Division Transportation Officer & Mobility Officer

Newsletter

Volume V, Issue 4 October—December 2009

Deployment Process Modernization Office
Fort Lee, Virginia

Inside this issue:

Deployment Lessons Learned

82nd Abn Div/CJTF-82
by MAJ John Belanger, DTO
(click for article)

MND-N/TF Lightning
by Kenneth Sheets, DTO
(click for article)

The 2010 Army Deployment Excellence Award Competition Year End is Near

The DEA 2010 competition year draws to a close on 30 November 2009.

The program is open to all Active, National Guard, and Reserve units and installations that had a deployment/ redeployment or deployment/redeployment support mission that related to (e.g. war, contingencies, training, peace keeping, operational rotation, humanitarian relief, or National/State emergencies) within the competition year (1 December 2008 - 30 November 2009).

On behalf of Lieutenant General Stevenson, Deputy Chief of Staff, G4 and Brigadier General Layer, Chief of Transportation, we challenge you to compete for the coveted Chief of Staff, Army Deployment Excellence Award.

Units and installations that are planning to participate this year should be preparing their self-nomination packets and submitting it through command channels by their designated submission deadlines.

For information on how to prepare a self-nomination packet, go to https://www.eustis.army.mil/deploy/Downloads/DEA_Binder.pdf. ♦

If your unit was deployed during last year's competition period and could not submit your packet before the February 09 board date, you may be eligible for this year's competition under a "grandfather" clause. Please contact Mr. Henry Johnson, DEA Program Manager at 804-765-0940 for more information.

PM TIS ....On the Move
PRODUCT MANAGER | TRANSPORTATION INFORMATION SYSTEMS

PM TIS Releases AMFT-ITV Capability

by Ms. Tami Johnson, PM-TIS

PM TIS continues to be *"On the Move"* with all our products. I want to focus this month on our newest prototype-to-product delivery.

On 31 Jul 09, PM TIS officially released the Automated Movement Flow Tracking In-Transit Visibility (AMFT-ITV) tool. This tool is a web-based utility that provides commanders and staff with a simple method to capture and assemble data from the national Radio Frequency In-Transit Visibility (RF-ITV) server into a simple user friendly and easy to understand format. This tool will significantly reduce the amount of time it takes to assemble and interpret RF-ITV data.

Prior to its full release, the prototype version of AMFT-ITV was successfully used by the 25th Infantry Division (ID) to track the 3rd Infantry Brigade Combat Team (IBCT) redeployment from the National Training Center (NTC) to Hawaii and then from Hawaii to Operation Iraqi Freedom (OIF).

In addition, the AMFT-ITV prototype was used to track the OIF deployment of three Brigade Combat Teams (BCTs) out of Fort Hood.

In early October, PM TIS will release an update to the AMFT-ITV tool that will fix two minor issues that have been identified. Users interested in learning more about the AMFT-ITV tool are encouraged to contact the PM TIS Customer Service Center at 1-866-822-4672 or emailing tishelpdesk@conus.army.mil.

