

Award-Winning Transportation Magazine of the Military Traffic Management Command

TRANSLOG

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TRANSLOG

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Maj. Gen. Kenneth L. Privratsky serves as U.S. Army representative for Polish Armed Services Day. Story on page 26.

- 6 War on Terrorism: Commercial transportation firms promise DoD support
- 8 New software signals changes
- 9 MTMC supports IMA working at ground zero
- 10 Ceremony signals pivotal MTMC reorganization
- 11 Lt. Gen. Honor looks back
- 12 Changes continue in our lives ...
- 13 MTMC opens new shipping route through Slovenia
- 14 Initiative speeds defense freight worldwide
- 16 MTMC names outstanding battalion, company units
- 17 Top transportation award goes to MTMC employee
- 18 MTMC customers get improved vehicle visibility
- 19 Industry reception draws strong attendance, support

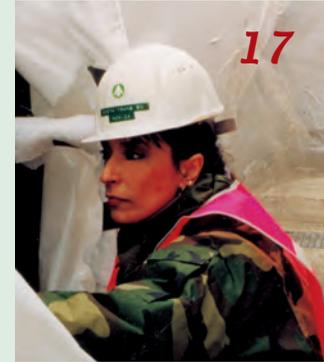
On the cover:

Maj. Gen. Kenneth L. Privratsky (center) and Brig. Gen. Barbara Doornink (right) exchange the cased Deployment Support Command colors for the last time. The Fort Eustis facility became the MTMC Operations Center on Nov. 7. Story, page 10.



- 20 Industry partnership crucial to problem solving
- 22 New heavy equipment route validated in Newark
- 23 MTMC keeps DoD recruits moving
Two trucking accidents reported in 12 hours
- 24 Total Army concept emphasized in MTMC
- 25 Helicopter 'prop wash' creates port havoc
- 26 MTMC Commander provides honors for Polish military veterans
- 30 Summertime brings new commanders to MTMC
- 32 New unit flag signals changes in MTMC port structure
- 34 Beaumont terminal works under new unit colors
- 36 Insurance boosted for servicemember families
- 37 Attributes will "live on" as DoD moving pilot finishes
- 38 Top DoD official retires; praises MTMC work, people
- 40 MTMC processes one-time-only shipments in record time
- 42 Blue water port proves excellent exercise site
- 43 MTMC shifts Yokohama container freight station work
- 44 Tighter security affects our lives—into infinity
- 45 Bayonne closer to development
- 46 The 598th is marching
- 47 Partnership pays for union, military
- 49 Letters to the Editor

Army winner of the MTMC
Excellence in Traffic
Management Award for 2001



Bill Lucas, Deputy to the Commander, MTMC, is interviewed on ABC Primetime Correspondent Chris Wallace; see page 7.



Our man in Egypt: page 25



***Cheers for
Mary Lou McHugh:
Page 38***



Quiz: What are the medals these men are wearing? For the answer, see pg. 46.



MTMC looks ahead



An interview with MTMC's Commanding General

Q. The Strategic Distribution Management Initiative is making some substantial gains in reduced customer wait times to Commander-In-Chief operational areas worldwide. As Chairman of the Surface Distribution Committee, what are we doing? What future gains are possible?

A. The Strategic Distribution Management Initiative is co-sponsored by TRANSCOM and DLA. Its primary purpose is to reduce the time our warfighters have to wait for supplies, often referred to as customer wait time. SDMI consists of four committees, focusing on airlift, sealift, stock positioning, and resources. I chair the sealift committee. Because of the hard work by many people on this committee and in industry, we are seeing historic reductions in the time it takes to get supplies to CINCs.

DoD has never experienced reductions like this. In the past year, we have reduced customer wait times for surface deliveries to SOUTHCOM from 47 to 35 days; to PACOM, from 48 to 36 days; to JFCOM, from 55 to 45 days; and to EUCOM, from 50 to 45 days. Goals are in the low 30s, and I believe we will reach them across the world in six months. We are still struggling with CENTCOM because of continuing customs clearance challenges, but we will overcome those delays, too. These surface shipment improvements should now lead to reductions in our strategic inventories. When you reduce delivery times so significantly, you simply do not need as many supplies at strategic levels to buffer shipments.

Let us assume, for instance, that we were a commercial business like Coca Cola, and reduced our shipment times to the Pacific Rim by two weeks. Do you think we would adjust our production and inventories to compensate? You bet we would ... on the way to the bank. DOD's inventories were valued at about \$80B the last time I checked. For each day saved in the pipeline, we should anticipate millions in future supply and storage cost savings. This is a very big deal, with huge potential. We must crosswalk the intransit reductions into real savings of supply dollars in the future. That is the next step for DoD.

Q. Compared to the activities of Desert Shield/Desert Storm 10 years ago, how well is MTMC prepared to meet the challenges of the War on Terrorism?

A. We are very much prepared, although this war, like all wars, brings new challenges. We expect far fewer shipment requirements than in Desert Shield/Desert Storm, but we anticipate an increased need for small MTMC teams operating in previously unfamiliar locations to sustain the force. We have deployed small Deployment Support Teams already; we expect to deploy more. MTMC battalions are at peak readiness for these missions, largely as a result of our efforts over the past year to task organize teams from multiple units, and because of our command emphasis on training to standard. I am very proud of MTMC units worldwide. They are ready. The War on Terrorism brings unprecedented demands for force protection, as all Americans know after September 11. MTMC is very much focused on that as well.



Major General Kenneth L. Privratsky
Commander
Military Traffic Management Command

Q. As the Full Service Moving Project phases out its operations, what are the lessons learned that may be applied to a rejuvenated MTMC personal property program?

A. There are no new lessons from FSMP that we will be applying to the MTMC personal property program. TRANSCOM will be assessing OSD's FSMP pilot, the MTMC pilot, the Navy's SAM pilot, and the Army's Hunter pilot in the months ahead, and recommend to the Secretary of Defense a path for the future, probably by next spring. There are various lessons that all pilots have taught us: the preference for full value replacement when damages occur, the ease of direct claim settlement, and the importance of real-time visibility of shipments, to name a few. The full extent of changes, though, will be dependent on Service funding in the future. I think Services really need to come to grips with what they want, whether the future program should be public or private in nature, and how much they are willing to pay for various improvements.

Now, all this being said, let me also add that we in MTMC are working hard within our means to improve the current program. Recently we announced stricter standards for carrier qualification, as a step toward protecting service member interests. I have also challenged the MTMC staff to reduce delivery times for household goods shipments worldwide to 60 days or less. Presently, we have more than 6700 channels with delivery times in excess of 60 days. I think that is ridiculous, and we are going to change it. Remember what I said about SDMI improvements. We are delivering supplies to warfighters in far less than that. There is no good reason why we cannot do the same for our families. And so, we are going to take action and reduce customer wait time for household goods too.

Q. We are putting renewed emphasis on the operations of MTMC's commercial munitions carriers. What can you tell us about it?

A. Our munitions program had not changed since the 1980s, when the U.S. was focused almost exclusively on the Soviet Union. We had no homeland threats two decades ago. Our world has changed and our munitions program is changing to compensate. We have increased coordination and overall security of these shipments in recent months. Much is underway. Our focus is on pre-shipment coordination and clearance, intransit visibility and en route security of shipments that move in the most direct way from origin to destination. We are doing well.

Q. The decision has been made to substitute a commercial transportation software system for both the Global Freight Management and the Integrated Booking System. It sounds as if this decision will have wide business process implications for MTMC.

A. You're right. This decision will have a major positive impact on MTMC's ability to manage shipments end-to-end and worldwide from a single platform. We simply cannot do this today. Instead, we have to move from a domestic to an international program, reentering data time and again. We will acquire a systems integrator in the next year, with a performance-based contract, to design and make operational an integrated platform for GFM and IBS within the following year. The result will be a Commercial Off The Shelf, or COTS, solution, leveraging single-data entry. We will also prepare the new system to accept our Worldwide Port System in the future. The result will save us tens of millions of dollars over half a dozen years after a short, two-year break even, and that is by the more conservative business case estimates. But we didn't take this path to save money; we took it because we need to be a world-class traffic manager for DoD. If you're going to be world class in the logistics business today, you must think and act end-to-end. This recent decision resulted from detailed analysis. It is a significant step toward a better future for this command and our customers. 🇺🇸

War on Terrorism

Commercial transportation firms promise DoD support

The commercial transportation industry will play a pivotal role as America responds to the terrorist strikes, said a top military transporter.

Bill Lucas, of the Military Traffic

Commander. "I have no doubt we will witness it again, and I feel fortunate to be part of such an extraordinary team."

Lucas spoke at a meeting of the Washington, D.C., chapter of the

time. In the current crisis, industry representatives are exhibiting a "can-do spirit," he said.

"The call will come," said Lucas, "but I can't tell you where or when, and because of that, I ask for your understanding and flexibility.

"Obviously, we are now into a less scripted, less straightforward scenario than we were in the Cold War or the Persian Gulf."

The veteran transporter cautioned transporters to observe security in their operations and communications.

"What once seemed innocuous may now be cobbled together as part of a larger puzzle that signals an intent or poses an inherent risk," said Lucas. "September 11, 2001, has caused us all to view things in very different perspectives and with different priorities."

Lucas told transporters to take the long view of the current crisis.

"We need time to reflect," said Lucas. "We need the energy to sustain the campaign. And we need to be mindful that we can't put everything else on hold.

"So I encourage all of us to find balance in that equation."

With the current crisis, the command will accelerate the development of a MTMC Operations Center at Fort Eustis, Va.



Meeting participants included Lt. Col. Patricia Hunt, Deputy Chief of Staff for Passenger & Personal Property, who talks with Terry Head (center) and Scott Michael. Both men are with personal property associations based in Alexandria, Va.

Management Command, told an audience of civilian transporters Sept. 20 that they have a key role to play as part of an "extraordinary team."

"We've all been witness to it in Desert Shield/Desert Storm and so many other contingencies," said Lucas, MTMC's Deputy to the

National Defense Transportation Association.

"When faced with a threat, we bond quickly, with a sense of common purpose and resolve that is awesome."

Lucas said the defense transportation system frequently operates in "relative obscurity" during peace-



Bill Lucas talks with Irvin Varkonyi, of Emery Worldwide, at National Defense Transportation Association meeting.

“It will be our center of gravity for operations—from traffic management to command and control of worldwide port operations,” said Lucas.

A part of the shift is already evident. Brig. Gen. Barbara Doornink, who will transition to the Deputy Commanding General position in the new organization at Fort Eustis, has currently assumed the responsibility of managing MTMC’s Crisis Action Team.

In the past decade, following the Desert War, MTMC is a changed organization, said Lucas. In 1990, the organization had approximately 4,000 employees. With current streamlining plans, MTMC will have fewer than 2,000 employees by June 2003.

“If you had told me then that we could absorb a 50 percent reduction, I would have had

trouble imagining it,” said Lucas. “But, our people have enabled us to make that kind of impact because they are working hard and they are working smart.

“They are promoting, adopting and adapting to change. I just can’t begin to tell you how proud I am of their dedication and selfless service.”

The transportation industry should prepare now for its role in implementing National Security Strategy, said Lucas.

“The ability to deploy and sustain the force anytime, anywhere, for as long as it is needed. Be prepared. Be proud. Be safe. God bless America!”

Association members applauded Lucas strongly.

“There is no doubt about it,” said Ray Schaible, of Logistics Management Institute, of McLean, Va. “He was the right man, with the right message, at the right time.” 

Lucas addresses MTMC issues to national audience

Bill Lucas talks to PrimeTime Correspondent Chris Wallace at the news magazine’s Washington, D.C., studios. The Deputy to the Commander answered questions on the Military Traffic Management Command’s munitions program. The show was broadcast on ABC Television Oct. 4.



New software signals changes

The Military Traffic Management Command is adopting a new strategy in the way software is used to support its unique business

adopt new commercial software systems, but also the commercial transportation business processes they reflect.



“We do not want to be confined by government-unique policies and processes in implementing efficiencies,” said Elliott.

“Over the years, MTMC has automated several transportation processes,” said Elliott. “Our opportunity now is to align with industry using a commercial software solution that supports standard business practices.”

Initially, MTMC is focusing on its two principal surface transportation systems—Global Freight Management and the

Integrated Booking System.

“We are aiming at a single integrated surface transportation system solution,” said Elliott, “We seek a system that manages the complete origin-to-destination transportation dimension.”

The integration review is expected in early 2002. A new commercial system could be in place the following year.

In the future, other MTMC systems and business processes may receive a similar review, said Elliott.

“The move to seek an integrated commercial system follows an extensive review by the Logistics Management Institute,” said John Smith, Deputy Chief of Staff for Information Management.

“We are looking for an 80-percent solution to acknowledged standard industry business practices in a software product,” said Smith.

“Then, we’ll tailor our business practices around the commercial software.” 

Left: Transportation systems analyst Cynthia Ellert reviews server information at MTMC Headquarters. Below: HUMVEE tows helicopter up ship ramp during Bright Star exercises in Alexandria, Egypt, in November.

processes.

In the past, MTMC had used its own software developers to fit unique automated solutions to transportation operations.

However, their products would not integrate with other Department of Defense and commercial industry partner systems.

No longer.

