



Division Transportation Officer & Mobility Officer

# Newsletter

Volume VI, Issue 2 | April—June 2010



## Deployment Lessons Learned:

### What We Learned About Our Deployment Capabilities During Operation Unified Response

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[See Article \(pg. 4\)>>](#)

### Incorrect Recording of Vehicle Data During Deployments

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### SDDCTEA: Rail Project at Camp Shelby, MS & Port Survey in Netherlands

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# On the Move....

## Moving Forward, PM TIS Continues to Evolve and Transition Leadership, Capabilities, and Support

by Ms. Tami Johnson, PM-TIS

Leadership Transition. Effective January 2010, Tami Johnson was selected to serve as the PEO EIS Portfolio Integration Officer (PIO) for six programs. She will continue to be double-hatted as the PIO and PM TIS. Deputy PM Beth Rowley has also moved up to PEO EIS where she will be assisting in pulling together support operations in the field. New DPM Jeremy Hiers has been taking on her duties.

DPM Jeremy Hiers was formerly the Assistant Product Manager, Enterprise, responsible for the cost, schedule, and performance of the TIS Enterprise, its hardware, software, and infrastructure. Previously, He served with the Army CIO/G6 providing program oversight of the Army land Mobile Radio and the Installation Information Infrastructure Modernization Program (I3MP).

TC ACCIS Retirement. Transportation Coordinators' Automated Command and Control Information System (TC ACCIS) was formally retired on 31 Dec 09 after 21 years of dedicated service to the Army. It was the first automated system that allowed users to maintain their property book assets in the Automated Unit Equipment List (AUEL). TC ACCIS served the army long and well, and we extend a special 'Thanks' to those who worked it throughout the years.

Operation Unified Response in Haiti. PM TIS deployed a six-person team to Port-au-Prince, Haiti last month to provide support to units deploying as part of Operation Unified Response. Support provided included upgrading older versions of the Transportation Coordinators; - Automated Information for Movements System II (TC-AIM II) software to the newest release, providing over-the-shoulder training and expertise on various subjects, and troubleshooting Installation Transportation Office (ITO) systems to expedite the deployment process.

Barstow Update. The new features and enhancements make the Barstow 6.0.0 release the most powerful release to date by PM TIS. In addition to several significant functionality enhancements, users will see substantially better performance on the Enterprise system due to major changes in the product architecture. The mapping capabilities have also been enhanced by implementing Google Earth technology.

The functionality enhancements include a new feature for a user account manager, which allows remote administrators to maintain their users on the Enterprise under their command, updates to multiple external interfaces, automatic Transportation Control Number (TCN) generation, and a host of other capabilities. Stay tuned for more updates about this important release. ♦





# What We Learned About Our Deployment Capabilities During Operation Unified Response

by Mr. Pete Everitt, Transportation System Specialist, Concepts & Doctrine Branch, DPMO

*On January 12th, 2010, a devastating earthquake struck the island nation of Haiti. The earthquake killed or injured hundreds of thousands of people and destroyed most of the island's infrastructure to include homes, businesses and governmental buildings. Additionally, much of the transportation infrastructure was severely damaged or destroyed. It was not long before the world became aware of the scale of the disaster. The President convened members of his Cabinet and began directing what would become a massive American response to the disaster.*

*It was clear from the outset that the Army and other Service's logistical capabilities would be of great use in assisting the ravaged country of Haiti. The US military's ability to get to the area quickly, work around the crippled transportation infrastructure and organize and provide relief efforts would be the focus of world-wide attention.*

The recent movement of forces in support of the Haitian relief effort (Operation Unified Response) has highlighted our departure from the established deployment tactics, techniques, and procedures. Rotations supporting Operation Iraqi Freedom and Operation Enduring Freedom have evolved

into moving personnel and a small percentage of the unit equipment at programmed intervals. So, despite deploying more frequently than at any time in the history of the Army, the skills surrounding deploying the force have eroded at all levels of command.

Unplanned, no notice deployments are very complex. In responding to these types of contingencies, deployment skills, knowledge, and training pay off. Haiti was full of unknowns, personnel and equipment requirements changed rapidly, plans were adjusted, and demands on units and supporting installations were time sensitive. Our vulnerabilities in deployment readiness were revealed and can be traced to one or more of three issues: the complexity of the deployment automation system; diminished deployment training; and the variation in organization and operational procedures within the installation deployment support staffs.

## Deployment Automation

The process of creating accurate transportation data from multiple sources such as dimensional data, hazardous materials, and any special handling requirements and entering it into the Transportation Coordinators - Automated Information for Management System II (TC-AIMS II) is challenging, even without the stresses caused by the need to respond rapidly during a crisis. TC-AIMS II

was developed by JCS mandate as a single deployment system for all Services. For a number of reasons, several of the Services withdrew from the development of the system, leaving the Army with a very complex system that everyone recognizes as difficult to use.

The complexity of TC-AIMS II in conjunction with an Army business process that relies on part-time, additional duty unit movement officers (UMOs) is a recipe for disaster. The process starts with the UMO building and maintaining the organizational equipment list (OEL). There are a considerable number of steps involved in OEL construction and each one involves the UMO making the correct choice for the data file to be accurate. There are no built in edit checks to alert the UMO of an entry error at the unit level. The information the UMO enters into the OEL becomes the basis for submission of the unit deployment list (UDL) which is transmitted to higher headquarters and eventually to USTRANSCOM to request strategic transportation. Errors anywhere along the way lead to time-consuming and frustrating delays in the deployment process. In the case of Unified Response, there were instances of units being delayed because of the cascading effect of errors that were submitted into the automated systems.

Continued on page 13



# Incorporating Sustainment TMRs to Relieve TMR Processing Time at JDC

by 1LT Scott M. Poznanski, XO, 969th MCT

*The last DTO/MO Newsletter included an article titled, "Movement Control Team Helps Joint Distribution Center Mission Move Faster". We asked the author, 1LT Poznanski, to further expand on how his unit reworked the business practice that was in place and how the sustainment TMRs made the JDC mission move faster.*

The basic premise for the decision to change the business practice at the JDC is that paperwork should never be an inhibitor to getting the war-fighters the supplies they need. Based on the original process in place, a TMR would be submitted by an MCT for each set of cargo that was ready to be moved to certain destination, in most cases an SSA on another FOB. Each TMR, by process design, had 72 hours to be processed and assigned to the respective Sustainment Brigade. Generally, it only took 24 - 48 hours to process down to the SB. Once the SB receives the TMR, they have roughly 7 days to schedule and move the cargo according to the RDD placed on the TMR. Generally, the cargo would move within 96 hours to many of the larger FOBs because they had more frequent convoys to these places due to their

workload. Even with the ideal situation, the cargo was sitting an average of 5 to 8 days awaiting movement just based on the process.

