International Maritime Organization (IMO) SOLAS Regulation VI/2 and 4/1918 (SOLAS) (CFR 29).	
a. PRINTED NAME (last, first, middle initial) TIBBETTS, Carlos J. b. GRADE/DATE GS-13 Chief, Term Mgmt Div c. TITLE Chief, Term Mgmt Div d. ORGANIZATION 899th Transportation BDE	
e. PLACE SIGNED Schofield Barracks f. SIGNATURE Carlos J. Tibbetts g. DATE (YYYYMM) 10/16/18	
DD FORM 2781, JUN 2016 PREVIOUS EDITION IS OBSOLETE Adobe Professional 10.0	

Sample DD Form 2781



TC-AIMS II Information, Training, & Resources

INFORMATION

TC-AIMS II Version 8.0.1 was released on 28 October 2018. This version release incorporated Unit Move and Theater Operations (TOPS) requirements.

Unit Move Highlights

- ITO Lockout by making the movement plan editable by the Locking User and Parent IUCs.
- COMPASS Export will show a change (not add nor delete transactions) when making modification to previously exported files.

Theater Operations Highlight

This version adds a new tab in TOPS labelled "White Assets", where users can add, edit, and delete commercial carriers and its assets.

TC-AIMS II version 8.0.1.1 is scheduled for a Government Acceptance Test (GAT) 28 Jan – 8 Feb 19, scheduled release date is March 2019. Convoy Planning Highway Regulation (CPHR). The focus will be on Unit Movement regression on standalones.



"CLICK" Newsletter to view or download

TRAINING



["CLICK" TO SEE "EXPORT TO IBS" BOOKLET \(PDF\)](#)

["CLICK" TO SEE "EXPORT TO IBS" VIDEO \(IMI\) 1 OF 2](#)

["CLICK" TO SEE "EXPORT TO IBS" VIDEO \(IMI\) 2 OF 2](#)

RESOURCES

- A—WEB OVERVIEW 7x
- B—ACCOUNT SETUP—UAM PROCESS 7x
- C—BASICS—WEB (CAC) LOGON 7x
- D—UNIT MOVE—ASSET MANAGEMENT (OEL) 7x
- E—UNIT MOVE—ASSET MANAGEMENT (PERSONNEL) 7x
- F—MOVEMENT PLANNING 7x
- G—MOVEMENT EXECUTION 7x
- H—TTAN-TTN 7x
- I—INTERFACES 7x
- J—AIT (AUTOMATIC IDENTIFICATION TECHNOLOGY) 7x
- K—SOFTWARE DOCUMENTATION 7x
- L—JDL UPDATES 7x
- M—STANDALONE 7x
- N—THEATER OPERATIONS (TOPS)
- O—HOW TO'S
- P—DOCUMENTS
- Q—FORMS
- R—LINKS

["CLICK" TO SEE COMPLETE LIST OF TC-AIMS II RESOURCES](#)



Commanders Forum

Story and Photos by Ms. Donna Klapakis, 599th Transportation Brigade Public Affairs

WHEELER ARMY AIRFIELD, Hawaii -- The 599th Transportation Brigade hosted its subordinate battalion command teams and total-force-integration partners during a commanders forum at brigade headquarters here Sept. 5-7.

The 599th has to cope with what is sometimes referred to as the tyranny of distance because the unit has only its headquarters in Hawaii, with each battalion disbursed throughout the Pacific. The annual forum gives commanders a chance to get to know one another, meet and exchange ideas, as well as meet and coordinate face to face with the staff at their higher headquarters.

“Riding on the wave of the recent Headquarters, Military Surface Deployment and Distribution Command Senior Leader Forum, the 599th Transportation Brigade brought together the command teams from the 835th, 836th, and 837th transportation battalions, the commander of SDDC-Pacific Naval Reserve Unit, the 599th senior individual mobilization augmentee, and the 1192nd Deployment And Distribution Support Battalion command team,” said Col. Frazariel Castro, 599th commander.

Castro said he appreciated the opportunity to discuss higher headquarters policy with all interested parties in one setting.

“This forum highlighted the SDDC R.E.A.D.Y., Set, Go Campaign Plan, training and leadership development guidance, brigade and battalion staff coordination and processes, total force integration opportunities, long range calendar planning, and exercise support,” he said.

Although attendees considered different aspects of the event to be most beneficial, commanders and sergeants major all appreciated the chance to get together.

Command Sergeant Major Rufus Lewis has been the brigade senior enlisted advisor for more than a year.

“This was a great opportunity for command teams to come together and share knowledge and experience amongst the leadership,” Lewis said. “We have new commanders and sergeants major on board, and this gave us a chance to get closer both at work and personally.



“They were able to share the ups and downs back at their locations, and we could hash it out and work to a solution. This is critical to this area of operations. And it is a good time to get everything worked out.

“This was also a great opportunity to reiterate the SDDC R.E.A.D.Y., Set, Go Campaign and instill its importance.

“Now that they came here, there is no doubt that they can deliver readiness and lethality,” he added.

Lt. Col. Eldred Ramtahal is the commander of the 835th Transportation Battalion at Naha Military Port Facility in Okinawa, Japan.

“Anytime you have the opportunity to come face to face, it enables better synchronization efforts in meeting our commanding general’s intent and to support his readiness campaign,” he said. “When you are not in the same room, some things can get lost in translation.”

Lt. Col. Gary Whittacre took command of the 836th Transportation Battalion in June.

“The value of a forum like this is the collaboration between all of the elements, and the ability to see the overall mission of the brigade outside of the individual footprint of our battalions,” he said.

“One of the things that sets our profes-

sion apart from others is that we constantly strive for continuous professional development. To come together in a professional leadership forum like this helps us achieve that goal.”

Each section in the 599th headquarters briefed roles and responsibilities and brought commanders up to date on latest developments. They also had an opportunity to find out how to better support the battalion commanders’ needs from afar.

