

Newsletter

Volume V, Issue 1 January–March 2009



Deployment Process
Modernization Office
Fort Eustis, Virginia

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Lessons Learned from Units Around the World



Redeployment Operations

by MAJ James E. Bagley,
4th ID & MND-B DTO;
CPT Andrew M. Eljdid,
Cdr, 486th MCT; and
CW03 Edward D. Thomas,
4th ID & MND-B Mobility Officer

[\(click for article\)](#)

Deployment of Cargo

by MAJ Ken Sheets,
MND-N DTO (25th ID)

[\(click for article\)](#)



2009 Deployment Excellence Award Selection Time!

The deadline for arrival of the 2009 DEA nomination packets to the DEA board at Ft. Eustis is **31 January 2009**.

Here's how the selection process works! Prepare and submit your unit nomination packet through your higher headquarters. Your ACOM, ASCC, or DSU commands will then select who represents them in the DEA competition, properly endorses the packet, and then forwards it to the DEA Evaluation board. **Packets will only be accepted from proper command headquarters!**

The DEA board consists of 10 members that represent the Army's Command structure and will convene 9-20 February 2009, at Ft. Eustis, VA.

The board will select two semi-finalists from each Army component category (Regular, Reserve, and Guard) : Large Deploying Unit, Small Deploying Unit,

Supporting Unit, and All-Army Installation.

Each semi-finalist selected will be notified that their unit or installation will be visited on a specific date in March 09 by a DEA validation team. Winners will be announced by DA message in April 2009.

All-Army large and small deploying units that were nominated for the Operational Deployment category were visited by a Validation team during their actual deployment from their home station or mobilization site. No board is required for this category and winners are announced in the same April 09 DA message.

The DEA 2009 awards will be presented at the 5th Annual Chief of Staff Combined Logistics Excellence Award Ceremony/Banquet on 2 June 2009, at the Hilton Alexandria Mark Center Hotel, Alexandria, Virginia.

For more information contact your DEA representative or the Army DEA program manager, Mr. Henry Johnson, (757) 878-1833/DSN 826, or email henry.h.johnson@us.army.mil. DEA guidance and evaluation criteria can be found on the Deployment Process Modernization Office Web site <https://www.eustis.army.mil/deploy>. ♦

1 December 08 - 20 January 09: Submit your self-nomination packets through your chain of command

31 January 2009: *Nomination packets (with chain of command endorsements) are due to the DEA evaluation board

9-20 February 2009: The DEA board selects semi-finalists

2-20 March 2009: DEA teams conduct on-site validation of selected semi-finalists

April 2009: Winners announced by Army G4 "official" message

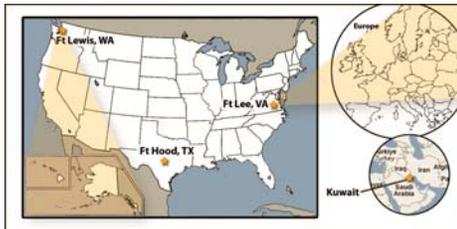
2 Jun 2009: Award ceremony and banquet in Washington, D.C.

* Nomination packets are accepted only from your nominating headquarters

PM TIS On the Move!

PRODUCT MANAGER | TRANSPORTATION INFORMATION SYSTEMS

Product Manager, Transportation Information Systems (PM TIS) continues to expand its services and support with a strong focus on our customers. In the Fall 2008, we put in place a regional office concept to ensure we had dedicated assets across the Continental United States (CONUS) and in Southwest Asia (SWA). All regional office teams report directly to Mr. Michael Loya, the PM TIS Operations Division Chief. Regional offices are in place in Ft. Lee, VA, Ft. Hood, TX, Ft. Lewis, WA, and Kuwait.



The purpose of these dedicated teams of trainers, Subject Matter Experts (SMEs), and System Integration Managers (SIMs) is to provide user training, system integrations and configuration support, and deployment operations support. They also assist with regional site surveys and New Material Information Briefings (NMIBs). In preparation for their unique assignments, team members will have taken the full range of PM TIS training classes, Defense Acquisition University (DAU) training and certification, or SIMs Transportation Coordinators' - Automated Information for Movements System II (TC-AIMS II) training.

Ft. Lee, VA

Mr. Marvin Hatcher heads up this team at Ft. Lee, VA. In addition to local support, future plans include on-site support to United States Army, Europe (USAREUR) and to SWA during the 2nd and 3rd quarters FY09. The Ft. Lee team is the "Flagship" team setting the standards for the Ft. Hood, Ft. Lewis, and SWA teams to follow. The Ft. Lee team trains and certifies all new PM TIS employees on the suite of TIS products offered by the PM. Upon successful completion of this training and certification program, new employees return to their respective branch armed with the knowledge necessary to execute the missions and tasks that support the Warfighter using PM TIS products.

Ft. Hood, TX

Mr. Fred Klinger's team at Ft. Hood, TX, supports the central region of CONUS to include areas in Puerto Rico and the Virgin Islands. The Ft. Hood team has been extremely busy since the regional office was established. The team has been embedded with the 1st Cavalry Division and the Ft. Hood Director of Logistics (DOL) supporting the first time of use of TC-AIMS II to deploy the Warfighter from Ft. Hood.