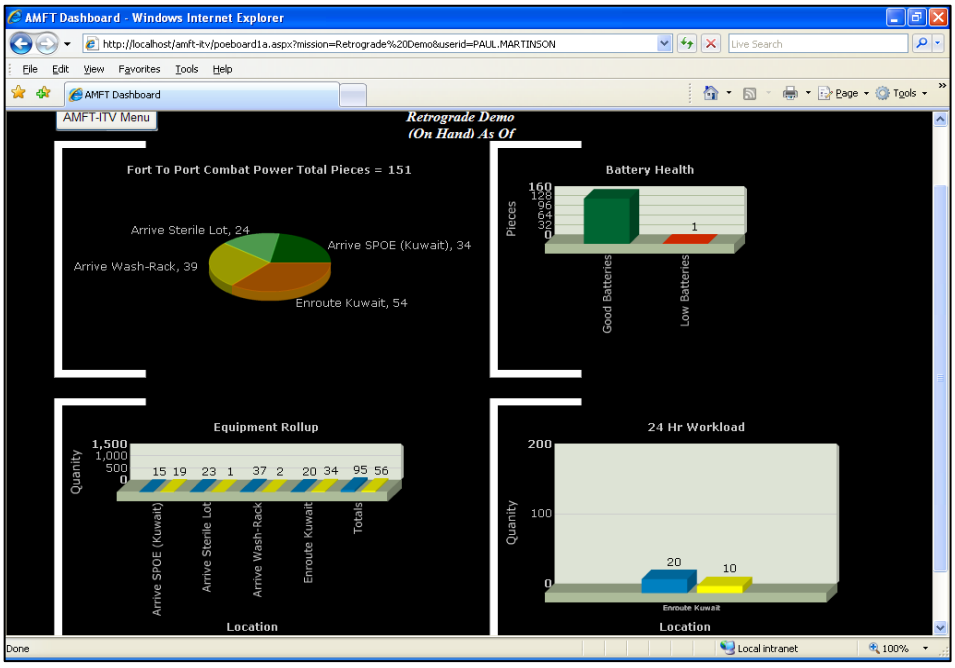


Figure 1 - AMFT-ITV Dashboard Display

In addition to AMFT-ITV being released, we also released the Transportation Coordinators' Automated Information for Movements System II (TC-AIMS II) Lindenhurst build, version 5.2.1 on 29 August 2009. Organizations should have received their installation media by now – if you haven't, contact the PM TIS Customer Service Center. As with all builds, we are asking that everyone transition to the newest release, as we will only be maintaining the Sikeston (version 4) for 90 days. ♦

82nd Abn Div/CJTF-82 Deployment Lessons Learned

by MAJ John C. Belanger, Jr., CJTF-82

This article represents lessons learned in the first 5 months of our deployment in Afghanistan. These thoughts are the general principles that I found to be the most important. The CJTF-82 JTO shop's desired end-state is to build a distribution network that maximizes velocity, efficiency and effectiveness of the theater distribution system. I would recommend any DTO/JTO getting ready to deploy, to start looking for this information before they deploy and refine it during the deployment.

1.**Understand the operational environment:** The transportation office must have a complete understanding of the distribution enterprise from nuts to bolts.

During the first five months of the deployment, we spent numerous hours mapping out the different parts of the enterprise and diagramming on Microsoft ® Visio, the flow of information, and the relationship between every office/ organization in theater. This enabled the DTO/JTO shop to have a visual picture, that acted like a sector sketch diagram, enabling the entire shop to have an understanding of who is operating on our left and right limit and which sectors (transportation responsibilities) they were covering. There were numerous relationships; for example CDDOC (CENTCOM Deployment and Distribution Operations Center) is charged with synchronizing strategic and intratheater airlift for C-130/C-17 while AMD (Air Mobility Division) plans, coordinates, tasks and executes the theater air mobility mission and the aerial port will load the aircraft, and understanding the relationship of all three elements enables the DTO/JTO to understand the capabilities and limitations of every organization.

When there is a problem or issue that needs to be addressed, it can be fixed if you know what role they play and determining if you have shortfalls within your shop.

2.**Focus on empirical data:** We initially focused on collecting data in Excel ®and creating graphs. The intent of this first step is to objectively look at the information. Then we started picking up on trends and started seeing behavior patterns; for example we developed a Regional Command- East Holistic Distribution Analysis. In this analysis we captured data over a three month period of how many people are travelling by rotary wing, STOL (Short Take Off Landing) and C-130 to three different destinations.

We found that there was inefficiency; there were too many soldiers travelling on rotary wing. Based on this analysis we started looking to develop a more efficient system that focused on maximizing fixed wing aircraft, instead of rotary wing. We also found that we had missing data points that we needed to continue refining. The importance of this aspect can't be over emphasized, we worked directly with the data analysis section in the CJ35 in order to better analyze the data we collected.

3.**Synthesize the information:** What we were trying to do is engage the arena of ideas. The goal is to identify a problem, engage the participants, and generate interest and commitment to a solution. We need to pull in the "Wiki" (What I Know Is) of the distribution network.

During our deployment, we have established an adobe connect room dedicated to transportation related issues. There are numerous conferences, working groups and online meetings (Defense Connect Online) sessions. These meetings are important but, typically the host provides the agenda and each participant will discuss their portion of one issue. My recommendation is building a Wikipedia® or Facebook ® like system that gives constant interaction with all members of the distribution enterprise. This is extremely critical because we are only deployed for 12 months and there are several people and organizations that have been working different portions of the enterprise for several years. Their knowledge is invaluable and needs to be part of the DTO kit bag and readily available.

