

# CHIEF OF TRANSPORTATION QUARTERLY NEWSLETTER 1st QTR, FY 16



Soldiers from the 364<sup>th</sup> Expeditionary Sustainment Command, 385th Transportation Battalion (Terminal) during Operation Terminal Warrior August 2015.

*The Spearhead of Logistics*





## ***Front Cover Story:***

# **OPERATION TERMINAL WARRIOR**

CPT Marvin J. Baker, 364th ESC Public Affairs

During Operation Terminal Warrior 2015 at Little Creek Amphibious Base Aug. 16-29, Soldiers in the 364th ESC's 385th Transportation Battalion (Terminal) provided; command-control, planning and supervision of attached units specialized in water terminal operations in the "Black Sea region" to ensure flow of equipment and supplies through fictional countries.

The intent of the real-world training was to plan and safely execute bare-beach cargo operations while training battalion staff and subordinate companies in port operations, while focusing on maximizing individual and collective Mission Essential Task List (METL) training. Additionally, Soldiers learned to safely conduct RSOI, mission command, and ocean terminal operations in support of the loading, unloading and delivery of supplies for a world-wide simulated disaster relief effort.





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## **We're Looking for Your Story!**

Your unit is doing something everyday that our Army and the Transportation Corps can be proud of.

Your Soldiers are writing a new chapter in our TC history with each mission. Help us tell your story by submitting your storyboard to [usarmy.lee.tradoc.mbx.transportation-proponency-office@mail.mil](mailto:usarmy.lee.tradoc.mbx.transportation-proponency-office@mail.mil) with the 5W's, photographs, captions describing the pictures, a brief narrative of what is happening, names of particular Soldiers to recognize in the pictures, and links to your unit web page or FaceBook.

As always, tell your story without telling secrets, so be mindful of OPSEC.



# BG Michel M. Russell, Sr.

## 28th Chief of Transportation

Greetings fellow Transporters!

As we transition from a busy summer to the winter months, we concentrate on new technology, broadening assignments, education and mentorship, and deployment preparation. Next month, TC AIMS II updates to version 7.0.1, a web-based platform with additional capabilities. Training with Industry Enlisted allocations are also available, with tours in Portsmouth, VA; Jacksonville, FL; and Atlanta, GA. These are excellent opportunities to expand your knowledge base while working in the civilian sector. Contact your Assignments manager for more information.

At Fort Lee, we continue to improve the education our students receive. Our Lieutenants continue to showcase their Transportation skills during their culminating exercise: Operation Overland, and we continue to develop dynamic leaders by hosting a monthly Wheelhouse Wednesday at Ft. Lee's the Hideaway. This is a great opportunity for students to connect with senior leaders and potentially develop mentorship relationships for years to come. Look for more information about Wheelhouse Wednesday in an upcoming issue of Sustainment Magazine. Our Deployment Process Modernization Office is partnering with the Maneuver Center of Excellence to fully incorporate force projection and deployment into AWFC #12. We are looking for your help to ensure the proper information emerges. Visit <https://www.milsuite.mil/wiki/AWFC> for more information on how you can help.

Lastly, I would like to thank a special guest, who joined us for a Leader Professional Development session this past month, presented by the Army Transportation Museum Foundation (ATMF) and hosted at the Army Quartermaster Museum on Fort Lee. *(continued on next page)*



# Regimental Command Team



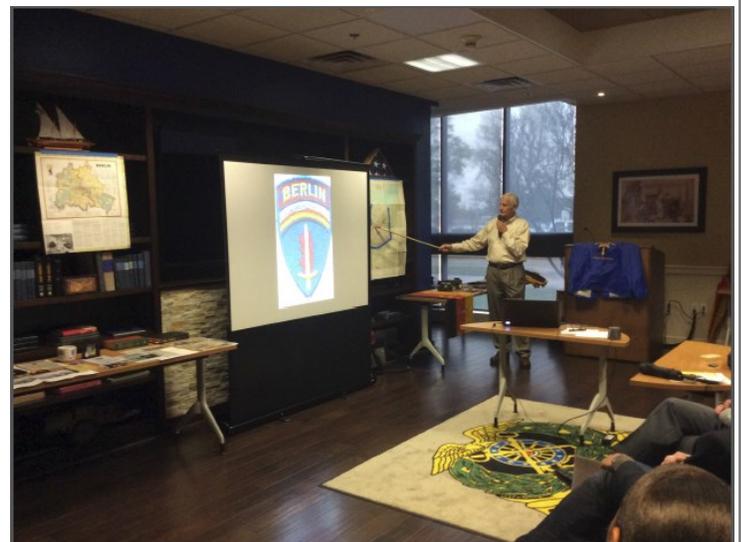
Phil Bargoil - our featured speaker - was in the Army and served in West Berlin from April 1964 to August 1966 working mostly in East Germany, with the Russians, including his time on the Berlin Train. His talk, which included many photographs, centered on his Berlin experience, the events that preceded the 1961 construction of the Berlin Wall, and the immediate affects it had on the lives of 3.5 million Berliners, and the events that lead to its destruction in 1989.

In 2013, Phil was 1 of 12 Cold War era veterans selected by the City of Berlin /Checkpoint Charlie Foundation to return for a Welcome Home Tour in Berlin, designed to show their appreciation of the American military during the Cold War and to foster German/American relations.

The presentation was fascinating and I encourage all leaders at all levels to find opportunities where we can reconnect with those who served before us and with our communities who currently support us. *SPEARHEAD!*

*“SPEARHEAD 6”*

*BG Michel M. Russell, Sr.*



*(RIGHT) Phil Bargoil introducing the Berlin Brigade and its mission during an LPD session at the Quartermaster Museum Nov. 9, 2015.*



*(LEFT) A section of the Berlin wall prior to its destruction in 1989)*



# CSM Cynthia B. Howard

## 12th Regimental Command Sergeant Major

Team TC,

As we move into the new fiscal year, we will see changes to the health of the Corps across the DOTMLPF domains. Some of these include updates to credentialing opportunities, continued development of the Army Watercraft and Tactical Wheeled Vehicle (TWV) modernization efforts, as well as a campaign plan to enhance movement control. We will continue to work diligently with our Army, Joint and Strategic partners as the Army's deployment and distribution experts effectively supporting expeditionary forces with trained and "Dynamic" Leaders.

Team, as the Army continues to go through the transition from an "Army at War" to an "Army of Preparation" we must all continue to remain diligent in our duties and be relevant and value added as we support the Maneuver Force.

Lastly, I would like to quickly highlight the Training With Industry (TWI) program as it applies to our Enlisted Corps. We currently have two allocations approved (88H and 88N) and are currently working on a third for the 88M. Bottom line, if you are a SFC and meet the pre-requisites for the program I highly encourage you to contact your Career Advisor at HRC immediately. Selection for the FY16 Students will occur in JAN 16 and the student will report in the summer of 2016. Please see page 5 for more details.

Again, I thank you for all that you do for our Corps and Army on a daily basis!

*"SPEARHEAD 7"*

*RCSM Cynthia B. Howard*



## Training With Industry Program (TWI)

FY16 Enlisted Allocations: 1 Year Tour at the location below.

SFC 88H - The Port of Virginia Portsmouth , VA

SFC 88N - Crowley Logistics Jacksonville, FL

SFC 88M - Coca Cola (Pending Approval) Atlanta, GA

**\*\*\* SOLDIERS MUST CONTACT THEIR CAREER ADVISOR AT HRC FOR MORE INFORMATION \*\*\***





## CW5 Donald E. Berg

### 4th Regimental Command Warrant Officer

Team,

I wanted to share some thoughts about what I'm seeing now and what I see in the future as we evolve to meet the requirements of the Army's 2025 Strategy and beyond:

#### ***-Technical Experts.***

First and foremost we are Technical Experts in our respective fields. I see your Technical Education as you're Major and your College degrees as your Minor. Regardless of your PME and qualifications/degrees you hold, if you don't know your job you will become less effective for the Commander at all levels. Our Technical PME gives you a strong base ensuring we are technologically agile, adaptive, and innovative leaders. However that's not the be all and end all. I strongly feel it's your personal responsibility to expand this base; take charge, get dirty, and don't be afraid of what you don't know.

