



Newsletter

Volume V, Issue 2 April–June 2009



Deployment Process
Modernization Office
Fort Eustis, Virginia

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by WO1 Patrick Dougherty, Brigade Mobility Officer, 159th Combat Aviation Brigade

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by CW3 Kevin VanHoosier, Mobility Warrant Officer, Combined Joint Task Force 101 (CJTF-101)

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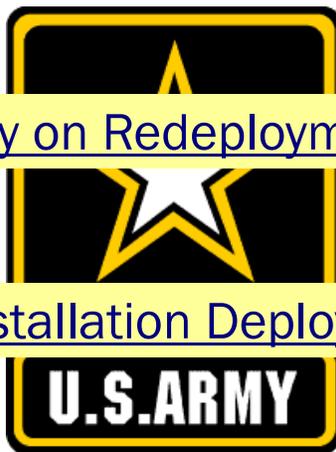
by CPT Grahame Forestal, 53rd Transportation Battalion (Movement Control)

Your Input Counts!

“Make the Difference in Improving the Deployment/Redeployment Process”
Please Participate in the Following Surveys

[Army G4 Survey on Redeployment Operations](#)

[Standardization of Installation Deployment Support Survey](#)



PM TIS On the Move!

PRODUCT MANAGER | TRANSPORTATION INFORMATION SYSTEMS

Automated Movement Flow Tracking — In-Transit Visibility Capability

by Tami Johnson, PM TIS

PM TIS, in conjunction with the DPMO, has finished developing the requirements for the Automated Movement Flow Tracking – In-Transit Visibility (AMFT-ITV) capability. Our development team is now working hard to bring this to the Commanders and staffs in the field to provide a graphical method for tracking movements of units or cargo associated with an operational event. The prototype AMFT-ITV was developed by Mike Martinson, CASCOM, to support Tony Jacang in Hawaii. Tony wanted a means to track deploying unit cargo from home station to and through the port.

We saw the capability and quickly recognized that if this was resident as part of the dashboard in Transportation Coordinators' – Automated for Information Movements System II (TC-AIMS II) Thea-

ter Operations, it would allow Mobility Warrants in units to provide the Commander a visual representation of their deployment status, with live updates occurring as Radio Frequency (RF) RF-ITV tags were updated in the ITV server.

My issue, as we approach the time where this capability will become part of the TC-AIMS II, is what to call it. AMFT-ITV is a mouthful to say, and trying to remember what it stands for is even more difficult! So I'm asking for your help.

What should we call this capability, which uses data from the ITV server to provide a graphical representation for tracking cargo associated with a movement?

If you have any ideas or suggestions, please email them to the PM TIS Customer Service Center at tishelp-desk@conus.army.mil. Please be sure to put 'AMFT-ITV Name Suggestion' in the subject line of your email. All suggestions must be submitted by 1 May 2009.

We will take a look at the submissions, and whoever submits the name that we choose will receive a Certificate of Appreciation from our office. Thank you in advance for your assistance.

Contact Information:

Ms. Tami Johnson
PM TIS
200 Stovall Street, Suite 9S23,
Alexandria, VA 22314
(202) 359-6069
Tami.johnson@us.army.mil

IA 2009 Mobile Armor Available for PM TIS Breakaway System

This notice applies to All PM TIS Breakaway system users with workstations and/or Portable Deployment Kits (PDKs) issued under Line Item Numbers C27435 or Z01050

25 March 2009 – Army policy requires all sensitive data on all Army mobile devices to be encrypted using an approved Data-at-Rest (DAR) solution. All PM TIS Breakaway systems fall under this policy. The approved solution for Army devices is called Mobile Armor. PM TIS has purchased Mobile Armor licenses for all PM TIS Breakaway systems due to the sensitivity of information contained within the Transportation Coordinators - Automated for Information Movements System II (TC-AIMS II) and Automated Air Load Planning System (AALPS) applications that reside on the PM TIS Breakaway.

What This Means to You!

All PM TIS Breakaway system users can obtain a copy of the Mobile Armor installation DVD from PM TIS through the Customer Service Center (CSC). The Mobile Armor application will encrypt the PM TIS Breakaway to protect the system in the event of theft. The offline installation DVD will NOT require communication between the breakaway device and the PM TIS network. The DVD also contains installation guides, recovery procedures, and password reset procedures. Future fielded systems will come preconfigured with Mobile Armor.

Maintenance and support questions can be addressed to the PM TIS CSC. Mobile Armor training is available through the US Army Information Assurance Training Center Web site below.

<https://ia.gordon.army.mil/>

Anyone having any questions or experiencing any problems should contact the CSC at:

Phone: (703) 752-0806
Toll Free: (866) 822-4672
DSN: (703) 752-0737



PM TIS Receives Honorable Order of Saint Christopher

The US Army Product Manager for Transportation Information Systems (PM TIS), Ms. Tami J. Johnson, received the Honorable Order of Saint Christopher from the Transportation Corps Regimental Association. Ms. Johnson received this award at an induction ceremony on January 15, 2009, conducted by BG Brian Layer, Chief of Transportation. She was nominated for this award by the Deployment Process Modernization Office (DPMO) Information Fusion Branch, Ft. Eustis, VA.