In closing, the quicker you are able to gain this skill and or build this network the deeper your knowledge base will become and the more effective you will be as a DTO in a combat or garrison environment.♦

EASTERN TRANSPORTATION TRAINING CONFERENCE

7 – 11 December 2009 / The Crowne Plaza, Williamsburg, VA
POC Gwenevere Marshall (757) 878-7428 or (757) 878-1802

Crowne Plaza at Fort Magruder
6945 Pocahontas Trail
Williamsburg, VA 23185

Target audience is the functional-level personnel (E4-MAJ, GS-12 and below) to include civilians and contractors working for the DoD

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

Hotel Reservation $72.00 per night

Participants interested in staying at the Crowne Plaza must make reservations via the reservation link following registration.

Registration Link Proposed Agenda

JDTC to offer Joint Capabilities Requirements Manager (JCRM) Training

provided by Ms. Tara Valencia, Joint Support Team, Communications Specialist, JDTC

The Joint Deployment Training Center (JDTC) will offer its first Joint Capabilities Requirements Manager (JCRM) training class in October 2009. JCRM provides the first consolidated database of force requirements and is now the designated tool for submitting all force requirements into the Global Force Management (GFM) process. JCRM is used to capture force capabilities, develop force requirements, and coordinate global force provider activities.

Joint Capabilities Requirements Manager Course

JDTC's JCRM course is designed to provide instruction on the functionality and navigation of the JCRM application and its modules and is targeted for entry level users through Global Force Managers. The JCRM course was developed to provide students with the skills and knowledge required to identify and create Combatant Command (COCOM) requirements for review and approval by the Joint Staff. JCRM is a five day course of instruction presented through instructor lecture, demonstration, and extensive hands-on training. The entire JCRM course consists of five modules:

- **Capabilities module** gives all users the ability to build capability packages for plug and play planning during contingency or crisis action planning.
- **Requirements module** shows the COCOM users how to manage the 5 types of requirements for Chairman of the Joint Chiefs of Staff (CJCS) and the Secretary of Defense (SECDEF) approval.
- **Force Provider module** provides the capability to work sourcing solutions in a collaborative environment for CJCS and SECDEF approval.
- **Force Deployment module** gives the planning community the ability to compare the planning database with the JOPES database to see if what was planned actually was executed as expected.
- **Functional Manager module** demonstrates the capability to create and manage user accounts and permissions for the user community.

The initial training course will include the Capabilities, Requirements and Force Provider Modules. The Force Deployment and Functional Manager Modules will be made available when curriculum development is complete and training for the modules is fielded.

The Global Force Management Overview, hosted on JDTC's Learning Management System, is a pre-requisite to this course.

The JCRM course will be offered via two delivery methods: resident training and mobile training team (MTT). Resident classes will be offered quarterly. The first year MTT schedule will include ten MTTs at the COCOM level and six others at the Component/Service/Agency level.

To find out more information and schedule your JCRM course, please visit www.jdtc.jfcom.mil.

About the Joint Deployment Training Center

JDTC develops and delivers functional training and education on Joint Deployment, Global Force Management, and Situational Awareness applications to the Joint Planning and Execution Community, joint exercises, and Professional Military Education institutions. Training mirrors real world operations, under the guidance of experts through resident, mobile training teams, and virtual campus instruction. Distance learning courses are available through Joint Knowledge Online (JKO) and JDTC's website. ♦

Pacific Reach 2009

Pacific Reach 2009 was a Brigade Inspection and Reconnaissance Exercise Program (BIREP) conducted 3–21 August 2009, with Army Prepositioned Stocks (APS-4) watercraft at Yokohama North Dock (YND), Japan

The major exercise goals were to break out 11 vessels:

- 2 - LCU 2000s
- 2 - Small Tugs (ST)
- 2 -Landing Craft Mechanized-8(LCM-8)
- 1 - Barge Derrick (BD)
- 1–Modular Causeway System
- and 3 Warping Tugs

and determine:

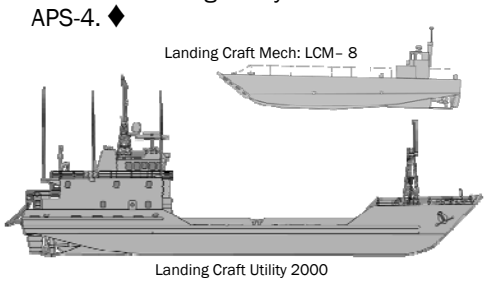
- the amount of time (man hours) to inventory and to evaluate readiness of the vessels
- to identify the roles and responsibilities of different agencies responsible for issuing APS-4 equipment
- and to conduct a mission brief of activities.