In the new system, CW2 Black (49th Trans BN) and I incorporated Sustainment TMRs as a way to relieve the system of the time required for TMR processing. A sustainment TMR is a TMR that is opened in our database, BCS3 Trans Log Web, for a number of assets for month at a time to a set origin and destination. This type of TMR is processed and given to the SB to allow them move cargo between the origin and destination during the month. What this has allowed the JDC to do is to take advantage of the SBs frequent movements between certain FOBs, a majority of which are to the SSAs we service. Because the SB has the open STMR, we can immediately process cargo under this TMR to the SB and they can move, most times, within 48 hrs of receiving the request from us. As a result of STMRs, we have been able to reduce the TMR processing requirement significantly as well as the flash to bang time for SBs to have visibility and move the cargo. ♦



# OIF/OEF Sensitive Shipments

by MAJ Marie T. Pauley, 1st Infantry Division DTO, Ft. Riley, KS

Our command is currently deployed in support of Operation Iraqi Freedom (OIF). In theater, I'm serving as the United States Division—South (USD-S) DTO. Since our deployment, I've encountered a few issues with OEF sensitive item containers. Even though I am clearly supporting OIF, I have found myself providing advice and even conducting transload operations for OEF. It is my belief that we can make CDR/ ITO and UMO at all levels aware of the issues that can adversely impact if we submit USD-S DTO updates in concert with SDDC advisories.

**Issue:** Sensitive items containers going to OEF are categorized as frustrated at the SPOD

**Fact:** Units deploying to OEF must send sensitive items through Kuwait via air movement to OEF.

**Fact:** To expedite movement to OEF, sensitive items strongly suggest the utilization of tricons, quadcons, and ISU-90s. (20 ft milvans are not recommended)

**Fact:** Air Force personnel must inspect all containers prior to air movement.

**Discussion:** Several units deployed in support of OEF have encountered issues and have missed their RDD, due in part to their lack of knowledge as it pertains to shipping sensitive items to OEF. First and foremost, a unit member must be in Kuwait to accept the sensitive item/items from the vessel and prepare them for movement to the APOD. This is the concept that is not getting articulated to the UMO at the unit level. We have found most units don't have an LNO in Kuwait to accept their cargo, and subsequently it becomes frustrated. In other instances, sensitive items are shipped via military container. This is problematic and time consuming in that it forces the deploying unit to transload sensitive items i.e. weapons, commo, into smaller containers like tricons, ISU-90's etc. The aforementioned shipping containers receive priority on the airfield. If cargo dictates that a transload operation is necessary it is critical that the applicable unit have a representative on ground that has knowledge of the unit's containers and their content. In addition, if a unit must transload equipment they must contact the OEF LNO cell at Arifjan. This cell is designated to assist the unit with preparing all the documentation required for airload shipment i.e.

1149s, Hazmat etc.. This documentation translates to RFID tags, data input for ITARs for air shipment. If the container or containers are at the SPOD and require transloading, then the unit representative must be knowledgeable on completing a TMR requesting to relocate the item to the Arifjan Air CRSP yard or to the APOD. Since these are sensitive items, they must be escorted from the SPOD to the next location. In some instances, the escort requirement has required units to establish a guard overnight while awaiting onward movement. Once the items are shipped forward to the APOD, the Air force will conduct a joint inspection with the unit representative. The aforementioned JI inspection ensures that all documents are filled out correctly and that all container are packed IAW applicable regulation. If all is well, the keys to the container are turned over to the Air force for shipment. At this moment, the Air force has signature custody.

**Recommendation:** Units deploying sensitive items through Kuwait preposition a unit representative at Arifjan and prepare to coordinate with the OEF LNO Cell to move their equipment from the SPOD to the APOD. ♦



## Semi-Finalists Selected for 2010 Deployment Excellence Award

The 2010 Chief of Staff, Army Deployment Excellence

Award (DEA) Board consisting of 10 members representing the Army's Command structure (ACOM, ASCC, DSU) convened 8-19 February 2010, 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 DEA validation teams during March 2010.

Winners will be determined by combining the DEA board and validation team numerical scores. Winners will be announced by DA message in April 2010.

The DEA 2010 awards will be presented at the 6th Annual Chief of Staff Combined Logistics Excellence Award Ceremony/Banquet 24 June 2010, Greater Richmond Convention Center, Richmond, Virginia.

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

Need additional DEA information? Contact Mr. Henry Johnson (DEA Program Manager) at (804) 765-0940, or email [henry.h.johnson@us.army.mil](mailto:henry.h.johnson@us.army.mil). ♦

See Semi-Finalists (pg.14)>>

U.S. ARMY  
Garrison-Hawaii



U.S. ARMY  
IMCOM-Pacific Region  
Installation Management Command

## TC-AIMS II Enterprise Success!

by Anthony (Tony) J. Jacang, USAG-HI, DOL, Installation Transportation, Deployment Training Center Chief

Just a short note to say “Mahalo and Kudos” to Ms. Tammi Johnson and her staff at PM TIS and the staff at DPMO for bringing the TCAIMSII Enterprise up another notch. This upgrade was of great significance.

Two years ago we utilized the TCAIMSII Enterprise to deploy 2-25 Stryker BDE (2200 pc UDL) to NTC. During this attempt, the Enterprise did not meet mission requirements and we were forced to revert back to “local client server” in order to prevent mission failure.

Since that time, the PM TIS and DPMO persevered and worked their engineering magic to better the Enterprise throughput and capability.

In our recent preparation (Jan 10) to send the same unit (2-25 Stryker BDE) back to NTC, we successfully executed a

2457 pc UDL on the Enterprise and did so in just 24 minutes (near client server time).

Following that, we created all necessary TCMD's, burned over 1000 RFID tags, and printed MSL's in two days. This was well within our schedule and increased our productivity over the next two days, which provided our UMO's their well deserved training holiday.

We would also like to thank PM TIS and DPMO for all their efforts over the last couple of years in improving TCAIMSII functionality and providing new tools such as AMFT-ITV, Theater Operations, Turbo Trans, etc. These improvements not only helped us at the Installation, but more importantly our War Fighters!

Again “Mahalo” to PM TIS and DPMO. ♦



## Army Watercraft Assists Colombian Red Cross With Delivery of Humanitarian Aid

by SFC Kelly Bridgwater, 7<sup>th</sup> Sustainment Brigade Public Affairs

**PORT AU PRINCE, Haiti** – 70 Soldiers from Fort Knox's 3d Sustainment Command (Expeditionary) landed at Toussaint L'Ouverture Airport in Port Au Prince Feb. 3, to support relief operations in Haiti.

The group of Soldiers joined over 50 3d ESC members already on the ground forming Joint Logistics Command – Haiti, led by 3d ESC commander, Col. (P) Robin Akin. The command is providing logistical expertise to the relief effort in the earthquake-ravaged country. About half of the 3d ESC's Soldiers are now deployed to Haiti.

Fort Knox resident and Austin, Minn. native Maj. Chad Nangle was one of the first 3d ESC Soldiers on the ground in Haiti.

Nangle says that the first large group of ESC Soldiers who arrived in Haiti built the JLC task organization, established the initial coordination and relationships with other governmental agencies and the other military ser-

vices and established the JLC Headquarters at the airport.

But all that was just the beginning.

The first group of Soldiers also worked with the Navy and the Coast Guard to reopen Haiti's main port, moved the JLC headquarters to another part of the airport, established two logistics hubs away from the airport, and planned for a two-week World Food Program surge currently underway.

All that was accomplished before the main group of ESC Soldiers even arrived.

After an initial deployment of several key ESC leaders in the days following Haiti's devastating Jan. 12 earthquake, 41 more 3d ESC Soldiers arrived in Haiti on Jan. 29.

“That first group that came in gave us the necessary staff that was able to begin establishing commodities management,” said Nangle.