Ft. Lewis, WA

Mr. Russell Albright manages the Ft. Lewis team. Their responsibilities include support to Pacific Rim locations (Hawaii, Alaska, and Korea). The Ft. Lewis team is currently in the midst of staffing up and obtaining the facilities

necessary to conduct training and support operations. The team's first mission will be to conduct New Equipment Training (NET) for Theater Operations (TOPS) supporting US Forces Korea (USFK) during the 2nd and 3rd quarters FY09.

SWA - Kuwait

Mr. Terry Gaultney manages the Kuwait team. In addition to the team of experts, PM TIS will be adding a much needed server infrastructure in select locations throughout SWA. Unit Move and TOPS training will be conducted in the new PM TIS training facility in Kuwait beginning 2nd quarter FY09. The new server architecture will be installed during the 3rd quarter FY09 providing improved connectivity and performance for SWA users.

PM TIS is "On the Move" and continues to improve its products and services necessary to support the Warfighter worldwide. The regional office concept will enhance training and support operations allowing the PM to better meet the needs of the user community while ensuring timely, responsive, and professional support. ♦

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Safety During Container Handling Unit (CHU) Operation

Commanders, Sergeants Major, First Sergeants, Platoon Leaders: If your unit has CHUs authorized and you are using them to move containers, it is imperative that all safety steps must be followed to place the CHU into operation. If these steps are not followed, especially engaging the bail bar lock and pin, SERIOUS injury or death to the operator could easily occur.

The Transportation School is currently

provided by Mr. John Race, Assistant Commandant, U.S. Army Transportation Center and School

reviewing CHU training given to 88M Soldiers in AIT, but units must ensure operators are qualified to safely operate the CHU with either the HEMMT-LHS or PLS wheeled vehicles.

A Soldier was fatally injured recently when the proper procedures were not followed and the CHU came off of the LHS hook and crushed him. I draw your attention to the SAFETY ALERT NOTICE 09-1 (attached) from the Combat Readiness Center.

TM 9-2320-364-10 is the manual to refer to for placing the CHU into operation. ♦

[Safety Alert Notice 09-1.pdf](#)





Army-Wide Deployment / Redeployment Conference

On 3-7 November 2008, Department of the Army G4, Strategic Mobility Division hosted the first Army-Wide Deployment/Redeployment Conference at the Marriott at City Center in Newport News, Virginia. The conference combined three formerly separate conferences: the Transportation Coordinators Automated Information for Movement System (TC-AIMS II) Users' Conference; the FORSCOM Deployment and Redeployment Conference; and the Army Deployment and Redeployment Conference. There were over 180 attendees from various agencies including all Army Commands, Army Direct Reporting Units, Army Service Component Commands, Joint Forces Command, United States Transportation Command (USTRANSCOM) and the US Navy.

The conference focused on improving deployment/redeployment policy, doctrine, and training as well as facilitating

the evolution of transportation information systems. Through briefings, the conference provided a forum for members of the transportation community to share information, present recent achievements, identify systemic problems and develop possible solutions.

TC-AIMS II training sessions were made available throughout the conference for the modules of Chain of Command, Compass Export and Unit Move Convoy. Sessions provided hands on experience with guidance from subject matter experts. Program Manager Transportation Information System (PM TIS) debuted its' prototype of "Turbo Trans". This transportation tool is to be a user friendly unit movement module that will simplify the function of the Unit Movement Officer (UMO). The UMO can easily develop the Unit Deployment Data and export the information to the Mobility/Warrant or Non-Commissioned Officer (NCO). PM TIS welcomed input and

feedback from all users to enhance this module before it is released.

Another small working group focused on the standardization of Installation Deployment Support. This workshop reviewed Appendix F Installation Support (FM 3-35) to determine if the material was current and relevant. Participants agreed that the material in the appendix was appropriate but suggested some format changes and the addition of some terms. Also, the workshop outlined the installation support study and the scope of the contract to build templates standardizing IMCOM installation deployment support functions.

All briefings, notes from breakout sessions, sign in sheet and due outs will be posted on the TC AIMS II AKO website (<https://www.us.army.mil/suite/page/451863>) and on the DPMO website (<https://www.eustis.army.mil/depoly>). ♦



Iraqi Transportation Network (ITN)

provided by LTC Monica L. Burnhauser, Strategic Division, CJ1/4/8 MNF-I

What has 119 tribes, 135 sheikhs and covers half of Iraq? It is the Iraqi Transportation Network (ITN). The ITN is an all Iraqi, consortium of tribally owned trucking companies that transport military cargo without security escort with the tribes providing guarantees that the cargo will arrive safe and undamaged. The ITN is intended to foster cooperation between tribes and



Trucks belonging to the Iraqi Transportation Network, an Iraqi-owned and operated logistics network, are loaded with containers at Camp

pating tribes. It tests the ability to transport cargo in Iraq without heavily armed escort teams. As security conditions improve in Iraq it is expected that significantly more low priority and low value cargo will be transported without security escort, removing heavily armed convoys from the road and taking soldiers out of harm's way.