“While it is important to cultivate relationships, partnerships, and friendships with external teammates, this gathering strengthened the foundation of our internal 599th family and team,” Castro said. ♦





ASSESSMENT

Port of Newport, UK (South Wales)

U.S. Army Military Surface Deployment and Distribution Command Transportation Engineering Agency (SDDCTEA) conducted a desk-side assessment of the Port of Newport, UK (South Wales). The purpose of this assessment was to assess transportation infrastructure capability at the port for both the tactical equipment of a notional brigade combat team (BCT) and for containerized ammunition cargo.

The Port of Newport is a commercially operated port in Southern Wales. Newport lies at the mouth of the River Usk, which empties into the Bristol Channel. The tidal range for the River Usk can be up to 39 feet (11.9 meters), and the depth at high tide is about 41 feet (12.8 meters). This means that during low tide the river might only have a depth of about 3 feet (0.84 meters). To combat this, the Port of Newport is lock controlled. The South Lock is the only water access to the port and can only be accessed on 4 hours either side of high tide, 16 hours total for the day. The South Lock's dimensions are 1,000 feet long (305 meters) and 100 feet wide (30.5 meters). This restricts ship size to 800 feet (244 meters) long, 98 feet (30 meters) wide, and have a maximum draft of no more than 34 feet (10.4 meters). The ships that fit within this constraint and were used for analysis were the Cape I (a roll-on/roll-off (RO-RO) vessel) and the Horizon Consumer (a container vessel).



The Port of Newport was founded on the basis of mineral trade in Southern Wales. Today, although the mineral trade has ended, the port is still handling containers, RO-RO, dry bulk, steel, grain, and general cargo. Normal working hours are Sunday through Saturday, 0600-1400 hours and 1400-2200 hours. Night shifts can be arranged. The port offers 21 berths throughout seven terminals. Of these terminals, only two were found to be militarily useful. These two terminals are the Steel Terminal and the Bulk Terminal.

The Steel Terminal is located within the South Dock of the Port of Newport and handles steel, timber, and general cargo. This terminal offers rail berth side that connects back into the main line running further west into Wales and further northeast into England. The Steel Terminal consists of three contiguous berths (berths 1, 2, and 3) for a total length of 1,781 feet (543 meters) with a berth side depth of 36.4 feet (11.1 meters). The terminal offers 198,000 square feet (18,450 square meters) of concrete open staging. Two Cape I sized vessels could be used at the terminal simultaneously for the BCT movement and one Horizon Consumer sized vessel for an ammunition movement.

The Bulk Terminal is located within the South Dock of the Port of Newport and handles dry bulk, scrap iron and metal, and general cargo. This terminal does not offer any rail. The Bulk Terminal consists of four contiguous berths, although only three were used. The total length of the three berths (berths 7, 8, and 9) are 952 feet (290 meters) with a berth side depth of 36.4 feet (11.1 meters). The terminal offers 972,500 square feet (90,348 square meters) of concrete open staging. One Cape I sized vessel could be used at the terminal for the BCT movement and one Horizon Consumer sized vessel for the ammunition movement.

Continued on Page 22



A
S
S
E
S
S
M
E
N
T

Airfield Capabilities in South Korea

The U.S. Army Military Surface Deployment and Distribution Command Transportation Engineering Agency (SDDCTEA) along with representatives from United States Forces Korea (USFK) and the Republic of Korea Transportation Command (ROK TRANSCOM) continue their on-going efforts to assess airfields on the Korean Peninsula. Seoul Air Base (AB) and Incheon International Airport (IAP), South Korea were visited for the purpose of cataloging airfield data and infrastructure attributes to evaluate their strategic use. The assessments analyze airfields capabilities as an aerial port of embarkation (APOE) for supporting noncombatant evacuation operations (NEO) and cargo throughput capabilities in the event of a contingency or natural disaster.

Seoul AB is a military airfield controlled and operated by the ROK Air Force (ROKAF). Seoul AB is home to the ROKAF 15th Composite Wing that provides distinguished visitor (DV) airlift support for the President of Republic of Korea and other VIPs and heads of state. The US Army 2nd Battalion, (Assault) 2nd Aviation Regiment, 2nd Infantry Division operating Sikorsky UH-60 Blackhawks is also based at Seoul AB. The base is located in Seongnam city in the Gyeonggi Province near Seoul, South Korea. Seoul AB is about 7 miles (11 kilometers) southeast of the central District of Seoul, 11 miles (18 kilometers) northeast of Suwon, and 21 miles (34 kilometers) north of Osan AB. Seoul AB is directly connected to Korea's major highways by secondary all weather highways 308, 389, and 393 that are adjacent to the airfield on the west, east, and north. These highways provide access to the major routes allowing high-speed access to all major cities in the country. Seoul AB has two parallel runways. Runway 02/20 (primary) has a concrete surface and is 9,700 feet (2,957 meters) long by 150 feet (46 meters) wide. Runway 01/19 has a concrete surface and is 9,000 feet (2,743 meters) long by 150 feet (46 meters) wide. Both

runways are suitable for strategic-lift aircraft, such as the C-5 and C-17. Seoul has aircraft ramp space that can provide a parking MOG of four and a working MOG of up to three C-17 aircraft. With the use of the commercial parking apron, augmentation of personnel and equipment, as well as 24-hour operations, Seoul AB has the maximum potential to support about 40 C-17s per day equating to 1,810 STONs or 4,040 passengers per day or 72 C-130s per day equating to 1,296 STONs or 9,216 passengers per day. Although Seoul AB has the capability and excess capacity to provide passenger/cargo movements to support military operations, the air base's location just outside the Seoul metropolitan area could affect the onward movement of cargo/passengers due to traffic congestion near and around the base. Any strategic aircraft operations at Seoul AB should be closely planned, coordinated, and monitored to minimize risks. The assessment recommends Seoul AB as a viable option in the event of a major contingency or emergency, requiring additional airlift capabilities.