"This is a proud day for the Transportation Corps as we honor such a worthy recipient of the Order of Saint Christopher," said Mr. Hiram Simkins, Director, DPMO. *"Ms. Johnson's dedication to improving Army transportation systems has resulted in enhanced IT capabilities to our Soldiers in the field, thus bringing broader and more enhanced systems with each software release. Soldiers are now better equipped to perform their duties more efficiently and expedite personnel and equipment through improved transportation systems."*

Ms. Johnson was cited for her outstanding leadership to the US Army transportation community. As PM TIS, Ms. Johnson commands a Product Management Office responsible for the development, fielding, and support of Army and Navy transportation information systems. Under her leadership, successful major software releases were distributed, fielding and training activities

reached unprecedented milestones, four formal Lean Six Sigma projects were initiated, and the organization began to receive significant awards and recognition from industry and peers.



BG Brian Layer, US Army Chief of Transportation, presents the Honorary Military Order of Saint Christopher award to PM TIS, Ms. Tami Johnson.

She is Level III certified in Acquisition Program Management and Acquisition Test and Evaluation Engineering. Her honors and previous awards include the Bronze Star Medal, Defense Meritorious Service Medal, Joint Service Commendation Medal, and the Army Commendation Medal with Oak Leaf Cluster, and the

Army Achievement Medal with four Oak Leaf Clusters.

The Honorable Order of Saint Christopher recognizes those individuals who have demonstrated the highest standards of integrity and moral character; displayed an outstanding degree of professional competence; and served the Transportation Corps with selflessness. Saint Christopher is the patron saint of the US Army Transportation Corps and all travelers. While the Transportation Corps was established in 1942, the Corps history goes back to the Revolutionary War when General George Washington appointed the first wagon master. Since then Transporters have been there to move and sustain Soldiers, Sailors, Airmen, and Marines in time of peace and in conflict.

PM TIS is a DoD leader providing and sustaining premier transportation and distribution IT solutions to move the Warfighter and enable the Army's transformation to a net centric fighting force. Our applications support the movement of personnel, equipment, and sustainment cargo from one station to destination and back...maintaining visibility of the movement at tactical, operational, and strategic levels. For more information about PM TIS, please refer to our Web site at www.tis.army.mil. PM TIS is part of the Program Executive Office, Enterprise Information Systems (PEO EIS) office at Fort Belvoir, VA. ♦



2009 DEA Evaluation Board Selects Semi-Finalists

The 2009 Chief of Staff, Army Deployment Excellence Award (DEA) Board consisting of 10 members representing the Army's Command structure (ACOM, ASCC, DSU) convened 4-15 February 2009, at Fort Eustis, Virginia and by a numerical scoring system selected two semi-finalists in each Army Component (Active, Reserve, & Guard) categories: Large Deploying Unit, Small Deploying Unit, Supporting Unit and Installation.

The semi-finalist's were visited at their

unit/installation location by a DEA validation team during March 2009.

Winners will be determined by combining the DEA board and validation team numerical scores. Winners will be announced by DA message in April 2009.

The DEA 2009 awards will be presented at the 5th Annual Chief of Staff Combined Logistics Excellence Award Ceremony/Banquet 1-4 June 2009, Hilton Alexandria Mark Center Hotel, Alexandria, Virginia.

For DEA information, contact your DEA representative or visit the DEA web site at <https://www.eustis.army.mil/deploy>.

Need additional DEA information? Contact Mr. Henry Johnson (DEA program manager) at (757) 878-1833, or email henry.h.johnson@us.army.mil. ♦

[To View Semi-Finalists, click here](#)



Help Wanted! Army G4 Survey on Redeployment Operations

Provided by LTC Michael J. Cashner, HQDA DCS G4, Strategic Mobility Division

Over the past 24 months, the Department of the Army G4, Strategic Mobility Division (DA G-44D) has worked with multiple Army and Joint organizations to compress OEF/OIF redeployment timelines and synchronize redeployments with the Army's Force Generation (ARFORGEN) process. Likewise, the Army has conducted several Brigade Combat Team (BCT) redeployments, and consistently reduced the amount of days required to return units from the CENTCOM theater to home station.

In order to determine the benefits of expedited redeployments, DA G-44D requests your participation in an on-line survey that asks questions about your units' recent redeployment experiences.

The survey will "take the pulse" of the redeployment process and measure how well we have defined procedures; shortened timelines where possible and feasible; and improved the predictability of cargo arrival at home station through improved in-transit visibility and reporting. Responses will help identify issues affecting the timely and efficient redeployment of Army units, including both friction points where current guidance

and procedures may require more clarification and success stories that need to be shared, standardized and institutionalized.

The survey will be emailed to multiple personnel throughout the deployment/redeployment community including Mobility Warrant Officers/NCOs; Brigade S4s; Installation, Division and Corps Transportation Officers; SDDC and Army Service Component Command operations personnel. Likewise, recipients are highly encouraged to send the survey link to Unit Movement Officers/NCOs in their commands or on their installations - or to anyone else they feel would have interest or provide valuable input.

Specifically, the questionnaire traces unit redeployments from the CENTCOM theater back to home station. It asks about:

- The redeployment process (who, what, when, where, how, etc.), How redeployment was tracked and reported, How you were notified of key events during the process, and What affect the redeployment process had on post-redeployment RESET activities?

This survey will take about 30 minutes to

complete, and you do not have to finish in one sitting. However, before you begin we recommend you refresh your memory concerning the key dates of your most recent redeployment, as several questions pertain to unit "Boots on the Ground, Return dates, Required Delivery Dates, etc.