Several existing military-unique systems will be replaced with commercial off-the-shelf systems in the coming years, said Capt. Pat Elliott, Director of MTMC Automated Transportation Systems. MTMC will not only



MTMC supports IMA working at ground zero

As co-workers watched the terrorist attacks on the Pentagon and the World Trade Center unfold on national television, Diana Green wept.

The next day, with tears in their eyes and pain in their hearts, Green and her co-workers in the Readiness, Mobilization and Reserve Affairs Office of the MTMC Operations Center, began calling up individual mobilization augmentees to check on their status.

Reaching the home of one of the reservists, a co-worker made a heart-wrenching discovery. One of the command's IMAs, Col. Robert Blaich, was a New York City firefighter and had not been heard from since the tragedy.

"I hadn't thought I knew anyone hurt in either the Pentagon or the World Trade Center," said Green. "Then I heard about our soldier and my heart felt as if it stopped. He performs his active training in the building here, but I've never met him. He worked here, and to me, that meant he was part of our working family."

Blaich is assigned to MTMC's Operations Center at Fort Eustis.

"We kept trying to contact him on the telephone and searching the missing personnel data banks on the Internet, and weren't having any success," said Green.

"Finally, one of my co-workers received an email from him saying he was OK."

Blaich's note simply said he had been working as part of the relief effort at ground zero at the World Trade Center. He spent three days putting out fires and never had a chance to go home or contact anyone.

Since then he has shared a few e-mail conversations with his MTMC family.

"The amazing thing is once his job was done in New York City, he wanted to come on board here and report for duty," said Green.

Touched by Blaich's devotion to the New York City Fire Department and to the military, Green and her co-workers decided they wanted to do something to directly help



Cecilia Kral (left), Herman Hall and Diana Green carry boxes of goodies donated to MTMC Reservist, Col. Robert Blaich and New York City firefighters. Photo by Larry McCaskill

Blaich and other firefighters: A care package drive. Unlike other drives, they are not concentrating on obtaining socks, gloves or other clothing. Green is looking to reach out

By Larry D. McCaskill
Public Affairs Specialist
MTMC Operations Center

and touch their souls.

"Reading his notes about the devastation and death surrounding him every day reminded me of when my daddy was back in Vietnam and how we would send him a care package," said Green, as her voice broke.

"I know others are giving socks, clothing and things like that. I think they also need something that will lift their spirits and let them know there is a lot of good in this country."

Blaich responded positively to the donations—especially the home-baked cookies.

In fact, he told Green, "Chocolate chips always lift a man's spirits."

"I thought we could concentrate on sending them letters, home-baked items, poems, anything that will bring a smile to their faces and make what they are doing go away," said Green. "if only for a moment or two."

"It's times like this when you have to step back, be thankful for what you have and extend yourself to others," Green said.

Support from MTMC Operations Center employees was plentiful and thoughtful. Donations, ranging from homemade cookies to scented candles, were neatly boxed and shipped to Blaich and his rescue team.

"The people here have been so supportive and kind," said Green, as she began boxing up the donations. "People brought in a little of everything. I've got books, cookies, music and CDs.

"One of our employee's children made cards and bought face wipes and lip balm. Someone even donated doggie biscuits for the rescue dogs."

Clutching tightly to a small bag, Green smiled and said it was her favorite. In the bag were a few rolls of LifeSavers candy.

"An employee said her son put them in there because that's what he said the firemen were—life savers." 🍪

Ceremony signals **pivotal** MTMC reorganization



By Larry McCaskill
Public Affairs Specialist
MTMC Fort Eustis

of Defense.

The assimilation of the operations mission at MTMC Fort Eustis was accelerated by the terrorist attacks of Sept. 11, according to Brig. Gen. Barbara Doornink, the former Commander of the Deployment Support Command.

“It has propelled us at a rate of speed we could not have imagined,” said Doornink. “It is a challenge we cannot afford not to meet. I hold great hope and confidence that you will meet every challenge

MTMC Fort Eustis’s new operations identity is unveiled by Maj. Gen. Kenneth L. Privratsky (right) and Brig. Gen. Barbara Doornink.

Signaled by a simple ceremony, the Military Traffic Management Command has taken the first steps in the most important organization change in its history.

The flag of the MTMC’s Deployment Support Command was retired Nov. 7 in a ceremony adjacent to the Fort Eustis unit.

For the first time in almost 40 years, MTMC no longer will have one, or more, subordinate headquarters for its Continental United States port terminal units.

MTMC’s Fort Eustis organization now serves as the command’s operations center—a single headquarters for all its global operations. The change involves a transition process that will extend through June 2003.

“A huge step forward is being taken to make the Deployment Support Command

into the MTMC Operations Center,” Maj. Gen. Kenneth L. Privratsky, Commander, told employees and guests.

“Today we are leveraging the center of excellence to become the operational hub of the Military Traffic Management Command. It is a quantum step forward in the best interest of the Military Traffic Management Command and this work force.”

The organization change is designed to streamline operations and reduce bureaucratic layering. When completed in mid-2003, as many as 260 employee spaces—252 civilian and eight military—will be eliminated.

This represents an 11-percent reduction in MTMC’s 2,346 currently authorized positions.

The Military Traffic Management Command is responsible for global surface transportation movements in the Department

and curve ball.”

In the new organization, Doornink has assumed the position of MTMC Deputy Commanding General and Director of Operations.

The Deployment Support Command was formed Oct. 2, 1998. It consolidated many of the functions and duties of MTMC’s former ocean ports at Bayonne, N.J., and Oakland, Calif. The two ports were closed in September 1999 as part of the 1995 Base Realignment & Closure Commission.

MTMC Fort Eustis employees were upbeat about the change.

“The consolidation of operations here at Fort Eustis will be beneficial to the command and its customers,” said Lori Starke, Chief, Daily Operations East Team, Command Operations Center.

“Change is a good thing, and hopefully, this will work out well for everyone.”

Patricia Glover, a MTMC Fort Eustis administrative officer, is no stranger to change. She originally worked at Bayonne before accepting a transfer to Fort Eustis.

“I don’t think it matters much what name we have,” said Glover. “We’re still

going to do the best job we can for the command and for the warfighter.”

MTMC’s new operations organization will be aligned within four functional areas. Three divisions at Fort Eustis will include: Plans, Readiness & Mobilization, headed by Col. Gary

Engel; Deployment Operations, headed by Col. Dennis Faver; and Global Distribution, headed by Navy Capt. Kevin Walter. The fourth division, Programs and Policy, headed by Col. George Montgomery, will be located in Alexandria, Va. 

Lt. Gen. Honor looks back

As the Deployment Support Command flag was cased for the last time, a proud figure stood silently on the sidelines.

Retired Lt. Gen. Edward Honor, former MTMC commander, saw it all. The flag casing and the military and civilian workers and leaders of the command. But he also mused on other images of people, places and transportation actions of the command from decades earlier.

If there is a Commanding General Emeritus at MTMC, it is Honor.

He served five separate tours at the Military Traffic Management Command, in ranks from captain to commanding general.

Following the ceremony, Honor got his own recognition.

One of the first actions of the new MTMC Operations Center at Fort Eustis was the unveiling of a plaque that dedicated the center’s conference room in his name.

“I am humbled by this recognition,” said Honor. “In recognizing me, you all recognize hundreds of men and women I have worked with.”

The dedication had added significance to Honor as well.

The conference room is in a building named for another former MTMC commander, Maj. Gen. Del Mar.

“Major General Del Mar was my mentor,” said Honor, with a voice tight with emotion.

“I met him in 1962 in France. I was the stray cat he felt sorry for. He was a tough task master, but his heart and soul was with this command.”

Like his mentor, Honor too has remained close to the command. In his

position as President of the National Defense Transportation Association, he continues to provide strong professional development for transporters.

The Alexandria, Va., association is a non-profit, educational organization with a military, government, and private industry membership dedicated to a strong working transportation partnership.

Honor’s first tour at MTMC began in 1970. He served as Passenger Movements Officer and, later, as Chief, Passenger

Services Division. In 1973, he returned to work as Director, Personal Property. Three years later, in 1976, he assumed command of MTMC Transportation Terminal Group Europe, Rotterdam, The Netherlands.

He returned to MTMC in 1983 as Commander, MTMC Eastern Area, Bayonne, N.J. In October 1986, Honor reached MTMC’s top rung – he was named Commander, Military Traffic Management Command. 



Maj. Gen. Kenneth L. Privratsky (left), retired Lt. Gen. Edward Honor, and Brig. Gen. Barbara Doornink unveil plaque designating conference room for Honor.

Changes continue in our lives ...

by Mike Bellafaire
Command Historian
MTMC Command Affairs Office

In its three years of existence, there have been many ceremonies at the Deployment Support Command.

Of course, there was its activation on Oct. 2, 1998. In the years that followed, there were changes of commands and ceremonies. I have been privileged to attend many of them.

Flags and flourishes and, often, moist eyes with the emotion of transition ...

So it was Nov. 7 with the flag retirement of the Deployment Support Command. The unit that had supported so many contingencies, exercises and humanitarian operations quietly faded from existence.

Minds were vivid with memories of the work accomplished ... millions of measurement tons of cargo moved, Reserve soldiers trained and container and railroad cars managed.

All this, in around-the-calendar conditions, in the heat, and the cold, and the dark of night ...

My reflections were rich indeed.

But the goal of history is to visualize what is evolving in the constantly changing landscape of our lives and the lives of our organizations and institutions. It is always up ahead. It is always changing. We use history to help chart and define that moving and blurred landscape out front.

More changes? Of course ...

"It's a big deal," said Maj. Gen. Kenneth L. Privratsky, "but it's not the last time this organization will evolve."

As the organization goes on and on, so will the evolution. Our organizations change, and we change too, in the moving environment in which we live together.

So this marked the latest change in MTMC. There were other changes before that ... in Bayonne and in

Oakland. Other changes before that ... at the Baltimore port and the Iskendrun port ... and our Brooklyn activity ...

ning in the late 1980s which recommended the creation of a single headquarters. The Gulf War caused the postponement of the decision for a few years. However, the command's extensive use of civilian port operations such as Savannah, Ga., during the Gulf War, however, made some in Congress and the Department of Defense question the need for military terminals.

Department of Defense draw-downs and automation then brought the issue to the forefront in the following decade.

While MTMC's overall importance would increase with the need for power projection, its terminals' workloads declined with the end of the Cold War. A legacy of the closures was some 216 personnel who volunteered for transfer to Fort Eustis and formed the nucleus of the Deployment Support Command.

Before the pages are turned, let us remember that in its three-year history, the Deployment Support Command took responsibility for the deployment of troops and equipment for numerous Department of Defense exercises, operations and contingencies.

The command's soldiers and civilians provided support for the rotation of units for Bosnia and Kosovo, humanitarian relief efforts in Central and South America after hurricanes George and Mitch, and countless training exercises.

We will not forget ... 



Brig. Gen. Doornink cuts celebration cake with Lt. Gen. Honor at Fort Eustis Nov. 7.

And so we close the MTMC chapter of the Deployment Support Command. The merger of some Bayonne and Oakland work and functions was really the culmination of studies and plans done begin-

MTMC opens new shipping route through Slovenia

The Military Traffic Management Command has found a new route to move equipment to American peacekeeping troops in Bosnia.

The equipment moved through the Adriatic Sea port of Koper, Slovenia, via the roll-on/roll-off vessel Express.

Since the fall of 1998, MTMC has moved Bosnia-bound equipment through Rijeka, Croatia, on the Adriatic Sea. From 1995 to 1998, trains were used to move American military equipment from Germany.

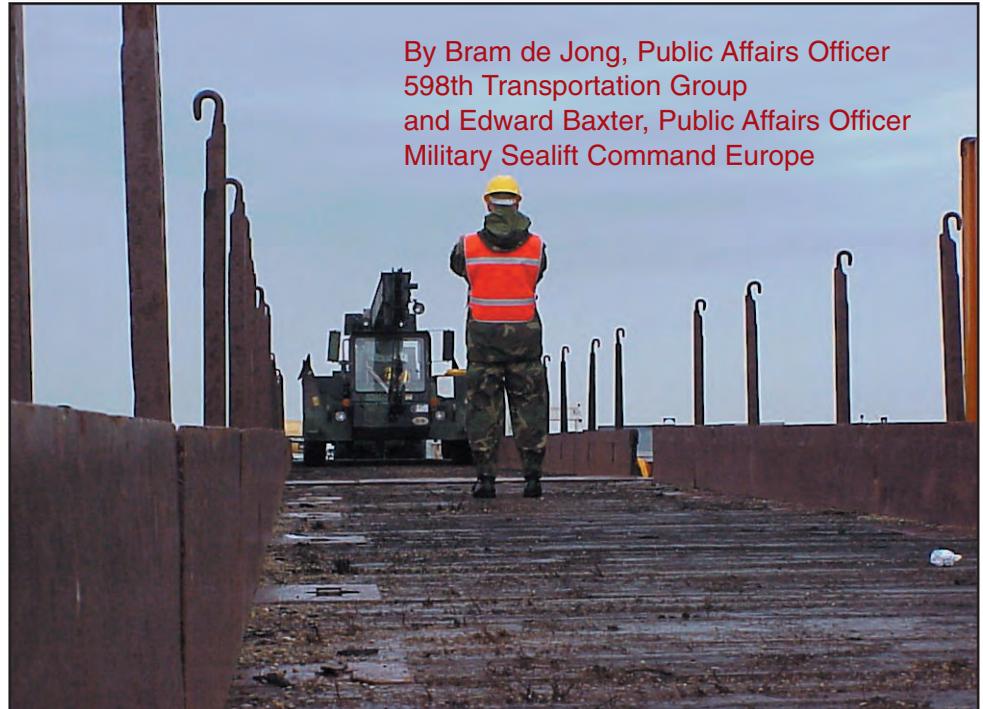
Discharge of the Express took place Sept. 1. Transporters with the 839th Transportation Battalion, Livorno, Italy, unloaded 20 UH-60 Blackhawk and 16 OH-58 Warrior helicopters, along with 5,000 tons of other cargo. The equipment belongs to a 29th Infantry Division task force composed of National Guard troops from Maryland and Virginia.