As for the arrival of the main group, Nangle added, “That's staff augmentation that will allow us to go 24 hours a day.”

Less than six months after returning from a 15-month deployment handling the logistics mission for the entire Iraqi Theater, the 3d ESC finds itself in Haiti, not supporting a war effort, but rather a humanitarian mission. Nangle feels that the unit is up to the task.

“Although it's different than what we did downrange in Iraq, the systems and processes we use are the same,” said Nangle. ♦

*For queries, contact 7<sup>th</sup> Sustainment Brigade Public Affairs at (757) 878-5112, ext 268. For high-resolution photos and stories by the 7<sup>th</sup> Sustainment Brigade please contact the Digital Video and Imagery Distribution System at (678) 421-6612 or online at <http://www.dvidshub.net/units/3sc>*



# A Different Kind of Mission

by SFC Dave McClain, 3d Sustainment Command (Expeditionary) Public Affairs

## PORT AU PRINCE, Haiti

Fort Knox's 3<sup>d</sup> Sustainment Command (Expeditionary) has deployed before, but never like this.

The 3<sup>d</sup> ESC completed a 15-month deployment to Iraq in August 2009. Now, the unit is in Haiti. The command's Soldiers didn't expect to be deployed again so soon, but Haiti's January 12<sup>th</sup> earthquake changed all that.

"The minute I saw it on the news, what was happening, I looked at my wife and said, 'We're gonna go. The 3<sup>d</sup> ESC will be needed,' and a few days later, here we are," said 3<sup>d</sup> ESC Inspector General and Atlanta, Ga. native Maj. Lee Kemp.

The 3<sup>d</sup> ESC's deputy commander, Col. Jerrold Reeves, also from Atlanta, says the unit was called upon because of the expertise its Soldiers gained in Iraq.

"Now we're on the ground linking providers from all over the world, handing the Haitian people food, water, shelter as they seek to reset their lives," said Reeves.

Currently, however, the ESC is transitioning to its more traditional role of sustaining

American forces operating in the country as well as standing-by to assist the international relief effort and Haitian government, if asked.

Maj. Kemp is excited about the chance to help the Haitian people.

"We are in a unique position in the world to do amazing things so this is a great opportunity."

It's a sentiment shared by Soldiers across the command, regardless of rank.

Ider, Alabama native and 3<sup>d</sup> ESC paralegal Sgt. Matthew Sullivan says, "I don't see how we could fail. There's zero possibility that we're not going to improve the situation."

While the ESC is still managing logistics and distributing supplies, the same basic mission it had in Iraq, this is the first time the unit is deployed as part of a humanitarian relief effort.

"It's a different mission. It's an opportunity to learn a different set of skills," says Sullivan.

Spec. Joshua Hayes, a McKinney, Tx. native who works in communications for the 3<sup>d</sup> ESC, had only been with the unit five

months when he boarded a plane to deploy to Haiti, not quite what he expected when he arrived at his first permanent duty station.

"I expected a lot of time with the unit to learn the job and now I'm learning the job when it's needed," said Hayes.

Shortly after arriving in Haiti, Hayes was at the port helping the Navy set up satellite communications. He says that that trip helped him understand the importance of the ESC's mission in Haiti.

"Tent cities everywhere, pigs were roaming the streets...a lot of buildings were resting on cars," recalls Hayes. "These people really need our help."

And help is what the unit is in Haiti do. Like the 3<sup>d</sup> ESC's mission statement says, "any mission, anywhere." ♦

*For queries, contact 3<sup>d</sup> Sustainment Command Public Affairs at (502) 624-8601. For high-resolution photos and stories by the 3<sup>d</sup> Sustainment Command, please contact the Digital Video and Imagery Distribution System at (678) 421-6612 or access them online at <http://www.dvidshub.net/units/3scc>*



# Army Observes M-ATV Integration at SPAWAR

by MAJ Michael A. DeCicco, Executive Officer, Focused Logistics Division, HQDA, G-8

The Army is moving swiftly to ensure Soldier force protection and readiness while on the move in some of the most inhospitable terrain. In December 2009, Colonel Mark Barbosa, Division Chief for the Focused Logistics Division (FDL) in HQDA, G-8 and Mine Resistant Ambush Protected All Terrain Vehicle (M-ATV) System Synchronization Officer (SSO), Major Douglas 'Marty' Graham conducted a site visit of the Space and Naval Warfare (SPAWAR) in Charleston, SC. Their purpose was to observe and facilitate as needed the M-ATV pre-integration, Government Furnished Equipment (GFE) integration, and the outbound staging and packaging process.

SPAWAR is a Department of Defense funded, U.S. Navy facility employing close

to 800 government employees, civilians, and contractors. The SPAWAR integration facility mission is to get the end item to the



*The picture above shows an M-ATV pre-integrated (right) and ready-to-fight integrated (left).*

warfighter in "ready-to-fight" mode by installing and testing items such as radios and the armored Gunner's Station. Its design and purpose, as crafted through Lean Six

Sigma, is to make the integration process more efficient and less expensive.

During their trip, Col. Barbosa and Maj. Graham received a detailed briefing on GFE issues requiring the SSO's immediate attention while assisting in synchronizing SPAWAR's maximum sustainable production rate with the Army's projected requirements. What they determined is that SPAWAR can facilitate the Army's projected increase in production requirement of 1000 vehicles per month. By integrating the necessary GFE, SPAWAR achieves a ready-to ship and read-to-fight M-ATV. The bottom line is the SPAWAR process enables the Army to swiftly meet Soldier force protection and readiness needs.



# Incorrect Recording of Vehicle Data During Deployments

provided by Mr. John D. Newman, SDDCTEA

During a deployment last year, Military Surface Deployment and Distribution Command Transportation Engineering Agency (SDDCTEA) Deployability Engineers were taking part in a training exercise to observe a unit deployment and gain sealift deployment experience. While walking around the port observing various vehicles, we came across a HMMWV with an interesting problem. The HMMWV in question was an armored M1152 shelter carrier, similar to the vehicle shown in figure 1.



Figure 1. M1152 Shelter Carrier

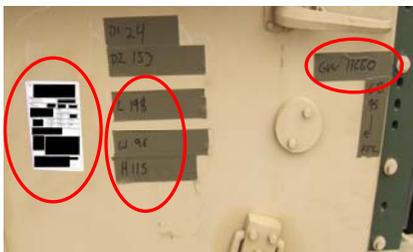


Figure 2. Actual Shipping Data Measured and Computer Label

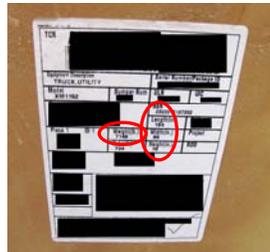


Figure 3. Shipping Data Computer Label (identifiable information blanked)

Upon closer inspection of the vehicle, we noted that the actual measured physical dimensions (green tape in figure 2) did not match the computer generated white shipping label (figure 3) used in deployment planning software such as ICODES.

It was confirmed that the physical data was measured and placed on the vehicle prior to the generation of the shipping label. It appears that the folks working on the shipping labels used TC-AIMS and took the first vehicle listed instead of using their MTOE to scroll down on the drop-down menu for the correct type of vehicle. This vehicle was the basic vehicle (no additions and reduced, see figure 4), instead of the shelter carrier or some other HMMWV version.