Specific instructions and acronym links can be found by accessing the survey at: http://www.surveymonkey.com/s.aspx?sm=AwOAKAK_2fxN9Wqz_2b2A3zMoQ_3d_3d

If you have any questions or difficulties with this survey, please contact

Mr. Terry Basham
LMI 2000 Corporate Ridge McLean, VA
22102-7805
703.917.7342 P
703.917.7597 F
tbasham@lmi.org

Initial survey results will be briefed at the Semi-Annual Department of the Army Deployment/Redeployment Process Conference at Marriott City Center, Newport News, Virginia, 1-4 June 09. DA G4 Force Projection and Mobility Division (FPM) thanks you for your time and consideration in completing this questionnaire. ♦



How to Conduct a Site Survey Prior to Deploying an EEDSK or PDK

Reprinted with permission from March 2009 issue of PM J-AIT ITV Operations and Training Newsletter

Ops Check Check your equipment before going out to the site. This includes checking the inventory to make sure you have all the equipment necessary to setup an RFID site, and that the Handheld Interrogator (HHI) batteries (and extra batteries) are fully charged.

Location

Reading of Tags

- Make sure other fixed or temporary interrogators are not within approximately 500 feet of your location. Since they are on the same frequency this may interfere with your ability to collect/read RFID tags
- Pick a location where traffic slows or stops (maximum speed of cargo is 30 MPH).
 - Gates
 - Entry control points
 - Turns along the convoy route
 - Crest of a hill

Power

- Determine how you're going to power

your site(s);

- Commercial power
- Generator
- Vehicle battery

Communications

- If you plan to upload data with the Iridium modem make sure your site has a clear view of the horizon

Required Equipment

RFID reader and laptop with RFID reading software loaded.

- These items are usually in the Case A of the EEDSK
- The PDK (also known as DK-RFID) contains all necessary items

Setup

- Setup RFID reader as close to passing cargo as physically possible
- Keep safety in mind

Tag Range Test

- Place RFID tags around the area that

cargo is supposed to pass and test to make sure the read software picks them up. Be sure to alter the placement of the test tags throughout the proposed read site to ensure successful, consistent tag collections.

Upload Data

If you plan on uploading data from your site:

- Confirm you get consistent uploads
- Make sure you upload to the TRAINER server <https://trainer.rfitv.army.mil/shiptrack/> during your tag range test

Handheld Interrogators (HHI)

- This can be used as an additional read site if necessary or if the primary read site fails.
- If you plan to use the HHI be sure to comply with all of the proceeding steps.

Help

RF-ITV Global Help Desk
help.rfitv@us.army.mil or call 1 (800) 877-7925.



Standardization of Installation Deployment Support

It has been recognized that there is considerable disparity in the way installations support deployment. U.S. Army Forces Command (FORSCOM) Headquarters was working on a contract to study the process with funding from the Joint Deployment Training Center (JDTC) of Joint Forces Command (JFCOM). When they learned that DPMO was working on a similar effort they suggested that DPMO take the lead.

On 31 December 2008, a contract was awarded to LMI under the direction of DPMO. Representatives of DPMO, LMI, JDTC, and IMCOM met on 13-14 January 09, to discuss the implementation and administration of the contract.

The contract called for LMI to develop templates for selected installation deployment support functions. The contractor has begun visiting the installations to collect information on their organization and process for supporting deployment. The installations to be visited are as follows:

- Fort Hood, TX: 16-20 Mar 09
- Schofield Barracks, HI: 30 Mar-3 Apr 09 (incl. Fort Shafter, Wheeler AB)
- Fort Campbell, KY: 14-17 Apr 09
- Camp Atterbury, IN: 20-21 Apr 09
- Fort McCoy, WI: 30 Apr—1 May 09
- Fort Bragg, NC: 4-8 May 09
- Fort Stewart, GA: 18-21 May 09
- Fort Lee, VA: 27-29 May 09
- Fort Richardson, AK: 7-13 Jun 09

The intent of these visits is to:

- Refine current descriptions of functions performed by the supporting installation during deployment/redeployment operations.
- Document the resources required (including personnel, equipment, and deployment infrastructure).
- Outline recommended procedures (including best business practices).
- Document training requirements.

Initially the focus will be on the functions listed, however, there may be changes after the site visits:

- Movement and Deployment Planning
- Unit movement data processing and quality control.
- Arrival/departure airfield control group operations.
- Railhead operations.
- Commercial truck operations.
- Container/pallet management.
- Personnel holding area and manifesting operations.
- Cargo documentation (including HAZMAT and ITV)
- Operations at the installation support area (vehicle inspections, documentation, etc.)

In addition, LMI has developed a web-based questionnaire for all unit movement personnel and installation staff members involved with the deployment process.

The questionnaire is located at the following link:

http://www.surveymonkey.com/s.aspx?sm=q_2bndD70q46u6cT2fPkpaAg_3d3d

We encourage mobility officers, unit movement officers and NCOs, and installation personnel to complete the questionnaire. The survey will be available through 30 April 2009.

SPECIAL NOTE: There were some reports that after entering data in certain fields respondents were unable to advance. The problem has been resolved, but in doing so the responses prior to 13 March 2009 were cleared from the collector. If you exited the survey for this reason we ask that you retake it.