Incheon IAP is a commercial airfield, which is owned and operated by Korea Airport Corporation (KAC). The airport is located west of Incheon's city center, 30 miles (49 kilometers) west of Seoul, on an artificially created piece of land between Yeongjong and Yongyu Islands. Incheon is the largest airport in South Korea, the primary airport serving the Seoul Capital Area, and one of the largest and busiest airports in the world. Since 2005, it has been rated the best airport worldwide by Airports Council International every year. Incheon IAP has three active parallel runways. The width, length, and design of all three runways makes



Continued on Next Page

Seoul AB – Aerial View

continued from page 19: Airfield Capabilities in South Korea

them capable of supporting a wide range of aircraft including heavy strategic lift aircraft, such as the C-5. Incheon IAP is an extremely busy airport, which handles, on average, 1,050 aircraft movements (takeoffs and landings) per day. This figure includes both passenger and cargo aircraft. The airport has multiple large parking aprons capable of handling large wide body aircraft. The aprons are designated for different functions including passenger aircraft, cargo aircraft, aprons for aircraft maintenance, and deicing pads. Among all the aprons at Incheon, there is a plethora of space for parking an extremely large number of aircraft. The capability assessment of Incheon IAP is currently in progress and will be uploaded to the TEA website once complete. ♦

These capability assessments and others can be found on SDDCTEA's web page at: <http://www.sddc.army.mil/sites/TEA/Functions/SpecialAssistant/Pages/TransportationInfrastructure.aspx>

POCs: Mr. Terrence Doll, Transportation Specialist, SDDCTEA, Infrastructure Branch Comm: 618-220-5278, DSN 312-770-5278, e-mail: terrence.w.doll.civ@mail.mil. Mr. Jared Jackson P.E., Project Engineer, SDDCTEA, Infrastructure Branch, Comm: 618-220-5242, DSN: 312-770-5242, e-mail: jared.m.jackson3.civ@mail.mil



Incheon International Airport – Aerial View





ASSESSMENT

Port of Monfalcone, Italy

The U.S. Army Military Surface Deployment and Distribution Command Transportation Engineering Agency (SDDCTEA) along with SDDC's 839th Transportation Battalion and US Army Europe (USAREUR) G-4 conducted an on-site assessment of the Port of Monfalcone, Italy. This analysis assesses the port's ability to receive cargo in support of the SDDC 598th Transportation Brigade's (598th) transportation requirements.

report focuses primarily on the Portorosega Wharf. Portorosega Wharf was the only terminal capable of berthing large vessels, including Large Medium-Speed RO/RO (LMSR) vessels. All other terminals were considered unsuitable for military loading/unloading operations.

Although the Portorosega Wharf is capable of berthing up to three LMSR / FSS sized vessels, RO/RO operations on larger LMSR vessels

than on LMSRs, which results in a lower ramp angle.

Portorosega Wharf has multiple large open storage areas that are sectioned off and operated by the multiple commercial operators on the terminal. The Multi-Purpose Area can be made available for US military operations and has 713,000 square feet of open storage area. The area is also served by permanent light stands. Additional areas can also be made



Figure 1. Portorosega Wharf Berths and Open Storage Areas

The Port of Monfalcone handles a wide range of cargo, including roll-on/roll-off (RO/RO), containers, breakbulk, and petroleum products. The report details port characteristics at all available terminals; however, the analysis in this

will face steep ramp angles due to the low apron height and significantly limit the discharge capability of the vessel. Medium-sized RO/RO vessels are less impacted because ramp thresholds above baseline are significantly lower

available, if necessary.

The terminal handling subsystem for Portorosega Wharf represents the limiting factor for the port.

[Continued on Next Page](#)

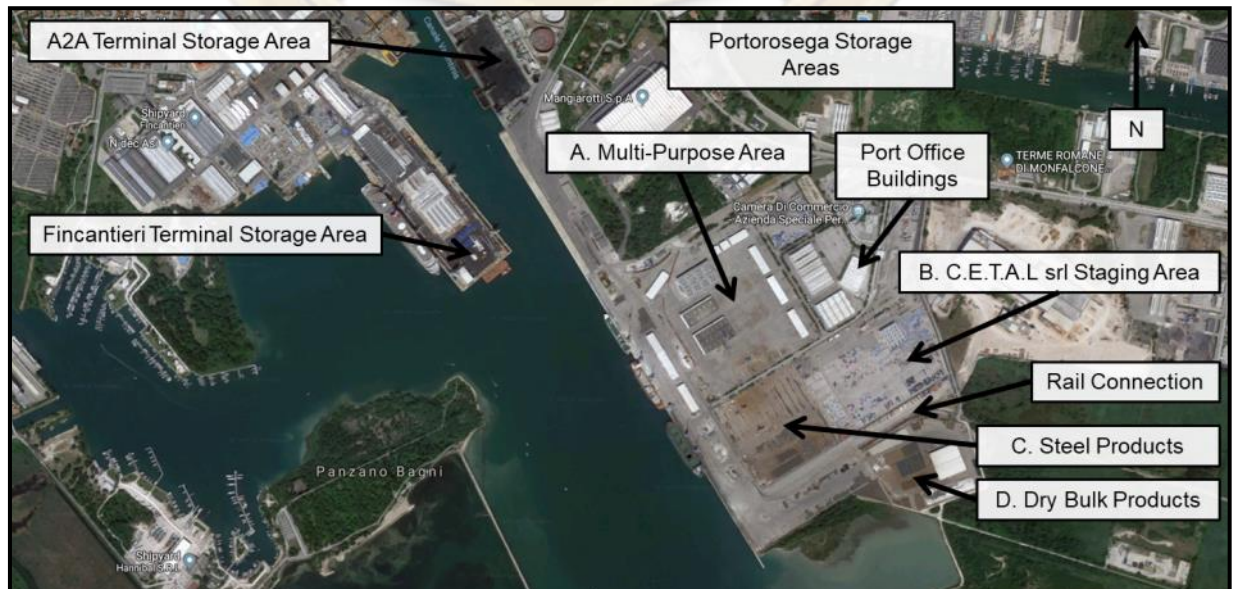


Figure 2. Open Storage Areas at the Portorosega Wharf

continued from page 21: Port of Monfalcone, Italy

Portorosega Wharf has one gate to process inbound/outbound cargo. The gate facility has three outbound lanes and is the limiting factor based on the analysis. Other aspects of terminal handling, such as cargo loading and road networks were sufficient to support large-scale discharge operations. The road network around the port is in good condition with access to Motorway A4, a major east-west route in northern Italy providing access to other major highways that help form the Trans-European Network. The terminal operators at Portorosega Wharf is partnered with the 839th Transportation Battalion's Livorno S&RTS contractor, which makes peacetime coordination easier as the terminal operator is familiar

with DOD equipment and requirements.