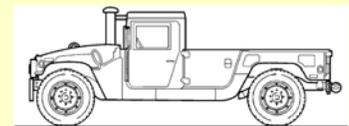


Figure 4. Basic Model

Using an excerpt from *Army TB 55-46-1, Standard Characteristics for Transportability of Military Vehicles and Other Outsize/Overweight Equipment*, page C-63, the first line for the M1152 reads:

Length – 194”; Width – 86”; Height – 76”; Weight – 7,146 lbs

These dimensions and weight are identical to the white shipping label (figure 3). The actual measured dimensions as they appear on green tape (figure 2) on the side of the vehicle are below:

Length – 198”; Width – 96”; Height – 115”; Weight – 11,660 lbs

There is a big difference in height and weight between the two sets of data.

This problem reared its head again during a deployment earlier this year on the west coast. Our Commanding General was sent an email with the following statement:

“...the unit vehicles are received significantly taller than they are booked. This throws off and complicates vessel stowage because deck heights are the long pole in the tent for commer-

cial operators in planning vehicle carriage. This quickly becomes the lowest common denominator when the decks that were planned can't be used and the result is finding a new home for lots of vehicles.”

This clearly acknowledges there is a problem of not checking that the data entered into the computer system matches the actual measured data. A sanity check needs to be performed when placing shipping labels on vehicles. Questions to ask during deployment planning and operations are:

Do the computer generated numbers match (or at least come close) to the actual measured information?

Did the units ensure that the correct vehicle model was originally entered into the data base? (Make sure they didn't just look at the first data point if there is more than one vehicle listed in the data base).

These types of crosscheck measures should become routine to prevent the recurrence of misinformation being submitted which could result in loading and shipping delays.



# Moving Troops Directly Into Iraq on Commercial Aircraft

by CW2 James L. McLean, 504th PIR S-4 Mobility Warrant Officer, 82nd Abn Div, Ft. Bragg, NC

As the 1<sup>st</sup> Brigade 82<sup>nd</sup> Airborne was ramping up for its first mission as an Advise and Assist Brigade we approached the movement process in a new way. We wanted to move our troops directly into Iraq without stopping in Kuwait. The mission set for an AAB was unique and most of the training could be done at home station. We only needed to complete the shoot and rollover training in country. So with many memos reporting our unit had completed its training, we prepared for the task at hand. For the TRANS side it was a complicated way to do business as is any new way of moving troops.

As the Mobility Officer, drafting a plan that had never been done by an Army unit was in the least fun. I spent many hours going over TPFDD data and movement dates. I went to ARCENT in Atlanta GA, on a couple occa-

sions to input and refine the movement data prior to the conference. There was some “let’s say” back and forth on when and if we would be approved for this movement. The movement was approved, however, we still had one Battalion plus that still ended up going through Kuwait. We fixed those issues with a request for ALD shift with the JOPES cell in Kuwait. CW3 Moody was a great help and we worked together to move most of the Kuwait troops within 48 to 72 hours after arrival. It was vital to be in Kuwait and in constant contact with the team at ARCENT and CDDOC.

Once the movement started, I as the coordinator, stayed in Kuwait to report the progress while at the same time overseeing the cargo RSO and I. I kept a small group of UMO’s with me, basically one per battalion to handle

the TMR process for their battalions and account for equipment. The crew was self sufficient and needed little guidance. I had some second-time deployers on my UMO team. I am proud of my UMO’s and the job they do. SSG Clay from our 3-73 CAV Battalion and SSG Glick from our BSTB know their stuff and led the others in Kuwait.

In conclusion I would say that although there were some hick-ups along the way overall it was a great success. The key is to open the communication lines early with the proper approvers and planners to ensure your plan is understood by all who will play a part in it. Being a good manager and coordinator is where the Mobility Warrant makes his or her money. ♦



## Stowage/Handling of Weapons Onboard DoD Commercial Charter Aircraft

### NOTICE FOR: ITO’s/Mobility Officers

*In mid-January, passengers boarded an Omni International aircraft enroute to their mission. The unit transported their weapons in the aircraft cabin, which is not uncommon. However, during a refueling stop, the aircrew discovered that the passengers had packed the removed weapon bolts inside their “carry-on bags” and stowed them in the aircraft cabin.*

As you’re aware, guidance in the DTR requires that when bolts are removed from weapons, **they must be packed in “checked baggage” and “stowed in the belly of the aircraft”.** Another option, which allow bolts to remain in the weapon during transit, is for units to insert a flag safety stick (NSN 1005-00-418-8557) locking the bolt in place.

REF: DTR Part 1 (Passenger Movement) and Part III (Mobility)



# Sustainers Make It Happen in Haiti

by SFC Kelly Bridgwater, 7<sup>th</sup> Sustainment Brigade Public Affairs

## PORT AU PRINCE, Haiti

– Approximately 900 Soldiers assigned to the 7th Sustainment Brigade, Fort Eustis, Va., including troops from Fort Lee’s 530th Combat Sustainment Support Battalion, and the 10th Transportation Company, Hunter Army Airfield, Ga., are deployed to Haiti in support of Operation Unified Response with the first wave of Soldiers having literally hit the ground running in mid-January to provide critical logistic support that has resulted in the delivery of desperately needed rice to some 138, 000 Haitian families.

“The 7th Sustainment Brigade is already establishing itself as a first-class outfit within the Joint Humanitarian Area of Operations,” said Col. Chuck Maskell, brigade commander. “The first units to make an impact were the 97th Transportation Company, Heavy Boat, which brought in the first of the port opening equipment last month and have since moved hundreds of containers and pieces of rolling stock from ships as far away as 10 miles off-shore to the beach.”

Moving rolling stock off Army vessels is nothing new for the brigade. Their unique Logistics Over The Shore capability keep their many boat companies continuously on the move supporting a wide-variety of global missions.

“Soon, after the port was reopened the 492nd Harbor Master Detachment assumed the role as the Joint Lighterage Control Center,” said Maskell. “They provide direction and control for all U.S. Army, Navy and civilian vessels working the inner harbor.”

Clearing the port and getting military units and Humanitarian Aid on its way is the responsibility of the 119th Inland Cargo Transfer Company and the 10th Transportation Company, a newly assigned truck unit belonging to the 10th Transportation Battalion.

“The 119th ICTC is responsible for re-configuring and issuing over 450 tons of rice each day to either units of the 2nd Brigade, 82nd Airborne Division, or to UN forces in charge of distributing the desperately needed food to the hungry people of Port au

Prince,” explained Maskell.

Deploying is nothing new for the brigade’s Resolute Warriors. The headquarters company deployed to Iraq in October 2007 and returned 15 months later on Christmas Eve 2008. At any given time several units within the brigade are currently deployed, will be deploying or are returning from a deployment. The Soldiers of the 7th are constantly answering the call to provide support where it’s needed most.

“I have been amazed at how quickly our Soldiers have adapted to their new role with this deployment,” said Maskell. “Their dedication and hard work are effectively providing Humanitarian Aid to the people that need it the most.

“Travelling around Port au Prince quickly gives one an understanding of how import Humanitarian Aid is for the people of Haiti,” he said. “We have a big job to do and a long way to go, but I am very proud of how our Soldiers have set the conditions for future success.” ♦



## SDDCTEA Engineers Assist in Railhead Projects at Camp Shelby, MS

Camp Shelby cannot meet the FORSCOM deployment metrics to outload a brigade-size element within three days. With Camp Shelby’s small staff and undersized existing facilities, the best the post has done has been about 5 days. This was accomplished under long working hours and with great cooperation from private industry.