#### ***-Oral and Written Communication***

As you move up into greater levels of responsibility, you must be effective in communicating your point to influence action and you must be able to communicate on their level. If you can't communicate and articulate your point you will find all momentum gained lost. In many cases you will only have one shot. Ensure you take every opportunity you can, achieving, for higher education opportunities; otherwise you

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## Regimental Command Team



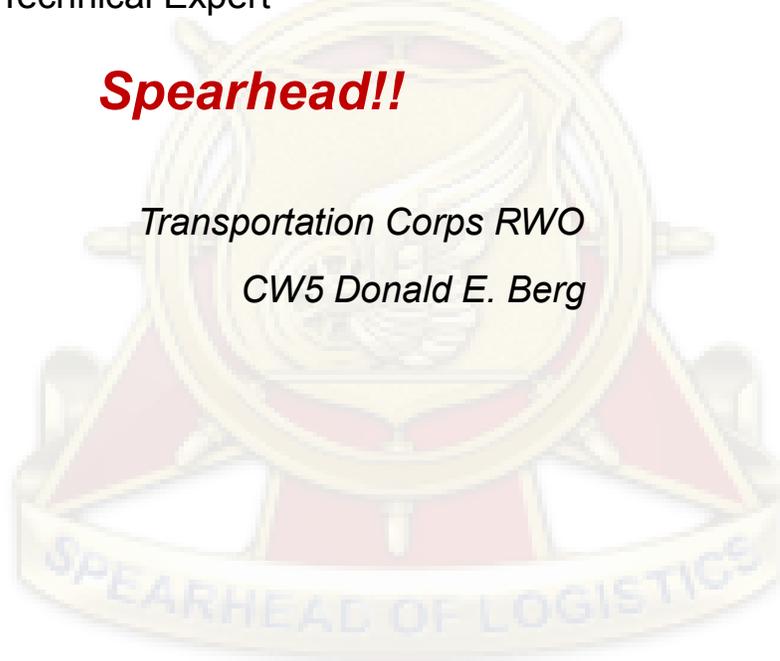
will find your effectiveness, as you progress in rank, will be diminished and ineffective. Start writing now and take every course you can take to improve communications skills. The opportunities that we are being afforded in many of our broadening assignments require a Bachelor's degree and communication competencies (both written and spoken) that will require us to expand within our own self development.

In closing; what I see as the key to your success is formal Army education, and self-development (Bachelor / Master's Degree), balanced with the right operational experiences. Broaden your critical and creative thinking skills by learning those strategic Army processes outside your AO. Keep your eyes open, ears listening, continue to communicate and fight your way into the Commands to ensure that they understand what you bring to the table. Be proud to be that Technical Expert

***Spearhead!!***

*Transportation Corps RWO*

*CW5 Donald E. Berg*

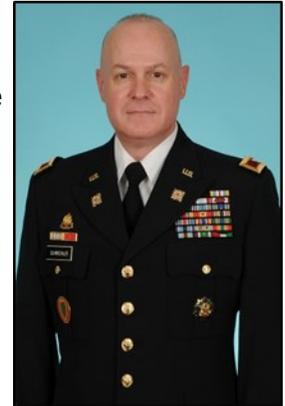




# Office of the Chief of Reserve Affairs

Greetings Transporters!

I'd like to take this opportunity to introduce myself. I'm COL Steve Schweichler, the newest member to the Office of the Chief Reserve Affairs for the Chief of Transportation. My last assignment was as the Director for Logistics and Engineering (J4) for Joint Task Force Civil support at Fort Eustis, VA. I have been happily married to my wife Melissa for the last 20 years, and we are blessed with three children, Breanna (19), Brendan (15), and Dean (13). I've been in the Army over 28 years, have had the opportunity to be a part of the Active and Reserve sides, and believe this gives me an advantage at my current job of ensuring the Reserve Component is integrated into the overall force.



The capabilities that resides in our reserve force structure bring strength to our Transportation Corps and the next few pages highlights our TC Reserve units in action; the activation of the 3rd Transportation Brigade Expeditionary (TBX), Operation Terminal Warrior, and the 1394th Transportation Brigade. I'm excited to be a part of such an important organization, and I look forward to the opportunity to meet and interact with the Transportation community over the next several years. **SPEARHEAD!**



For Reserve Affairs Questions please email: [usarmy.lee.tradoc.mbx.ocra-chief-reserve-affairs@mail.mil](mailto:usarmy.lee.tradoc.mbx.ocra-chief-reserve-affairs@mail.mil)



# Army Reserve Activates First Watercraft Brigade

Story by Sgt. 1st Class Angele Ringo, 377th Theater Sustainment Command

FORT BELVOIR, Va. – A unit born on the rails reemerged on the water in an historic ceremony that activated the 3rd Transportation Brigade (Expeditionary) making it the first watercraft brigade in the Army Reserve.

The event was just the beginning of a busy summer and fall that saw notable training with its active duty counterpart, the 7th Transportation Brigade (Expeditionary), and the addition of more units to its footprint. For 3rd TB (X) commander Col. David Roscoe, it is an exciting time to be in the Army watercraft business.

“We have an opportunity to meet a lot of the demands that are taking place globally for watercraft, particularly what we’re doing in the Pacific—the Asia region,” said Roscoe. “We are a unit that hopefully can be in a position to deploy rapidly to deliver logistics over the shore in a fashion that supports our national strategic needs.”

The 3rd TB(X) was first designated in 1941 as the 22nd Railway Grand Division. Over the next 74 years, it would be converted, redesignated, reorganized and inactivated. Along the way it changed names, shrank and grew in size before finally being activated once again as a watercraft brigade and a direct reporting unit to the 377th Theater Sustainment Command. The build-up to the unit’s activation took more than

a year with former commander Col. Stephanie Rivers leading the effort to lay the groundwork for a successful launch that became official in September.

“When [the Institute of] Heraldry was asked to promote a unit to reactivate, the 3d TB(X) was an obvious choice,” she said during the activation and change of command ceremony. “We reach back to an amazing history, primarily rail, and now we’ll go forward in a new way over water.”

As the unit prepared for its activation, it simultaneously trained for a near month-long Logistics-Over-the-Shore (LOTS) exercise with the 7th Transportation Brigade (Expeditionary), its active duty counterpart. Terminal Warrior 2015 took place in the Hampton Roads area of Virginia from mid July through mid August and included Reserve, National Guard and active duty units focused on cohesion and sharpening proficiency in basic LOTS skills as part of the Total Army Concept. The 3rd TB(X) staff officers teamed with the 7th TB(X) to form an integrated headquarters to manage the exercise. The 7th TB(X) commander, Col. Stacy Townsend saw it as a chance to share its tactics, techniques and procedures for better interoperability.

“I think it was a good opportunity for us to kind of learn from each other and as we move forward kind of figure out what are the best

*(Continued on next page)*



practices and how do we share those with each other so as we continue to work together there's less differences in how we operate and that makes mission command easier," he said.

The 3rd TB(X) supports unified land operations by providing mission command of port, terminal and watercraft units specializing in port-opening, movement control and austere intermodal operations at unimproved seaports. Army watercraft have the added capability of operating on smaller bodies of water.