Major participants in the exercise were :

- USARPAC
- 8th TSC
- AMC
- ASC
- Army Field Support Battalion-North East Asia (AFSBn-NEA)
- 836th Trans Det (SDDC)
- 7th Sustainment Brigade
- 359th Transportation Company (AC/RC)

Life support and Task Force Command was executed by 35th CSSB.

USARPAC is in the process of planning Pacific Reach 2010, which will include a Joint Logistics Over the Shore (JLOTS) exercise utilizing Army watercraft from APS-4. ♦



DoD Hazardous Materials Packaging and Transportation Workshop

Purpose: Inform DOD personnel of costs associated with the DOD HAZMAT Packaging and Transportation Workshop.

Be Advised: The DOD Hazardous Materials Packaging and Transportation Workshop will be held 17-19 November 2009 at the Split Rock Resort, Lake Harmony, PA 18624. A block of rooms are reserved for workshop attendees at a cost of $70.00 (with PA Tax Exemption form) per night, per person.

The workshop registration fee of $129.00 per person (43.00/per day for 3-days) can be claimed as a reimbursable expense on your travel voucher. The registration fee includes a daily morning and afternoon refreshment break and buffet lunch. The registration fee can be paid by check or cash at the workshop. A receipt will be provided to file with your travel voucher. Monday, 16 November 2009 and Friday, 20 November 2009 are designated as travel days.

The Split Rock Resort is located about 15 miles from Tobyhanna Army Depot; the closest airports to the resort are the Wilkes-Barre/Scranton International Airport and the Lehigh Valley International Airport. There are two other airports located approximately 1 and ½ hours away from the resort – they are Philadelphia International or the Newark Liberty Airport. If choosing one of the latter 2 airports, the airfare cost may be significantly lower.

We encourage you to sign up for the workshop early by completing and returning the enclosed registration form. Please submit your registration via email to dawn.holena@us.army.mil or fax to DSN 795-9874 or 570-895-6678 not later than 16 October 2009. Your lodging reservations can be made directly with the Split Rock Resort prior to 16 October 2009 by phone at (888) 802-2348. Please mention the DOD HAZMAT Workshop when you call to ensure you receive the discounted rate. Resort office hours are Monday through Friday 0800-1630 and Saturday 1000 to 1400.

POC: Technical questions may be addressed to Mr. Craig Coffman CML (570) 615-7070 or administrative questions to Mrs. Dawn Holena (570) 895-7252, DSN 795. ♦

Registration Link

Little Red Engine With "Green" Attitude Passes Test

by Mr. Michael Heckman, Fort Hood Sentinel Staff

Army leaders think a little red engine with a "green" attitude can make a big difference by reducing fuel and operating costs while minimizing pollution.

One of the engines, a 2,100-horsepower3GS-21B N-Viro Motive roadswitcher, completed its yard tests Tuesday at Fort Hood, TX, moving empty flatbed railcars up and down a two-percent grade.

Charlie Williams, the post's railroad operator leader, said Wednesday morning, "It passed. They signed for it yesterday. We're trying to wait and get some loads in and see how it operates."

On Tuesday, Maj. Vanna Walker, who is in charge of the rail program for Installation Management Command at Fort Sam Houston, said the Army's Rail Management Program determined that "It's not financially feasible to keep rebuilding these locomotives, many of which have been in service for more than 50 years. So, why not look at environmentally friendly equipment while we're at it?"

Walker said Fort Hood received a new locomotive because "It's very important for the deployment of units, especially the large brigade combat teams and heavy brigade combat teams."

A new, 2,100-horsepower roadswitcher locomotive completes its yard tests Tuesday, moving empty flatbed railcars up and down a two-percent grade at the Fort Hood railhead.