The existing Future Years Defense Plan (FYDP) has a project in FY12 that was intended to help Camp Shelby meet its deployment requirements, however the Programmed Amount (PA) listed at \$5.2M is much too low to make the necessary improvements. A previous 1391 at nearly \$20M (based on a 2006 SDDC-TEA deployment capability study recommending additional track and staging areas) would have been much closer to meeting the necessary requirements.

The National Guard Bureau (NGB) recognized the disconnect between the programmed funding and current scope and hurriedly initiated a Planning Charrette. In a very short timeframe, the NGB hired a con-

sultant to oversee the charrette and invited several organizations to participate, to include SDDC-TEA. The Planning Charrette was held in Hattiesburg, MS during the week of March 1, 2010.

The charrette participants realized immediately that the existing rail infrastructure is inadequate and that the current PA of \$5.2M is insufficient to correct the deficiencies. The group was instructed to not be limited by the current PA, but to develop the best solution to meet the FORSCOM deployment requirements.

Following two days of intense meetings with all concerned, including crucial input from several representatives from the Kansas City Southern Railway Company and a site visit to Camp Shelby, the option providing the best result was constructing 20,000 lineal feet of track, which would be divided into 4 vehicle loading spurs, 4 container loading spurs and 2 long spurs to store railcars and build unit trains. Other key elements were re-building the existing wye, adding vehicle scales, constructing marshaling/staging areas and connecting an existing section of track to the

wye to avoid operating on the mainline during deployments.

*[As a side note, these improvements are fairly similar to those planned for an FY12 project at Camp Atterbury, IN, another NGB post designated by FORSCOM as Power Generation Platform. TEA engineers also assisted with that project; participating in the Planning Charrette, validating requirements (based on a 2007 SDDC-TEA rail deployment study), and assisting with both site selection and developing the 1391. Each NGB installation also has a project that will construct a deployment processing facility, detailed in separate 1391’s that will compliment the track infrastructure improvements.]*

By week’s end, the team was putting final touches on the Camp Shelby revised 1391, which would get accelerated reviews from both the NGB and FORSCOM. As it stands now, the Camp Shelby rail project may be deferred until FY14-16 time frame, although the Army staff is still developing the FY12-17 Program Objectives Memorandum (POM) which takes into account other Army priorities for infrastructure improvements. When these projects are complete, they will increase Camp Shelby’s capability from 45 to 180 railcars per day, which slightly exceeds the FORSCOM deployment requirement. ♦

**POC:** David Varner, SDDCTEA - Infrastructure Branch, COM: 618-220-5143, DSN: 770-5143



# SDDCTEA Surveys the Port of Eemshaven, Netherlands

The Military Surface Deployment and Distribution Command Transportation Engineering Agency (SDDCTEA) conducted a port study at the Port of Eemshaven, Netherlands in 2009. SDDCTEA determined the port's capability and published a transportation infrastructure capability assessment at the request of the SDDC 598<sup>th</sup> Transportation Terminal Group in support of transshipment operations through the Northern Distribution Network. The port is fast developing into a logistic hub in the sea routes of northwest Europe with an increasing number of businesses establishing operations there.



AS 40 Operations at Berth 1

The Port Authority and stevedoring company provided outstanding support to the survey team, which included personnel from SDDCTEA and the 838<sup>th</sup> Transportation Battalion. One of the key concerns of the 598<sup>th</sup> was the issue of sovereign immunity -- the Netherlands would grant sovereign immunity to an ammunition vessel (under charter), thus providing the charter vessel the same privileges as a U.S. military vessel. This factor made the use of the port a useful option for ammunition transshipment.

The port offers roll-on/roll-off (RORO) and container handling facilities, ample storage space and transshipment warehouses and links directly to the Dutch railway, inland waterways and motorway networks. Eemshaven is a full-service port offering a multi-modal complex with high-quality industrial and logistic facilities. This deep water port handles about 230 vessels, 700,000 tons of cargo and 500,000 passengers annually, and ensures a reliable high-level of service, experience and flexibility to meet DoD mission requirements.

The SDDCTEA assessment focused on the Julianahaven area of the port since U.S. operations have occurred there previously and is suitable for military operations because of access to open storage and container cranes. The local stevedoring company provides services with liberal work hours and additional assets to support military transport operations.

Using 24-hour operations and offloading under optimal conditions, Julianahaven can support the simultaneous off-load of up to three Infantry Brigade Combat Teams (IBCTs) from Large Medium-Speed RORO (LMSR) vessels within two days using three berths (South Quay berth 1, South RORO berth 2 and West RORO berth). Conversely, to load an IBCT would take three to four days.

The port assessment confirmed that the port can support U.S. military shipments with a daily throughput of 28,739 STONs in support of Operation Iraqi Freedom and Opera-

tion Enduring Freedom shipments. Overall, the port is suitable for most vessels and can handle all U.S. equipment making it a valuable port to consider for military cargo movements.

Last September, the port successfully offloaded 600 ammunition containers (AS 40) within 3 days at Berth 1 using one portal jib crane and one mobile crane, with lift rates of 12 containers per hour.

The Benelux Detachment from the 838<sup>th</sup> Transportation Battalion coordinated the movement of Ammunition Shipment 40 (AS40) from the Port of Eemshaven. The detachment discharged cargo from the MV Strong Virginian and uploaded trains headed



MV Strong Virginian

for Miesau Army Depot, Germany, while simultaneously offloading containers from incoming trains and loading them on the MV Strong Virginian. Additionally, containers coming in and going out of the port by highway, as well a feeder vessel along-side the Virginian were loaded with containers destined for United Kingdom. ♦



## AMC Looks for MBA Students

AMC is diligently looking for military and civilian candidates for the opportunity to gain the best logistics-related masters degree offered in the Army today. The LOGTECH MBA Program is a two-year joint MBA and Certificate in Global Supply Chain Leadership offered by Indiana University's Kelley School of Business and the University of North Carolina's Kenan-Flagler Business School, both top-20 business schools. The program is 80% online and 20% in-residency (three one-week residencies at Chapel Hill and one 10-day overseas TDY trip alternating between Asia and Europe). The student make-up is a mix of individuals both civilian and uniformed from all the military services, government agencies, and also includes corporate-sponsored private sector counterparts. The LOGTECH MBA class size is between 15-25 students, who become close partners and friends over the course of the two years.

"The program provides an incredible opportunity," states COL Jim Brundage, the senior Army alumnus of the program, "You get a fully-funded degree with very little effective Service obligation. The Army receives an individual with a top-tier civilian education and current knowledge of best business practices in the supply chain arena."

The military slots are funded by the U.S. Army Materiel Command, covering all tuition, books, class fees, and travel.

For more information on the program, please visit [www.LOGTECHMBA.unc.edu](http://www.LOGTECHMBA.unc.edu) or contact Zebrina Warner, Program Manager, at [warner@idb.org](mailto:warner@idb.org).



# Army in Europe Recognizes Units and Installations for Deployment Operations

**HEIDELBERG, Germany-** U.S. Army Europe and the Installation Management Command-Europe honored organizations and installations for their excellence in the deployment operations during a Combined Logistics Excellence Awards ceremony at the Patrick Henry Village Pavilion here, March 23.