Portorosega Wharf also has three separate areas capable of rail loading operations. These loading areas have large and well-lit staging areas, and are supported with sufficient railcar staging capacity. Portorosega Wharf currently outloads 8-9 trains per week. In addition the port has an off-terminal classification yard.

The Port of Monfalcone is currently undergoing a large project to increase the approach depth of the port to 41 feet (12.5 meters) to allow vessels with a draft up to 37.5 feet (11.5 meters). The Port has already started leveling the area to the original depth. Portorosega Wharf is also planning to increase rail capability

by renovating the rail line along berths in order to connect the Steel Rail Area to the Stevedores Rail Area.

SDDCTEA CONUS/OCONUS infrastructure and capability assessments can be found at:

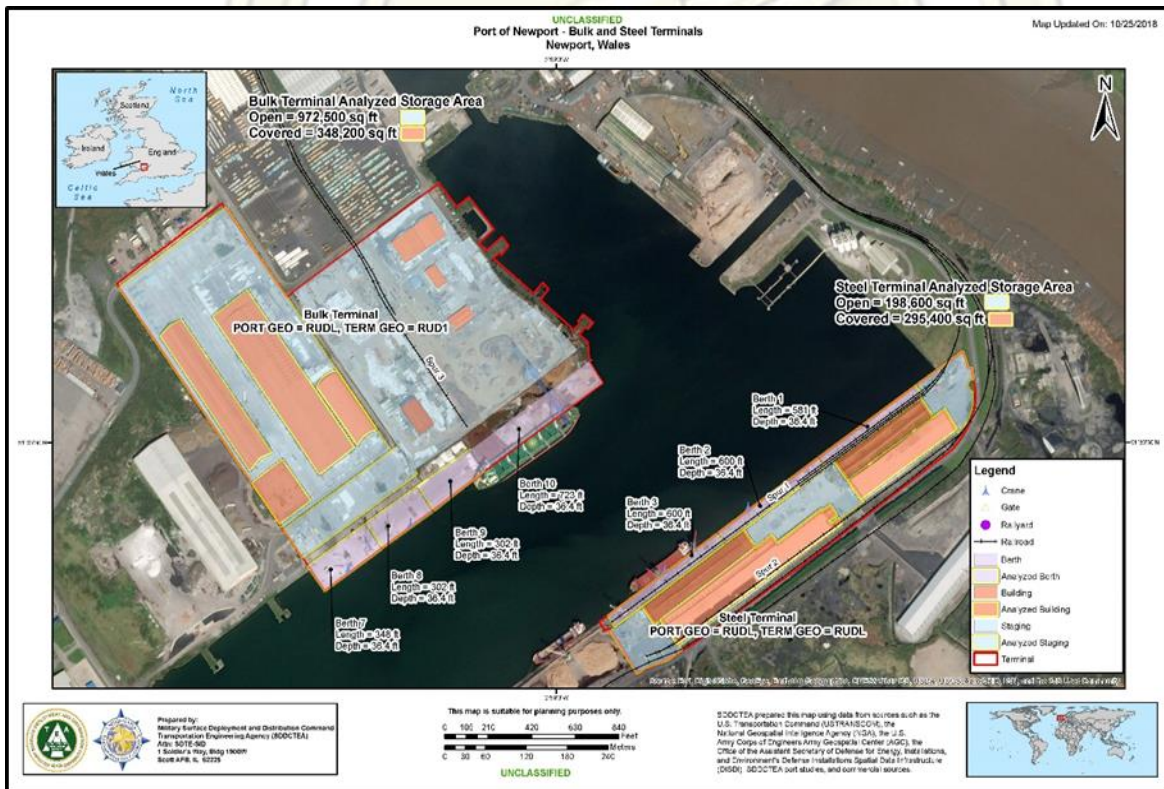
<http://www.sddc.army.mil/sites/TEA/Functions/SpecialAssistant/Pages/TransportationInfrastructure.aspx>

POC: Mr. Conan Alailima, Project Engineer, SDDCTEA, Infrastructure Branch, Comm: 618-220-6710, DSN 312-770-6710, e-mail:

conan.v.alailima.civ@mail.mil

continued from page 18: Port of Newport, UK (South Wales)

Given the dimensions of the lock and militarily useful terminals, a daily throughput of **2,150 short tons (STONs) per day** for a BCT movement and a throughput of **3,377 STONs per day** for an ammunition movement was calculated. Note that this throughput can and will change depending on the cargo mix being moved through the port.



This study can be found on SDDCTEA's web page at: <https://www.sddc.army.mil/sites/TEA/Functions/SpecialAssistant/Pages/TransportationInfrastructure.aspx>

POC: Ms. Samantha Chumbley, Project Engineer, SDDCTEA, Infrastructure Branch
Comm: 618-220-7784, DSN: 312-770-7784, E-mail: samantha.m.chumbley.civ@mail.mil



UNITED STATES ARMY TRANSPORTATION CORPS

Regimental

Quarterly Newsletter

VOLUME XV, ISSUE 1 | JANUARY— MARCH 2019



Happy New Year! It's hard to believe that it's been 30 months since I assumed responsibility as the 13th Transportation Corps Command Sergeant Major and this is the year I will say farewell. When I arrived July 2016, I was excited for the responsibilities ahead. During my tenure the team has accomplished a lot and we are still kicking the ball down the field to get more done.

I would like to take this final opportunity to provide just a few pieces of advice. Don't be afraid to make mistakes, to stumble, and to fall, because most of the times the greatest reward comes from doing the things that scare you the most. Maybe you will get more than you've ever imagined. Who knows where life will take you. The road is long and in the end, every step of the journey is a destination, in itself.