Over the next 20 years, she added, the Army plans to replace all of its aging conventional rolling stock with more efficient diesel engines that reduce nitrous oxide emissions by 80 percent, carbon dioxide emissions by as much as 65 percent and nearly cut fuel costs in half.

"It'll definitely have large fuel savings because of the way these locomotives work. Instead of one giant engine to create electricity to run the traction motors, there's three smaller generators."

If the trip is point A to B and not pulling a load, she added, "Just one generator is operating. If (the engine) is pulling a load, sensors automatically start a second or third generator as needed."

Walker said the yard tests are necessary because "Before we take ownership of it, we have to check everything out and make sure it's working properly."

The Army's VOLPE Center purchased three of the new roadswitcher locomotives, which are manufactured by NREC, a privately owned, vertically integrated provider of new and remanufactured locomotives, locomotive products and wheel services headquartered in Mt. Vernon, Ill.

The new locomotives will operate at Fort Riley, Kan., Fort Carson, Colo., and Fort Hood. The VOLPE Center previously purchased four identical locomotives that are in use at Fort Bliss, Texas, and Fort Lewis, Wash.

(continued on page 8)

Future Multi-Modal Training Site for Logisticians

How do you get the "best bang for the dollar" when it comes to training aides for the U.S. Army?

Well, the US Army Transportation Center & School, Ft Eustis, Virginia, used resourcefulness and hard work to give future logisticians the chance to train on something other than wooden mock-ups. They went out and found the "real thing" — the best training devices they could get.

What they found was a C-17 aircraft fuselage that was located at the Boeing testing facility in Orange County, CA that was going to be chopped up for scrap and a C-130 that the Air Force was retiring to a storage facility in Arizona. They negotiated with Boeing and the Air Force to have both aircraft transferred to the Army for use at its new training facility at Ft. Lee, Virginia.

The training facility will be called the Multi-Modal Training Site and will be located near the new Joint Transportation Center and School on Ft. Lee, when the USATC&S relocates from Ft. Eustis.

COL Tod Mellman, JTCS Base Realignment and Closure officer said, "the training site will have four rail cars, with ramps on either end that will cut our training time for rail-loading in half. It will have a real C-130 (aircraft) and a real C-17 fuselage to train on. You can't get any better training than actually using the real equipment that you would be using in the operational Army."

Bringing the C-17 fuselage to the base was a major operation. The aircraft section traveled by truck from Seal Beach, Calif., to Long Beach, a nine-mile trip that took seven and a half hours. Then it was loaded onto an Army logistical support vessel, or LSV from Hawaii (that was already scheduled to travel to Norfolk, VA for maintenance) for the trip from California to Virginia via the Panama Canal. 7th Sustainment Brigade at Ft. Eustis then completed the mission by transporting the fuselage by barge and small tugs to a landing site near Ft. Lee via the James and Appomattox Rivers. It was then transported via highway to Ft Lee.

The C-130 was a 45-year old aircraft located in Germany that the Air Force had designated to be transported to a storage facility in Arizona. It was flown by Air Force personnel to the Dinwiddie County Airport close to Ft Lee and will be stored there until the May 2010 timeframe.

The rail training site, the C-17 fuselage and the C-130 aircraft will be exceptional training devices for our Soldiers, Sailors, Airmen, Marines, Department of Defense Civilians, and International Students to train on. The JTCS expects to train over 2,000 students a year on deployment and air load operations starting in September 2010. ♦

New rail training site

C17 fuselage being delivered to Ft Lee

C130 arrives at Dinwiddie Airport

Coming Soon—"*Special Edition*" of the DTO/MO Newsletter

In the near future, you will be receiving a "*Special Edition*" issue of the DTO/MO newsletter. This newsletter will be solely dedicated to the Army installation deployment study that is conducted by LMI and DPMO.

This "Special Edition" will provide the templates that were developed for selected Army installation deployment support functions. Data was collected from site visits and was combined with an analytical document review to develop the templates. The templates will include a description of the function; the personnel, equipment, and facilities required; and the specific training required.