The voyage of the Express was remarkable in another way as well. When the vessel loaded at Howland Hook, on Staten Island, N.Y., a side-entrance hatch had to be widened with cutting torches to receive the helicopter cargo (See "Welding torches make way for MTMC priority cargo," Sept./Oct. TRANSLOG, pg. 14).

A second vessel, BBC Canada, carried 29th Infantry Division equipment to Bremerhaven, Germany. Discharge and onward movement of the cargoes was accomplished by MTMC transporters with the 950th Transportation Co., of Bremerhaven. From Germany, the equipment was moved by railroad to Bosnia.

Both ships loaded their cargoes at the Howland Hook Terminal located at Staten Island, N.Y. MV Express also loaded at Beaumont, Texas.

See Slovenia, pg. 48



By Bram de Jong, Public Affairs Officer
598th Transportation Group
and Edward Baxter, Public Affairs Officer
Military Sealift Command Europe



*Top: Railroad car is loaded for movement from Koper, Slovenia, to Bosnia.
Below: As helicopter is unloaded, MTMC transporters monitor clearance.
Photos by Robert Tilson*

Initiative speeds defense freight worldwide

Around the world, the Department of Defense is moving surface freight shipments faster than ever before.

Customers are getting military freight an average of 15 percent faster than a year ago.

Once considered the slow mode of movement, ocean transportation is now providing consistent, timely and synchronized global services to Department of Defense customers.

It is all part of the Strategic Distribution Management Initiative, a joint effort between the Military Traffic Management Command, U.S. Transportation Command, and the Defense Logistics Agency to move defense freight more efficiently.

“A huge success story is emerging,” said Maj. Gen. Kenneth L. Privratsky, Commander, Military Traffic Management Command.

“I don’t think the Department of Defense has ever seen such dramatic reduction in customer wait times,” said Privratsky, who also serves as chairman of the initiative’s Surface Distribution Committee.

Whether routine sustainment supplies or critical spare parts, warfighters are getting their deliveries faster than ever. As an example, customers within Southern Command receive freight 23 percent faster than the 2000 baseline. It is received in 36 days instead of the previous 47 days.

It is not only speedier deliveries; the quicker shipments reduce excess Department of Defense inventories.

“There are many factors to consider, but our best analysis indicates that faster transportation translates into reductions in inventories,” said Lee Strong, a traffic management specialist in MTMC’s Distribution Analysis Center.

“The global vision of this initiative is

truly providing us with some impressive returns,” said Strong.

The essence of the faster shipments is synchronization of freight throughout the entire logistics process. The transshipments of freight through different transportation modes, such as truck movements to ships, are pre-coordinated to reduce shore-to-ship delays.

In the Pacific Command, a 24 percent drop in shipping times has been recorded. It now takes 37 days, on average, to ship from the West Coast to Pacific Ocean destinations. Formerly it took 48 days.

“Some of our destinations have already achieved the targets set for them, including military customers in Guam and Japan,” said Strong. “I think a big part of the success



Speeding the transshipment of containers has dramatically cut Department of Defense freight shipping times worldwide.

“The actual transportation time for our freight was predictable,” said Strong. “What we’re doing is squeezing the time out of the nodes. It’s true end-to-end supply chain management.”

New data indicates speedier freight shipments in three Command-In-Chief operational areas: U.S. Pacific Command, U.S. Southern Command and U.S. Joint Forces Command.

was working closely with the customers and understanding their needs.”

In some cases, said Strong, obsolete business practices were dismantled. As an example, some customers delayed the movement of shipping containers from ports to receiving warehouses.

“Korea was a good example of this,” said traffic management specialist Vivian Washington. “Some customers were storing

their goods at the port until demurrage charges starting piling up.

“We educated the chiefs of transportation on the process,” said Washington. “We want a culture where cargoes move forward at once—and are not subject to delay at portside. We achieved dramatic changes relatively quickly.”

Shipments in Southern Command have also shown an increase.

“We’ve improved shipping times by 23 percent over our baseline,” said traffic management specialist Curtis Moore.

“It is a watershed event.”

Faster freight movements have also been recorded in Joint Forces Command, where shipments are moving 19 percent faster than in 2000.

The Strategic Management Defense Initiative started one year ago, with a concentration in U.S. European Command and U.S. Central Command.

When the initiative started, it took an average of 64 days to ship supplies and spare parts from a Pennsylvania depot to Germany. After freight handling improvements, by September the average time dropped to 41 days in European Command, a 36 percent reduction in shipping time.

The initiative’s success in Europe has created a new challenge. With backlogs reduced at the point of origin, more efficient shipments have increased congestion at European destinations. That new congestion is part of a new focus of the initiative.

“We’re going to go the last mile and fix it,” said Washington.

Some success in freight shipments have been achieved in U. S. Central Command, but progress is slow.

Some of the challenges include distance and climate.

“In the Central Command, we’ve cut four days of wait time so far,” said Ruth Tetreault. “The current customer wait time is 70 days; our goal is 53 days.”

A big challenge is accurate documentation to meet customs requirements in Saudi Arabia. New automation may boost shipping times. A software prototype, said Tetreault, has been developed that is expected to speed customs entry in that country.

“It will provide container manifest data well in advance of shipment approval,” said

Tetreault. “That will permit host nation approval sooner. In our early tests, the software has been well received by users.”

Great credit for the improvements in shipping times go to MTMC’s 598th Transportation Group, Rotterdam, the Netherlands, and the 599th Transportation Group, Wheeler Army Air Field, Hawaii.

“They are the people on the spot, working with customers on a day-to-day basis,” said Moore. “They see the problems on the

ground and suggest solutions.”

What does the future hold?

Privratsky predicted additional drops in supply chain distribution time.

“When we crosswalk such reductions as customer wait time and the inventory system, the Department of Defense will have a very impressive story to tell, with huge possibilities for savings, as inventory managers adjust buying behavior and inventories.”



Container is transhipped at the 836th Transportation Battalion, Yokohama.

MTMC names outstanding battalion, company units

For the third consecutive year, the 839th Transportation Battalion has been named MTMC's top port terminal unit.

The Livorno, Italy, unit, involved in multiple peacekeeping missions to the Balkans, won similar honors in 1999 and 2000.

Meanwhile, the 954th Transportation Co., Cape Canaveral, Fla., was named top company-sized port terminal. This is the first year MTMC has named a company-sized unit for the award.

The commanders of both winning units praised the performance of their members.

"I'm constantly amazed at the degree of professionalism and pride that the military, Army civilians and local nationals routinely exhibit here—and that is regardless of operational tempo," said Lt. Col. Mark A. Westbrook, Commander of the 839th Transportation Battalion.

The 839th Battalion includes the 953rd Transportation Co., Piraeus, Greece, and the Azores Detachment, Lajes Field, Azores.

"They make everything seem easy."

Maj. Alexander Monteith, Commander of the 18-member 954th Transportation Co., proudly expressed similar words.

"The entire terminal is focused on customer support and satisfaction," said Monteith.

"The day-to-day dedication to the excellence of our military, Department of the Army civilian and contractor personnel ensures our customers receive first-class support.

"The whole team at Cape Canaveral won this honor."

The 2001 honors for each organization actually reflect performance and metrics exhibited during the previous calendar year.

839th Transportation Battalion

The 839th Transportation Battalion is one of the most deployed battalions in the Army.

Since 1998, the unit has moved 50,000 pieces of cargo, on 1,500 ships, without a single accident or mission failure.



Unit members have deployed to 30 ports, spread across 11 countries on two continents.

In support of peacekeeping missions to the Balkans in the last four years, the unit's transporters have deployed to Rijeka, Croatia, more than a dozen times. Other missions have taken place at Thessaloniki, Greece.

"It's easy to understand why everyone focuses on our large unit moves in support of major contingency missions," said Westbrook. "However, it is important not to lose sight of the fact that we move thousands of sustainment containers."

In one of the more unusual operations, battalion members opened a new entry port to the Balkans in the Black Sea port of Burgas, Bulgaria. Unit members moved more than 1,200 pieces of equipment in support of Kosovo operations.

"Planning and carrying out water terminal operations in various foreign

By Cori Libby
Public Affairs Specialist
MTMC Headquarters

countries is a complex and critical mission," said Westbrook, "especially since the warfighters depend on us to deliver and sustain their combat power."

954th Transportation Co.

Among their many achievements last year, members of the 954th assisted in cargo operations involving 10 Military Sealift Command vessels at Blount Island, Fla.

These operations involved the movement of more than 10,000 pieces of equipment and 333,000 measurement tons in support of the Maritime Prepositioned Ships.

The 954th supported military customers in Puerto Rico and on Andros and Antigua Islands, and was responsible for 3,097 truck deliveries at Cape Canaveral.

In addition to its regularly scheduled vessel operations, a 954th delegation visited U.S. Southern Command, in Miami.

"The visit to Southern Command was

See Winners, pg. 50

TOP transportation award goes to MTMC employee

As ports go in the Balkans, one of the very busiest for the Military Traffic Management Command these days is Rijeka, Croatia.

That is where the 839th Transportation Battalion has moved the Bosnia-bound equipment of American peacekeeping soldiers since late 1998. At the center of that action has been Documentation Chief Monica Simoncini.

Simoncini has been named the Army winner of the MTMC Excellence in Traffic Management Award for 2001.

"It was very unexpected," said Simoncini. "My attitude towards my work, since I was hired in 1985, has always been the same: Do the best work I can on a daily basis and never stop finding a better way to exceed customers' satisfaction."

While studying foreign languages at the University of Pisa, Simoncini began work at the MTMC terminal as a part-time clerk-typist. Initially, she was interested in improving her language training by working with Americans; soon, however, she found she enjoyed the transportation work.

"I submitted my recruitment form as soon as I found out they had a position open," said Simoncini. "I was selected, and I'm still here."

As for her frequent missions to other countries, Simoncini said she gets strong childcare support from her husband and parents for her 9-year-old daughter.

"They know how important it is for me to be 'present' in certain instances," said Simoncini.

She has great respect for the command.

"I believe MTMC is different from most employers," said Simoncini. "You are considered first as a person, and then as



Monica Simoncini inspects a shrink-wrapped helicopter moments after it is lowered from the USNS Antares at Rijeka, Croatia.

an employee. In this work, you have great opportunity to travel and to demonstrate your capabilities."

However, said Simoncini, not all the travel is exotic. Even the nicest locations can have austere working and living conditions at dockside and may involve severe weather.

"I can't say enough about her," said Lt.

Col. Mark Westbrook, Commander. "Her professionalism, dynamic personality and drive for excellence is evident in everything she does.

"She is a cornerstone in MTMC's documentation community."

Simoncini has worked at many of the 22 ports in 10 countries where the battalion has deployed in recent years, said Westbrook.

Her work, he said, has included leading mobile training teams to instruct movement controllers working in Bosnia, Hungary and Macedonia.

Maj. Mark Riddle, Executive Officer, also has high regard for Simoncini.

"Hands down," said Riddle, "she is the best military documentation expert I've had the honor of working with. She is a natural team player."

In her career, Simoncini has assisted in the documentation of more than 5,000 pieces of cargo, including contingency cargo, personal property and privately owned vehicles.

A MTMC veteran for the past 16 years, Simoncini was also named the command's outstanding employee of 1991.

Other winners of the MTMC Excellence in Traffic Management Awards include:

Navy—Cynthia Greene, Naval Air Terminal, Norfolk, Va.

Air Force—2nd Lt. Mark Cooke, 375 Computer Systems Squadron, Scott Air Force Base, Ill.

Marine Corps—Gunnery Sgt. Antoine Bailey, Marine Corps Air Station Miramar, San Diego, Calif.

Defense Logistics Agency—Wanda Thomas, Defense Supply Center, Philadelphia, Pa.

Army-Air Force Exchange Service—Mandy Theus, Army-Air Force Exchange Service Transportation Center, Dallas, Texas. 🌱

MTMC customers get improved vehicle visibility

By Don Dees
Public Affairs Specialist
MTMC Command Affairs

A newly fielded \$3 million software package gives customers real-time tracking for privately owned vehicle shipments.

Now, there is a powerful new computer program behind the www.whereismypov.com vehicle location Web site.

MTMC's prime contractor, American Auto Logistics, Inc., of Monroe, N.Y., commissioned the software development in December 1999. The Logistics Management System began in April, said Sandra Santianna, the firm's General Manager for Systems and Logistics.