October was a busy month for the ITN. During the first half of the month, the project team was focused on completing the Central Iraq tribal agreements and security screenings for hundreds of new drivers. Agreements were completed in early October and first missions in the new regions began on the 10th. By the end of October, 325 drivers received their security screening, with approximately 200 more drivers in the queue for screening so they can begin their ITN jobs.

On 22 October a formal signing ceremony was held to commemorate the Central Iraq agreements. Sheikh lead-

ers from each of the new tribal trucking companies joined the Sheikhs from the original Al Anbar area of operations to celebrate the expansion of the program. Notable was that both Sunni and



Sheikh leaders from Central and West Iraq gather on 22 October 2008 to celebrate the signing of the ITN tribal agreements for Central Iraq. Joining the sheikhs are members of the prime vendor, Al Seqir and the development team, including MNF-I representatives, CAPT Dan

Shia tribes are represented in the program and are working together for the economic benefit of all the tribes. MNF-I CJ 1/4/8 representatives, CAPT Dan Pionk and CDR Ken Titcomb joined the festivities to celebrate expansion of the program. [\(continued on page 9\)](#)

Coalition Forces and provide an economic stimulus and jobs to the partici-



Redeployment Operations: Four Keys to Success

by MAJ James E. Bagley, 4th ID & MND-B DTO; CPT Andrew M. Eljdid, Cdr, 486th MCT; and CW03 Edward D. Thomas, 4th ID & MND-B Mobility Officer

Redeployment readiness is a function that must be maintained throughout a deployment. Many times units do not begin to take a hard look at redeployment operations until one-hundred and twenty days prior to their Transfer of Authority (TOA). The fast pace of combat operations in Iraq tend to keep units focused on their operational mission until they are on their intra-theater flight back to Kuwait. However, in order to get to the point of being able to redeploy, units have to find ways to accomplish redeployment tasks. After planning and executing four brigade-sized redeployments, the following four keys have proven essential for a successful redeployment: transition board preparation, an effective Pre-Redeployment Site Survey (PRSS), a supportable rotary wing plan, and accurate redeployment Transportation Movement Requests (TMR).

The first key to a successful redeployment is transition board preparation. The transition board is designed to facilitate the deployment and redeployment of units in and out of the Iraqi Theater of Operations. The board is hosted by Multi-National Corps Iraq (MNC-I) and it is conducted 120-90 days before the redeploying unit's boots on the ground (BOG) date. Transition

board preparation begins 180-150 days prior to a unit's Transfer of Authority (TOA). The division Mobility Warrant Officer (MWO) provides the Brigade MWO with redeployment unit line numbers (ULN) to review. The Brigade MWO will edit the passenger and cargo ULNs according to the brigade's planned redeployment flow and raise any issues or concerns that the unit may have regarding current MNC-I guidance or timelines for the incoming unit.

Once the redeploying unit has set its redeployment flow, the Division Transportation Officer (DTO) along with the Transitions Officer will review the plan to ensure it is feasible and complies with Central Command (CENTCOM) business rules. Proper preparation between the division and redeploying Brigade Combat Team (BCT) prior to the transition board will make the actual transition board process last about ten minutes. The end product of the board is a signed agreement between the unit and MNC-I regarding the redeployment timeline. The Multi-National Division (MND) will ensure the agreement is followed through when it comes time for execution. The time and effort spent preparing for the transition board will ensure every headquarters is operating from the same timeline from unit to theater level.

Another key to success is the PRSS of the Kuwait redeployment nodes. It is recommended for a unit to conduct this survey 150-120 days prior to their cargo Available to Load Date (ALD). Recommended personnel for the PRSS are the Brigade Executive Officer, Brigade S-4, Brigade Mobility Warrant, the Brigade S-1 and the Property Book Officer (PBO). Some units also send an equipment reset Officer in Charge (OIC) or a Brigade S-3 representative that will write the brigade redeployment order. BCTs must coordinate through their Division Liaison Officer (LNO) located at Camp Arifjan at least two weeks prior to the scheduled visit.

The PRSS is a three day process beginning with the initial briefing given by the 1st Theater Support Command (TSC) on day one. The initial briefing covers items such as container procedures, hazardous materials, sensitive items, support packages and port operations. The second day is dedicated to visiting the wash rack at Camp Arifjan, the wash rack at the Kuwaiti Naval Base (KNB) and the Sea Port of Embarkation (SPOD) at Ash Shuaybah. Day three is dedicated to visiting Camp Virginia, which is the Logistics Support Area (LSA) for Soldiers awaiting Inter-Theater flights back to home station. At the conclusion of this detailed three day process, units

[\(continued on page 9\)](#)



Mobility Warrant Officer Class Dates for 2009

Course	Report Date	Start Date	Graduation Date
Advance Course	22 March 2009	23 March 2009	25 June 2009
Basic Course	9 March 2009	10 March 2009	23 July 2009
	7 July 2009	8 July 2009	20 November 2009

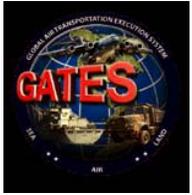
Open seats still available for the Advance Course. Please contact HRC to reserve your seat.