Moreover, the templates were designed in an electronic format for downloading and incorporation into installation SOPs. 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. ♦

Army Power Projection Program (AP3)

by Mr. Jason Trubenbach, HQDA ODCS G-4, Force Projection and Distribution, Strategic Mobility Division

The Army is re-emphasizing the importance of its ability to project power in support of the United States National Security Strategy. The Army Power Projection Program, or AP3, is the Army's program to guide the initiatives and strategic mobility enablers required to effect *expeditionary power projection* in support of joint force requirements and to impose national will. A successor of the Army Strategic Mobility Program that resulted from lessons learned during the first Gulf War, AP3 is the Army's management program for force projection transformation and policy development in concert with the Joint Deployment and Distribution Enterprise (JDDE). AP3's objective is to institutionalize the Army's expeditionary capability to achieve Army deployment goals and enable Army Force Generation (ARFORGEN). It addresses the many changes that have occurred in the Army over the past eight years and the need to synchronize efforts and provide unified action for Army and Joint Force Projection capability development. This effort is co-led by Headquarters, Department of the Army (DA) G-3/5/7 and DA G4 staffs and involves stakeholders from across the Army, including DA staff, Army Commands, Army Service Component Commands, and Direct Reporting Units.

The Army G3 and G4 recently signed the AP3 Management Plan Cover Memorandum, emphasizing the importance of AP3 to ensure our Army's ability to respond rapidly to our Nation's call. The purpose of the AP3 Management Plan is to provide the strategic level guidance, objectives and structure for Army organizations participating in AP3. AP3 provides a framework for force projection and distribution capability stakeholders to work in concert with one another through its eight program elements: Program Oversight, Airlift, Deployment Process, Deployment Training and Readiness, Distribution of Material, Infrastructure/Outload Support, Preposition, and Sealift. A Power Projection Council of Colonels and General Officer Steering Committee (GOSC) provide the oversight, leadership and management. However, it is the host of action officers on the Army and stakeholder staffs that conduct the challenging work necessary to meet the requirements for the Nation's current and future mobility solutions.

Through a cooperative effort of Army G-3/5/7 and G-4, AP3 is currently involved in: Army Prepositioning Strategy, Army Terminal Operations Capabilities Based Assessment, Seabasing Capabilities Based Assessment (with the Navy), and several other initiatives. With the AP3 Management Plan signed, we are quickly identifying key force projection areas of Army interest for the Power Projection Working Group and sub-working groups to address. In efforts to communicate what the Army is doing, we briefed AP3 at the Joint Deployment and Distribution Conference in October and are scheduled to brief AP3 at the Navy High Performance Marine Vehicles Symposium in November. We will continue to start engaging the Office of the Secretary of Defense, the Joint Staff, and sister Services.

For more information on AP3, please contact Ms. Cherie Emerson (DA G-3/5/7 at Cherie.emerson@us.army.mil and Mr. Jason Trubenbach (DA G-4) at Jason.trubenbach@us.army.mil.

You can also find us online on Army Knowledge Online at https://www.us.army.mil/suite/files/2552840. ♦

Defense Ammunition Center Announces the HAZMAT Transportation Community of Practice

by Ms Deb Hargrove, Logistics Management Specialist, Defense Ammunition Center

Tired of clicking a million links to find information to ship your HAZMAT?

The Defense Ammunition Center (DAC) HAZMAT Transportation Community of Practice (CoP) is the best new site in connecting to HAZMAT transportation professionals.

Are you one of the experts? Then share your knowledge on the DAC HAZMAT CoP. The CoP was developed to facilitate the connection of HAZMAT transportation professionals, with their sharing expert knowledge and providing the best resources and lessons learned.

It has "best practices" and other topics of interest to HAZMAT transportation professionals. It's a place where people in the transportation community can come together to discuss topics or ask a question. You can find how other transportation folks are handling things. There are plenty of examples, pictures, and links to websites and publications important in the transportation world. So, please come and join our CoP.

Here's the link to our page https://haztrans.bcks.army.mil.

If you click on the link you will be prompted for your AKO login and password. The easiest way to do it is to log onto AKO first. After you are at the AKO homepage, type or copy and paste the URL into the address bar. This will take you directly to the Community of Practice. Once you're there, please become a member and also subscribe.

Subscribers will be notified when new things are happening in the CoP. Also, don't forget to add our CoP into your "*favorites*"!