"Army vessels are unique because no one does the rivers, or just to the beach. Navy ships are too large," said Rivers. "We act as the shuttle service."

The 3rd TB(X) footprint includes watercraft units in Florida, Maryland, North Carolina and Virginia. The beginning of Fiscal Year 16 brought the addition of a battalion with units located in those same states. The consolidation of watercraft assets under one command streamlines funding, according to Roscoe, which enables them to deploy crews where they are needed more efficiently.

"It lends us to be able to support worldwide requirements rather than segmenting them out to these particular elements in a way that may not best support the budget constraints we may be experiencing and what is required on a worldwide level," he said.

It also puts the expertise needed to support watercraft units in one place, added Chief War-



(ABOVE) Brig. Gen. Norman Green, 377th Theater Sustainment Command deputy commander, uncases the colors of the 3rd Transportation Brigade (Expeditionary) with the unit's top noncommissioned officer, Command Sgt. Maj. Joseph Legra, during an activation and change of command ceremony on Fort Belvoir, Va. (U.S. Army photo by 1st Lt. William Roland)

rant Officer 5 Steven Brown, a marine deck officer for the 3d TB(X). When units need things, that know-how can be critical in deploying a vessel in a timely manner.

"it's like getting the bullets and beans to the infantry soldiers. We can get all the things that are needed to support Army watercraft to get the boats away from the pier which is literally hundreds and hundreds and hundreds of different tasks that need to be performed. So, having this level of expertise here will certainly help in that endeavor," he said.

(Continued on next page)



The unit continues to actively recruit Soldiers to the headquarters and to its down-trace units. Army watercraft is a highly specialized career field requiring extensive training. While there are other support roles, enlisted Soldiers who work directly with vessels typically train to be watercraft operators or engineers, which fall under the military occupational specialties of 88K and 88L respectively. Chief warrant officers can serve as vessel masters or chief engineers.

A watercraft operator for 14 years, Staff Sgt. Andrew Gurry had never been part of a new unit standing up for the first time and believes that they can have a significant impact on the shape of the field in the future. A big part of that includes educating new 3rd TB(X) soldiers.

“Right now we’re in the crawl stage. We’re

getting the soldiers to understand what a TB(X) or a transportation brigade expeditionary does. A lot of these soldiers have never worked with vessels before especially the newer ones. The main thing is educating them on how watercraft works, what our purpose is,” said Gurry.

The shape of the 3rd TB(X) remains a work in progress as the Army Reserve considers adding additional units under its command. In the meantime, Rosco said, unit leaders continue to focus on building in strength, capacity and capability so they can be a viable asset when called.

“We need to be out there, we need to be ready, we need to be relevant so we can support the homeland security mission in a manner the Army and the American taxpayer expects.”





# Reserve Affairs



**AMERICA'S ARMY:**  
SERVICE TO THE NATION,  
STRENGTH FOR THE FUTURE

**1394<sup>th</sup> TC BDE**  
Trans-Mariner 2015  
Southport, NC



**Event:**

**1394<sup>th</sup> TC BDE UFG 2015**

CDR: COL Dianne Del Rosso    CSM: CSM Herman Luedtke

Date: 16-28 August 2015

**Situation:**

Ulchi Freedom Guardian is a Chairman of the Joint Chiefs of Staff -sponsored, Commander, PACOM-directed, United Nations Command, Combined Forces Command, and U.S. Forces Korea annual joint/combined command post exercise.

The purpose of the exercise is to enhance the combat readiness of the Republic of Korea and U.S. supporting forces through combined and joint training, while improving ROK-U.S. combat readiness and interoperability.

The exercise focuses on strategic, operational, and tactical aspects of military operations in the Korean Joint Operations Area and improves participating units' readiness in order to maintain stability of the Korean Peninsula

**Mission:**

CFC conducts a theater command post exercise, ULCHI FREEDOM GUARDIAN to improve crisis management, and warfighting command and control while demonstrating the resolve of the US-ROK alliance. O/A 16 Aug 2015 through 28 Aug 2015, personnel from the 1394th Trans BDE will supplement MSC-K BDE Staff and 6<sup>th</sup> Ordnance BN.

**Units:**

The exercise highlights the enduring partnership and friendship between the two nations and their combined commitment to the defense of the ROK, ensuring peace and security in the region. There are six United Nations states that participate in UFG 2015: Australia, Canada, Colombia, Denmark, France, and the United Kingdom. In addition, the Neutral Nations Supervisory Commission observers will monitor the exercise to ensure compliance with the Armistice Agreement.



# Reserve Affairs



## Statistic:

Downloaded **2,394** containers

Processed **13,380 short tons** of ammunition

Performed **285 serviceability inspections.**

Loaded **108 TEU** from Goose Creek, South Carolina (ASLAC) to MOTSU

Loaded **140 M3 series flatracks (CROP)** from MOTSU to Goose Creek, SC.

Uploaded **1,177**

Downloaded **840** containers from the MV Page

Trained **596** troops

**70** containers downloaded from the MV Hurst Point (UK Armed Forces)



# TC Lieutenants go "Overland"

**By: CPT Michael Earle, Transportation School, Joint Base Langley Eustis, VA**

More than 80 second lieutenants from the Transportation Basic Officer Leadership Course classes 15-501 and 15-010 participated in Operation Overland, the culminating training event for TBOLC. Operation Overland is a week-long exercise designed to expose these newly commissioned transportation officers to various transportation nodes, with special emphasis on tactical convoy operations. The objective of this exercise is to provide TBOLC students the opportunity to apply their newly acquired technical knowledge of highway traffic management, movement control, seaport operations, and rail terminal operations by planning and leading simulated logistics support missions. TBOLC TAC, short for training, advising, counseling, officers meet this intent by providing each officer with challenging leadership opportunities testing their abilities to plan, brief, and execute convoy briefings, manage limited resources, and make tactically sound decisions while operating in a field environment.

Each TBOLC class first conducts a convoy from Fort Lee to Joint Base Langley-Eustis, then establishes command post and bivouac sites, simultaneously maintaining in-transit visibility of all elements. TAC officers then provide initial mission guidance for convoy commanders and their crews, ensuring that all lieutenants receive an opportunity to lead their peers throughout the exercise. Assigned missions include downed aircraft recovery, conducting a reconnaissance for establishing a central receiving and shipping point (CRSP), and



*(ABOVE) 2LT Bell (center) of the Nebraska National Guard updates his convoy vehicle commanders on a change of mission and determines the best route for arriving at their assigned location. CPT Matthew Ferretti (far right) and other TBOLC TAC officers continually challenge their students make good decisions by changing mission requirements and time constraints.*

recon and determine suitable water purification sites, and general cargo resupply. TAC officers also adjust the mission in progress in order to manufacture realism and stress. This forces leaders to think and react quickly, employing all of his or her available assets in order to tackle rapidly changing problems and adjust to emergent mission requirements. "I emphasize the importance of having more than one way into and out of a location. If a lieutenant only briefs the group on one route during the mission brief, I will usually stress

*(continued on next page)*



# Transportation School



the situation by adding an obstacle to prevent us from taking the same route home. The convoy commander has to begin route planning on the fly and brief the changes over the radio. I seek ways to train adaptability and mission command with every student,” said CPT Austin Harrison, Instructor, TBOLC, 71st Trans BN, Army Logistics University.

Integrating Operation Overland with Operation Decisive Action, the scenario-based tactical training event for 88H and 88U AIT students, is an invaluable yet sometimes elusive element to the training. Combining these two exercises enables new lieutenants to work directly with the transportation Soldiers responsible for executing marine and rail terminal operations. It provides an invaluable opportunity just weeks before these officers report to their first duty stations while adding an increased sense of realism to both exercises. Operation Overland has benefited tremendously since relocating to JBLE, and collaboration with the enlisted Soldier training injects an increased sense of realism through austere field conditions that often come in short supply at Fort Lee.