American Auto Logistics demonstrated the software at an Industry Day at MTMC Headquarters on Aug. 29.

"When customers go to our Web site, they can track the location of their POVs, anywhere, worldwide," said Santianna.

Customers get the enhanced service, but the software's real power is in its business application, said Santianna. Employees at the contractor's 39 vehicle processing centers can update the status of a single privately owned vehicle—or a ship full of them concurrently.

The contractor is responsible for moving an average of 75,000 privately owned



American Auto Logistics Vice President and General Manager, Bill Antonelli (left); Maj. Gen. Kenneth L. Privratsky; and Col. Tom E. Thompson share a humorous moment before discussing the POV shippers' newest software.

vehicles every year. On any given day, American Auto Logistics has an average of 150 car carrier movements.

The Logistics Management System monitors them all.

The software contains useful shortcuts for processors, said Santianna. When a privately owned vehicle is booked for shipment, the software adds the size to the entry.

"Dimensions for virtually every make and model are built into a database," said Santianna.

The user enters the vehicle information and the program automatically does the rest.

The software also allows users to record special instructions. Santianna showed an audience of MTMC transporters a sample record that provided directions for setting and disabling a car's alarm system. The information on the record provides those moving

vehicles with the information necessary to ensure their safe handling.

The Logistics Management System also prints completed transportation and government forms with the details captured for each customer, eliminating manual processes and saving time and effort at the VPCs, she said.

The efficiency of the Logistics Management System improves overall business efficiency, said Bill Antonelli, Vice-President & General Manager.

"We are committed to continuous improvement," said Antonelli.

As an example, Antonelli said the firm had achieved 98 percent of its required delivery dates. Meanwhile, customer satisfaction remains at 99 percent. Customers are asked to complete comment cards when they receive their vehicles.

American Auto Logistics was awarded the two-year Global Privately Owned Vehicle Contract in November 1998. It has since been extended in one-year increments. 



Customer service representative Mike Dannenfelser prepares vehicle for shipment in Baltimore.

Industry reception draws strong attendance, support

Industry partnership was strongly evident in both appearance and spirit at the Military Traffic Management Command's second annual transportation

said Maj. Gen. Kenneth L. Privratsky, Commander. "A few cowardly terrorists have violated the civilized world."

MTMC's commander took note of strong expressions of industry support from transportation providers.

"The reason we've gone ahead (with the reception) is that we need you," said Privratsky.

"I can't tell you the time people have come up to me and said, 'What can we do?'"

said Privratsky. "Some have even said they'll do it for free."

Commercial transporters said they are highly supportive of MTMC and future American responses.

"I sense a lot of patriotism being displayed," said Eric Mansing, of APL Lines, Ltd. "I'm excited to be part of the effort as a civilian."

Kenneth Gaulden, of Maersk Lines, Ltd., was equally supportive.

"This is what we signed up for," said Gaulden.

Logistics Management Institute's Ray Schaible said that the military-civilian partnership is crucial in the months ahead.



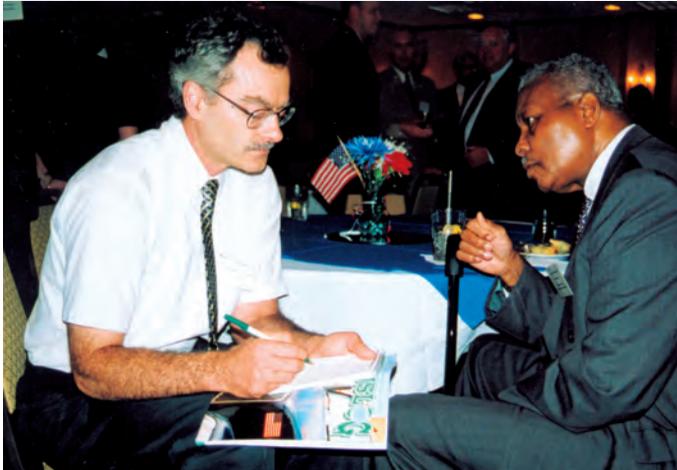
Maj. Gen. Kenneth L. Privratsky

"Because of the close relationship, we can move forward," said Schaible.

Privratsky originated the annual receptions last year as a vehicle to promote networking between the military and industry.

The reception was held at the Holiday Inn, on Eisenhower Avenue, adjacent to MTMC Headquarters. 

"Transport Topics" reporter Daniel Bearth talks with retired Lt. Gen. Ed Honor, President, National Defense Transportation Association.



industry reception.

Coming nine days after terrorist strikes against the United States, there was an added patriotic flavor to the Sept. 20 reception, which drew more than 150 people.

"There is absolutely no doubt that we will get beyond it and be stronger as a coalition,"

MTMC transporter Frank Galluzzo is greeted by industry reception welcome staff Jackie Pineda (left), Mary Townes and Lt. Col. Millicent Wright.. Right: MTMC's Tom Hicks (left) enjoys a lively conversation with Jon Meyer, of CSX railroad.



Industry partnership crucial to problem solving

Story and photos by Don Dees
Public Affairs Specialist
MTMC Headquarters



The USNS Pililaa was absolutely loaded when the large, medium-speed, roll-on/roll-off vessel sailed from Norfolk, Va., for Operation Bright Star, in Egypt.

The 950-foot vessel's 387,000 square feet of stowage space was full.

There was only one problem: There was no room on the Pililaa for some 358 containers still waiting on the docks.

Incredibly, planning documents had underestimated the amount of equipment on the deployment.

"It's not often that we have cargo left over like that, so it took everyone by surprise," said Valerie Foye, Bright Star Exercise Leader for MTMC.

"We went to the Military Sealift Command and said, 'We can't fit the cargo on the ship you've scheduled.'"

The Military Sealift Command looked for another ship and

One day after learning of the mission and bidding for the contract, P&O Nedlloyd's Farrell Mediterranean Express received the contract. One week later, Farrell's Argonaut arrived at Norfolk International Terminal, said Donald Norman, the firm's government sales



Henry Wall directs tractors to the container staging area.

representative.

It was business as usual for Norman—and P&O Nedlloyd's Farrell Mediterranean Express.

"We use the Argonaut just for things like this," said Norman.

Farrell has historically been involved with Bright Star, he said.

The Argonaut mission represents the responsiveness of commercial partners.

As the Pililaa steamed away, the Argonaut was undergoing maintenance in Port Newark, N.J.

"They pulled her out and sent her down," said Norman.

The Argonaut was out of service last year.

"She was laid up from

February or March until January," said Argonaut Capt. Wordell Rankine.

"She wasn't winterized, so some pipes burst and messed up some tile on the decks."

With the repairs complete, Rankine needed to crew the ship.

"We were lucky," said Rankine. "They were in a school up there that was just finishing up so we were able to get them quickly."

It was a classic example of military-industry partnership: The crew was formed in less than a week.

The Argonaut steamed into Norfolk International Terminal early on the morning of Sept. 7. Stevedores from Ceres Marine Terminals were set to load the containers starting at 1:30 p.m. By 1 p.m. people and equipment were scrambling around the dock.

See Partnership, pg. 51



Don Norman (left) and Capt. Wordell Rankine discuss the size of the last-minute shipment to support the Bright Star exercise in Egypt. Facing page: Farrell Lines' Argonaut, a U.S.-flagged ship, waits for cargo Sept. 7 at the Norfolk International Terminal.

New heavy equipment route validated in Newark

Heavy armor equipment may now be moved through the Port Authority of New York-New Jersey.

Two M1A1 tanks were recently discharged at the port of Newark, N.J.

Since the close of Military Ocean Terminal Bayonne, Bayonne, N.J., in September 1999, heavy equipment moving to or from the Northeastern part of the country has had to flow through a Southeastern port. This has increased the overall transportation cost.

With the cooperation of the port authority, the 956th Transportation Co. has validated the port of Newark as a potential loading or discharge site for heavy equipment. For the test, the berth was made available at no charge.

A container ship brought the two tanks, loaded on flatcars, to Port Elizabeth, N.J., on June 7. A barge derrick discharged the tanks and transshipped them a half-mile distance to Newark. The tanks were transshipped again—this time to a heavy Department of Defense railroad car.

“We got to execute something we usually can only do on paper because of the cost

involved,” said Capt. Erik Hilberg, Executive Officer.

The test proves the 956th Transportation Co. has the capability to move large numbers of tracked vehicles through Newark. Some of the port’s barge derricks can lift a 70-ton M1A1 tank at a distance of 200 feet.

“Loading armored vehicles on railcars is a great training opportunity for us,” said Hilberg. “It opens a whole new dynamic to any operation conducted in the Northeast. It is also something we plan to see plenty of during a contingency—so it makes a lot of sense to train for it in peacetime.”

The port authority has recently upgraded the capacity of the dockside railroad line. With the rail line right along side the berth able to handle seven heavy-duty railcars at a time, the facility will be able to load or discharge 14 tracked vehicles per train serial.

The previous unit commander, Lt. Col. Joe Crowley, should get full credit for the operations, said Maj. Mike Cashner, Commander.

“However, I plan to capitalize on this capability, to provide better support for our customers in the future,” said



Cashner.

The tanks originated at Combat Equipment Group Europe, Livorno, Italy, and were destined for the Pennsylvania Army National Guard’s 28th Infantry Division, Fort Indiantown Gap, Pa. 



Above: Longshoremen struggle to place M1A1 tank squarely on railroad car. Above right: Workers complete securing of tanks on railroad car. Right: Poised in mid-air, M1A1 tank is moved from barge to dockside railroad car.



DoD recruits keep moving

Overcoming challenges of time, distance and cancellation, the Military Traffic Management Command continued to move military recruits efficiently during the height of the terrorist crisis.

When airline flights were halted or curtailed, members of the Passenger Division leaned heavily on buses and Amtrak trains.

New recruits for the Army, Navy, Air Force, Marine Corps and Coast Guard arrived at their initial training sites as required.

"We had some great support from transportation carriers," said Gail Andrews, Chief, Recruit Movement Team.

"One after the other, the commercial carriers called and asked, 'What can we do?'"

An initial backlog of 6,000 to 7,000 recruits immediately after the Sept. 11 ter-

rorist incidents had been reduced to approximately 1,000 by Sept. 18.

The bulk of the backlog at 62 Military Entrance Processing Stations throughout the United States was eliminated during the weekend of Sept. 15-16.

A team that included Debra Anderson, Patty Proctor, Richard Currier and Joel Dickerson was able to provide assistance and alternate routings to assure successful transportation movements.

Team members coordinated with counterparts at recruiting commands, processing stations, reception centers and commercial carriers.

The last time recruit movements have been so challenged was a decade ago, during Operation Desert Shield/Desert Storm, said Andrews.

MTMC moves almost one quarter of a

million recruits every year to individual service basic training sites, from Military Entrance Processing Stations.

These sites include: Fort Jackson, S.C.; Great Lakes Naval Training Center, Ill.; Lackland Air Force Base, Texas; and Parris Island Marine Corps Recruit Depot, S.C.

The biggest challenges were the movement of recruits in more remote parts of the nation, such as the Upper Plains states, said Andrews.

"We approached the job in a methodical manner," said Andrews.

"We know the requirements; we know where the support is."

Multiple modes of transportation have long been a standard means of moving recruits, said Bev Cox, Chief, Passenger Programs Division.

This crisis involved shifting a greater proportion of recruits by ground transportation.

"I am so proud of my people," said Cox.

"They stepped up to the plate, used creativity, and got the job done—during a very long weekend—to keep the flow of recruits moving." 🟢

Temporary suspension:

Trio of truck accidents reported in three days

A munitions carrier was suspended from transporting Military Traffic Management Command shipments for 12 days following three consecutive accidents in as many days.

Tri-State Motor Transit Co., was issued the suspension by MTMC's Surface Freight Carrier Review Board effective Oct. 25.

Two serious incidents involving munitions trucks carrying MTMC cargoes were reported Oct. 4 and Oct. 5. A minor accident was reported Oct. 6.

Because corrections were made promptly, the suspension was lifted in 12 days,

said Col. George Montgomery, Chief, Programs and Policy Division, Operations Division.

The suspension could have lasted six months, said Montgomery.

The Joplin, Mo., firm was disqualified nationwide from all munitions shipments by the board for incomplete organizational and financial statements, failure to activate electronic "panic button" notification of the Oct. 4 and Oct. 5 accidents, munitions shipments held in terminals beyond 100 hours, and incomplete accident notification procedures.

No serious injuries were reported in

either incident.

Normally, there are no more than 10 or 12 reportable incidents in an entire year, said Robert Jones, a force protection specialist.

"This is quite a coincidence," said Jones. "Many of these reportable incidents really involve a very limited amount of property damage and absolutely no safety threat to the general public.

No external factors were involved in either incident, he said.

In the two initial incidents, a Tri-State trailer overturned on an interstate highway.

See Accidents, pg. 48

Total Army concept emphasized in MTMC

By Larry D. McCaskill
Public Affairs Specialist
MTMC Operations Center

Today's Army is a unique mix of the Reserves, Guard and Active duty personnel and the Military Traffic Management Command knows this better than many other major Army commands.

With more than 50 percent of its mobilization strength in the Reserve Component, MTMC knows the true value of highly trained citizen-soldiers.

Taking advantage of yet another unique source of manpower, MTMC is actively pursuing the use of as many as 25 additional Reserve soldiers for some of its positions.