May your journey be that of moral character. May you find the mountain that is right for you. Give and receive support along the way, be patient and persevere through the ups and downs that you will face. And importantly learn to enjoy the journey you will embark upon in the future. Always remember where you're going, but never forget where you came from.

My heartfelt thanks to the Soldiers, NCOs, Warrant Officers, Commissioned Officers, DA Civilians, Contractors, and Family Members that provided me support throughout my time here. It has been truly a honor and privilege serving all of you.

To spearhead is to lead, and those who came before us did a great job leading change and keeping us ready and relevant moving forward. We need to revel in their accomplishments to date and, more importantly, use this time as an opportunity to continue learning and growing

The Transportation Corps is bigger than all of us. It is just entrusted to our care for a brief period, and we have the responsibility and obligation to evolve forward.

Eleanor Roosevelt once said, "With the new day comes new strength and new thoughts." This year is the new strength and new thoughts with the arrival of the 14th Transportation Corps CSM, CSM Terrence Scarborough and his Family. I wish them much success during their tenure with the Transportation Corps and School. Spearhead of Logistics!



CSM Vickie G. Culp

Regimental
Command Sergeant Major



End of an Era

After 18 years as the Transportation Corps Historian, it's finally time to retire. As a former infantry and Special Forces officer, I have been TC so long that if you cut me, I will bleed brick red. It was my job to tell the TC story. I have published five books and written numerous articles about the Transportation Corps. I have many more that I need to finish and get published. The Smithsonian Channel has recently aired "Gun Trucks of Vietnam," which was produced by Austin Street Productions. We started this project six years ago. The documentary tells the story of the Vietnam gun trucks and their influence on recent wars. Sincerely Yours Pictures is also working on a screen play for my recent book, *Lam Son 719; The Cargo Must Get Through*. While many of the other books told the story of our great Transportation heroes, they were published as teach leaders. *Lam Son* is a pure hero story about Transporters working under the most austere circumstances during the last offensive operation of the Vietnam War. While the Army was in retrograde and the war was considered lost, truck drivers were asked to risk their lives in one more offensive. During the two-and-a-half month operations, the enemy launched 23 convoy ambushes along Route 9, and the truck drivers continued to deliver the goods. I'm working with the screen writer to make sure the story is told correctly.



I have met a lot of great Soldiers and civilians, and made a lot of great friends in this job. I especially relish the opportunity to have traveled down range and see Transporters in action, or as one vet described it, "to gain the TC experience." I've made five trips to Southwest Asia and ridden on 17 convoys. I've traveled to Alaska to record LCU operations there, and was embedded with the 3rd ESC for the Haiti earthquake relief. I still have to finish writing about these and get them published. Dr. Isaac Hampton will be inheriting responsibility for the Transportation Corps, so the branch will be in good hands.

Spearhead

Richard "Rich" Killblane





A Critical TC Readiness Resource: PS Magazine

As the saying goes, “Nothing happens until something moves.” For the Transportation Corps, ensuring vehicles can move is fundamental to its mission—and preventive maintenance ensures vehicles are ready to move at a moment’s notice.

Dash-ten (-10) technical manuals (TMs) describe how to perform preventive maintenance checks and services (PMCS) properly, but sometimes these manuals have errors, inadvertently omit key information, or get superseded by new information.



To ensure Soldiers and leaders have the most up-to-date information possible until Life Cycle Management Commands (LCMCs) can officially update TMs is the job of *PS Magazine*. The magazine, almost 70 years-old, was created as a postscript (thus the PS) to TMs.

PS is now fully digital and remains an essential tool for leaders and Soldiers when it comes to readiness. Some think PS is just for the maintenance community, but PMCS is everyone’s business. Individual Soldiers should take ownership and pride in their vehicles and equipment. PS gives them timely tips, updates, and “Do’s and Don’ts” that help ensure the vehicles and equipment under their care stay mission-capable and ready.

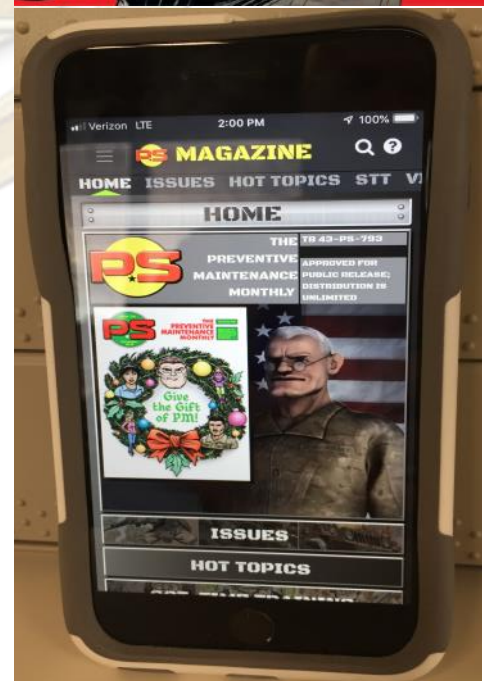
PS is also a great resource for unit leaders. For example, a TC leader at Fort Drum found an article about snow chains especially helpful and passed it along to his Soldiers. On the PS mobile app (more on that in a moment), there’s a tab for Sergeants’ Time Training, which gives both formal and impromptu or hip-pocket training on common PMCS issues.

In addition to the magazine, PS provides a Reader Service that invites anyone to write the PS staff with questions or recommendations. Not only does the staff respond to these questions in a timely manner, they often turn them into future articles. In short, your question or recommendation could end up helping the entire Army...and there’s potential for your name to appear or even have a picture of yourself turned into a cartoon.

PS Magazine is available online through its own webpage or via the Defense Visual Information Distribution Service (DVIDS). Because PS Magazine was recently realigned from the Army Materiel Command Logistics Support Activity (AMC LOGSA) to the Army Sustainment Command (ASC), the website URL is in flux. For now, it remains <https://www.logsa.army.mil/#/psmag>, but expect that to change in the next few months. The PS mobile app is available in both the Apple and Android stores. Simply search for *p.s. magazine*. The app allows users to view the magazine cover-to-cover or article by article. Users can download specific articles or

favorite them. Push notifications alert users to new content or time-sensitive updates. There are also videos, the Sergeants’ Time Training modules, and other resources, all intended to enhance PMCS proficiency and overall unit readiness. Users can also follow or like PS on Facebook and Twitter.