This leadership-focused exercise provides future TC platoon leaders a critical opportunity to build their confidence and demonstrate their acquired



(ABOVE) 2LT Bell of the Nebraska National Guard briefs the route during a convoy brief. As convoy commander, lieutenants must understand all aspects of their assigned mission and prepare an effective plan for anticipated obstacles.

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understanding of transportation operations. Improved realism and heightened stress levels introduced into the curriculum only add to this experience as ALU continues to mold the future logistics leaders of the Army.



(ABOVE) Lieutenants from TBOLC class 15-010 secure a village along a convoy route during Operation Overland. All students receive opportunities to lead their peers on training missions during the week-long exercise.



# NCOs LEAD THE WAY

The month of October was a great month for four Transporters assigned to the Logistics Noncommissioned Officers Academy here at Fort Lee. During the month the Army Logistics University recognized its Distinguished Instructors and Educators of the year. During the evaluation process SSG Yarberry, SSG Cuthbertson, SSG Daniels and SFC Hill were acknowledged as Distinguished Instructor Awardee's by the Army Logistics University with SFC Hill winning ALU Instructor of the year in the NCO category. The accolades continue to rain upon the branch when the Commanding General of CASCOM selected SSG Yarberry as "CASCOM GAME CHANGER" for the 1<sup>st</sup> quarter of FY 16. Congratulations to these fine transporters as they continue to be at the tip of the spear regardless of the Operating Environment.



From left to right 2015 DIA recipients SSG Cuthbertson, SSG Daniels, 1SG Durant, SSG Yarberry and SFC Hill instructor of the Year



# Transportation School



SFC HILL ALU INSTRUCTOR OF THE YEAR FY 15



SSG Cuthbertson 2015 ALU Distinguished Instructor Awardee



SSG Yarberry 2015 ALU Distinguished Instructor Awardee



SSG Daniels 2015 ALU Distinguished Instructor Awardee

*...Spearhead of Logistics*





# TCAIMS II Update

Starting December 15, 2015, the Transportation Coordinators' Automated Information for Movements System II, better known as TC AIMS II, will be online with a new look and feel. TC AIMS II ver 7.0.1 will be Common Access Card (CAC) enabled for any authorized user from all government computers that are Army Gold Master compliant. It is important that users validate requirements prior to the end of the new year. On January 1, 2016 all non-complaint systems will no longer be allowed access to the Enterprise. All required users should validate requirements through their local G6 or SASMO. Minimum requirements for access include submission of an updated SAAR through the Brigade Account manager to PD AMIS for approval and role assignment.

In addition to moving to a web-based platform, other upgrades include the creation of the Transportation Tracking number (TTN) and a Transportation Tracking Account Number (TTAN) function. This upgrade will be used by US TRANSCOM to link each piece of equipment to a Unit Line Number (ULN) in JOPES, providing the maneuver commander better tracking of force closure and the build of Combat Power over time.

**An Interactive Multimedia Instruction (IMI) package has been established and is available at the following URL:**

[https://software.forge.mil/sf/docman/downloadDocument/projects.tc\\_aims\\_ii\\_training/docman.root/doc69808;jsessionid=b44wo85mB4n1XBXchS8ydbCl.tf](https://software.forge.mil/sf/docman/downloadDocument/projects.tc_aims_ii_training/docman.root/doc69808;jsessionid=b44wo85mB4n1XBXchS8ydbCl.tf)

Prior to accessing the upgraded TC AIMS II it is recommended that all users familiarize themselves with the upgraded platform and new/updated tools available.

There is no requirement to complete all the classes available on the IMI. Unit Movement Officers (UMO) who have completed the TCAIMS II functional course, and other experienced users, can complete just the modules which cover items in the new version. For reference, the following highlights modules recommended for experienced ver 6.3.1 users to complete to become familiar with ver 7.0.1.





INDEX	
After the two introductory presentations listed immediately below (blue rows), an index of general TC-AIMS II training areas is listed. Click on any of these general subject areas to expand the group, then click on the specific subject you wish to view. Alternately, to search for a specific training subject, hold down the <Ctrl> key and the <F> key, on the menu bar, type in your search criteria and continue clicking "Next" until you find the subject matter of interest.	
HOW TO NAVIGATE THIS WEB SITE	
GETTING STARTED - AN OVERVIEW OF TC-AIMS II	
6.3.1 - SADBA	7.0.1.1 - WEB OVERVIEW
6.3.1 - ACCOUNT SETUP, LOGON AND HELP OPTIONS	7.0.1.1 - ACCOUNT SETUP, UAM PROCESS
6.3.1 - MENU BAR OPTIONS	7.0.1.1 - BASICS - WEB (CAC) LOGON
6.3.1 - UNIT MOVE - ASSET MANAGEMENT (OEL)	7.0.1.1 - TTAN/TTN
6.3.1 - UNIT MOVE - ASSET MANAGEMENT (PERSONNEL)	7.0.1.1 - UNIT MOVE - ASSET MANAGEMENT (OEL)
6.3.1 - UNIT MOVE - MOVEMENT PLANNING	7.0.1.1 - UNIT MOVE - ASSET MANAGEMENT (PERSONNEL)
6.3.1 - UNIT MOVE - MOVEMENT EXECUTION	7.0.1.1 - MOVEMENT PLANNING
6.3.1 - SERVICES	7.0.1.1 - MOVEMENT EXECUTION
6.3.1 - WIZARD INTERFACES	7.0.1.1 - SERVICES
6.3.1 - AIT (AUTOMATIC IDENTIFICATION TECHNOLOGY)	7.0.1.1 - INTERFACES
6.3.1 - POWERPOINT PRESENTATIONS	7.0.1.1 - AIT (AUTOMATIC IDENTIFICATION TECHNOLOGY)
6.3.1 - SOFTWARE DOCUMENTATION	7.0.1.1 - SOFTWARE DOCUMENTATION
6.3.1 - JDL UPDATES	7.0.1.1 - SOFTWARE UPDATES
6.3.0 - THEATER OPERATIONS (TOPS)	
AIT MANUALS	FORMS
DOCUMENTS	LINKS

(ABOVE) An example of the TC-AIMS training portal.

## Options for Training:

**Option 1 (preferred option):** Request enrollment in the TCAIMS Functional Course through your training NCO or Officer. The two week course, offered at the Transportation School at Fort Lee, VA, teaches basic functionality of the system, contains several practical exercises designed to test system knowledge, and familiarize students with the system from log in processes to deployment execution.

**Option 2:** Request a TC AIMS II Mobile Training Team (MTT) which can be coordinated through FORSCOM for operational units.

**Option 3:** Courses may be taken at the local installation if available. Note: local courses may be focused on installation specific missions and processes with limited coverage of deployment, RSOI, and redeployment generally.

**Option 4:** Take the online IMI, mentioned above. This is only recommended for people who have had the functional course and/or TC AIMS II experience.

A great resource regardless of option is the REDI Toolbox, maintained by the Deployment Process Modernization Office (DPMO), available at: <https://www.us.army.mil/suite/page/689011>. The REDI Toolbox contains an extensive online library of reference materials, process documentation, and other tools that explain in detail the Command Deployment Discipline Program and the part the UMO plays in its execution.



**Note 1:** The REDI Toolbox is available through AKO; some users may experience difficulty accessing the site which is caused by compatibility issues between AKO and the user's system. Most compatibility issues can be fixed using the following steps:

Open Internet Explorer and click Tools on the taskbar.

Select Compatibility View settings.

Add the IMI URL to the Add this website box and click Add.

Close the box and then refresh your browser (or close and reopen).