POC at US Army Transportation School is CW3 Scott McWhorter, Course Manager, Mobility Warrant Officer Advance and Basic Courses, (757) 878-2369, DSN 826, donald.mcwhorter@us.army.mil



Global Air Transportation Execution System (GATES) Replaces Worldwide Port System (WPS)

by Mr. Paul Weitenber, 598th Trans Gp, Traffic Mgr



In Oct/Nov 2008, Phase I of the newly developed GATES Water Port system will be implemented. The Worldwide Port System (WPS) Regional databases will be closed down and GATES WP Central Site will start to collect and feed data to the terminals.

USTRANSCOM looked into the different systems used by DOD for all of their business processes and decided to minimize the number of programs in use by combining programs that roughly have the same purpose. For that reason GATES was chosen to develop a surface transportation system with GATES technology to replace WPS.

With the input from SDDC 598th Terminal Management Department (TMD), 838th and 839th Battalion lead documenters will ensure this new system will at a minimum have the same user capabilities as WPS and also identify lots of improvements. GATES is ap-

proved by USTRANSCOM to be launched.

The implementation of GATES makes it possible to avoid duplicate handling of shipment data in several different documentation systems used by shippers and SDDC.



In GATES, the shipper can directly enter Advanced Transportation Control & Movement Documents (ATC-MDs) instead of sending a fax or floppy with information to the Battalions, who in turn need to import this data, as is the case in WPS. The shipper can issue the ATCMDs direct in GATES or use their own program to feed GATES using interfaces. This will not only save the Mil-

tary transportation community a lot of extra handling of data it also avoids possible typing mistakes, such as double entry of data.

It is intended to implement phase II by the end of 2009. That will be when the WPS terminal servers are shut down and all documentation is done in GATES WP. The carry-away systems will get replaced by Deployment GATES laptops and only the web based program is on line.

Finally, Phase III will mark the end of WPS when new scanners, also based on windows technology, will be introduced and available for all terminals. This is scheduled to take place in 2010. ♦

If you would like to know more about GATES, an introduction can be found at the 598th Transportation Group (SDDC) Intranet or on www.ndta-benelux.org

For more information: Paul Weitenberg, 598th Transportation Group, Traffic Manager, paul.weitenberg@us.army.mil

(Reprinted from the 598th (SDDC) Trans Tribune by permission of the 598th Trans Gp)

Movement Planning Process

- Step 1:** ID what needs to be moved Based on METT-T and command guidance, planning must reflect Personnel, Equipment, Supplies and how unit will accomplish the move.
- Step 2:** ID equipment needed TAT YELLOW TAT, RED TAT, NTAT
- Step 3:** ID What needs to move by air Advance party personnel and equipment requirements can be found in the OPLAN. Remaining personnel usually move with the main body.
- Step 4:** ID Hazardous, Sensitive, and Classified cargo for packaging, labeling, segregation and placarding for movement
- Step 5:** ID bulk cargo requirements Record equipment and cargo requiring palletization/ containerization on packing list. Plan for MHE and additional trans assets
- Step 6:** Develop vehicle load plans Equipment moved in or on unit vehicles must be annotated on load card and OEL
- Step 7:** ID BBPCT requirements Internal vehicle loads and containers must be blocked and braced
- Step 8:** Translate to transportation terms Create Unit Movement Data (UMD) and record on UDL
- Step 9:** Determine Mode to POE Transport modes are identified for Movement to the POE and personnel and equipment. Wheeled vehicles will normally convoy when distances are ≤ 400 miles, tracked will move via commercial rail, truck or inland water, Army aircraft usually self deploy to the POE
- Step 10:** Prepare Unit Movement Plan Determine administrative, logistical and coordinating requirement for the plan. The movement plan is formatted with appropriate annexes
- Step 11:** Maintain Unit Movement Plan Update planning elements and UMD annually or as significant changes occur

Reference: FM 4-01.011 and FORSCOM Reg 55-1, Para 5-5



ICODES Selected to Support Single Load Planning Capability (SLPC)

provided by Mr. William Eischeid, ICODES Functional Lead, SDDC-IMA-GS

The October 2007 Distribution Steering Group (DSG) approved the expansion of the Integrated Computerized Deployment System (ICODES) as the platform for a DoD Single Load Planning Capability (SLPC) and directed implementation begin effective 3 September 2008. ICODES-GS (Global Services) will be a joint decision-support system developed to assist users with planning and execution in the loading and stowage of military cargo aboard military and commercial ships, railcars, yards and trucks. The SLPC effort will converge functionality found in ICODES and the Automated Air Load Planning System (AALPS), providing load planning capabilities for all modes and conveyances in a single software application.