The CLEA program encompasses three distinct awards -- the Army Award for Maintenance Excellence, the Deployment Excellence Award and the Supply Excellence Award. The CLEA program here in Europe combines the recognition of USAREUR and IMCOM-E organizations. Each award is presented in multiple categories.

In his remarks at the event, USAREUR Commander Gen. Carter Ham said this year's awards are noteworthy because continued deployments over the past eight years have made the already tough process of competing for the CLEA even more difficult.

"It's not like 10 years ago, when you could focus your entire unit's energy on preparing for this award," said Ham. "The way we do business today in the Army, if you don't have sound systems -- if you don't have excellent systems -- no surge or special effort is going to allow you to be good enough to win these awards."

Organizations earn the awards based on an entry packet containing the unit's profile and descriptions of its achievements during the previous 12 months, followed by rigorous on-site evaluations by subject-matter experts.

Preparing for the award and evaluation is a small piece of the process, Ham said; what really earns CLEAs is the service units provide day in and day out.

"It's more than just that packet. It's the hours and days and weeks of extra effort to ensure that your unit is indeed excellent in all that it does," said Ham. ♦



*Installation Management Command – Europe winners of the Deployment Excellence Award pose for a photo with Gen. Carter F. Ham, USAREUR commander, and Col. Brian T. Boyle, deputy director of IMCOM-E, during the 2010 Combined Logistics Excellence Awards ceremony in Heidelberg, Germany, March 23. Winners in Europe go on to compete at the Department of the Army level.*



*U.S. Army Europe winners of the Deployment Excellence Award pose for a photo with Gen. Carter F. Ham, USAREUR commander, and Brig. Gen. Mark A. Bellini, USAREUR Deputy Chief of Staff, G4, during the 2010 Combined Logistics Excellence Awards ceremony in Heidelberg, Germany, March 23. Winners in Europe go on to compete at the Department of the Army level.*



## 2010 Deployment/Redeployment Conference

FORSCOM, in conjunction with DA G4, is hosting the next Deployment/Redeployment Process Conference in Atlanta, Georgia at the Westin Peachtree Plaza, 210 Peachtree Street NW.

The primary purpose of the conference is to present and resolve deployment/redeployment processes, issues, and policy.

**NOTE: This conference is not a "surge" deployment conference. Attendees must be empowered to represent and speak for their command.**

The agenda specifics are currently being worked, but we will focus on the following topics:

- Strategic Movement Lessons Learned (OEF/Haiti)
- Contingency OPS
- Crisis Actions
- AR 55-1 / 525-30 Synchronization
- Installation Standardization
- Transportation Information Systems

More to be provided as we work the agenda, and any requests on any other topics, please submit them to Ms. Julie Nato:

[julie.nato@US.army.mil](mailto:julie.nato@US.army.mil)

or Ms. Bambi Beatty:

[bambi.lynn.beatty@us.army.mil](mailto:bambi.lynn.beatty@us.army.mil)

The link to access the Westin Hotel site is: <http://www.starwoodmeeting.com/StarGroupsWeb/res?id=1002122369&key=810A7>

**PLEASE** only make reservations utilizing this link to ensure the military rate and it will help us keep count of the number of people participating.

In addition, please fill out the attached registration form and send, as advised. The cost of conference fee will be decided soon. We are trying to keep it below \$100.00.

Thank you and we look forward to seeing everyone in Atlanta in June 2010.



# Sustainers Hit the Ground Running in Haiti

by SFC Dave McClain, 3d Sustainment Command (Expeditionary) Public Affairs

**PORT AU PRINCE, Haiti** – 70 Soldiers from Fort Knox’s 3d Sustainment Command (Expeditionary) landed at Toussaint L’Ouverture Airport in Port Au Prince Feb. 3, to support relief operations in Haiti.

The group of Soldiers joined over 50 3d ESC members already on the ground forming Joint Logistics Command – Haiti, led by 3d ESC commander, Col. (P) Robin Akin. The command is providing logistical expertise to the relief effort in the earthquake-ravaged country. About half of the 3d ESC’s Soldiers are now deployed to Haiti.

Fort Knox resident and Austin, Minn. native Maj. Chad Nangle was one of the first 3d ESC Soldiers on the ground in Haiti.

Nangle says that the first large group of ESC Soldiers who arrived in Haiti built the JLC task organization, established the initial coordination and relationships with other govern-

mental agencies and the other military services, and established the JLC Headquarters at the airport.

But all that was just the beginning.

The first group of Soldiers also worked with the Navy and the Coast Guard to reopen Haiti’s main port, moved the JLC headquarters to another part of the airport, established two logistics hubs away from the airport, and planned for a two-week World Food Program surge currently underway.

All that was accomplished before the main group of ESC Soldiers even arrived.

After an initial deployment of several key ESC leaders in the days following Haiti’s devastating Jan. 12 earthquake, 41 more 3d ESC Soldiers arrived in Haiti on Jan. 29.

“That first group that came in gave us the necessary staff that was able to begin estab-

lishing commodities management,” said Nangle.

As for the arrival of the main group, Nangle added, “That’s staff augmentation that will allow us to go 24 hours a day.”

Less than six months after returning from a 15-month deployment handling the logistics mission for the entire Iraqi Theater, the 3d ESC finds itself in Haiti, not supporting a war effort, but rather a humanitarian mission. Nangle feels that the unit is up to the task.

“Although it’s different than what we did downrange in Iraq, the systems and processes we use are the same,” said Nangle.

*For queries, contact 3<sup>d</sup> Sustainment Command Public Affairs at (502) 624-8601. For high-resolution photos and stories by the 3<sup>d</sup> Sustainment Command, please contact the Digital Video and Imagery Distribution System at (678) 421-6612 or access them online at <http://www.dvidshub.net/units/3scc> ♦*



**PORT AU PRINCE, HAITI** – Soldiers from Fort Knox’s 3<sup>d</sup> Sustainment Command (Expeditionary) get to work in the command’s support operations fusion cell Feb. 4. The command recently arrived in Haiti and will provide sustainment and distribution management in support of Joint Task Force – Haiti.

(U.S. Army photo by SFC Dave McClain)



**PORT AU PRINCE, HAITI** – 3<sup>d</sup> Sustainment Command (Expeditionary) Soldiers Staff Sgt. Rosanne Niles and 1<sup>st</sup> Sgt. Jonathan Napier, both from Fort Knox, Ky., prepare to unload a shipping container Feb. 4. The unit deployed with enough food, water and supplies to sustain itself during operations in support of Joint Task Force – Haiti.

(U.S. Army photo by SFC Dave McClain)



**PORT AU PRINCE, HAITI** – 3<sup>d</sup> Sustainment Command (Expeditionary) vehicles stand ready to execute missions in support of Joint Task Force – Haiti. The command deployed to the Caribbean country to provide logistics expertise to the international relief effort helping the country recover from a 7.0 magnitude earthquake Jan. 12.