"Our intent is to build strategic transportation and MTMC force integration expertise throughout the Transportation Corps' Active Guard and Reserve population," said Maj. Darryl Daugherty, Evaluation/Training Officer for MTMC's Readiness, Mobilization and Reserve Affairs.

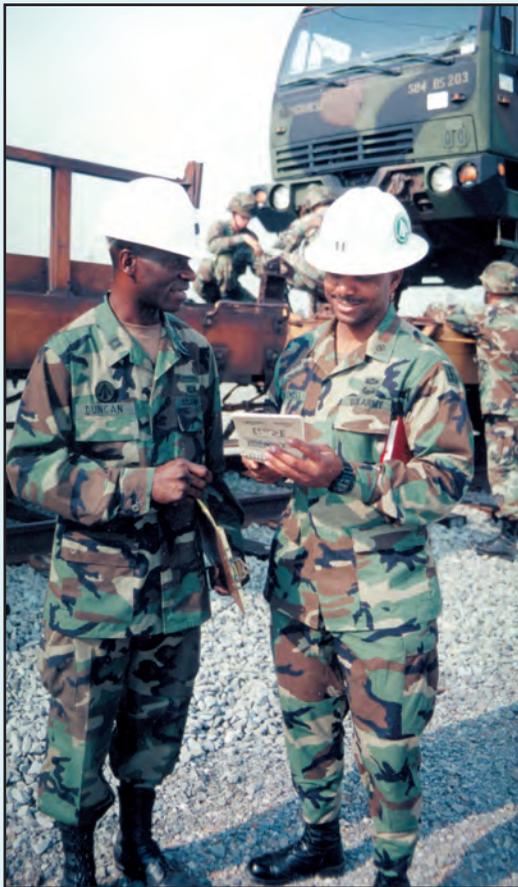
"We want to increase readiness and promote compo-integration in MTMC units in accordance with the Chief of Staff Army and the MTMC commander's guidance."

"This is something we have to do in order to be more responsive to global contingency requirements," he said.

Additional Active Guard-Reserve officer is a first-step in integrating the components throughout the command, he said.

"Because of our operation tempo and the anticipated utilization of Army Reserve units in future MTMC operations worldwide," said Daugherty, "it just plain makes sense to bring on board more full time reservists if possible."

Working with Daugherty to obtain more



Army Reservists supporting a railroad move at Fort Campbell, Ky., include: Capt. Johnny Duncan (left) and Capt. Toney McDonald, of the 1190th Deployment Support Brigade.

Army Guard-Reserve soldiers is Col. Gary R. Engel, MTMC Deputy Chief of Staff for Readiness, Mobilization and Reserve Affairs. Both soldiers are Army Guard-Reserve officers.

"The Army Guard-Reserve officers are vital towards integrating Active and Reserve components during operations," said Engel. "They have the everyday dealings with Active Army personnel and a distinct knowledge of the Reserves.

Currently, the command has Army Guard-Reserve soldiers with the 598th Transportation Group, Rotterdam, the

Netherlands; 597th Transportation Group, Southport, N.C.; and at MTMC Headquarters locations in Alexandria, Va., and at Fort Eustis, Va.

Army Guard-Reserve soldiers have served at MTMC for more than 17 years, said Daugherty.

"The MTMC chain of command sees the necessity of having Army Guard-Reserve soldiers and so does the Army Reserve chain of command," said Daugherty.

In the near future, Army Guard-Reserve soldiers may be a permanent presence in MTMC staffing. Engel is preparing a decision briefing on the use of Army Guard-Reserve soldiers within the MTMC force structure to Lt. Gen. Thomas J. Plewes, Chief, U.S. Army Reserve.

MTMC will be seeking a one-time approval for 25 or more Army Guard-Reserve soldiers.

"U.S. Army Reserve Command funds these soldiers for pay and benefits," said Daugherty.

"It could be an eventual \$2 million savings to MTMC in Active Army salary and benefits."

Upon approval, the newly acquired soldiers will be phased into the command based upon Army Guard-Reserve availability and skill sets, he said. Actual personnel accessions will be closely managed by Engel with Army Personnel Command.

Army Guard-Reserve soldiers are career-managed just as their Active Component counterparts are, said Daugherty.

Current stabilization initiatives are intended to keep soldiers on location for as many as five years. Lieutenant colonels and colonels can probably expect two to three years on assignments. 

Helicopter ‘prop wash’ creates port havoc

By Robert Tilson
Systems Administrator
839th Transportation Bn.
Livorno, Italy

Even in the routine, the need for a safety mindset is important in all MTMC operations—field and office. This point was brought home Oct. 22 when a helicopter “prop wash” brought havoc to an Operation Bright Star exercise in Alexandria, Egypt.

Monday, Oct. 22, was my first day at the Alexandria, Egypt, port. I walked past the multiple rolls of concertina wire and the tents, to the deployable port operations center and our own tent for the Integrated Computer Deployment System, or ICODES.

Looking around, I wondered about the tents that did not have sandbags around the base, but noticed that our ICODES tent was sand bagged. Alan Klingsieck and I

worked the day fixing problems and getting me familiar with my new job here.

There are the typical problems in dealing with the ports of other countries, and the atmosphere was charged in the operations center. Maj. Darren Compton and others in the deployment support team dealt with frustration after frustration.

I am from the 839th Transportation Battalion, but was present as a member of a deployment support team from the 840th

Transportation Battalion, Izmir, Turkey.

At 4 p.m., I heard the unmistakable sound of a helicopter getting louder. I am familiar with the sound of a variety of Army helicopters, but this was different. With the Sept. 11 attacks still fresh, I rushed out of what to me would be a large target, and made ready to duck into the container area. When I saw the green chopper coming

See Prop wash, pg. 44

In a matter of seconds, the port encampment was transformed into a tangle of tents and concertina wire by gigantic helicopter propeller “prop wash.”



MTMC Commander provides hono



Maj. Gen. Kenneth L. Privratsky serves as U.S. Army representative for Polish Armed Services Day.

To the tunes of Polish martial music, Maj. Gen. Kenneth L. Privratsky rendered a crisp military salute.

Amid colorful flags and uniforms ancient and modern, the veterans of the Polish military stood proudly at attention.

The flourishes were accented by emotion and conviction. Other than the shoes of the reviewing party walking on the grass, all sound seemed to fade away.

In the distance, blue-hued crests of successive hills framed the moment in natural beauty.

The occasion was Polish Armed Services Day held Aug. 19, at the Shrine of Our Lady of Czestochowa, in Doylestown, Pa.

Privratsky, Commander, Military Traffic Management Command, was asked to represent the U.S. Army by Chief of Staff



Memorial service for veterans



Women's auxiliary unit passes in review.

Honors for Polish military veterans



Memorial honors Polish veterans

Eric Shinseki.

“You look marvelous!” said Privratsky, to the assembled formation.

On a broad sweeping plateau of Pennsylvania summer time, the ceremony had the look of a history book come alive. Polish history in sound and color was on that field.

There were veterans of World War II. There were survivors of the Warsaw Uprising in the far-off summer of 1944.

There were uniforms of past armies that contrasted with a platoon of lean young men in contemporary uniforms - recently discharged veterans. There



Visitors pose at World War II jeep with reenactors Jack Rissmiller and Chris Czuj.

Vivid images from war linger for Polish patriot

What Kazinierz Gorka remembers most about the German invasion of his Polish homeland was the heat.

He was four years old. Eight German soldiers arrived, riding horses.

“I remember,” said Gorka. “I had never seen a soldier before.”

“It was very hot, and they wanted water for the horses.”

“My father got water for them, carrying the buckets like this,” he gestured, with his arms spread wide.

The soldiers were suspicious. They would not let their horses drink until Gorka’s father had drunk from each bucket.

“My father got down on one knee, at each of the eight buckets, to drink from them,” said Gorka, demonstrating again.

Gorka would be 10 before all German

forces had finally left his homeland.

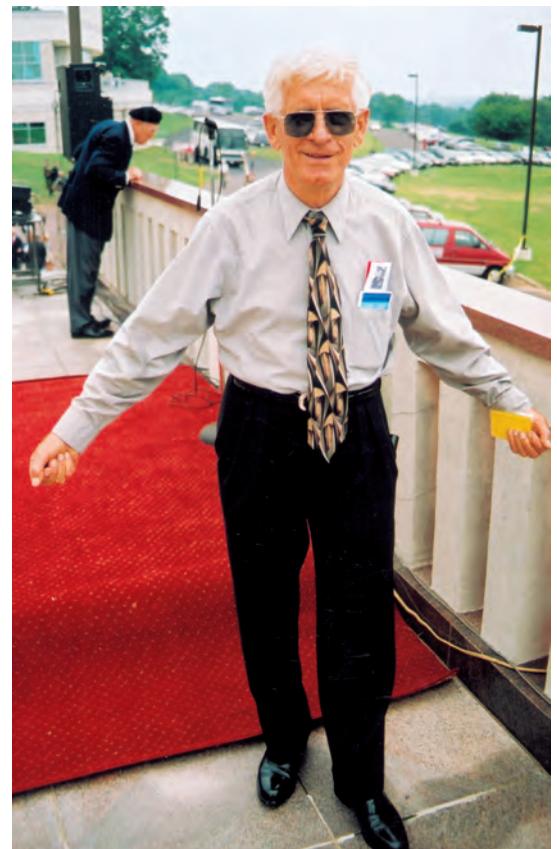
Now, years later, Gorka muses on his memory of the heat and the thirsty horses and the German soldiers riding them.

As he thinks, he remains hard at work, setting up the public address system for Polish Armed Services Day on the broad stairs at the Shrine of Our Lady of Czestochowa, in doylestown, Pa.

“This is the 18th year I have set up for Armed Services Day,” said Gorka.

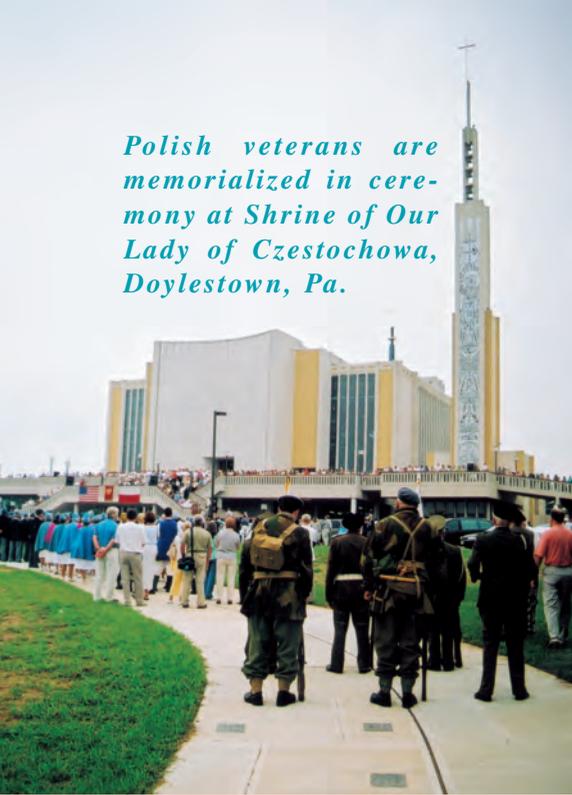
Now he lives in nearby Plymouth Meeting, Pa. When he came to this country, he stayed five months in New York City and then came to the lush country and rolling hills of southeastern Pennsylvania, just north of Philadelphia.

Today, Gorka’s memories are rich as Polish veterans in a succession of conflicts proudly walk by. (A)



“... carrying the buckets like this,” said Kazinierz Gorka.

Polish veterans are memorialized in ceremony at Shrine of Our Lady of Czestochowa, Doylestown, Pa.



were women's service organizations and young people in folk dancing troops. All drew a place—men and women, young and old.

In vintage uniforms at the end were Chris Czuj and Jack Rissmiller, both serving as World War II re-enactors with the 1st Polish Independent Paratrooper Brigade.

Privratsky assisted placing a wreath for the fallen at Our Lady of the Hetman Memorial.

"I am humbled to walk through your ranks a moment ago," said Privratsky. "How honored I am to be a representative of the U.S. Army.

"What a wonderful place to host this ceremony today."

Polish veterans and their sacrifices run

deep into American history, said Privratsky.

Recent joint operations included Polish troops in Bosnia peacekeeping operations and in Operation Desert Storm.

"The United States and Poland will continue to strengthen our diplomatic ties as allies," said Privratsky.

The remark drew strong applause.

"I am deeply humbled to help represent Polish Armed Service Day," said Privratsky.

Poland's veterans said they appreciated Privratsky's representation.

Jozef Zawitkowski, his wife, Jauina, and Lazowski Henryk participated in the ceremonies. The three proudly wore vertical red and white armbands—the only uniform of the Home Army that fought in the Warsaw Uprising for 61 days in late 1944.



Veterans of the Warsaw Uprising include Lazowski Henryk (left), Jauina Zawitkowski and Jozef Zawitkowski.