Data collected from the questionnaire and site visits, combined with an analytical document review, will be used to develop the templates mentioned earlier. The templates will include a description of the function; the personnel, equipment, and facilities required; and the specific training required. Once the templates are developed they will be staffed with IMCOM and Army Commands.

The final product will be briefed to the Chief of Transportation and senior leadership of IMCOM. When the templates are approved they will be turned over to IMCOM for implementation and the material will be incorporated into Army deployment policy and doctrine as appropriate.

POC is Pete Everitt, DPMO Concepts and Doctrine Branch, 757-878-6963, email: peter.everitt@us.army.mil ♦



SDDC

Military Surface
Deployment and
Distribution Command

2009 SDDC Training Symposium



6—9 April 2009

**Marriott Marquis
Atlanta, Georgia**

THEME:

***“Committed, Dependable, Relentless—
Partnering to Support the Joint Deployment and Distribution Enterprise”***

<http://www.sddcsymposium.org/index.htm>



Container Intrusion Detection Device (CIDD)

Reprinted with permission from January 2009 issue of PM J-AIT ITV Operations and Training Newsletter

The US Central Command (CENTCOM) has issued guidance to equip all containers transiting between Afghanistan and Pakistan on the Ground Lines of Communication (GLOC) with a CIDD. This guidance was issued because of the theft and pilferage occurring in containers transported along GLOC routes between the seaports of Pakistan and the installations in Afghanistan.

The current CIDD available for use is the Savi ST-675-I RFID tag. This tag gives the user the ability to write data to it just like any other RFID tag, but it also offers intrusion detection and other sensor capabilities such as light, humidity, shock, and temperature. Once the sensor parameters for the tag are set with a Hand Held Interrogator (HHI), it will alert the next RFID interrogator that detects the tag if any of the set parameters have been exceeded. Because of the varying thicknesses of different container doors,

the mechanical door alarm may not provide adequate alarm. In cases where the thickness of the container door is less than the standard, the light sensor alarm will be used to indicate an intrusion.

Prior to the alarms and parameters of the ST-675-I RFID tag being set, it will appear as just another RFID tag on the **RFITV Tracking Portal** when detected by an RFID interrogator. Once the alarms and parameters are set, the tag will be reported as a "sensor tag," and any breach of set parameters will be reported on the ITV Server and displayed on the **RFITV Tracking Portal**. Additionally, selected personnel will receive email notification of the occurrence of any breaches.

The ST-675-I RFID tag currently in the inventory is equipped with an aluminum spine (see *Figure 1*) and is covered by a three-year warranty from the date it is

delivered. During a recent use-case demonstration with the 836th Transportation Battalion in Japan, structural cracks of the aluminum spine were found on most of the ST-675-I RFID tags used in the demonstration. The structural cracks were along the curve of the tag spine that was mounted against the container door jam and varied from minor to major. Savi is currently working to fix this issue by producing ST-675-I RFID tags with more durable stainless steel spines.

Those units that purchase or have purchased the ST-675-I RFID tags with aluminum spines and experience problems may return defective tags to Savi for replacement. Savi may be contacted at <http://supportcenter.savi.com/login.php> to begin the Return Merchandise Authorization (RMA) process. They may also be contacted by telephone at (888) 994-7284 or contact the Savi Help Desk at help@savi.com. ♦

[\(continued on page 10\)](#)



Welcome to Afghanistan

The purpose of this article is to give you a brief overview of what to expect upon arrival; and to give you a few suggestions to make your Deployment to Afghanistan a success, followed by few tips to ensure you have a smooth reception into theater.

Our JRSOI mission is to provide oversight for the Day 0 briefing and coordination for Day 2 Training. Upon arriving at Bagram Airfield (BAF) the Deploying unit will receive their Day 0 brief which will cover the initial standards on BAF and be scheduled for Day 2 Training. Day 2 Training is usually scheduled for the next day for personnel arriving before 1200Z (units can do prior coordination with my cell for special considerations).

We coordinate transportation for deploying Units to the RSOI area where they will be staying as well as the transportation to and from Day 2 Training. Day 2 Training will consist of Counter IED training and required briefing, training typically goes from 0800-1700.

By WO1 Robert Patrick, TF Warrior JRSOI and Deployment/Redeployment Operations OIC

The Deployment/Redeployment Operations (D/ROPS) main mission is to track all inbound and outbound ULN moves and assist in validating the priority of units moving, whether deploying or redeploying, as well as serving as the coordination cell for Unit Reps. Secondly, we assist Coalition forces moving in and out of theater, and last but definitely not least, we assist Individual Augmentee's (IA) by setting up their redeployment transportation. IA's need to contact the D/ROPS cell 14-30 Days out from their scheduled redeployment IOT to facilitate their move. Here are some additional tips I believe will be of assistance to you as you deploy into Bagram, Afghanistan

Tip # 1. Identify your equipment's final destination i.e.; (FOB Salerno) and build your records to reflect as such, this will avoid having to have your paperwork redone and equipment re-inspected. **(DO NOT PUT BAF AS TERMINATING POINT)** if your equipment is going to an outlying FOB.

Tip #2. Ensure you send a knowledge-

able Rep (UMO) as a part of your advance party to link up with the MCT to help expedite your equipments flow to the outlying FOBs.

In closing, I hope that the information provided will assist you in your planning to make your reception into Afghanistan as smooth as possible.