Deb Hargrove

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continued from page 5: Little Red Engine With "Green" Attitude

On hand for the yard test Tuesday at Fort Hood, Barry Mickela, a senior mechanical engineer for the Department of Transportation's Volpe National Transportation Systems Center, said the Army rail modernization program is a consortium consisting of Army Headquarters, the Pentagon, Installation Management Command, United States Army Forces Command, Training and Education Command and Army Materiel Command.

Of the replacement schedule, Walker said, "The first two years, we bought two locomotives that went to installations that had severely degraded locomotives. This year, we were able to buy three. Next year, it depends upon the budget; we're working on 3-5 per year at a cost of about $1.5 million each, about the same cost as a conventional locomotive."

Further cost savings are anticipated because the newer locomotives will require less maintenance and replacement parts will be less expensive and easier to find, Walker said.

Maintenance of the locomotives is included in the Army's contract and crews will be trained to operate and maintain the locomotives, she added.

Dirk Davis, the installation's rail operations supervisor, said the new locomotive, one of five his 14-member crew operates, will help them maintain their award-winning efficiency.

"We've won the deployment excellence award five times. This group is part of a larger team involved in the deployments and redeployments."

Walker added, "They're a cog in the wheel, but they're a very important one."

Most rail crew members have received training at Fort Eustis, the location of the Army's Transportation Corps Training Center, which provides training in rail, marine and amphibian operations and other modes of transportation near Williamsburg, Va.

Because the new engine can better control the distribution of power to its drive wheels, less wheel slippage occurs, which improves operational efficiency and causes less damage to rails, Davis said.

"If they're trying to pull a heavy load and the wheels slip you waste energy and can burn divots in the rail," he explained.

Indicative of the post's deployment efficiency, Davis said, in 2003, his crew deployed 1st Cavalry Division in 10 days.

"We had 800 cars on base in 2003 and we ran out of cars because the port (Corpus Christi) couldn't return them fast enough. They also had a derailment where it (the civilian railroad line) split off to go into port and tied things up."

Davis said commercial rail carriers limit the installation to about 50 rail cars "Due to the weight.

"When an entire division deploys, he added, "We break it up into different trains. They (Army rolling stock) have so much tonnage, the knuckles on the railcars can't handle a bigger load; they're the weakest link."

According to the Environmental Protection Agency's Web site, nationwide its emission standards for diesel engines will result in a 90 percent reduction of particulate matter and 80 percent nitrous oxide reductions from Tier 4 engines meeting these standards, compared to engines meeting the current Tier 2 standards.

By 2030, the site states, this program will reduce annual emissions of nitrous oxides by about 800,000 tons and particulate matter emissions by 27,000 tons.

"Right now," Walker said, "furnishing these Tier III EPA standard locomotives, we're (Army rail modernization program) somewhat ahead of the game outlined by Congress."

According to a company news release, NREC received 14 new orders this year, bringing more than $21.4 million to Illinois – a third of which is stimulus money.

The 14 orders come from four different companies – CSX Transportation, Rail America, the US Army's VOLPE Center and Alliance Grain Company, which will use N-Viro- Motives in six states and in Canada.♦

The $1.5 million engine is one of three purchased this year by the Army Rail Modernization Program, which plans to replace all of the military service's aging fleet of locomotives over the next 20 years. Reflecting the program's focus on reducing the environmental impact of diesel fuel emissions, officials say fuel costs will be cut nearly in half, nitrous oxide emissions will be reduced by 80 percent and carbon dioxide emissions lowered by up to 65 percent.

MND-N/Task Force Tropic Lightning Deployment Lessons Learned

by MAJ Kenneth Sheets, DTO, MND-N

Multi-National Division North (MND-N) is currently working through deployments and re-deployments within JOPES.

For deploying, units back in CONUS attempt to maintain the 90% requested and actual filled seats per aircraft. Once the ULN's have been sourced, units are unable to change their numbers if their total pax fall over 10% of the requested pax numbers.

However, it is a very different story in Kuwait to final destination. The original JOPES data that was created back in CONUS, can't possibly reflect the actual onward movement pax flow once in theater. What MND-N found to be the best technique is to zero out each ULN once it arrives in Kuwait. Then build ULNs in the IT PID which allows the unit commanders to change their flow into Iraq from Kuwait when they complete training, port activities, etc.♦

TRICON SHORING AND TIE-DOWN FOR AIR SHIPMENT:

4 x pcs of ¾" plywood cut 6" W and 82" L. 2 pieces stacked on each of the long sides of the of the Tri-Con.