Memorial wreath is placed by Maj. Gen. Kenneth L. Privratsky

Jan Fudala proudly adjusted his beret. “This is a great day,” said Fudala. “I can see my friends and former colleagues. “I almost cried when I got here and saw so many flags.” Fudala, of Binghamton, N.Y., was an Army cadet when World War II began in September 1939. After the defeat of the Polish Army, he escaped through Romania and ultimately joined French forces in Syria. After the surrender of the French Republic, he joined the 2nd Polish Brigade

serving with the British Army in North Africa. Later, he saw duty in Italy including the tough fighting at Monte Cassino. Czuj and Rissmiller, the World War II re-enactors, got a lot of attention. They are in authentic uniforms and field gear. A crowd forms at their vintage American jeep—manufactured on June 15, 1942, according to a plaque on the dashboard. Czuj drove the jeep all the way from Long Island, N.Y., in order to have it present for the Polish Armed Services Day ceremony.



Polish military veteran participates in ceremony

A former helicopter pilot in the Warsaw Pact era of the Polish military, today Czuj is a computer technician in the United States. Czuj lost three relatives in World War II. One is buried in North Africa and a second in the Warsaw Military Cemetery. The third? “We don’t know,” said Czuj. “He was a military intelligence officer and on Aug. 1 (the first day of the 1944 Warsaw Uprising) he left his family and was never heard from again.” Rissmiller, who speaks no Polish, stood proudly. “It’s good to come here,” said Rissmiller. “It is a chance to show the younger generation.” The Doylestown shrine was built amid the serene, rolling Pennsylvania farm country in 1966. It mirrors an original monastery and shrine in Poland that since World War I has served as a national pilgrimage for those seeking to honor Polish independence. 🇵🇱

Summertime brings new commanders to MTMC

Every summer, about one-third of the Military Traffic Management Command's port units receive new commanders.

This summer, nine new officers assumed command—the most notable Brig. Gen. Barbara Doornink at the MTMC Operations Center, Fort Eustis, Va.

The change of command brings new energy and enthusiasm to unit activities and life. Policies are readopted, modified—or discarded.

Commanders benefit, too. Finishing a demanding two-year tour of duty, they move to a variety of new challenges—in some cases, advanced schooling or a joint assignment; in other cases, retirement.

The Aug. 24 change of command at MTMC's 842nd Transportation Battalion, Fort Monmouth, N.J., was no different—save for the arrival of both a new commander, Maj. Mike Cashner, and a new organizational flag, the 956th Transportation Co.

The ceremony on that Friday was the last duty day for Lt. Col. Joseph Crowley, the outgoing commander. Crowley is en route to a new assignment with the Defense Intelligence Agency, Bolling Air Force Base, Washington, D.C.

Outgoing Commander

"It's been a fast two years," said Crowley.

It is 8 a.m. Crowley and Cashner are in the empty auditorium of the Communications & Electronics Command.

With their feet and their hands, the two men practice the movements and motions that will bring a new flag and a new commander to the Fort Monmouth port unit.

Crowley can be proud of his term of



The flag of the 842nd Transportation Battalion is furling for the last time at Fort Monmouth by Sgt. 1st Class James Van Emburgh, who is assisted by Lt. Col. Joseph Crowley. Maj. Mike Cashner stands at attention at left.

service.

In the wake of the movement of the unit from Bayonne to Fort Monmouth, ties

have been strengthened with the Port Authority of New York & New Jersey. One of the most positive of these actions is the authority's decision to extend a railroad track from Bayonne to Staten Island—providing MTMC with seamless intermodal service for rail cargoes going to the Howland Hook Container Terminal.

Indeed, in the fall of 1999, a 10th Mountain Division task force rail move had to be unloaded at Military Ocean Terminal Bayonne—a closed installation. The Fort Drum, N.Y., equipment was then driven by road convoy to Staten Island for overseas shipment.

Crowley will be honored for his work with the port authority.

He will receive a Meritorious Service Medal for developing "one continuous operations team" between his unit and the port authority.

Incoming Commander

As the rehearsal proceeds, the enthusiasm of Cashner is obvious.

Cashner's steps are broad and bold as he practices entering the auditorium to initiate the ceremony. He is not new to the command. Previously, he served as commander of a transportation company in the 101st Airborne (Air Assault) Division, at Fort Campbell, Ky.

Everything about his demeanor shows a soldier ready to take charge. Pausing a moment, he assists Sgt. 1st Class Reginald Coonce, a Reserve soldier participating in the ceremony, with adjustments to his new beret. Cashner is a commander—and teacher.

That enthusiasm was evident in February when MTMC held a weeklong session to orient its new commanders. Cashner's



Lt. Col. Joseph Crowley handles flag of the 842nd Transportation Battalion for the last time. Maj. Mike Cashner is at rear.

name was kept off the list—after all, it was reasoned, he was receiving valuable training at Command & General Staff College, Fort Leavenworth, Kan.

Undaunted, Cashner worked the phones and negotiated an agreement with officers at the college, the Military Traffic Management Command, and his branch specialty. It allowed him to attend the new commanders' training, and later, make up missed college classes.

Later, when Cashner walked into MTMC Headquarters for the class, coordinator Mike Coppedge was stunned.

"You are not supposed to be here!" said an amazed Coppedge.

Reviewing Officer

On Aug. 3, Brig. Gen. Doornink participated in her own change-of-command ceremony.

Now she is officiating at such a ceremony at one of her new subordinate units.

The Ceremony

The ceremony proceeds with crisp, military precision.

The 842nd Transportation Battalion flag is retired and cased; the new 956th Transportation Co. flag is activated.

The audience members settle back in their seats.

Final Thoughts

The three commanders provide some individual reflections.

"The re-engineering in the Military Traffic Management Command continues," said Doornink, referring to the development of the MTMC Operations Center at Fort Eustis.

"The Operations Center will become the heartbeat of MTMC."

Doornink praised the work of the Fort Monmouth unit. Accomplishments in the past two years, she said, included restruc-

turing from a battalion to a company; participating in a dozen major missions; and reconfiguring a ship superstructure to accommodate a load—the M/V Express at Howland Hook Container Terminal on Aug. 9.

Crowley said the 842nd flag would fly again at a MTMC port when it replaces the flag of the 596th Transportation Group, Beaumont, Texas.

His proudest accomplishment, said Crowley, was modifying the unit's battalion structure to a company structure with a minimum of staffing impact.

Cashner's inner thoughts formulated into words.

"There is no other job in the Army I would want more than the job I am to begin today," said Cashner.

The new commander has slowly assimilated into the new unit. For the past six weeks, he has been observing Crowley and the unit at work, listening and watching.

See Commander, pg. 50



New unit flag signals changes in MTMC port structure

A new flag is flying over the Military Traffic Management Command port that handles freight cargoes in the Greater New York-New Jersey area.

The flag of the 956th Transportation Co. now represents the MTMC unit at Fort Monmouth, N.J. the flag of the 842nd Transportation Battalion was lowered Aug. 24.

Previously, the 956th flag was flown in Anchorage, Alaska. That company was inactivated earlier in the summer. Meanwhile, the 842nd flag will fly again—becoming the new namesake of the 596th Transportation Group, Beaumont, Texas.

The changes date from the work of the Battalion Evaluation Group in 1999. Four port commanders suggested changes to standardize MTMC units and to reflect current workloads.

Transitioning of the unit via changes in the military and civilian staffing did not wait for Maj. Mike Cashner to assume command. Gradually, the unit has been moving from a staff of 34 to a staff of 17.

At this point, most affected civilians

are in new positions in the unit—or in other jobs through the Priority Placement Program. Most affected military members are on orders to new assignments.

Operations Officer Capt. Erik Hilberg is headed for the transportation advanced course in October. Hilberg will not be replaced.

“This is my normal rotation time,” said Hilberg.

The same is not true for Sgt. 1st Class James Van Emburgh, Cargo Operations NCO. The new organization eliminates his job; however, it creates a Traffic Management Coordinator.

“My three-year tour is being cut to two years,” said Van Emburgh, who hopes to get a new assignment at the MTMC Operations Center, Fort Eustis, Va.

What does he remember most about shipping cargoes from the Howland Hook Container Port at Staten Island, N.Y.?

“There is a lot of patriotism in the support we get,” said Van Emburgh. “The civilian community opens up to us.”

Changes are coming to Cheryl Gannon

again. Several years ago, she ran a 72-member section of traffic management specialists at Bayonne.

It got smaller in the move to Fort Monmouth in April 1998. Now, in the new Fort Monmouth organization, she will supervise 15.

“Things are changing,” said Gannon. “For me, it’s the same job and the same title.”

For RoseMarie Bond, changes in the Fort Monmouth unit mean goodbye to many friends.

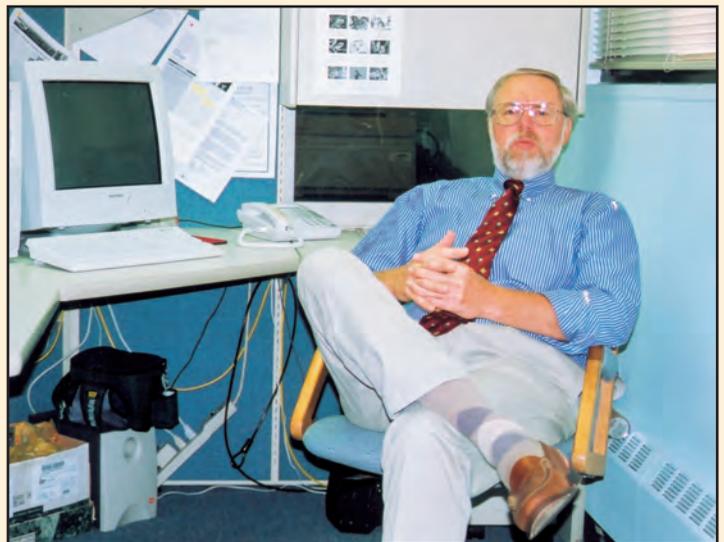
“It is hard,” said Bond. “We’re losing a lot of experience and friends I’ve known for 20 years.”

Bond will have the same work duties in the new unit structure. She will have several added duties, including ocean carrier government bills of lading and military deployments.”

A week ago, she watched equipment of the 29th Infantry Division loaded on the Express for Slovenia—and, eventually, Bosnia.

“I liked it,” said Bond.

See Reflagging, pg. 50



Transportation Specialist RoseMarie Bond will assume new duties in the reorganization, including military redeployments. Right: Traffic Management Specialist David Kottka says his job title will change, but not his duties.

Beaumont terminal works under new unit colors

The colors of the 842nd Transportation Battalion now fly proudly at the Military Traffic Management Command's terminal in Beaumont, Texas.

In a simple ceremony Sept. 20, the flag of the 842nd Transportation Battalion replaced the colors of the 596th



Sgt. Maj. Davey Flores assists Lt. Col. Timothy Civils in casing of the 596th Transportation Group's colors for the last time. Reflagging ceremony for the 842nd Transportation Battalion took place in front of the unit's building, at the front gate of the Port of Beaumont. Photo by Gloria Barnes

Transportation Group.

"Team Beaumont" drew praise from Brig. Gen. Barbara Doornink, MTMC's Deputy Commanding General/Director of Operations.

"Regardless of how this organization has been titled, it has been the pinnacle of excellence in military transportation, and the cornerstone of military transportation operations in this region," said Doornink.

"When I think of this great unit, I think of the varied missions it has supported, and the vital role it has played in many operations over the years."

With its close proximity to Fort Hood and the Army's III Corps, the Beaumont unit has served as a key deployment station. The port deployed more than 30 ships in support of Operation Desert Shield/Desert Storm. In recent years, numerous humanitarian cargoes were loaded at Beaumont for Caribbean and Central American destinations for victims of

Hurricanes George and Mitch.

"I know the unit's history of providing transportation excellence will continue as it wears its new designation with pride," said Doornink.

Until Aug. 24, the flag of the 842nd Transportation Battalion represented the MTMC unit at Fort Monmouth, N.J.

The redesignation of the Beaumont unit as the 842nd Transportation Battalion and the Fort Monmouth unit as the 956th Transportation Co. completes a series of MTMC structural changes, which were recommended by the Battalion Evaluation Group in April 2000 to better reflect MTMC's mission and customer needs.

Unit members were supportive about the unit redesignation.

"Changing the unit name is nothing new for us," said Gloria





Barnes, a Worldwide Port Systems administrator who began her work with MTMC at the old New Orleans terminal.

“We’ll keep on providing the same high-quality level of support to the warfighters, under whatever designation we have.”

The reflagging ceremony was a poignant moment for administrative officer Rod Mattix.

“In light of the recent tragedy,” said Mattix, “the reflagging ceremony took on a special meaning – especially when the Stars and Stripes and the National Anthem are such an integral part of the

ceremony.

“Too often, we take our national symbols of peace for granted.”

The new unit name in no way affects the close cooperative spirit between the unit and the Port of Beaumont, said John Roby, Transportation Manager.

“This is not emotional,” said Roby. “The unit was only here two years. We just see this as a new number.”

The 596th Transportation Group was originally located at Concord, Calif. The unit flag was moved to Texas after MTMC underwent organizational structural changes on the West Coast in 1999. 

Insurance boosted for servicemember families

Soldiers in the Military Traffic Management Command are enthusiastic about a new military benefit that will provide increased life insurance coverage to their families.

During November, Servicemembers' Group Life Insurance has expanded throughout the Department of Defense. For the first time, family members will receive coverage. Spouses will be insured for a maximum of \$100,000, and children for \$10,000.