**Note 2:** Once you add the site to the Compatibility View list and the page looks worse, the problem might not be compatibility and you should remove the site from the list.

**Note 3:** Once you turn on Compatibility View, Internet Explorer will automatically show that site in Compatibility View each time you visit. If needed you can turn off Compatibility View by removing it from your compatibility list.

***The Army, and especially the mission support systems, is changing and modernizing at a blistering pace. Given the rapid pace of change, Soldiers, civilians and contractors that support Army deployment and force projection should add the U.S. Army Transportation Corps website and the REDI Toolbox and regularly check for updates. The Spearhead Team published and updates a number of great products like the DTO/MWO Newsletter, The Transportation Quarterly Update, and the plethora of tools available in the REDI Toolbox to keep our Soldiers and Deployment Professionals in the loop.***



## ***Integrating Force Projection and Deployment Into Army Warfighting Challenge (AWFC) #12: Conduct Joint Expeditionary Maneuver and Entry Operations***

The Deployment Process Modernization Office (DPMO), Fort Lee, VA, is partnering with the Maneuver Center of Excellence (MCOE), Fort Benning, GA, to incorporate force projection and deployment into AWFC #12: Conduct Joint Expeditionary Maneuver and Entry Operations: How to project forces, conduct forcible and early entry, and transition rapidly to offensive operations to ensure access and seize the initiative. This first ever collaborative effort looks to link Force Projection and Deployment initiatives and activities into MCoE's efforts to redesign movement and maneuver functions as detailed in the Army Operating Concept (AOC), increasing the efficiency and effectiveness of how we position, deploy and support the maneuver commander. A few critical areas of inquiry include: seabasing and the role it plays in supporting the Joint fight, reconfiguration of combat loads and equipment enroute to allow a "fight off the ramp" capability, and the critical role that Army Watercraft plays in enabling the Joint Force Commander's ability to overcome A2/AD challenges in a theater of operations.

This effort is guided by, and synchronized across all CoEs and our Joint Partners, through the AWFC collaborative process. The AWFCs are enduring first order problems, the solutions to which will improve current and future force combat effectiveness. These challenges are reviewed and updated as needed to remain

applicable for the future force.

***How can you help?*** Great question, join the discussion! The community of interest is invited to participate by joining the discussion and contributing your ideas and insights. AWFC's and other pertinent information can be found on the milSuite/milWiki web portal. MilWiki is a DoD knowledge management website and a part of the milSuite collection of collaborative sites for information sharing and the exchange of ideas and solutions.

**To learn more about how you may join the discussion visit,** <https://www.milsuite.mil/wiki/AWFC> and click the banner in the top middle of the page.

**To read recent content and contribute visit,** <https://www.milsuite.mil/book/groups/army-warfighting-challenge-awfc-group>

*Point of contact for this update and any other DPMO Questions is Mr. Stacey Lee.*

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## MATERIEL SYSTEMS DIRECTORATE UPDATE

By: Mr. Friedrich N. Wehrli, Chief, Mobility Division, Materiel Systems Directorate, CASCOM

### Automated Convoy Operations (ACO) Capability:

The Automated Convoy Operations (ACO) is a system designed to incorporate full automated capabilities into future and existing TWVs. These vehicles are designed to operate with minimal human input to accomplish an assigned mission. ACO will utilize a series of sensors including radar, lidar, cameras and GPS to determine and navigate the most appropriate route. ACO can operate within purely automated convoys or in conjunction with manned vehicles. ACO vehicles can be controlled and assigned a mission remotely through the use of an operator control unit (OCU.)

There are two Lines of Effort (LOEs) to Develop the Operational Requirements documents for Robotic Tactical Wheeled Vehicles:

**LOE A- Short term (FY15-18).** TCM-Trans has developed, is staffing and gaining approval of the Capabilities Development document (CDD) for Leader Follower Threshold and Objective requirements for the Palletized Load System (PLS) (Oct 15- Feb 16).

**LOE B- Long Term (FY 23 and beyond).** CASCOM Materiel Systems Directorate (MSD) is developing the ACO CDD. This CDD will be submitted to HQDA in February 2018. : A Joint Service ACO Requirements Integrated Product Team has been developing the ACO CDD capability requirements and is refining the straw-man ACO CDD capability parameters and attributes. This capability is focused for FMTVs, HEMTTs, PLS, LHT and HETS operating in the Sustainment Brigade area of operations and HEMTTs in the Armored Brigade Combat Team (ABCT) Brigade Support Battalion.





## Joint Tactical Transport System (JTTS):

JTTS is a concept the Army is exploring to meet the sustainment goals of the current Army Operational Concept. JTTS is envisioned to replace the FMTV, HEMTT, PLS, HETS, M915, MTRV, LVSR fleets to a 1 to 2 modular chassis fleet of vehicles across the Army and possibly the USMC. They will transport strategic and combat configured loads from the SPOD/APODs down to the Company size maneuver elements. The payload range for JTTS will focus between 5-90 Tons. JTTS capabilities sought include: Maximize commonality, VICTORY Architecture, Operational Energy improvements, Automated operation compatibility to maximize force protection attributes, CBM+ RAM capabilities; and Modularity to reduce DoD TWV fleet inventories.

**Operational Benefit:** Reduces DoD O&S and life cycle support costs. Improves cargo throughput capability at the operational and tactical levels.

**Operational Overmatch:** Provides 24/7 cargo delivery capability in all types of environments. Increases mobility/traffic ability in all types of terrain.

CASCOM MSD is developing the Army and USMC CONOPS in the next 12 months. They will begin drafting an operational requirements document in late calendar year 2016.



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## TRADOC Capability Manager-Transportation

By: Mr. Danny Barlow, TCM-T, CASCOM

**Heavy Equipment Transporter System (HETS).** An Increment update to the HETS Capability Production Document (CPD), which addresses the increased payload issue due to the Main Battle Tank (MBT) increasing in weight is currently being staffed for Department of the Army approval. The MBT weight is expected to increase to approximately 79 Tons in combat configuration with all Force Protection Kits installed. The current HETS is rated to safely transport 70 Tons. Concurrently, there are ongoing efforts to fulfill an Operational Needs Statement from Germany, which requires HETS to transport the MBTs that have been positioned there.



**Joint Light Tactical Vehicle (JLTV).**

The JLTV's family of vehicles (FoV) is a joint program between the Army and USMC to replace the HMMWV. HMMWVs have undergone many modifications to make them more survivable, unfortunately increases in armor protection have exacerbated capability gaps in areas such as mobility, reliability and operational flexibility. The JLTV will close these capability gaps by providing the following characteristics: Scalable armor to provide various levels of protection depending on the mission; Transportable by a range of lift assets, including rotary wing aircraft and expeditionary sealift; Mobility to enable operations across a wide variety of weather and terrain conditions, including urban areas; onboard and exportable power, and reduced fuel consumption. JLTV also provides joint forces network connectivity that improves situational awareness of the operational environment while enabling a responsive and well-integrated Command and Control (C2) capability.