If I can assist you in anyway do not hesitate to contact me. ♦

WO1 Robert Patrick
TF WARRIOR JRSOI/ D/ROPS
DSN: (318) 431-3238
SIPR: (318) 431-5343

NIPR:
Rbert.patrick@afghan.swa.army.mil
SIPR:
Robert.patrick@afghan.swa.army.smil.mil



Power Projection Platform HAZMAT Instructor List

by Mr. Chuck Schulz, Defense Ammunition Center (DAC), McAlester, OK
 DSN 956 8398, COM (918) 420-8398/charles.schulz@us.army.mil

UPDATED Mar 09

In an effort to provide the Army with sufficient numbers of HAZMAT trained personnel, the DAC Training Directorate, McAlester, OK, established Accredited Off-Campus Instruction (AOI) programs at select power projection platform installations with high troop concentrations. HAZMAT DAC instructors are permanently assigned at select locations to conduct Technical Transportation of Hazardous Materials training and refresher training to certify HAZMAT personnel for two years. These subject matter experts contribute to your unit deployment readiness. The lead HAZMAT instructors are listed below:

Fort Bragg, NC
 Autrie Perry
 DSN: 236-1808
 E-mail: autrie.l.perry@us.army.mil

Fort Lewis, WA
 Gail Ruffin
 DSN: 357-2681
 Email: gail.ruffin@us.army.mil

Fort Riley, KS
 Mike Sauro
 DSN: 520-1744
 E-mail: gary.sauro@us.army.mil

Fort Campbell, KY
 Janett Mathisen
 DSN: 363-1242
 E-mail: janett.mathisen@us.army.mil

Camp Robinson, AR
 Chuck Lee
 DSN: 962-4813
 E-mail: chuck.lee1@us.army.mil

Fort Sill, OK
 Jack Palmer
 DSN: 639-2616
 E-mail: jack.palmer@us.army.mil

Fort Carson, CO
 Mike Schmidbauer
 DSN: 883-1241
 E-mail: mike.schmidbauer@us.army.mil

Fort Stewart, GA
 Vickie Lewis
 DSN: 729-5897
 E-mail: Vickie.lewis@us.army.mil

Fort Polk, LA
 Jim Dupree
 DSN: 863-5432
 E-mail: james.r.dupree@us.army.mil

Fort Hood, TX
 Norm Stvely
 DSN: 737-7607
 E-mail: norman.stavelly@us.army.mil

7th ATC Vilseck, Germany
 Bob Colclough
 DSN: 4761-2613
 E-mail: robert.colclough@us.army.mil

Fort Bliss, TX
 Keith Brailsford
 DSN: 621-7504
 E-mail: keith.brailsford@us.army.mil

Schofield Barracks, HI
 Len Hammond
 DSN: 456-1467
 E-mail: len.hammond@us.army.mil

Fort Drum, NY
 Scott Martin
 DSN: 772-6230
 E-mail: scott.martin6@us.army.mil



Deployment/Redeployment Process Users Conference 1–4 June 2009

- **Newport News Marriott at City Center** * 740 Town Center Dr * Newport News, VA 23185 * Telephone: (757) 873-9299 * Fax: (757) 310-5040
- **Reservations:** 1-866-329-1758 or Online: <http://www.marriott.com/hotels/travel/phfoygroupCode=DRMDRMA&app=resvlink&fromDate=6/1/09&toDate=6/5/09>
- Registration Monday, 1 June (1700 to 1900 hrs) or Tuesday, 2 June (0730 to 0800 hrs)
- Request participants submit recommended topics/issues for discussion NLT 30 April to Michael.billingsley@hqda.army.mil or julie.nato@us.army.mil
- Confirm attendance NLT 30 April to Julie.nato@us.army.mil
- Agenda will be sent out NLT 15 May
- Billeting
 - A block of 120 rooms are reserved at the Marriott at City Center. **To obtain the per diem rate, rooms MUST be reserved NLT 30 April. Group Name is Deployment/Redeployment**



53rd Joint Movement Control Battalion

By CPT Grahame Forestal, 53rd Transportation Battalion (Movement Control)

The 53rd Joint Movement Control Battalion (JMCB), working with the 101st and 45th Joint Logistics Commands (JLC) in Afghanistan managed the Host Nation Trucking (HNT) Line Haul Blanket Purchase Agreement (BPA) contract since February 2008 to present.

The primary goal of the JMCB and JLC was to build on the already established success of its predecessors and initiate an Afghanistan First venture creating a legitimate and reliable service not only for the United States Government but, also for the Afghanistan country as well, visibly promoting positive economic success across Afghanistan.

At its height, over eighteen HNT companies were awarded contracts for the movement of over 75% of unit and sustainment cargo for the Afghanistan Theater of Operations. With a twelve-month average of 3,230 missions, roughly 38,760 missions elapsed throughout the 2008 calendar year. This is just the beginning, with an increase of military troops anticipated for Afghanistan, an increase in HNT missions are sure to follow...leading to numerous challenges to an already congested Main Supply Route (MSR) with a high enemy threat.

The task of managing HNT companies, which can be translated to Afghanistan

Local National companies, has not been an easy one, and as a result, numerous obstacles have been faced and overcome.

Ultimately, what has been attempted throughout 2008, was to bring the concept of military convoy operations to the Afghanistan HNT Industry. First, let's identify reality.



Pictured above are the Bagram Host Nation Truck (NHT) Contractors and 53rd JMCB Representatives @ Dec 2008 Monthly HNT meeting, Bagram Air Field.