The coverage is automatic.

"I think this is an excellent program and opportunity that many soldiers should take advantage of," said Sgt. Diangelia Helms, of the 598th Transportation Group, Rotterdam, the Netherlands.

"It shows not only does the army care about the welfare of the soldier, but also the welfare of the soldier's family."

The coverage will extend to her spouse, Eric Helms, administrative assistant at the 598th, and their sons, Rashad, 13, and Michael, 7.

"This new policy provides us with an easy and painless way to acquire the added security many families need," said Maj. Wendell C. Harris, Chief, Command Operations Center, 599th Transportation Group, Wheeler Army Air Field, Hawaii.

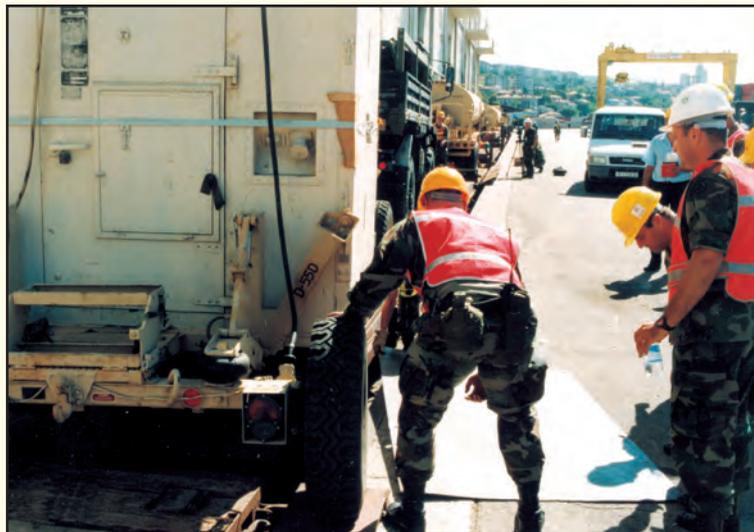
"Young soldiers often underestimate the contribution of their spouse to the family's income," said Harris. "Even spouses that do not work outside of the home contribute services, that if lost, would present a financial hardship to suddenly replace."

The insurance expansion is long overdue, said Maj. Darryl Daugherty, Evaluation/Training Officer at the MTMC Operations Center at Fort

Eustis, Va.

"The Army should have done this 20 years ago," said Daugherty. "Soldiers typically don't have life insurance on their family members.

"The soldiers are on fixed incomes and many cannot afford it when a spouse or child dies. I have had personal experience with this situation and we had to take up a collection in the unit."



MTMC soldiers like these working at Rijeka, Croatia, now have expanded life insurance benefits for their family members.

The added coverage will be paid through monthly payroll deduction. Children will be covered at no cost to the sponsor.

Spouses will be insured for a monthly premium of between \$9-\$32 per month, depending on age and insurance coverage, said Robert Wagner, Deputy, Army's Casualty and Operations Center. Premiums will automatically be deducted from paychecks.

To decline the added coverage, servicemembers must submit a Form 8286A to their command's service support center.

The expanded coverage, sponsored by the Veterans Administration, was

approved by Congress in May.

"The spouse must be enrolled in Defense Eligibility and Enrollment Reporting System in order for the correct premium to be deducted from the sponsor's paycheck," said Wagner.

Spouses who opt to accept the automatic life insurance policies do not have to undergo physical examinations, said Wagner.

"This is one of the best deals on the market," Wagner said.

The policies are also convertible, which allows the insured spouse to convert their policies to a commercial insurance plan once the sponsor separates or retires.

If a soldier has coverage of \$100,000 or more, maximum coverage for the spouse will be automatic. Spousal insurance is available in \$10,000 increments. A spouse's coverage is limited to the total amount carried by their uniformed sponsor. As an example, if a soldier has

only \$50,000 coverage, his spouse is limited to the same amount.

Coverage for children up to age 18—or 23 if a full-time student—is free and automatic, as long as the soldier is participating in Servicemembers' Group Life Insurance.

More information pertaining to the program can be found at the Veterans Administration Web site at: <http://www.insurance.va.gov/sglivgli/sglifam.htm>.

Servicemembers' Group Life Insurance Form 8286A is available at: <http://www.insurance.va.gov>. 

Attributes will “live on” as DoD moving pilot finishes



Gene Thomas, Army representative, discusses the closeout of the Full Service Moving Project with Master Sgt. C.J. “Top” Dabo and Robin Baldwin.

While the Full Service Moving Project is slowly being phased out, many of its lessons will live on.

Such attributes as full-replacement value, relocation services, and allocation of work based on customer satisfaction may benefit service members in the future in a rejuvenated Military Traffic Management Command personal property program.

That is the view of Lt. Col. Patricia Hunt, MTMC’s Deputy Chief of Staff for Passenger & Personal Property.

“We think we’ve met the objectives of all the pilot programs,” said Hunt. There are an awful lot of lessons—good and bad.

“We have to integrate commercial practices into current programs. That’s the big lesson learned.”

Nine months after it officially began moving service members’ household goods, the program has been stopped. Complaining of high costs, several military services halted their participation in the pilot, run by the Office of the Assistant Deputy Under Secretary of Defense (Transportation Policy).

Counseling of service members in the three pilot testing areas ended Sept. 28. The

regions include: National Capital Region and U.S. Naval Academy; Minot, N.D.; and Georgia, with the exception of Robins Air Force Base.

Two days later, the 15 workers in the pilot office were transferred to MTMC Headquarters. Their new mission: Work the remaining year, or more, required to settle all remaining personal property shipments in the pipeline through claims settlement to officially close out the program.

“Features of the program will live on,” said Hunt. “That has been its real value.”

That future is being looked at right now by the U.S. Transportation Command, assisted by contractor American Management Systems. They are to report to Congress by February on the best commercial practices in all pilots that should be applied to the moving of the nation’s service members.

During the eight-month run of the pilot, there were approximately 26,000 service member moves. On an annual basis, MTMC conducts an average of 613,000 moves.

MTMC took over supervisory control of the 15 program employees on Sept. 30. They include three MTMC employees detailed to the program: Bob Harriman, Phyllis Mathews and Craig McKinley. Five others represent the military services. They will rejoin their respective military services in new assignments effective Dec. 31.

Three members of the team are from the Army’s Communications-Electronics Command, Washington Acquisition

Office: Robin Baldwin, Joann Underwood and Stacy Watson. Other pilot workers included several contractors from PriceWaterhouseCoopers LLP.

Among affected program employees is Master Sgt. C.J. “Top” Dabo, a 20-year Marine Corps transportation specialist.

“I’m happy to have come to the project office,” said Dabo. “We’ve made great leaps in our relationship with industry.”

The two-year assignment represented a lot of long hours, he said.

“I spent the summer of 2000 on the source selection board,” said Dabo.

Several program features that worked extremely well included full-replacement value of lost or damaged goods and the binding estimate, he said. The later attribute requires movers to identify any charges based on excess weight at the time of personal property surveys.

Dabo said he was especially pleased to see the pilot program’s successes with a huge increase in demand in the summer peak moving months.

What is next for Dabo?

He will have an easy transition—retiring Jan. 1 with over 20 years of military service.

Baldwin, the pilot’s contracting officer, is philosophical about the transition.

“It’s all about the customer,” said Baldwin.

Looking back, Baldwin said improved communication with the moving industry will be one of the legacies of the Full Service Moving Project.

Baldwin started work on the project in early 1998.

“I will continue to support the project until the final shipment is delivered and the last claim settled,” she said. 

Top DoD official retires; praises MTMC work, people

When Mary Lou McHugh retired as Assistant Deputy Under Secretary of Defense (Transportation Policy) she passed around a lot of praise.

They went to people, and processes and organizations that impacted the Defense Transportation System in the almost eight years she held the position.

However, one of her biggest compliments went to the Military Traffic Management Command and the Pentagon-based transportation staffs of the military services.

“(You) are where the hard work of implementing new ideas really gets done. My hat is off to you—always was and always will be,” said the Senior Executive Service executive at a retirement dinner at Fort Myer, Va.

McHugh retired from 35 years of government service Aug. 31.

“With steadily declining resources, you nobly rise to the occasion,” said McHugh. “Challenging what does not make sense in the operational environment and improving the process as a result.”

McHugh is well known to MTMC transporters. She served at the command in three separate assignments, beginning in 1969.

Her last assignment with the Military Traffic Management Command was from 1986 to 1993, when she served as Senior Transportation Advisor and Deputy Chief of Staff for Operations.



Mary Lou McHugh remains her mentor, says Radha Sekav, a partner with Pricewaterhousecoopers.

McHugh is now transitioning to her own future. She plans to move to Singapore with her husband, Bob Keltz, in early January, and begin a new civilian trans-

portation career. Keltz, who recently retired from government service, will work with Sikorsky Aircraft.

“This is a dream come true for the two of us,” said McHugh. “There are some 1,500 American companies that have Singapore as their Asian headquarters. It is a huge transportation hub.

“I’m starting a job search next week.”

McHugh said the Asian work will parallel similar work she and her husband did in Europe. The two met on the job there in 1974 and remained until 1978.

McHugh first started in government service in 1967 as a General Schedule 7 computer programmer working for the National Guard Bureau at the Nassif Building, in Falls Church, Va.

One of McHugh’s last official ceremonies was on Aug. 29, when she gathered with transporters who served past and present terms with the Transportation Policy Professional Enhancement Program.

“We expect great things from you,” said McHugh, speaking to program participants in the auditorium of her Crystal City, Va., offices. “We were never disappointed.”

McHugh said the interns brought new energy and life to transportation offices and programs.

“I do not know how we could have operated without you,” she

said.

Program participants developed “creative finding solutions,” she said.

In an subsequent interview with



Full Service Moving Program

“We should stay the course in the Full Service Moving Program,” said McHugh. “We should work through any problems. “We have an opportunity to shape the history of the industry.”

Defense Travel System

“We have had operational testing and good results,” said McHugh. “We need to pull through on this. Inevitably there are issues.

“There will always be issues. We do not have the ability to see all the issues.”

However, McHugh predicted that the system would be fielded this fall with the “military services managing implementation.” Advice to her successor?

See McHugh, pg. 50

Aide Ken Stombaugh leads toast for Mary Lou McHugh.

TRANSLOG, McHugh commented on the progress and results of many Defense Transportation System programs and processes.

PowerTrack Automated Payments

“Most gratifying to me was the outsourcing of the payment of transportation bills,” said McHugh, describing the implementation of USBank’s PowerTrack automated payment software for carriers.

An effective partnership between military and industry was essential, she said.

“The first part of the challenge was to get everyone on board and to commit to the resources,” said McHugh. “That was more complicated than we anticipated—which is usually the case.”

Although delayed in implementation, McHugh said the program is 95 percent complete today. The use of government bills of lading have been slashed. While 67,000 were processed in 1997—only 1,200 will be used this year.

USBank processes about \$83 million monthly to more than 470 transportation carriers, said McHugh. Approximately 85 percent are paid in three days—another 10 percent within 10 days.

“Having the vision is the easier part of it,” she said. “Making it happen at the working level is the hard part. My hat is off to the military staff who made it happen and especially at the Military Traffic Management Command.

“They made it work.”

Personal Property Moves

“We will get to the point where the military services will pay for (quality service),” said McHugh. “There is never enough money to go around.

“When the services see this helps their people’s quality of life and their families, they will come up with the resources.”

McHugh said the military represents 17 percent of the business for the American moving industry.

“We have expectations of them,” she said.

Ultimately, she predicted “a huge change in the way we do business.”

“There will be dramatic changes in the way industry interchanges,” said McHugh.

Moving relocation services will be a part of the future military moving program, she predicted.

“The carriers and relocation companies will work together—just like in the corporate world,” said McHugh.

Awards reception represents one of Mary Lou McHugh’s final functions in government service.



MTMC processes one-time-only shipments in record time



One of the most time-consuming processes for customers of the Military Traffic Management Command is being radically changed.

The time required to process one-time-only orders—those not covered in MTMC ocean contracts—has plummeted.

And not only has the time dropped drastically, but also the number of such orders being processed.

Even more, a new Web-based software will speed along processing.

“We feel we’re making a difference in the transportation world,” said Maj. Serge Pelletier, who coordinates

Left: Joint Traffic Management Office workers review one-time-only data. Pictured are Maj. Serge Pelletier, Claude Dolberry and Linda Hardaway.

Below and facing page: Steve Howell, a driver with Transcontinental Rigging & Loading, prepares to move one-time-only load on Texas highway.





one-time-only shipment processing.

"This results in better service to our customers and that is the name of the game," added the Canadian exchange officer.

Few transportation processes have changed as much as the one-time-only shipments in the past two years.

In January 2000, it took an average of 35 days to process a one-time-only customer order.

Now the numbers of orders have been slashed and processing time hovers around the five-day mark.

The number of orders has been reduced through expanding of MTMC's ocean carrier contracts such as the Universal Services contract, said Pelletier.

In the first six months of 2000, MTMC processed 643 one-time-only orders. However, amendments in the Universal Services Contract 02 have added new routes and new services. As

a consequence, the number of one-time-only contracts was reduced by 43 percent, to 363, for the same period in 2001.