*Points of contact for this update are Mr. Danny Barlow / CW5 Richard Turner*

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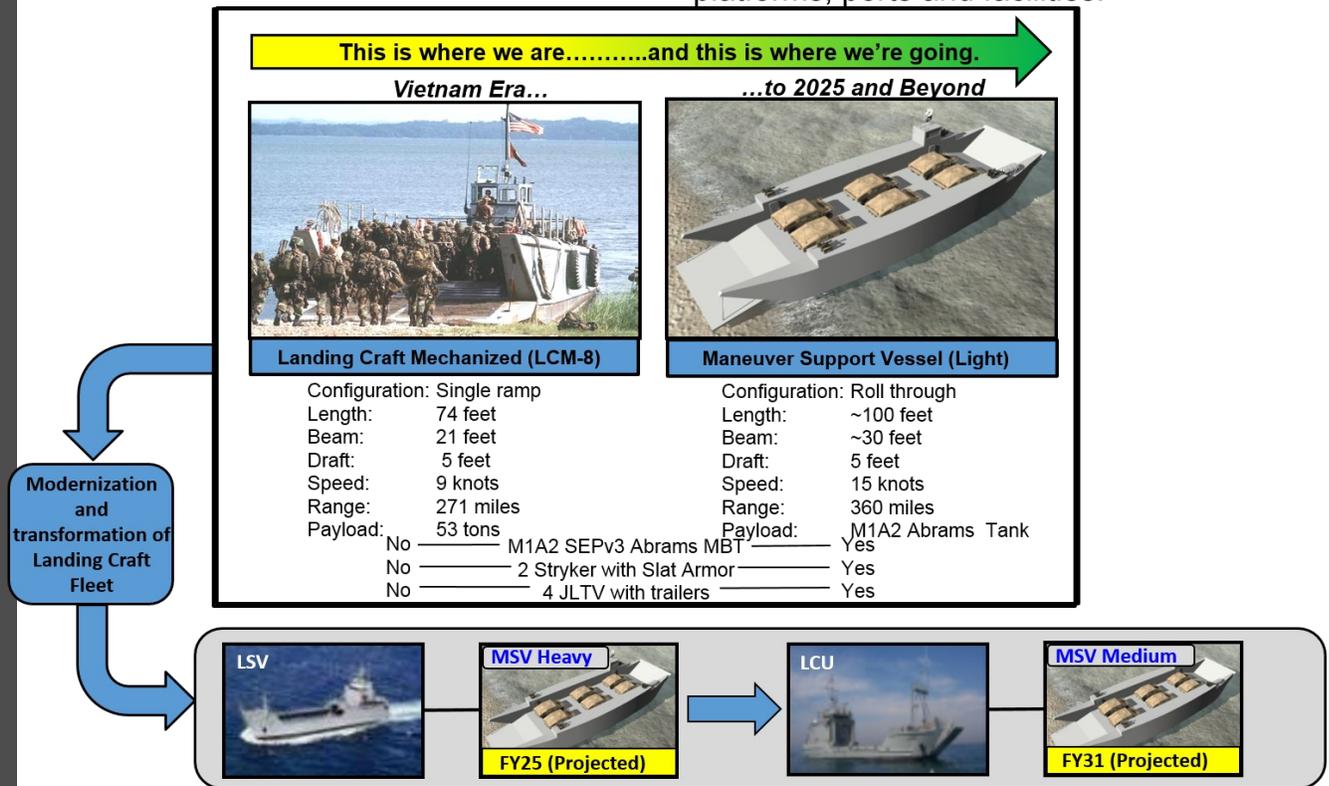
# Maneuver Support Vessel (Light) (MSV(L))

By: CW5 Richard Turner, Deputy Director Watercraft-TCM-T, CASCOM

The MSV(L) will displace the current Landing Craft Mechanized 8 (LCM-8) that has been in the inventory for over 40 years. The MSV(L) will provide a more capable, maneuverable light transport vessel than the LCM-8. It will retain the traditional logistics capabilities with enhanced maneuver capabilities to deliver today's combat configured troops and equipment.

The Maneuver Support Vessel (Light) (MSV(L)) is an Army waterborne mobility platform that provides land maneuver forces with the ability to move and maneuver combat-ready force elements within the littorals, coastal and inland waterways. MSV(L) is specifically intended to provide the ability to conduct surface movement, support and sustainment of small, mission-tailored and combat-ready force elements dispersed across a wide area

of the operational environment. MSV(L) vessels will be capable of conducting movement and maneuver, support and sustainment operations between intermediate support bases, sea bases, and shore-based access points in the operational environment. MSV(L) will also provide the land maneuver force with the ability to operate in shallow coastal waters and maneuver in narrow inland waterways and rivers in support of dispersed force elements. MSV(L) is an important enabler for overcoming anti-access/area denial (A2/AD) environments, by providing maneuver forces access to austere entry points, degraded ports, and bare beaches without external interfaces. At the same time, MSV(L) will also be capable of interfacing and operating with JIIM and platforms, ports and facilities.





## Use of Case Studies

Richard Killblane, Transportation Corps Regimental Historian

During my first research trip to Kuwait and Iraq in March 2005, I realized that because of the risk of convoy ambush, convoys had turned into a combat operations. Once engaged with the enemy in an ambush the convoy commanders and their assistants needed to think tactically like their counterparts in the maneuver branches. The logical question was how to train Transporters to think tactically like the infantry, armor or cavalry. On reflecting upon my education at the Infantry Officer Basic and Advanced Courses, I remembered the Infantry School at Fort Benning achieved this through historical case studies. To benefit from the lessons of the past, a student of history must understand how to use case studies.

As an Infantry officer in a mechanized infantry battalion in Cold War Germany facing the possible invasion of the Soviet horde, many of us studied the German Army's experience on the Eastern Front. Fortunately, the Soviet Army had not changed its doctrine much since World War II. Although the technology had improved the employment of it remained pretty much the same. We could then study German battles with the Soviets to understand what to expect. While this conflict never materialized, we did face an enemy that employed Soviet armor and doctrine during Operation Desert Storm. Interestingly, the Iraqis anticipated the impending war as the "mother of all tank battles" and modeled their defense of Kuwait after the Soviet battle plans for the defense of Kursk, while General "Stormin' Norman" Schwarzkopf developed his "Hail Mary" maneuver after Rommel's end run during the Tobruk Campaign. Both sides made good use of the past to develop battle plans for the present.

So how can Transporters learn from previous battles? Even in the Infantry there were different schools of thought. While some believed that the study of military history would arm the leader

with the tools to make good decisions, others believed all one needed to know was what was written in the manuals. For a convoy commander, the latter thought would translate to limiting ones knowledge to the tactics, techniques and procedures (TTP) of the time and leaving the heavy thinking that developed the TTPs to others. The problem is that war is chaos and the TTPs change. The one thing convoys should never do in a kill zone is stop, but invariably they will for reasons one could never anticipate. In those cases, the haunting question by every Ranger Instructor comes to mind when things go wrong, "What are you going to do now, Ranger?"

When in a kill zone, it's too late to open the book to look for a solution even if there was one. The combat leader needs to quickly analyze the situation and think fast, and most likely faster than the enemy can react. In many cases any action is better than no action, but some are better than others. A study of previous ambushes will help train the mind to develop solutions during an ambush.

"If you know yourself and know your enemy, you need not fear the outcome of a hundred battles." There are two aspects of this quote by Sun Tzu. First one must know their own soldiers well enough to anticipate how they will react in an ambush. This comes through training and muscle memory for when one is scared they will react the way they have been trained. It also includes understanding the capabilities and limitations of the technology, in this case, trucks and gun trucks. The second part is to understand how the enemy organizes and plans ambushes. As a minimum one must know the difference between the different types of kill zones and what kind of terrain they fit best. Linear and L-shaped kill zones work well for level ground and winding roads while the U or V-shaped kill zone fits best in mountainous terrain. Most



ambushing forces organize into three elements: security, support and assault. The support element is where the ambusher usually places the crew-served weapons. Their placement in the kill zone will help identify the type of kill zone. One must also understand the enemy's weapon technology. So the first thing one must ascertain when the shooting begins is the kind of kill zone and where is the flank. The simple trick to all tactics is finding the flank and exploiting it.