Most Soldiers in the logistics community will talk about convoy operations in a war zone and inevitably, the following is the picture painted from personal experiences: command and control from start to finish; military provided escorts; like-new and operationally sound mechanical trucks; dependable and timely delivery; in

-transit visibility.

This rosy and grand picture is based on the logistical trucking footprint found in Iraq. Logisticians in Afghanistan have a completely different picture, which can range from the previously mentioned (though this is often the case) to the complete opposite. A nightmare comes to life so to speak. Here is the reality regarding the situation concerning host nation trucking in Afghanistan: cargo is loaded onto a "decent" truck and miraculously it will arrive at the destination, issue free in most instances...however taking days, weeks, and in extreme cases months.

With such a stark picture realized, the U.S. Military has since established a path towards the more gleaming and promising light. It is understood that the Afghanistan Theater offers numerous challenges for the HNT companies operating within the country. The aspects and tenets of METT-TC have never been more fully realized and obvious than in the Afghanistan Trucking Industry. Now more than ever commanders in Afghanistan are taking into consideration these tenets and are attempting to streamline a more proficient HNT Industry. By acknowledging that supporting HNT in a war zone is a military operation, the way ahead looks promising.

[\(continued on page 10\)](#)



SDDC

Military Surface
Deployment and
Distribution Command

SDDC Western Transportation Training Conference

18–21 May 2009

**The Fairmont Hotel
Dallas, TX**

Registration

To reserve a slot, all participants –including local attendees within the commuting area must register via the registration button below.

Conference Fee

\$75.00 (Non-Refundable) –Collected during Hotel Reservation

Target audience is the functional-level personnel (E4-MAJ, GS12 and below) to include DoD civilians and contractors.

NOTE: This conference is not structured for commercial carriers, therefore; carriers are not allowed to attend.

Hotel Reservation

Participants interested in staying at the Fairmont Hotel must make reservations via the reservation link upon completing the attendee registration form.

Hotel rate: \$115.00 per night (*Tax Exempt)

* Completion and surrender of Texas Hotel Occupancy Tax Exemption Certificate is required

[Registration Link](#)



Baltimore Channel

While deployed, the 101st Airborne Division (AASLT) Transportation Office formed into what is known as the CJTF-101 Joint Transportation Office (JTO); the major difference is the addition of two Air Force Captains to serve as day and night battle captains.

The JTO is responsible for all movements into and out of Afghanistan and one of the ways that the JTO is able to assist in the onward movement of passengers and cargo is the utilization of a C-130 requirement based channel mission known as the Baltimore Channel.

It is a standard C-130 and runs 3 round-trip legs a day, everyday. Our planning factor for this mission is 56 passengers and one baggage pallet, so on any given day we have the ability to move 336 passengers.

The Baltimore Channel is designed for two main reasons. First, is the completion of ULN movement from Bagram out to the smaller HUB's and secondly, is a way for us to support immediate logistical emergencies.

CENTCOM Business rules have passenger ULN's traveling into Afghanistan terminate at Bagram. Once that ULN terminates it becomes the responsibility of the JTO shop to get these passengers to their

by CW3 Kevin VanHoosier, Mobility Warrant Officer, Combined Joint Task Force 101 (CJTF-101)

final destination. There is a myriad of reasons for the completion of the ULN here at BAF, the main reason being that units cannot maintain ULN integrity past Bagram.

Soldiers must attend a mandatory two days of training and many Soldiers will attend MRAP training that can last up to five days. Many of these ULN passengers will not onward move out of Bagram via Air Force lift. We will use internal DS/GS rotary wing assets to get them from Bagram to the FOB. By terminating the ULN here at Bagram that gives us the flexibility to facilitate all of these training events, yet still allow the deploying units to meet their desired timeline.

Once the unit arrives at Bagram we no longer look at ULN's, we simply look at number of passengers who need to get from Bagram to a follow on destination. This number is determined by the deploying unit, and then passed on daily during a ULN meeting. Those requirements are received by the JTO shop and allocated either CH 47 lift, or the Baltimore channel, to complete the onward movement of those passengers.

The JTO has the ability to shift the focus of the Baltimore away from passenger movements and to focus on immediate

re-supply of sustainment cargo. The standard way of requesting airlift is by submitting a Joint Movement Request (JMR) into the Intra-Theater Airlift Request System (ITARS). This process will take anywhere between three to ten days before an actual airplane arrives, it can be expedited if you get a General Officer to sign a memorandum.

The Baltimore Channel alleviates that time by allowing us the flexibility to build specific legs for specific cargo. If a generator goes out at a FOB instead of waiting the three to ten days, I can build a specific leg of the airplane and prioritize that cargo to ensure that it flies within 24 hours. This ability has been vital for the CJTF-101 allowing us to quickly move out such critical items as unit SI/CCI, MRAP parts, mine rollers and emergency class V ammunition re-supply.

The Baltimore Channel has consistently flown at the highest utilization rate of any channel flight in the CENTCOM AOR, and constantly proves itself as a critical enabler in supporting and supplying the Soldier on the ground so that he can complete his mission. ♦



Rota Concept of Operation Way Ahead

The Rota CONOP is the primary method used by Combat Aviation Brigades (CAB) to transport their helicopters and associated equipment into the Afghanistan area of operation. Over the years, this CONOP has proven to be a well-oiled machine that has been conducted successfully each CAB rotation into Afghanistan. Its success is largely due to the outstanding support provided by the Surface Deployment and Distribution Command (SDDC), United States Transportation Command (USTRANSCOM), the United States Central Command (USCENTCOM) and the United States Air Force.