Since nothing happens until something moves, then move out and download the PS mobile app today. Your vehicles and equipment will definitely thank you for it. ♦



757th ERC Rail Operations Support (1-44 ADA) Ft. Hood, TX

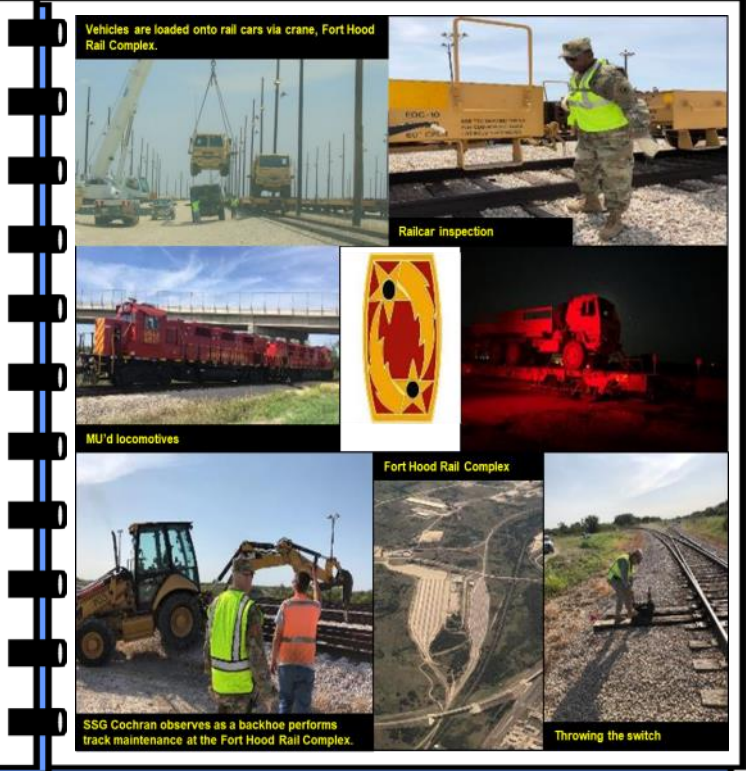
Event: Rail crew and operations support for the transport of 1 - 44 ADA from Fort Hood, TX to the port of Beaumont, TX
Date: 21 July - 28 July 2018

Unit: 757th Expeditionary Railway Center (ERC)

Objective:

757th sent 1 rail operating crews (ROC) consisting of 3 Soldiers to augment Ft Hood rail operations with the sorting and placement of empty railroad cars based on the load plan.

Activities: Over the 7 day period, 2 empty inbound trains and 1 outbound loaded train were shunted. 757th Soldiers conducted switching operations on 265 rail cars requiring 6 different moves per car for a total of over 1,590 moves. These actions moved a total 202 pieces of equipment, equating to 6,240 transit tons. Crews also identified and segregated 4 bad order cars that needed maintenance. Additionally, the 757th provided Rail Yardmaster coordination and in transit visibility with the Burlington Northern Santa Fe (BNSF) railroad.



757th ERC Rail Operations Support (1-43 ADA) Ft. Bliss, TX

Event: Rail crew and operations support for the transport of 1 - 43 ADA from Fort Bliss, TX to the port of Beaumont, TX

Date: 5 August - 22 August 2018

Unit: 757th Expeditionary Railway Center (ERC)

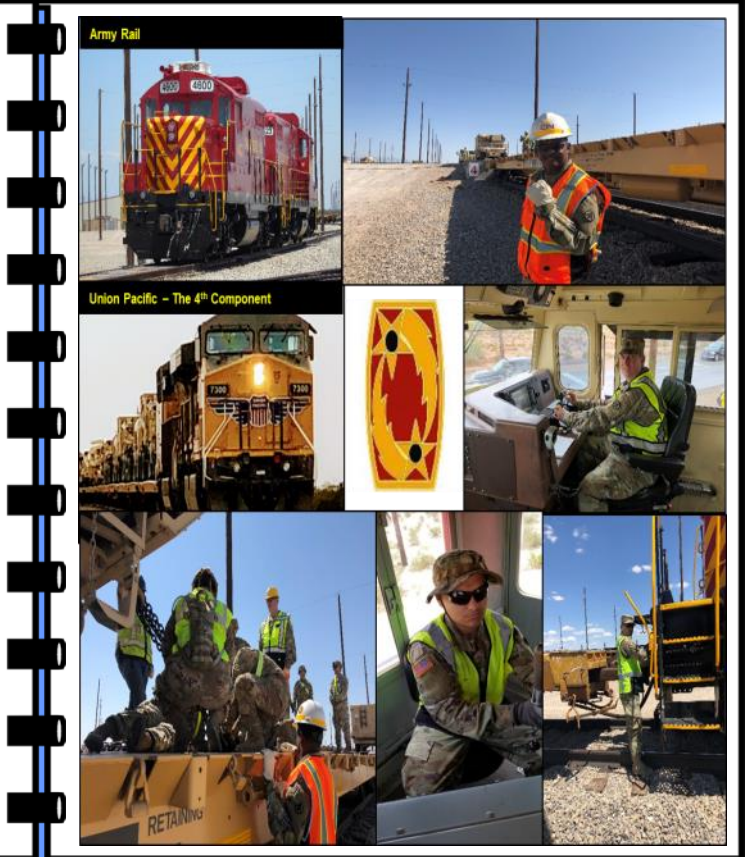
Objective:

757th ERC sent 1 rail operating crew (ROC) consisting of 3 Soldiers to augment Fort Bliss rail operations with the sorting and placement of empty railroad cars based on the loading plan. Two outbound trains were loaded and placed on the Union Pacific Railroad interchange headed towards Beaumont, TX.