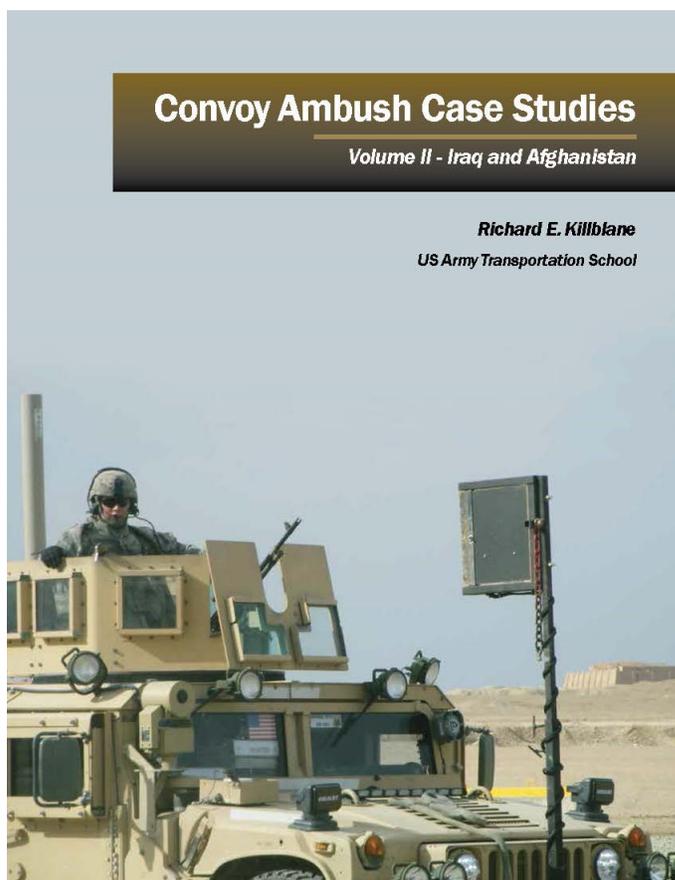
While battle drills train muscle memory, case studies train the mind. By studying an ambush from the past one should place him or herself in the same situation as the convoy commander or gun truck crew knowing only what those people knew at the time and think what he or she would have done. Upon completion, check the outcome to see what went right and what went wrong. There are many possible outcomes in battle so one must study many ambushes to come to grasp with what does and does not work. There are some tacticians who have an instinctive feel for where they should be in a battle, but most need to learn to think this through training of the mind.



(RIGHT) The cover of *Convoy Ambush Case Studies, Volume II Iraq and Afghanistan*.

Inspired by that first visit to the war zone, I began collecting all the ambush accounts I could find from four different wars and then wrote them down. In an exchange of information with the Army Center of Lessons Learned (CALL), I shared with them my rough draft, *Convoy Ambush Case Studies*, which they posted as a pdf on their CGSC Army Research Library (CARL) web page. In 2010, several UK publishing companies published it since it was public domain. When I discovered this the next year, I realized the Iraq war was almost over and I had most of the complex convoy ambushes from Afghanistan. So it was time to finish the case studies and publish.

The key to understanding the technology of the time and terrain were good photos and maps. Fortunately, the veterans were tremendously



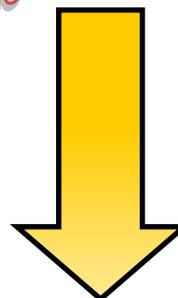


# Historian



generous in providing photos. Whenever anyone asked me about how to study tactics, I always urged them to understand terrain and how it gives one side an advantage over the other. I was surprised how many veterans went back into the kill zones to take photos of where they had been ambushed. I was even more surprised at how many participants took photos during the ambushes. The end result were two volumes of case studies filled with photos and maps. The layout process for each volume took a year with Convoy Ambush Case Studies Vol. I, Korea and Vietnam published in 2014, and Convoy Ambush Case Studies Vol. II, Iraq and Afghanistan came out in print in October 2015. Copies can be picked up at the Army Logistics University Library or the Transportation Corps History Office.

Have a Question for the Historian?



[www.transportation.army.mil/historian.html](http://www.transportation.army.mil/historian.html)

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**Transportation Corps Historian is Online**

The resources of the official Historian of the Transportation Corps are available online for your use in professional development, researching unit histories or vignettes for combat case studies with your leaders.

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Open on Tuesday through Sunday from 0900 to 1630.

[www.transportation.army.mil/museum/transportation%20museum/museum.htm](http://www.transportation.army.mil/museum/transportation%20museum/museum.htm)



## HEADQUARTERS DEPARTMENT OF THE ARMY G-3/5/7

### TRANSPORTATION FORCE DESIGN UPDATES

From the Desk of the TC Organizational Integrator

In conducting the Force Design Update (FDU) process for the Army, I am providing you with an update regarding three FDU actions impacting on current and future Army force design and force structure which are at DA for staffing. These FDUs include the Transportation Brigade Expeditionary (TBX), Theater Movement Control Element (TMCE), and Convoy Protection Platform (CPP).

A synopsis of each with approval timelines are attached and below the line. I am confident the TBX and TMCE FDUs will be approved with no concerns. For the CPP FDU, I anticipate some push back with this design concept primarily due to it decrementing the task vehicle lift capability in favor of added force protection.

### TRANSPORTATION BRIGADE (EXPEDITIONARY) TB(X) TOE Capabilities Statement Changed

HQDA G3 approved the CASCOM recommendation to remove the capability statement from TB(X) TOE that stated the unit 'provides global oversight of Army terminal capabilities'. Statement was replaced with 'This unit provides Army early entry Logistics-Over-the-Shore (LOTS) planning/management/ execution and Army support to Joint LOTS operations.'

The required FDU will also incorporate changes to TOE paragraph structure, description of responsibilities, with potential to realign Soldier spaces for better fit that requires FDU submission through ARCIC to HQDA for approval. Transportation Corps intent is to stay within current 109 Soldier TOE limit and limit grade growth, MOS turbulence and Brigade mission creep.

### TRANSPORTATION BRIGADE (EXPEDITIONARY)

#### WAY AHEAD

FDU removes Global Oversight requirement and realigns personnel skill sets between the S3 section and support operations section to enable the unit's mission command capability.

Impacts one Compo 1 and one Compo 3 units

7th TBX (Fort Eustis) under 18th Airborne Corps, FORSCOM

3rd TBX (Fort Belvoir) under USAR

#### TIMELINE FOR APPROVAL

16 SEP - Initial Force Integration Functional Area (FIFA) meeting - complete

30 SEP - Final Action Officer FIFA Assessment - complete

7 OCT - O6-level concurrence via formal tasking

14 OCT - HQDA G-3/5/7 DFM approval



# Announcements



## HQDA G-3/5/7

### CONVOY PROTECTION PLATFORM

#### Force Design Update (FDU)

In 2004, the Army G3 appointed the Chief of Transportation (COT) as the proponent for Convoy Protection (CP). A special Integrated Product Team (IPT) was organized under the direction of the COT to identify and analyze all convoy protection efforts within the Department of the Army (DA). In 2005, CASCOM developed the Combat Service Support (CSS) CP study. This study produced 14 capability gaps for convoy protection and began efforts for the follow-on Convoy Protection CBA effort. In 2006, CASCOM participated in TRADOC's Comprehensive Force Protection Initiative (CFPI) to develop recommendations for improved individual, combat, tactical vehicle and unit/mission protection. From this effort, a Force Design Update was initiated to address the number one CP gap "no organic convoy protection platform (CPP)" in Transportation truck companies".

The CPP FDU design replaces 12 task vehicle trucks with 12

CPPs. Each truck company has 60 trucks. The new truck company design reduces the cargo hauling capability of a truck company by 20% to provide the organic protection capability need to safely deliver the cargo within existing unit personnel strength.