There are several constraints associated with this CONOP in order to maintain a small footprint during this operation. The first constraint for a CAB is the movement of what is considered non-aircraft associ-

ated containers through this Intermediate Location (ILOC). Currently CAB's are only allowed to transport aircraft and aircraft associated equipment through this ILOC. The CAB's are required to conduct a separate Sensitive and Commander's Critical Items (Sen/CCI) operation through Kuwait. CAB's are no different from any other unit in the military. The focus is combat power. In our case, our main focus is Helicopters. This provides the majority of our combat power. When we split our helicopters from our Sen/CCI we are essentially splitting up our combat power. Our Sen/CCI equipment is an integral part of our war fighting capability and having helicopters without weapons, or vice-a-versa, does not allow for us to be a combat multiplier

Consolidating the CAB's helicopters and Sen/CCI into one operation would be a win for everyone involved. It allows the

CAB to have its mission essential equipment arrive with its combat power. It will eliminate the need for line haul assets currently needed to move Sen/CCI containers over many miles into an ILOC that has a limited outbound staging yard for container build up for airlift. It also has the potential to reduce the amount of Strategic Airlift needed to complete the movement of this equipment, by utilizing empty pallet positions commonly seen on load plans that contain helicopters during this CONOP.

Consider this. Reexamine the Rota CONOP to improve the use of valuable air and ground transportation assets, save tax dollars by consolidating the number of operations that CAB's have to conduct, and expedite the combined movement of the CAB's combat power. ♦

(continued from pg 8) 53rd Joint Movement Control Battalion

Let us look at each one of these tenets individually:

Mission: With an average of 3,230 missions per month, a troop expansion around the corner, a need for the Afghanistan Trucking Industry exists.

Enemy: The 2008 calendar year saw a Taliban shift in tactics with a focus on the U.S. Military logistical supply lines. Local National Host Nation Truckers were targeted as if they were military combatants.

Terrain and Weather: When the enemy threat subsides in the winter months, the trucking companies face new challenges. The country of Afghanistan offers a wide array of mountainous terrain and climate weather. Road closures and movement to areas are severely hindered during the cold winter months, as well as the rainy season.

Troops and Support Available: The USG has relied upon the HNT Industry so that the U.S. Troops can focus on their respective mission. Dedicated military convoy support teams do not exist and as a result, Afghanistan Personal Security Companies (PSCs) has become a common picture on the Afghanistan roadways.

Time: This is perhaps the biggest frustration to military forces on the ground being supported by the HNT companies. Timely and controlled delivery is intermittent at best.

Civil Considerations: Thousands of jobs flourish because of the HNT Industry in Afghanistan. With the push for Afghanistan First companies during contract selection, host nation trucking is literally a perfect fit.

With the above analysis taken into consideration, such facts have been identified and a new long-term In-Definite Delivery / In-Definite Quantity (ID/IQ) contract has been initiated to provide a more stable service than the currently provided BPA contracts offer.

One thing remains certain, the advantages of promoting a local national trucking industry have been realized, and Iraq is in the process of building a system that follows suit with the Afghanistan HNT system. ♦

For more information on the Iraq driven initiatives visit [DTO&MO NEWSLETTER VOLUME V ISSUE I, JANUARY-MARCH 2009 EDITION.](#)

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(continued from pg 6) Container Intrusion Detection Device (CIDD)

Links to three applicable messages from CENTCOM, ARCENT, and DA G4 reference the use of CIDD

- [CENTCOM CIDD Requirement Msg 271828Z Oct 08](#)
- [ARCENT CIDD message](#)
- [Implementation of Container Intrusion Detection Device \(CIDD\)](#)
- [Follow-on article in February 2009 issue of PM J-AIT newsletter](#)



Figure 1. ST-675-I RFID Tag from 836th Transportation Battalion Mission from Japan to Afghanistan

(continued from page 3)

2009 Deployment Excellence Award Program Semi-Finalists

Army—Large Unit

- 412th Aviation Support Battalion, 12th Combat Aviation Bde Ansbach, GE
- Regimental Support Squadron, 2nd Stryker Cavalry Regiment Vilseck, NC

Army—Small Unit

- HHC, 10th Sustainment Brigade Troops Battalion Fort Drum, NY
- 317th Maintenance Company, 391st Combat Sustainment Support Battalion Bamberg, GE

Army—Supporting Unit

- 836th Transportation Battalion Yokohama, JP
- 838th Transportation Battalion Rotterdam, NL

Army Reserve—Large Unit

- 311th Sustainment Command (Expeditionary) Los Angeles, CA
- 335th Signal Command East Point, GA

Army Reserve—Small Unit

- HHC, 316th Sustainment Command Coraopolis, PA
- HHC, 332nd Transportation Command Tampa, FL

Army Reserve—Supporting Unit

- US Army Civil Affairs and Psychological Operations Command Fort Bragg, NC
- US Army CONUS Replacement Center Fort Benning, GA

Army National Guard—Large Unit

- 146th Expeditionary Signal Battalion Jacksonville, FL
- 2-135th Infantry Battalion Mankato, MN