ICODES-GS will contain individual modules for load planning different conveyances while utilizing deployment lists to produce one or more load plans, either simultaneously or independently, depending on mission, location and op-

erational scope. This technology will expand the intelligent agents currently employed for ship load planning, into the additional conveyance planning capabilities for airlift, rail, and truckload planning. These agents will be domain specific in terms of structural and spatial limitations, loading or storage of Hazmat, etc.

The Collaborative Information Workspace (CIW) is a research and development (R&D) effort seeking to employ or supplement, the emergent US-TRANSCOM Enterprise Service Bus (ESB). This effort intends to link the geographically distributed Military service-level planners into a virtual, interactively collaborative enterprise, by sharing pre-stow and as-loaded plans, and cargo lists created in ICODES-GS. The CIW intends to expose ICODES GS services and plan artifacts to the larger DOD-wide community. This will enable peripheral users of the Defense Transportation System (DTS) access to the

ICODES GS end-user applications and enable external planning systems such as the Joint Operation Planning and Execution System (JOPES) to automatically employ ICODES GS services to, for example, estimate the number of ships and containers required to implement a Time Phased Deployment Document (TPFDD).

The desired end state, a single load planning capability, will provide planners with an enterprise view using an integrated data source for developing load plans and sharing load plan information to support logistics decision-making at multiple echelons of command. This capability will be based upon common Department of Defense (DOD) standard data, which can be used by load planners of all Services and Agencies for conveyance load planning in support of Deployment and Distribution transportation operations.◆

Email: William.eischeid@conus.army.mil



The Iraqi Republic Railway (IRR)

provided by MAJ Van Edward White, CJ1/4/8 MNF-I

In the 1970's and 80's, the Iraqi Republic Railway (IRR) was a key component of the Iraqi economy, moving vast amounts of oil, grain, cement and steel. Today the IRR is in need of a \$2 billion face lift. The majority of the 9,500 cars and locomotives have not moved nor had preventive maintenance completed since 2003. Realistically, only 30% of the fleet is operational.

Approximately 2,400 kilometers of track exist throughout Iraq. Currently, tracks do not connect to Jordan, Kuwait or Saudi Arabia, but do connect to Turkey through Syria. Although the majority of the track is operational, the line from Rabiya to Basrah is below the industry standard, limiting speed, number of cars per train and the weight of the cars. The estimated cost of replacing the line is \$940 million.

Qasr by rail and onward to Kuwait by barge. It is designed to demonstrate the ability of the IRR to transport cargo consistently and efficiently. Although a small step, it is the key to establishing Taji as a staging area for CFs and, in the future, the backbone for the movement of Iraqi material to the Iraqi Taji National Depot.

[\(continued on page 9\)](#)



Part of the \$2 billion facelift:
IRR locomotive in need of repair

With the assistance of Coalition Forces (CF), the IRR is coming back to life. As a result of CF efforts as well as a more secure environment throughout Iraq, 85,000 passengers have used the train since 1 January 2008 and one million liters of crude oil have moved daily from Baiji to Haqlaniya since 1 July 2008.

Currently, the MNF-I Logistics Directorate and IRR are working together to execute a Taji Rail Spur Proof of Principle moving containers from Taji to Umm



Inspectors from IRR inspecting the tracks at the Taji rail spur in preparation for the Proof Of Principle.



Deployment of Cargo

25 ID, in conjunction with JOPES, inputted an Available Load Date of equipment (Sea movement) three months prior to Transfer of Authority date. Equipment arrived in Kuwait a month prior to pax arrival in Iraq. This will require the DTO and unit RSOI pax to arrive prior to vessel arrival at SPOD.

However, this will allow the DTO to concentrate of cargo movement without having to move pax at the same time.

In addition, all equipment will be at final destination waiting on main body pax to fall in on. This also applies to SBCT and HBCT requiring Armor MOD's.

by MAJ Ken Sheets, MND-N DTO (25th ID)

Kuwait can only Mod 4 armor vehicles in a day.

By arriving two months early, there will be plenty of time to conduct armor mods in Kuwait prior to MB arriving to fire equipment at Buehring. ♦



Logistics Battle Command and Logistics Process Analysis Tool Integration

by Mr. Timothy K. Perkins, USACE ERDC / TRAC-MTRY

Logisticians and Operations Research analysts may soon have a new capability to assess sustainment plans. The lead developer of the Logistics Process Analysis Tool (LPAT) from Argonne National Laboratory (ANL) met with the team responsible for the Logistics Battle Command (LBC) simulation at the TRADOC Analysis Center (TRAC)-Monterey.

LBC is a flexible general model that enables the analysis of sustainment planning and execution scenarios. LBC plans may include a transportation network, communication networks, tasks, and resources.

LPAT merges macro-transportation planning capabilities (from the ELIST model) with micro-process analysis (from the Process Analysis Tool - PAT). The PAT is a component of LPAT that provides a graphical user interface to develop and analyze plans to include tasks, and resources. DPMO played a role in the development of the PAT tool. The PAT tool was initiated under the Fort Future Virtual Installation (FFVI) by the U.S. Army Corps of Engineers - Engineer Research and Development Center (ERDC), in collaboration with DPMO and ANL. After development of the initial modeling capability under FFVI, ANL continued work on the tool, providing a user interface and supporting analysis tools, resulting in the PAT.