(U.S. Army photo by Sgt. 1<sup>st</sup> Class Dave McClain)

# continued from page 3: **What We Learned About Our Deployment Capabilities During Operation Unified Response**

## *Deployment Training*

Individual and collective deployment skills are extremely perishable. Subsequent to the invasion of Iraq in 2003, the Army has used a somewhat different deployment paradigm than ever before. Deployments were projected in the Army Force Generation (ARFORGEN) model and the layers of support were mustered as the unit deployment timeline unfolded. There was little or no time for commanders to practice no notice deployments. Deployment skills eroded as a result. The objective of our deployment training is to implant into units the knowledge, skills, attitudes, abilities, and the intellectual underpinning so that deployment is a reflex activity executed with precision. We are losing this conditioning.

Units alerted for short notice deployment to Haiti had difficulty developing deployment data. Headquarters throughout the chain of command were challenged to maintain clear requirements and track deployment activities. The simple things became hard. Tie down teams were untrained and unrehearsed. SOPs and deployment binders were outdated. Qualified HAZMAT certifiers were unavailable. UMOs and air load planners had diminished skills. The lack of emphasis on individual and collective training resulted in units without the reflexive skills needed to execute short notice deployment with precision.

## *Installation Staff Organization and Procedures*

The inconsistent organization and staffing of the installation unit movement branches have led to varying degrees of deployment support. Each installation has organized their operation without regard to allocation rules. When the manning levels are inconsistent there is a tendency to perform the same function differently and the potential for costly errors is elevated.

Deployment support teams (DSTs) were added to the installation deployment support organizations from 2001 through 2009 while the new mobility officers were being trained for their deployment role in the brigade combat teams (BCTs). The DSTs were created to bridge the gap in fielding the mobility officers and NCOs. As the mobility officers assumed their positions the DSTs morphed into other duties. The installations and units came to rely on the teams as they were faced

with a growing role in deployment support. There were several requests for funding to continue the teams but they were rejected. The teams have now been eliminated and the installations are left with widely divergent processes and procedures.

A recently completed study resulted in the development of a set of standardized installation deployment support procedures. They have been formatted in electronic files or templates describing the function, organization, resources, and training required to perform the activities and readily available to deployment support activities. In addition one of the recommendations of the study was for the Installation Management Command (IMCOM) to develop manning allocation rules that will size organizations based on the reported workload.

## *Moving Forward*

In summary, we've observed a number of shortfalls in training, systems and resourcing that caused deployment headaches during Operation Unified Response. In this case, we were not as responsive as we could have been to the urgent need to speed relief to Haiti. The next time we could find ourselves in that unfortunate position from the proverb... "for want of a nail..."

Here are a few recommendations for consideration in the interest of improving our deployment readiness.

**Headquarters, Department of the Army** – publish Army-wide deployment policy; update Army input to joint sources for materiel descriptions (feeds the Joint Data List); fully fund deployment training; fund installation deployment staffs.

**Army component commands** – insist that units comply with appropriate regulations, like FORSCOM Regulation 55-1; fund EDREs/other collective training events.

**Headquarters, Forces Command** – coordinate with HQDA to update the Joint Data List; require annual updates and corrections to OELs; validate deployment training during the reset phase of ARFORGEN.

**Headquarters, Installation Management Command** – implement the use of the templates outlined in the DPMO Installation Standardization Study; establish standardized installation support operations sized to work-

load - pursue resources with DA; institute a means to share the best practices with all installations.

**Product Manager – Transportation Information Systems (PM TIS)** – develop and field Turbo Trans providing the UMO with a query and response system to develop and maintain the OEL. This system makes manual data entry simpler and more accurate like tax preparation software. Entries are checked against authoritative reference sources during data entry. The software will allow the UMO to highlight areas in question. These new functions should reduce the number of unit-generated errors that reach higher headquarters.

**Deployment Process Modernization Office** – assist DA G4 in developing a strategy to formalize the templates; assist IMCOM in the implementation of the templates and documentation for staffing and equipping installations; communicate the results of the installation deployment support study to the deployment community.

**Installations** – implement the standardized installation deployment support templates; maintain accurate deployment-workload data; facilitate collective and individual deployment training.

**Unit commanders** – appoint a unit movement officer and HAZMAT certifying officer; ensure collective and individual deployment training is conducted; ensure OEL is maintained.

**Mobility officers** – embed a deployment focus in training activities.

As with any successful endeavor it takes everyone doing their part and deployment is no exception. There is room for improvement at all levels. There must be clear and definitive policies and doctrinal guidance; our automation system must be user friendly; provisions must be made for collective and individual training; and installations must be given the resources to carry out their support role. Resolving these issues will take staunch commitment and dedication. ♦

**2010  
Deployment  
Excellence  
Award**



# Semi-Finalists

**Army—Large Unit**

- 173rd Brigade Support Battalion
- 72nd Expeditionary Signal Battalion

**Army—Small Unit**

- HHC, 391st Combat Service Support Battalion
- 317th Maintenance Company

**Army—Supporting Unit**

- 832nd Transportation Battalion
- 39th Transportation Battalion



Active Army  
(Semi-Finalists)

Bamberg, GE  
Mannheim, GE

Bamberg, GE  
Bamberg, GE

Jacksonville, FL  
Kaiserslautern, GE

**Army Reserve—Large Unit**

- 1184th Deployment and Distribution Support Battalion
- 1190th Deployment Support Brigade

**Army Reserve—Small Unit**

- 209th Army Liaison Team
- Detachment 2, 304th Sustainment Brigade

**Army Reserve—Supporting Unit**

- Fort Sill Mobilization and Deployment Support Brigade
- US Army CONUS Replacement Center



Army Reserve  
(Semi-Finalists)

Mobile, AL  
Baton Rouge, LA

Wiesbaden, GE  
Riverside, CA

Fort Sill, OK  
Fort Benning, GA

**Army National Guard—Large Unit**

- 41st Infantry Brigade Combat Team
- 1st Battalion, 125th Infantry Regiment

**Army National Guard—Small Unit**

- B Co, 3rd Battalion, 20th Special Forces Group
- HHC, 449th Theater Aviation Brigade

**Army National Guard—Supporting Unit**

- Joint Forces Headquarters—North Carolina
- Fort Sill Mobilization and Deployment Support Brigade



National Guard  
(Semi-Finalists)

Tigard, OR  
Flint, MI

Roanoke Rapids, NC  
Morrisville, NC

Raleigh, NC  
Fort Sill, OK

**All-Army—Installation**

- Fort Bragg
- Fort Hood

Fort Bragg, NC  
Fort Hood, TX



# HAZMAT CORNER

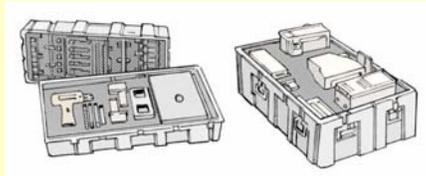
Deployment...

## Getting There & Back



Packaging assistance includes:

- preparing items (including vehicles and aircraft) for transport

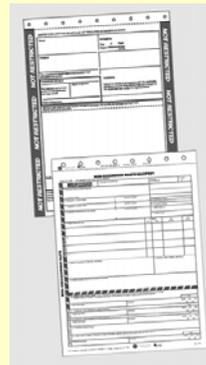


- load planning



- identification marking
- blocking and bracing
- crating
- ISO-type container stuffing

- Preparing transportation documents



HAZMAT assistance includes:

- choosing placards
- preparing certification documents
- making sure that materials packed together are compatible (that they're a safe match and won't react violently to each other)
- extending an individual's current HAZMAT certification for more time if conditions require it per DoD 4500.9-R, Defense Transportation Regulation, and TM 38-250, Preparing Hazardous Materials for Military Air Shipments



The day has finally come. You're going to the front lines of the global war on terrorism. You and your unit are ready, but will your equipment be fully mission capable when you get there?