The 2004 IPT did not specify a particular platform for convoy protection and the FDU went forward without specifying a particular platform, stating only that the platform of choice would eventually follow a Modernization Path to the future JLTV. TRADOC Analysis Center conducted studies to compare capabilities and cost of the Up-Armored HMMWV (UAH), Medium Tactical Vehicle (MTV) FMTV, and the Armored Security Vehicle (ASV) as potential CPP. Due to availability and equipment cost constraints, the Mine-Resistant Ambush Protected (MRAP) vehicles procured to support OIF/OEF/OND became the recommended default CPP.

*Point of contact for this update is Mr. Michael Aguilar*

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### CONVOY PROTECTION PLATFORM FDU

#### WAY AHEAD

FDU for medium truck companies replaces 12 (of 60) common user truck assets (task vehicles) with an MATV CPP (OGPK and CROWS mix); decrements common user lift capability by 20%, but enables better force protection.

FDU for HET companies replaces eight key leader vehicles (vice task vehicles) with MATV CPP (OGPK and CROWS mix).

Impacts all COMPO 1 Medium Truck Companies and Heavy Equipment Transport (HET) Companies.

#### TIMELINE FOR APPROVAL

14 OCT - Initial Force Integration Functional Area (FIFA) Meeting

28 OCT - Final Action Officer FIFA Assessment

11 NOV - O6-Level Concurrency via Formal Tasking

25 NOV - HQDA G-3/5/7



## HQDA G-3/5/7

### THEATER MOVEMENT CONTROL

#### Force Design Update (FDU) JUNIOR

The Army's transition from Force XXI to the Modular Force in 2003 created a planning gap in theater movement control operations. A recent 25% personnel reduction in the Theater Sustainment Command coupled with additional reductions in the mobility branch of the Army Service Component Command widens this planning gap.

The TMCE will augment the primary transportation staff element in the Theater Sustainment Command (TSC) and is designed to provide movement management, container management, highway regulation and coordination for personnel and materiel movements. It will be regionally aligned to a Theater Sustainment Command to enhance cooperation and increase training opportunities.

The TMCE will perform four key functions to make the unit capable, versatile and adaptive across the spectrum of conflict. The TMCE will provide the following:

- Assist the Mobility Branch with Military Decision Making Process (MDMP) analysis, providing representation on any

of the various movement related boards operated at the theater level.

- Coordinate Strategic and Operational work flow along with current operations movement planning via air, land and water.

- Work with the regionally aligned COCOM to develop movement plans, long range planning and deployment/redeployment operations.

- Forecast container movement requirements, monitor status of DOD-owned/leased container and commercial intermodal surface containers.

This FDU will utilize the personnel spaces and equipment from the Transportation Theater Opening Element (TTOE), which is deemed non-essential since the activation of the Transportation Brigade (Expeditionary). The Army National guard will resource 1 TMCE, the Army Reserves will resource 5 TMCEs. Although this FDU closes a significant gap within the TSC, the absence of an Active Component solution leaves a critical early entry challenge for planners.

### THEATER MOVEMENT CONTROL ELEMENT FDU

#### WAY AHEAD

FDU provides augmentation to Theater Sustainment Command and enables capability in planning and controlling theater transportation operations.

Also provides movement management, container management, highway regulation and coordination; for both personnel and materiel movement.

- Impacts one COMPO 2 and five COMPO 3 Transportation Theater Opening Elements (TTOE) which convert to TMCE design.

#### TIMELINE FOR APPROVAL:

16 SEP - Initial Force Integration Functional Area (FIFA) Meeting - Complete

30 SEP - Final Action Officer FIFA Assessment - Complete

26 OCT - O6-Level Concurrence via Formal Tasking - Suspense  
23 NOV

30 NOV - HQDA G-3/5/7 DFM Approval



# Announcements



## JOINT CREDIT EXCEPTION TO POLICY, 1ST QTR FY16

On September 27, 2015 the Under Secretary of Defense issued an exception to policy memorandum to allow serving LTCs and COLs a one-time opportunity to request joint experience credit more than 12 months after experience completion. In support of this action, the Joint Staff has established a special panel for eligible Officers to request joint experience credit for joint experiences gained after 1 October 2010.

**Very Important:** The JQS website will only process packets with experience starting after 1 Oct 2010. If your experience started prior to 1 Oct 2010, still submit applications for that credit starting on 1 OCT 2010. Failure to follow this instruction will cause the system to reject your submission. For example, Officer begins experience in July 2010 and completes the experience on 1 DEC 2010. The Officer will only receive 2 months credit.

Qualifying officers must submit a self-nomination packet for each joint experience. All packets are processed online through the JQS system and must be submitted NLT 15 December 2015. “Clarifying Joint Matters” provides excellent examples of joint qualifying experiences. Travel Vouchers, Officer Evaluation Reports and Award citations are critical for timely submission.

The POC for this communication is your Assignment officer.

The following link to the Human Resources Command –OPMD –ORD-Joint Policy website provides access to the “Clarifying Joint Matters” article and the Joint Qualification System.

<https://www.hrc.army.mil/OPMD/ORD%20Joint%20Policy%20Branch>



## **Watercraft Safety Advisory 15-01, Accident Reporting Requirements**

- 1. In recent months the Marine Safety Office (MSO) has not received the timely reporting of Marine Accidents required by AR 56-9 (para 2-7).** Also, the accident reporting requirements of AR 385-10 (Ch 3) and DA PAM 385-40 (para 5-1) are not being followed. All accidents are required to be reported by any electronic means to the Marine Safety Office within 24 hours. The best way to contact us is by the Point of Contact info noted below. Any grounding that creates a hazard to navigation, the environment, or watercraft safety or any occurrence affecting the watercraft's seaworthiness or fitness for service must additionally be telephonically reported to the Combat Readiness Center (CRC) Center (CSSC-O), Fort Rucker, AL 36362-5363, COM (334) 255-2660, or DSN 558-2660 within 24 hours.
- 2. Examples of accidents that should be reported include: loss of a main engine/generator/radar, fires of any type, unintentional groundings, collisions, injury or death of personnel, and any occurrence that affects the seaworthiness or fitness of the vessel for the route and mission intended.** A good rule of thumb for accident reporting is the definition of an Army Accident - "an unplanned event." Unless you planned for that action or event to happen, it needs to be reported.
- 3. The MSO has a duty to keep the Chief of Transportation (COT) informed of all watercraft accidents, look for trends in accidents, and make recommendations for improvements.** We also act as subject matter experts in all CRC investigations. The MSO has no punitive responsibilities in accident reporting, and we are prohibited from taking part in punitive investigations; however, failure to comply with reporting requirements may result in adverse administrative or punitive action. Our job is to find out what went wrong and how to prevent it from happening again.
- 4. All watercraft leadership and ashore commands should review the above references.**
- 5. Point of contact for this action is Mr. Lawrence Peters, Mr. Patrick Deck, or Mr. Paul Skoropowski, email [usarmy.jble.cascom.mbx.marinesafety@mail.mil](mailto:usarmy.jble.cascom.mbx.marinesafety@mail.mil), COM (757) 878- 1327, or DSN 826-1327.**



## Announcements



# White House Transportation Agency

On October 11, 2015, the White House Transportation Agency (WHTA) had eight people, among the 30k participants, to successfully complete the 31<sup>st</sup> anniversary of the Army Ten mile race. A former member of the WHTA, MSG (Promotable) Resto, who served as the AF1 Command Rep, traveled from Fort Bliss, TX to join the team. Everyone finished well under two hours and some even beat their personal best time.



(ABOVE) Right to left: Staff Sergeant (P) Abreutorres, Sergeant First Class Sousa, Master Sergeant (P) Resto, Staff Sergeant (P) Cortes, Staff Sergeant (P) Robles, Sergeant First Class (P) Bishop and Sergeant First Class Grant

Front: Staff Sergeant Monroe



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