The LPAT and LBC developers have identified a way ahead that will bring the strengths of both tools together to provide an ability to rapidly develop and model sustainment plans. Bringing the graphical PAT task planning and analysis capability together with the communication network capability of LBC will provide the strengths of both in a single tool. TRAC-Monterey plans to work with ANL and TRAC-LEE to enhance LBC with PAT capabilities that will enable logisticians and Operation Research analysts to analyze and optimize sustainment operations. For more information, please contact: timothy.k.perkins@us.army.mil.

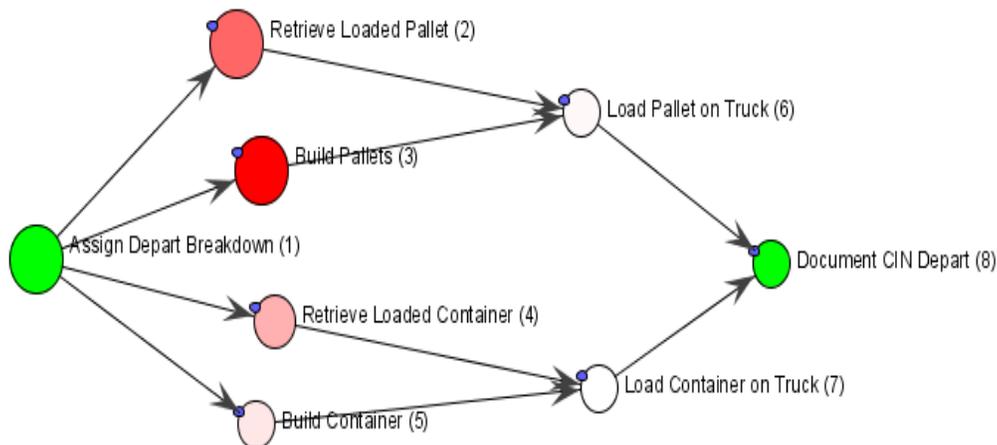


Figure 1. Example task plan diagram from the Process Analysis Tool.



HAZMAT (Part 2): Steps and Hints on How to Make Your Deployment Easier (AKA: more hints on how to avoid frustrated HAZMAT cargo)

by Mr. Robert Colclough, Supervisory HAZMAT Certification Instructor, Vilseck, Germany)

Our last article in the Oct 07 newsletter identified Issues like: **make sure you have trained people who can do the job, properly appoint them to accomplish the task, properly identify what you are bringing and contact the right folks before you seal that container.**

Since then, I have witnessed several deployment actions and have a few more recommendations to make your life easier.



(Commercial HAZMAT box)

Obtain and Use the right regulations – and don't "skimp" by using cheat sheets.

The rules to ship items by vessel **ARE** different than domestic shipments. **AND** they change each year, enough to get you in trouble, perhaps legal trouble. Same for commercial air shipment preparation.

Use the Impact Card to get the CURRENT vessel (IMDG) and commercial air (IATA) regulations – deployment funds are available. This baloney of only using the regulations and guides your certifiers pick up in class will only get you in trouble – and risk the mission. Your folks are trained to use the current ones, so take advantage of NOT giving them the best tools available. Two sources to purchase these regulations at are:

IMDG: <http://www.imo.org/index.htm>

ITAT: <https://www.iataonline.com/>

Or: www.labelmaster.com or www.jjkeller.com



(Commercial HAZMAT-ORM-D)

Make sure of your mission requirements for deployment.

Remember the old saying – everyone has opinions, just like everyone has, well you know... Thousands, tens of thousands, if not hundreds of thousands of dollars have been spent buying items that are already in the Area Of Operation (AO), just waiting to be reserved (ordered) and picked up when you get in theater. Stuff like pesticides, compressed air, lubricants and Simple Green cleaners abound in the reception areas. Bringing "your own" only adds to the redeployment load and the costs of our operations down range. Just because you can use that Impact Card (the one you won't use for regulations) for bug spray doesn't mean you have to.

If the items are not on your OP Orders or other correspondence – then why would you bring them? Think before you order extraneous items and force your certifiers to do the research and paperwork to get them in your containers for deployment.



(Pre-deployment Inspection)

Consolidate where you can - and don't seal your containers until they are inspected by the SDDC or local transport inspectors.

While it is "nice" to have company level sets and things segregated to individual teams, HAZMAT shipments average 3 times the cost to ship the same amount of toilet paper. Smart units consolidate their HAZMAT – then distribute the items as you train and bring your units into the AO.

As we have suggested before – DO NOT seal your containers until the inspection comes around and verifies your packing lists, HAZMAT paperwork and load configurations. Most deployments are inspected by SDDC teams, local DOL inspectors or both. Also they are great source for help before you make mistakes.



(HAZMAT on tarmac)

Help is ALWAYS there – please ask questions!

All of the people in the transportation "business" want the mission to succeed – and to go as smoothly as possible. Just remember that you are not alone out there, no one else wants to spend 8 hours out on a cold tarmac fixing HAZMAT packaging and documentation problems.