Army National Guard—Small Unit

- 430th Ordnance Company (EOD) Greenville, NC
- 1132nd Military Police Company Rocky Mount, NC

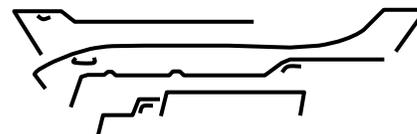
Army National Guard—Supporting Unit

- Joint Forces Headquarters—Minnesota Little Falls, MN
- Joint Forces Headquarters—Ohio Columbus, OH

All-Army—Installation

- Fort Campbell Fort Campbell, KY
- Fort Riley Fort Riley, KS

DEPLOYER'S CORNER



SDDC SMART Book for Deploying Units - The 838th Transportation Terminal Battalion (SDDC), Rotterdam, Netherlands, put together an assistance book for Unit Movement Officers and junior leaders to help provide the essential elements of information, lessons learned, and proven techniques that will assist in avoiding the most common mistakes dealing with equipment preparation, movement documentation, and Hazardous Materiel documentation. [Click here for copy of Deployment SMART Book.](#)

**SDDC OPERATIONS CENTER
CUSTOMER ADVISORY
March 19, 2009
CA-09-03/19-0058**

Subject: Military Installation Outloading Readiness Reporting.

Purpose: To advise ITO's of the requirements for updating DD Form 1726.

Be Advised: DOD 4500.9-R, Vol III, Defense Transportation Regulation (DTR), August 2007 prescribes procedures for submitting data on the capabilities of designed CONUS and OCONUS military installations to outload and receive materiel. Service Chiefs, CO-COM Commanders and Agency Directors select reporting installations. Designated installations are required to provide a DD Form 1726 report. Data is currently reported annually to the Surface Deployment and Distribution Command and is used to assess transportation feasibility of COCOM Operational Plans.

Request units submit their DD Form 1726 report directly to SDDC's 1726 website located at: <http://opscenter.sddc.army.mil/dd1726>, NLT 30 Apr 09. Enter submit once all capability data fields are completed. Forms will be automatically forwarded to SDDC for consolidation.

Failure to provide accurate data or meet the 30 Apr 09 suspense will impact our ability to conduct transportation

POC: Mr. John Minford, AMSSD-SPL, CML (618) 220-5884, DSN 770-5884 or e-mail: john.minford@ustranscom.mil.

Expiration: Friday, May 01, 2009

Notes on Deployment / Redeployment



I would like to share my redeployment experience with you. I am the Mobility Warrant Officer for 1-82 BCT ABN.

From the time we hit the ground in Iraq, we began to study the redeployment process. I have been deployed four times prior to becoming a Mobility Officer and this was my first as a transporter. What I have learned through my experience is that though the overall process stays the same, there is always little tweaks that can frustrate your cargo and yourself. The key is to be flexible, not only to new rules or procedures, but also with the individuals you encounter through your movement.

As my 88N and myself learned what was expected for us to redeploy, we began running UMO classes for the Battalion UMOs and any Company UMOs who could make it. The classes covered the movement process and their part from the FOB to home station. Due to the nature of operations, many times you will not have the same UMO bringing you home as who got you to your location in country. As the Mobility Officer, we are the continuity in the movement process. The more your UMOs know, the better.

The only other advice I can give is to make sure that you have plenty of school trained HAZMAT and UMOs. Get as many as you can into school prior to deploying. I would like to close by thanking my redeployment crew: (S-4) MAJ Baker - Sir, thank you for your mentorship. Mac, thanks for showing me the ropes and the behind the scenes workings of the job. I was blessed to have the best 88N out there SFC Romero, always dependable and hard working.

Finally to all my UMOs, your attention to detail truly made the "Devils In Baggy Pants" mission a success. I look forward to our next rotation.

CW2 James Mclean, Mobility Warrant Officer, 1st Brigade 82nd Airborne Division



Even though Brigades deploy multiple times into Iraq or Afghanistan, their leadership and staff officers have not. For many, this is their first deployment. Even after 6-7 years of conflict, the Army continues to rotate soldiers who have never deployed.

It is critical that MND DTO's provide as much assistance as possible to their incoming Brigades, by sending their Mobility Warrants down to Camp Arifjan to help intra-theater flights, adjust ULN's, provide life support answers, and help with the onward movement of cargo from the SPOD to their final destinations in Iraq.

Even though Brigades have their own Mobility Warrants that are skilled in transportation, they are ripped from their home turf back at their home stations and transplanted into a foreign transportation environment that changes monthly. It can stress the very best of transporters. Sending them a life line right off the bat sends a clear tone to Brigades that their MND's are welcoming them into the collective and is ready to assist them from the minute they step off the plane.

MAJ Kenneth Sheets, Division Transportation Officer, 25th Infantry Division

Division Transportation Officer & Mobility Officer (DTO/MO) Quarterly Newsletter

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Submissions: We solicit articles and reader's comments. Contributions of 300 words or less are ideal. Submit contributions, double-spaced in MS Word. Include name, title, complete unit address, telephone numbers, and e-mail address. Graphics can appear in an article, but you must also provide a **separate computer file for each graphic and photograph (photos must be 300 dpi)**. Send e-mail submissions to kevin.rhodes@us.army.mil. DPMO reserves the right to edit content to meet space limitations and conform to the DTO/MO Newsletter style and format. **Next issue: July 2009. Submission DEADLINE: COB 24 June 2009.**

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