Note: (double stacked for C130, C-17 & C5 / triple stacked for 747-200)

16 ea x 10,000 lb chain assembly for center load
4 ea x MB1

18 ea x 10,000 lb chain assembly for logistics load
6 ea x MB1

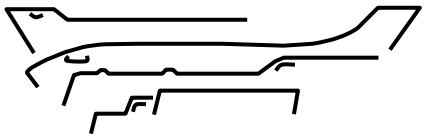
8 ea x 10,000 lb binders (hooks must be facing out)

Total weight of 463L pallet, shoring and tie-down is apprx 460 lbs. This weight must be added to the weight of the TRICON.

U.S. ARMY GARRISON, HAWAII

provided by Mr. Gary L. Ross, Air Validator/Instructor, ITO, Deployment Training Center , Wheeler AAF, HI

DEPLOYER'S CORNER



Change at OCOT Warrant Officer Proponent Office: CW4 Tom Wilson has recently joined the Office of the Chief of Transportation as the Warrant Officer Proponent replacing CW5 Mike Wichterman. Mr. Wilson is coming to this assignment from the 1st Theater Sustainment Command, Fort Bragg, NC. His commercial phone number is (757) 878-1326; the DSN prefix is 826. His email is Thomas.wilson6@us.army.mil.

FM 3-35.1 Army Preposition Operations is currently accessible on the Army's new milWiki pilot portal. MilWiki is a website that is editable by anyone who has access to AKO it and is a living knowledge bank where experts are encouraged to contribute their experience, knowledge and update the information as it happens. It allows users to integrate and interlink knowledge into topical-based articles and collaborate on issues up to and including Unclassified/FOUO documentation.

SDDC OPERATIONS CENTER CUSTOMER ADVISORIES

Customer Advisory
September 28, 2009
CA-09-09/28-0211

Subject: Booking Instructions for Cargo Transiting Pakistan/ Afghanistan

Purpose: To inform the booking community on accessorial requirements for import/export cargo transiting Pakistan/ Afghanistan.

Be Advised: The following accessorials shall be utilized for import and export bookings to/from Afghanistan. This advisory does not apply to cargo transiting the Northern Distribution Network (NDN).

Customer Advisory
September 28, 2009
CA-09-09/29-0213

Subject: FedEx Suspends Service to Iraq

Purpose: To advise all DOD and Federal shippers of the service suspension.

Be Advised: FedEx is suspending service to/from and within Iraq effective 7 Oct 09. Services affected include WWX, CAT A, Theater Express and any and all Tenders. FedEx has also advised that they will cease all commercial service to/from and within Iraq effective 7 Oct 09. Please ensure that you do not have any shipments in the FedEx pipeline on 7 Oct 09.

Customer Advisory
September 11, 2009
CA-09-09/11-0197

Subject: Shipping by Rail

Purpose: To improve the rail shipping process.

Discussion: Many rail shippers and receivers are not making full use of the services provided for them by SDDC's rail ITV and fleet management contractors. As a result, rail movements are not as trouble-free as they could be, and the limited number of militarily-useful flatcars is inefficiently used. Inefficient use of cars increases costs for the railroads, which in turn is reflected in higher freight charges. Inefficient use of cars also increases the average number of car/days required to complete a military rail movement cycle, which in turn will reduce the capacity of the railroad industry to deal with the flood of equipment expected to return shortly from Iraq.

The DPO Update

Information for DPO Stakeholders

DPO Distribution Process Owner

Issue # 120
October 1, 2009

October Issue of "The DPO Update": This quarter, contributions include a thorough look at a number of asset visibility matters on pages 2-9.

The first article highlights the migration from active radio frequency identification tags to a new international standard called ISO 18000-7, compatible with NATO and other coalition partners.

The second article discusses the fundamentals which comprise In-Transit Visibility: Automatic Identification Technologies, Automated Information Systems, and business process reengineering.

The final article, contributed by the Air Force, discusses deployment of the Enterprise Barcode System used in UII (Unique Item Identification).♦

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, CASCOM, or DPMO.***

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: January 2010. Submission DEADLINE: COB 18 December 2009.

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