One site to go to is the "Transporting HAZMAT" Community of Practice at: <https://www.us.army.mil/suite/page/240854>. Another great web site is <http://www.sddc.army.mil>. This site can direct you to the Transportation Battalion servicing your area...

(Robert Colclough is currently the Supervisory HAZMAT Certification Instructor for the Defense Ammunition Center in Germany – previous assignments include CFLCC civilian ammo manager, ammunition LAR and accountable officer at Miesau Germany)

continued from page 4: Redeployment Operations - Four Keys to Success

come away with a complete understanding of how redeployment operations are conducted in Kuwait. If after the three day PRSS, a unit needs to revisit a node or requires additional information on a topic, arrangements can be made through the Division LNO located at Camp Arifjan.

Rotary wing operations play a big part in a unit's overall redeployment plan. As a unit develops its redeployment plan, rotary wing operations must not be overlooked. Helicopters are the primary mode of transportation for units not located at the same location as the Aerial Port of Embarkation (APOE). Some factors to consider when building the rotary wing plan include the number of personnel to be moved, helicopter assets available for the move, and most importantly weather. The Brigade Aviation Officer (BAO) must effectively communicate the BCT rotary wing requirements to G3 Aviation. The DTO and G3 Aviation will ensure the rotary plan is feasible and able to meet fixed-wing timelines.

Weather is such an important factor when it comes to rotary wing operations because it affects intra-theater flights to Kuwait and inter-theater flights back to home station. Intra-theater flights usually occur on the Ready to Load Date (RLD), which is two days prior to the inter-theater flight to home station. Sandstorms in Iraq can sometimes last up to three days. The best way to overcome potential delays based on weather is to maintain 300 to 400 Soldiers on standby at the APOE. This contingency pool should be comprised of Soldiers not essential to the Relief in Place (RIP) process. These Soldiers should arrive to the APOE at least three days prior to the scheduled intra-theater flight. This gives the BCT a security blanket in case weather turns bad. Having Soldiers on standby at the APOE has proven to be an effective method of ensuring an uninterrupted redeployment to home station. Based on historical data, BCTs should plan on having at least two days of limited operations based on weather.

Another key to a successful redeployment is the redeployment TMR. The manner in which these requests are submitted, processed and executed is crucial to maintaining proper accountability of equipment as it moves out of theater. Redeployment TMRs must be submitted at least thirty days prior to the requested movement date. This gives the Movement Control Battalion (MCB) adequate time to allocate the requirements against available backhaul assets. It also gives sufficient time for the Division Support Movement Control Team (MCT) to react to changes without negatively affecting the redeployment timeline. It is critical that trucks are loaded in a deliberate manner which maintains TMR integrity. Cargo upload is not a free-for-all until every piece of equipment leaves the yard; this is how equipment gets lost. If the unit makes any changes to their load plans, the MCT must know immediately so they can modify the TMRs in Trans Log Web. If the actual load differs from the load indicated on the document, then there will be significant

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

continued from page 3: Iraqi Transportation Network

October also saw a dramatic increase in trucking missions with 872 truckloads of military cargo moved by the ITN. The total was an 80% increase over September - a good indication of things to come in future months. During the month MNC-I released a new ITN Standard Operating Procedure that greatly expanded the classes of supply that ITN could carry. The 3rd ESC is working to incorporate ITN's new capabilities into the theater's strategic movement plan, tasking ITN to take on missions such as bottled water transportation between Forward Operating Bases. At the end of October, JCC I/A issued a new \$9.5 million contract extension for ITN operations that is expected to bridge the program until a new multi-year contract can be signed in January of 2009. ♦

continued from page 6: The Iraqi Republic Railway

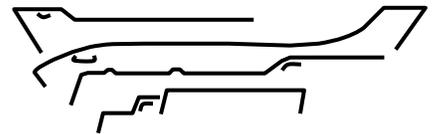
Currently, rail is the safest mode of transportation in Iraq with attacks on .6% of all train movements. The consistent and safe use of the railway by CFs will build confidence in the IRR, stimulate economic growth, and ultimately lead to confidence in the Government of Iraq. The strategic end state for the railroad in Iraq is to become the distribution backbone of bulk commodities and augmenting pipelines in oil and finished petroleum products distribution. The railroad will provide the intermodal link to the land-bridge or "Dry Channel" which will move material from the Mediterranean across Syria and Iraq to the Arabian Sea. This serves to posture Iraq as a strategic distribution player in the transport of goods between Europe and the Orient by paralleling the Suez Canal and adding value and capacity to the world marketplace. ♦

Please contact MAJ Van Edward White at van.white@iraq.centcom.mil for more information.