757th Soldiers conducted switching operations at Fort Bliss on 1,413 rail cars requiring 4 different moves per car for a total of over 5,652 moves and moving a total of 238 pieces of equipment. This equated to 79,860 transit tons. Crews also identified and segregated 24 bad order cars requiring maintenance. Rail Yardmaster coordination was provided and in-transit visibility with the Union Pacific (UP) railroad.

Additional Activities:

Downloaded 3 trains for 2-1 AD, 1 train for 11th ADA BDE, and prepared for the 30th ABCT, North Carolina Army National Guard movement to home station. Assisted in the conduct of four rail tie down classes to the 1-43 ADA. Conducted daily locomotive power, rail car, and track inspections.



757th ERC Rail Operations Support (1CD) Ft. Hood, TX

Team: RPAT 3, St Louis, MO
 OIC: N/A
 NCOIC: SSG Halker / SSG Cochran

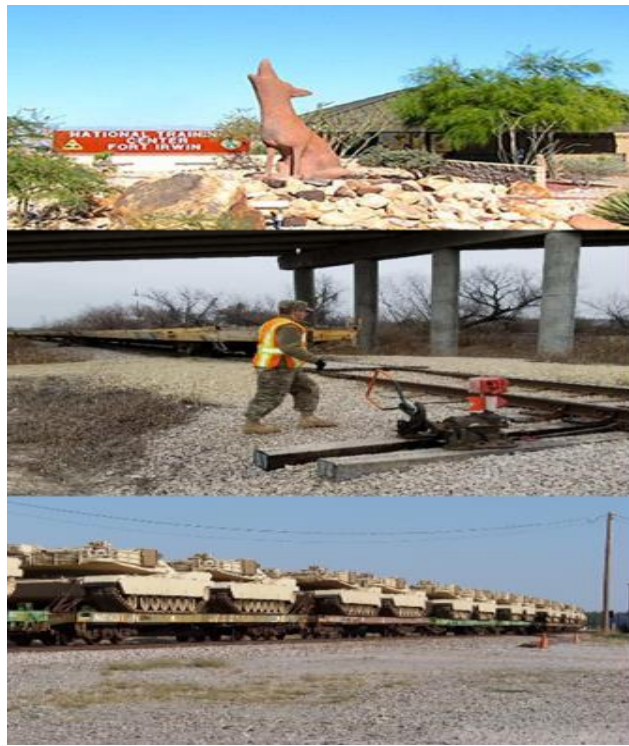
Event: Support 597th Transportation Brigade in conducting movement of 3/1 ABCT in speed of war exercise re-deploy from NTC to Fort Hood.

Objective:

Augment installation requirements by enabling 757 ERC 88U Soldiers to execute synchronization of installation rail cars, conduct bi-directional installation hand off with commercial rail companies and ensure safe execution of mission without degradation of human capital, installation infrastructure or delays to timelines.

Activities:

Daily reception of 90 car trains from BSNF, movement of assets along 9 miles of track, shuffling of rail cars to unload at 5 rail heads, completed 7000 moves of cars to sidings, spurs and railheads to successfully meet 21 day mission requirement



757th ERC Rail Operations Support (Ft. Carson, CO)

Team: RPAT 1, Fort Sheridan, IL

OIC: NA
 NCOIC: SSG Sara White

Event: Support 597th Transportation Brigade in the speed of war deployment of 2/4 IBCT from Fort Carson to Beaumont, TX in preparation for onward movement to the CENTCOM AO.

Objective:

Augment installation requirements by enabling 757 ERC 88U Soldiers to execute synchronization of installation rail cars, conduct bi-directional installation hand off with commercial rail companies and ensure safe execution of mission without degradation of human capital, installation infrastructure or delays to timelines.

Activities:

Daily reception of 60 car trains from BSNF, movement of assets along 3 miles of track, shuffling of rail cars to unload at 3 rail heads, completed 1200 moves of cars to sidings, spurs and railheads to successfully meet 7 day mission requirement



757th ERC Rail Operations Support (MOTSU)

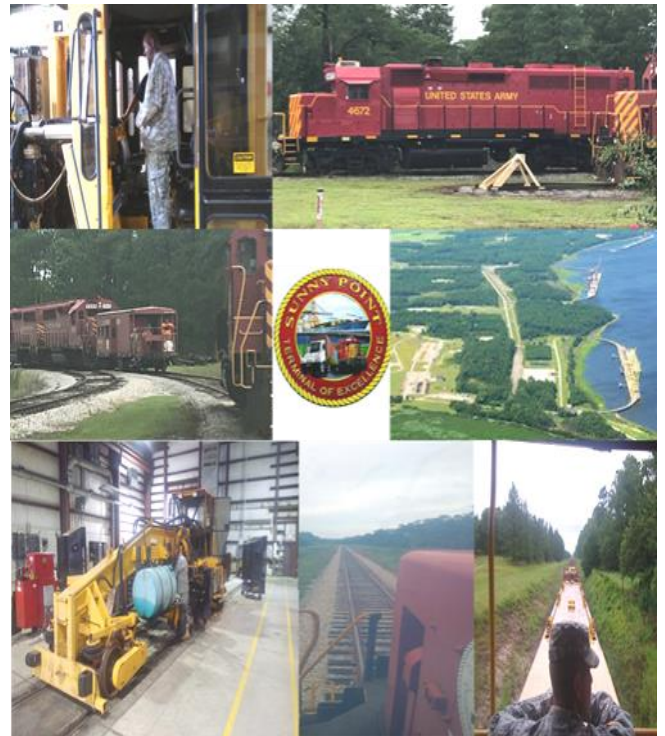
Event: Rail operations, maintenance of way, and DPW support at the Military Ocean Terminal Sunny Point (MOTSU), NC

Date: 22 July – 4 August 2018

Unit: 757th Expeditionary Railway Center (ERC)

Objective: 757th sent 10 Soldiers to augment rail operations at MOTSU. The purpose to the visit: 1) to provide unseasoned 757 members an opportunity to train alongside the MOTSU staff IOT gain knowledge and familiarity with the installation and equipment; 2) to establish a relationship with the MOTSU staff IOT facilitate future assistance visits, particularly the upcoming March 2019 Trans Mariner exercise.