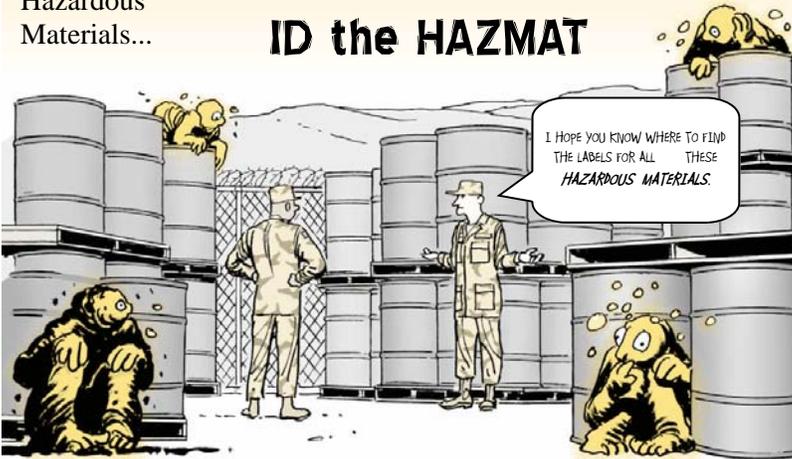
It will if you take advantage of a new Army service. The Army has put together teams that provide on-site packaging and hazardous materials (HAZMAT) assistance to deploying and redeploying units. The team's know-how and hands-on help cover all classes of supply. Best of all, the team will help you free of charge.

They'll work with your unit and the mobilization station to get your equipment from home station to mobilization station, to theater, and back home. You avoid the problem of lost, slowed or mis-routed shipments. Your gear arrives in country safely and fully mission capable. And deploy more quickly.

provided by  
Mr. Robert Colclough  
HAZMAT Instructor  
Vilseck, Germany

Hazardous Materials...

# ID the HAZMAT

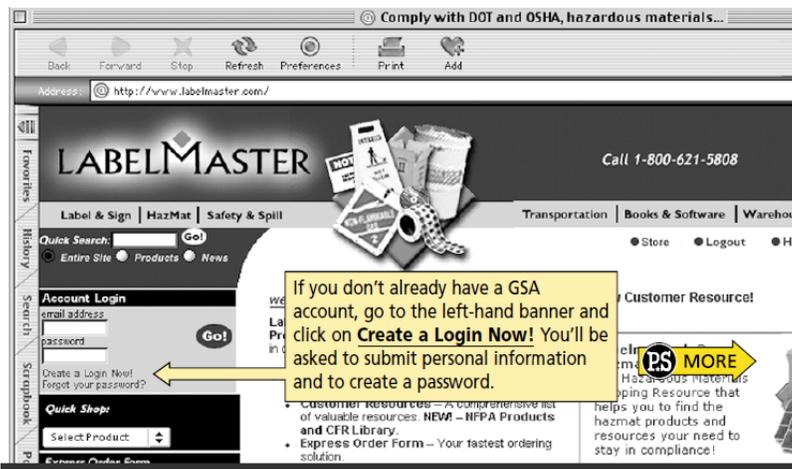


Hazardous materials (HAZMAT) need to be properly identified. It's the law. Problem is, HAZMAT labels, signs and placards no longer carry NSNs. That's why you need to get acquainted with a commercial manufacturer. One recommended manufacturer is Labelmaster. Their website is at: <http://www.labelmaster.com>

There you can find and order labels, signs and placards that meet regulations and safety requirements for domestic and international shipments.

After reaching the home page, click on Government in the top banner. The government page contains General Services Administration (GSA) contract information. To get GSA contract pricing online, you must first register for a GSA account.

provided by  
Mr. Robert Colclough  
HAZMAT Instructor  
Vilseck, Germany



If you don't already have a GSA account, go to the left-hand banner and click on **Create a Login Now!** You'll be asked to submit personal information and to create a password.

### Exploring Products

To browse through the product catalog, go to the home page and click on Store. You'll see links to several product categories, including Labels, Placarding & Placarding Systems, Forms and Regulatory Information.

- **Placarding and Placarding Systems:** placards, placard holders and upgrade kits
- **Labels:** Air, waste, biohazard, explosive and hazard class shipping labels
- **Forms:** HAZMAT shipping forms and waste manifests
- **Regulatory Information:** National Fire Protection Association publications and federal and international regulations.

The website includes color pictures of labels, placards and signs, along with their dimensions and what they're made of. You can also order Labelmaster's full catalog online.

**IF YOU CAN'T REACH THE WEBSITE, OR IF YOU'RE NOT ABLE TO ORDER ONLINE, YOU CAN CONTACT LABELMASTER BY REGULAR MAIL, EMAIL, PHONE OR FAX. THEIR ADDRESS IS...**

Labelmaster  
P.O. Box 46402  
Chicago, IL 60646-0402

Or  
American Labelmark Company  
5724 N. Pulaski Road  
Chicago, IL 60646-6797

Send email to: [webmaster@labelmaster.com](mailto:webmaster@labelmaster.com)  
Phone: (800) 621-5808  
Fax: (800) 723-4327

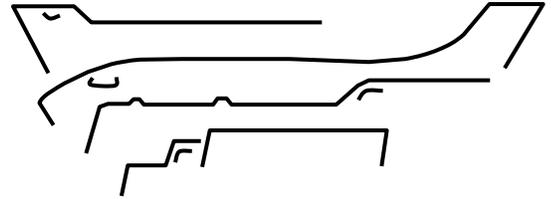
**YOU'LL FIND ADDITIONAL SOURCES FOR HAZMAT LABELS, SIGNS AND PLACARDS AT THE FOLLOWING WEB SITES...**

GSA Advantage  
[https://www.gsadvantage.gov/advgsa/main\\_pages/start\\_page.jsp](https://www.gsadvantage.gov/advgsa/main_pages/start_page.jsp)

HAZMATPAC  
<http://www.hazmatpac.com>

The International Compliance Center  
<http://www.thecompliancecenter.com>

UNZ & Company  
<http://www.unzco.com>



**DEPLOYER'S CORNER**



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Newport News, VA

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Registration is Closed!**

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- PM Movement Tracking System (PM MTS)

[http://www.tis.army.mil/WN\\_010610.htm](http://www.tis.army.mil/WN_010610.htm)



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Military Surface  
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Command

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**April 27-29, 2010**  
**Waikiki Beach Marriott**  
**2552 Kalakaua Avenue**  
**Honolulu, HI 96815**

**Registration**  
All participants, including presenters and individuals within the local commuting area are required to register via the registration link below.

**No Conference Fee**  
The target audience is transporters, customers, civilians and commercial carriers involved with Department of Defense surface transportation throughout the Pacific.

**Hotel Reservation**  
\$177 per night

Participants interested in staying at the Waikiki Beach Marriott must make reservations in advance. The hotel has blocked 150 rooms for the conference, if you plan to stay at the Waikiki Beach Marriott, reserve a room at the time of registration to qualify for the promotional conference rate.

<http://www.sddc.army.mil/sddc/Content/Pub/46960/PSMC.pdf>

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