10 Simple Steps to Complete a Deployment

1. Create a UDL
2. Send Compass
3. Correct any errors
4. Inspect, seal, and weigh equipment
5. Update weights
6. Print MSL's, Burn RF Tags
7. UMO affixes MSL's and tags
8. UMO orders trucks, copy of Port Call w/weights & TCNs
9. UMO coordinates with TMP to load trucks
10. Equipment goes to Port

DEPLOYER'S CORNER



New Doctrine on Army Prepositioned Operations: FM 3-35.1 Army Prepositioned Operations dated 1 July 2008 has been completed and is now available on the web. It replaces FM 100-17-1 Army Pre-positioned Afloat Operations and FM 100-17-2 Army Pre-positioned Land.

RF-ITV Tracking: Over-interrogating will impact the longevity of the life of a battery and will end visibility of your shipments. RF tags with low battery power may not operate properly, and tags with dead batteries will not be read by interrogators. In essence, you will have no ITV!

To avoid over-interrogation of your tags and make sure that you maintain visibility of your shipments, you can do one of the following:

1. During staging operations, place tagged items as far away as practicable from interrogators.
2. Turn the battery around if your shipment has reached its final destination or if the item is not scheduled for movement. However, be sure you verify that the batteries are activated by turning the battery around when your shipment is ready for movement.
3. Re-evaluate current procedure/processes of your established RF infrastructure.

Unit Movement Officer Deployment Planning Course: The U.S. Army Transportation School has released the 2008 Edition, Version 11 guide for the UMO Deployment Planning Course. The guide consists of air, sea, rail, and highway deployment lesson slides, practical exercises, examples of required DD Forms for movement of equipment and vehicles, planning data, HAZMAT, and examples of convoy movement planning. The guide can be downloaded from <http://www.transchool.eustis.army.mil/UMOD/default.htm>

TC-AIMS II (Lindenhurst Release Notes): 6 January 2009 – The Lindenhurst Build Product Release introduces improvements across the TC-AIMS II and AALPS systems. Product enhancements include security fixes, new product functionality, performance enhancements for the Enterprise, and changes to improve usability. Specifically, this Build will introduce improvements in Enterprise performance and enhancements/changes that improve usability and product functionality such as:

- Remove the Defense Information Infrastructure/Common Operating Environment (DII/COE) product installer and replace it with Install Shield
- Improve Enterprise performance through hardware infrastructure upgrades and database improvement
- Implement an automated Convoy Route generation and De-Confliction tool using generic algorithms to allow for multiple convoy de-confliction
- Implement Military Grid Reference System (MGRS) grid coordinate display on the map
- Add the Check Digit and Container/Van Number to Asset Management/Manage Equipment modules
- Implement the capability to automatically archive Theater Operations data as well as purge expired convoy information
- Automate the creation of Computerized Movement Planning and Status System (COMPASS) header records.

The TC-AIMS II Release 5.1.4 and AALPS Release 5.1.4 changes from TC-AIMS II release 3.03.004.00.05 and AALPS release 4.4.003.00 are described in this document.

[\(Lindenhurst Release Notes click here\)](#)

continued from page 9: Redeployment Operations - Four Keys to Success

delays in the download process. This can all be avoided very easily if the unit reports all changes to the division support MCT immediately.

The Unit Movement Officer (UMO) must ensure all cargo is staged and ready to load prior to the requested pull date stated on the TMR. If the cargo is not going to be staged by the requested pull date, it is critical the unit informs the MCT immediately. Doing so allows the MCB to re-allocate truck assets to other missions. The MCT is the link to the DTO as well as the MCB and the Sustainment Brigades who control the truck assets. The Division Support MCT is the one-stop shop for all ground transportation support during a unit's redeploy-

ment and accurate TMRs provide the foundation for successful ground movements to Kuwait.

To summarize, the four keys to a successful redeployment are transition board preparation, an effective PRSS, a supportable rotary wing plan and accurate redeployment TMRs. Units that have followed these four keys to success have been successful in the past.

Redeployment operations will continue to happen in the future and units must be able to meet established redeployment timelines. These time honored keys to success are a tool units can use as they approach the redeployment window. ♦

Major James E. Bagley- Serves as the Division Transportation Officer for 4th Infantry Division and Multi-National Division Baghdad. This is his second operational deployment and has thirteen years of transportation experience.

Captain Andrew M. Eljdid- Serves as the Commander for the 486th Movement Control Team (MCT). His unit is the MND-B Division Support MCT. He is on his first operational deployment and has three years of transportation experience.

Chief Warrant Officer 3- Edward D. Thomas serves as the Division Mobility Officer for 4th Infantry Division and Multi-National Division Baghdad. This is his third operational deployment and has fifteen years of transportation experience.

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

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Purpose: DPMO publishes the DTO/MO Newsletter four times a year. DPMO is a Army G3/4 chartered organization that serves as the Army deployment proponent. This periodical is governed by Army Regulation 25-30 (The Army Publishing Program), Chapter 10. The DTO/MO Newsletter is a vehicle to disseminate recent developments in Army deployment concepts, procedures, and issues. The intent is to provide a flow of information among readers around the globe. **Disclaimer:** Since the DTO/MO 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, USATC&S, or DPMO.

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Submission DEADLINE: COB 27 March 2009.

Distribution: This publication is packaged for e-mailing and distributed by DPMO at Ft. Eustis, VA.

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