Activities: (1) 757 members participated in the movement of 211 railcars from MOTSU to the Leland Exchange supporting transfer of railcars to both CSX and Archer Daniels Midland (ADM). (2) Soldiers supporting maintenance of way (MOW) activities participated in training to attach a high rail device to a MOW pickup truck, allowing the truck to travel along the rail. (3) They further supported the replacement of 12 railroad ties across MOTSU.



757th ERC Rail Operations Support (Camp Atterbury, IN)

Event: Rail crew and operations support for the transport of ILARNG 33 IBCT from Camp Atterbury, IN to Ft. Polk, LA for JRTC .

Date: 05-18 July 18

Units: 757th Expeditionary Railway Center (ERC), INARNG JFHQ (Host), ILARNG 33 IBCT and JFHQ (Customer unit), Louisville & Indiana Railroad and Osbornes Transport (Contracted rail).

Objective: Nine 757th Soldiers travelled to Camp Atterbury, IN to assess the Camp Atterbury railhead, observe the rail movement of the ILARNG 33 IBCT, and integrate with the Louisville & Indiana Railroad for training and augmented rail crew support.

Activities: Equipment was staged prior to 757th arrival. The 757th conducted a rail assessment while the customer unit received loading operations training. Initial roll-on/side loading was completed in 1.5 days and the first train was outbound on the evening of 11 July. Subsequent loading was completed during the day and trains departed overnight on 12 and 13 July. 200 rail cars containing 760 pieces of equipment were transported between 10-13 July. 757 Soldiers integrated with the Louisville and Indiana Railroad, ILARNG, and INARNG during the move and continued training with the Louisville & Indiana Railroad until 18 July.





Tactical Transporters in Large-Scale Combat Operations

by 1LT Eugene Molisso, Captain's Career Course Student, Fort Lee, VA

Dynamic forcible entry and contested theater opening that demands simultaneous, surprising, and concentrated deployment and employment of joint forces. Sustainment elements traveling back to a consolidated area to find newly damaged or blocked routes. Mass casualties requiring noncombat ground evacuations. All of these occur without air superiority using possibly compromised mission command systems.

These are examples of possible scenarios that our Transporters may face in large-scale combat operations (LSCO). While strategic leaders wargame future solutions to this new way of fighting, the role of Transporters will no doubt grow to be of paramount importance. This short article names two ways Transporters can prepare for these scenarios at the tactical level.

Fundamentals

Training the fundamentals is not new. It's almost a "catchall" phrase that becomes meaningless with overuse. However, we put faith in tactics, techniques, and procedures because they are constantly updated with methods that we know work.

The first thing many accomplished baseball coaches in competitive leagues do in the first practices of the season are hitting off of a tee. Similarly in competitive football leagues, the first practices of the seasons focus on the first and second step following the snap of the ball.

These traits point toward the significance of progression and getting the small stuff right. Leaders can't expect any type of organization to accomplish a complex mission or task without first perfecting the fundamentals. If your vehicles aren't chocked properly or if clear and obvious maintenance issues are visible with no work orders opened, is that a unit you want to be alongside during conflict?

Tactical leaders must build a unit training plan that either focuses on the fundamentals or builds on the fundamentals already assessed as proficient. These plans must support the mission essential task list (METL) and focus on the commander's guidance. Using the 7-0 series

and applicable tasks found in the Combined Arms Training Strategy (CATS) will help guide a strategy based on proficiency and progression. Don't roll-out to the field at night without first verifying the proficiency of a simple task like black-out driving.

Experiential Training

As Transporters, we know that actions such as focused preventative maintenance, pre-movement checks, load configuration and verification, convoy briefs, route recons, movement rehearsals, ready condition statuses, check-point verification, and contingency planning mitigate risk. We have after action reviews (AARs), vignettes, and personal experience that tell us so. These are just more examples of fundamental practices we need to enforce at all times.

However, it is easy for Transporters to disregard some of these practices during routine garrison operations. Furthermore, it may be near impossible to stick to the fundamentals or see them play out successfully in a constantly contested theater. This is where linking fundamentals to the Army Learning Model is crucial. Transporters at each tactical echelon will benefit from realistic and difficult training that applies fundamentals and conceptualizes innovative adaptations or solutions that can enhance those fundamentals.

One method that links fundamentals to an experiential experience is through a Decisive Action Training Environment (DATE). Most commonly found in Combat Training Centers (CTCs), a DATE replicates a complex operating environment in which units operate with joint, interagency, intergovernmental, and multinational (JIIM) forces against a dynamic threat. Decisive action is the continuous, simultaneous combination of offensive, defensive, and stability tasks in which the Army executes Unified Land Operations (ULO) in LSCOs.

Although CTCs and similar exercises are great ways to stimulate our Transporters in the context of LSCOs, not every unit or Transporter participates in regular CTC rotations. This is part of the missing link; it is imperative that leaders engage our



Soldiers outside of CTC rotations with tough, realistic, and dynamic training in whatever method of delivery possible. In addition, we must ensure we can get scenario-based training out of routine garrison tasks. If a distribution element recons and briefs a route to the supply depot only to get a change in route status over its radio, Soldiers start to form a habit of expecting change.

We can influence dynamic and innovative thinking with scenario-based opportunity training events and low density training. The Army Learning Model shows that Soldiers learn better when they experience training instead of just receive it with a PowerPoint. Drive training with intensity, require innovative feedback and thinking, and your Transporters will be better prepared for the unexpected.

Conclusion

A little over a year ago FM 3-0 introduced LSCOs. While a number of functional technologies like leader/follower, drone resupply, and predictive maintenance are under development, the role of the tactical transporter will be seriously affected in this new conflict. Our innovative thinking and lethality at the lowest level will drive success.

This article contains information relevant and useful for tactical transporters. As the Army shifts to enabling Division and Corps echelons to be the primary land headquarters during LSCO, affecting change at the tactical level must start now. ♦