It is expected they will drop even more in 2002 with the introduction of Universal Service Contract 03. This contract may cut the remaining one-time-only contracts by another 50 percent.

That means the MTMC Headquarters one-time-only staff will be processing, on average, fewer than 200 one-time-only contracts.

"Some contracts are harder than others," said Pelletier. "However, with fewer contracts, we can put more emphasis on the ones that remain.

One-time-only contracts cover the gamut of customer transportation moves. These shipments include service members' personally owned vehicles or household goods going to such diverse locations as Uzbekistan and the

Dominican Republic.

A year ago, Pelletier personally provided oversight to the move of a surplus Navy landing craft medium via truck from California to Beaumont, Texas. From Texas, the vessel was shipped by ocean carrier to Tunisia.

"You really get an appreciation for the complexity of the transportation requirements when you see something as big as that moving across the country," he said.

Other changes in one-time-only processing are coming as well, said Pelletier.

MTMC is developing a Web-based system that will speed processing.

"Right now, we do everything manually," he said. "This new system will avoid all that.

It will generate a lot of the documents and it will allow visibility to our booking offices—sort of an in-process visibility." 

Blue water port proves excellent exercise site

Story and photos by Maj. Felix Boston
Public Affairs Officer
1397th Terminal Transportation Brigade



Landing craft from the 481st Transportation Co. departs San Francisco for Mare Island.

At Mare Island, Calif., the 1397th Terminal Transportation Brigade has a window on the world.

We think our facility is unique among Army Reserve transportation units.

The 1397th is the sole occupant of a former U.S. Navy deep-water port. It is a superb location for us, and the perfect place for joint forces training.

That is what we were doing July 27-28

for Operation Bay Warrior 2001, held for the first time at Mare Island. Our blue water location proved to be great for the operation—the largest of its kind ever.

The annual exercise involved more than 200 service members from the Army, Navy and Coast Guard. Landing craft mediums from the 481st Transportation Co. (Heavy Boat), Mare Island, Calif., performed a wide variety of transportation missions.

This was one exercise where the table was turned: normally, the Navy and Coast Guard work the small boats and the Army provides defense.

This operation was the opposite.

During the exercise, the Navy and Coast Guard defended the shore and protected

the Army landing craft utility vessels!

For training purposes, we used “demonstrators” and “protesters,” courtesy of the 481st.

“These vessels are our ace-in-the-hole,” said Chief Warrant Officer Robert Tillish, of the U.S. Army Vessel Matamoros, 481st Transportation Co.

“If the planes aren’t able to land and the Navy can’t dock at the port,” said Tillish, “we can deliver equipment and supplies to any beach in the world.”

Other units in the exercise included the Coast Guard’s Harbor Defense Command Unit 111, Alameda, Calif.; and Mobile Inshore Unit Warfare 104, San Jose, Calif.

“This was an excellent opportunity for joint training with the Navy and Coast Guard Reserve,” said Capt. Steve McLaughlin, Commander, 481st Transportation Co.

Our distinguished visitors included Vice Adm. Ernest Riutta, Commander of the Coast Guard’s Pacific Area, and Rear Adm. Mary O’Donnell. 

Petty Officer 3rd Class Mark Schmita sets up communications at the security van.



MTMC shifts Yokohama container freight station work

by Terri Kojima
Public Affairs Officer
599th Transportation Group

In another step aimed at concentrating on its core mission responsibilities, the Military Traffic Management Command has modified its Yokohama container freight station workload.

Effective Oct. 1, the station's work has been shifted to Defense Distribution Center Yokosuka-Japan.

"The change eliminates duplication of effort in relationship to container management on mainland Japan," said Maj. Jacqueline Lett, Executive Officer, 836th Transportation Battalion.

"This includes loading and unloading containers, documentation for container movements, and port clearance."

Sixteen Master Labor Contract personnel who conducted container freight station operations at the battalion will now augment the Defense Distribution Center staff at Yokosuka. The organization is a subordinate element of the Defense Logistics Agency.

The decision to transfer the function resulted after months of review by a working group of the 836th Transportation Battalion. The group was established to take a hard look at improving the efficiency of port operations.

The change at MTMC will actually result in an increase in work by Defense Distribution Center Yokosuka-Japan, at the battalion's North Dock.

"Once approved by United States Army Japan," said Lett, "they will establish an additional operations site here, using six of the 16 Master Labor Contract personnel transferred from the transportation battalion."

Approximately 90 percent of all main-



Freight is moved by Defense Distribution Center Yokosuka-Japan workers at North Dock.

land cargo shipped in the Defense Transportation System is containerized. Of that total, fifteen percent that would have previously transited through the 836th Transportation Battalion is now routed to Defense Distribution Yokosuka-Japan for processing.

The 836th Transportation Battalion continues to provide vital transportation services in Yokohama. The battalion retains container management and customs clearance of all cargo and loading and discharging cargo from Military Sealift Command controlled and chartered vessels.

The center currently operates a cold storage facility, a general-purpose warehouse, and a climate-control warehouse on the installation. Additional warehouse space previously used by the 836th

Transportation Battalion will be added to its inventory.

The change is only the latest in a series of shifted workloads at MTMC's container freight stations.

In the last two years, MTMC has closed three of four container freight stations in the United States.

The Kent, Wash., container freight station, near Seattle, closed Feb. 28. Two stations in California—in Alameda and Oakland—closed in 1999.

The container freight stations' workload has been shifted to the Defense Logistics Agency's Defense Distribution Center's facility in Tracy, Calif.

The container freight stations represented considerable duplication, said

See Yokohama, pg. 48

Prop wash

Continued from pg. 25

along in front, and not straight on toward us, I stopped to look. It was a Navy CH53 Sea Stallion—and probably OK.

Suddenly, it slowed and a windstorm filled my face with sand. As I turned the tent pole, with tent attached, smashed into me pinning me to the operations center. Then, just as suddenly, fell back into place. I turned to go in and warn those inside that was the safest place to be.

A nearby tent started to collapse. A squad leader yelled, “You’d better get running now!”

They just got out when the whole tent



Robert Tilson combines his systems administrator duties with public affairs work.

collapsed in a shambles.

That is when I saw that where there had once been a sea of tents, was now barren ground strewn with debris.

I went in and warned everyone. We waited a bare moment, and looked out. The Sea Stallion was further away and the prop wash was gone. I went out. The medics were

retrieving their gear lost in the wreckage and were starting to hunt for people in the balled-up mess of concertina wire and mashed tents. There seemed to be enough people for the job. I rushed around to the back (and downwind) of the wrecked area

to pick up documents and prevent any sensitive material from escaping us. There was none.

I believe the tent withstood most of the windblast and let loose right at the end because of the sand bags that weighted the tent edges. Otherwise, I think our tent would have looked just like the other splintered wreckage—not to mention what could have become of me.

Lucky for all, the task force people suffered only minor injuries. Our Military Traffic Management Command people were all right. The only damage we had was two tent pole corners that cracked. We braced these internally, and lashed cross braces. Then we went back to work.

Yep, locations close to the water could be subject to high winds at any time. 🌪

Tighter security affects our lives—into *infinity*

By John Randt
Command Affairs Officer
MTMC Headquarters

Members of the Military Traffic Management Command are now working and living in an entirely new environment since the terrorist attacks in America.

In terminals and headquarters worldwide, the official and unofficial rules and modes of our lives have changed.

As so many media articles discuss, there was the world before Sept. 11—and now the world we have afterwards.

“The attacks have changed the way we look at things,” said Bob Hardiman, speaking Oct. 11 before a MTMC Headquarters Town Hall audience.

While there is a changed environment for all of MTMC, some of its more pronounced features are at MTMC

Headquarters itself, located in Alexandria, Va., only a few miles from the Pentagon. Typically: We awake earlier to go to work. Our commute is slower, traffic more severe. Security at

In terminals
and headquarters
worldwide,
the official and
unofficial rules
and modes of our lives
have changed.

our work place is much tighter. If you have a package or purse, it gets scanned.

We cope.

I’ve put my briefcase—ubiquitous to

those who know me—away. It will sit at home—I suppose, for the “duration.”

I just do not carry it anymore. Those “important papers” I used to carry around in my briefcase are still there. They just await me at my desk.

Appointments are cancelled. Meetings are postponed. Official visits are delayed, to take place later—or maybe, never. Yet work is longer, harder, and often more difficult now.

It gives one pause.

What does Bob have to say about it?

“I beg of you to have patience,” he said. “The reason we are doing this is for your safety—and my safety.”

Arriving at work each day now, I only carry the *Washington Post* newspaper. This nominal load eases my entry through building security and speeds the time it takes to reach a cup of hot coffee. 🌪

Bayonne closer to development

The Bayonne Redevelopment Authority has accepted ownership of the bulk of the now-closed Military Traffic Management Command terminal on Greater New York Harbor.

The Army and the authority signed a deed of transfer for 460 acres on Sept. 28.

“This provides the Bayonne Local Redevelopment Authority access to all the property at the Military Ocean Terminal Bayonne for redevelopment and environmental restoration,” said Virginia King, coordinator.

The transfer of the remaining 192

acres on the giant two-and-a-half-mile causeway is scheduled for January, said King.

As part of the property change, the Military Traffic Management Command transferred, at the direction of Congress, three fire trucks at no cost to the city of Bayonne.

The property transfer follows a Jan. 12 transfer of 27 acres for a permanent Coast Guard site.

Bayonne was closed as the result of a decision made by the 1995 Base Realignment and Closure Commission. MTMC ended operations at the terminal on Sept. 30, 1999. 



Railroad switching yard at old Military Ocean Terminal Bayonne.



Terminal's deep-water channel will be redeveloped by Bayonne Local Redevelopment Authority.

Tramp, tramp, tramp ...

The 598th is marching

By Master Sgt. Michael Burnett, Operations NCOIC
598th Transportation Group

Veterans of the world's largest international walking event, the Vierdaagse, in Nijmegen, the Netherlands, view it with respect.

While there are different categories to the "Four Days Marches," the military category requires that you complete a 40-kilometer course each day for four days in a row.

That is a distance of approximately 24 miles.

Military marchers must compete in the field uniform carrying a rucksack with a minimum weight of 10 kilograms, or 22 pounds.

This year a team of six people competed from the 598th Transportation Group. They were Lt. Col. Roger (Butch) Sorrell, Deputy Group Commander; Capt. William Peel, Operations Officer; Master Sgt. Michael Burnett, Operations NCOIC; Sgt. 1st Class Robert Perkins, Chief Personnel Services, Staff Sgt. Roosevelt Elliott, Personnel NCO; and Esther Keneipp, Operations Administrative Assistant.

We began our training in April, and had logged in close to 300 miles, beforehand.

Our adventure began July 16. The team's military members were housed at Camp Heumansoord, located in a large wooded park in the south of the city. We were housed with approximately 6,000 military personnel from around the world.

The camp included an enormous beer tent, which served cold beer for two Dutch guilders (about 80 U.S. cents), with live music nightly. It was a great place to meet service members of other nations and swap rank insignia, badges, pins and patches.

Reveille was at 3 a.m., when every light in the camp came on and loud rock-and-roll music was piped through the public address system.

We began marching at 5 a.m. in a din of cadence calls in a dozen languages. Most of the calls seemed to be in English—the kind you hear at any American Army post.



Following four days of marching, Sgt. 1st Class Robert Perkins (left), Lt. Col. Butch Sorrell and Staff Sgt. Roosevelt Elliot proudly display their Vierdaagse Kruis medals.

Soon, our route merged with civilian marchers. We were never actually able to march with Keneipp, our civilian team member, because of the different starting times and routes.

Most of the time, the march was a swirling motion of thousands of people from dozens of countries all with the common goal of successfully completing the Vierdaagse.

The Dutch citizens that live along the marching route turned the entire event into a huge festival. Thousands of them were on the route shouting encouragement and providing food and drink.

The marching itself is the most part enjoyable. You have good miles and bad miles. Miles where nothing hurts very much and you are enjoying the scenery and

miles when you wonder why you signed up for this torture ...

I have to say that the Dutch Landmacht and the British Army were the most professional, well-prepared, and truly concerned support element I have ever encountered. The Dutch medics are able to work miracles on abused and blistered feet, returning a hobbling soldier to the march.

On day three, I was soaked to the bone from the pouring rain, chilled and in intense pain. British medics let me rest and dried my uniform. They patched my blistered feet and gave me some Motrin. In one hour, I felt like a new man and walked on another 13 kilometers to the finish line.

Many passing units—American, British, Dutch or German—would invite me to

march in their formation and sing cadence with them. That would always boost my morale and make the miles flow by.

By day four, you were ready for the finish line. The crowds of supporters were even more enthusiastic than on the final day. The last five-kilometer stretch is along Sint Annastraat, which is renamed for this one day to Via Gladiola.

Bystanders passed out gladiolas, which were soon festooned in soldiers' rucksacks, belts and battle dress uniforms.

When you cross the finish line, you are immediately pinned with your "Vierdaagse Kruis" medal. The award has been recognized as an official foreign military decoration, and the Army



Staff Sgt. Billy Austin (left) and Sgt. Jennifer Whitney finish the last mile with Master Sgt. Michael Burnett and his wife, Mitsy.

has approved it for uniform wear. When this medal is pinned to your uniform, you truly experience a sense of accomplishment.

Unit members, friends and family were there to greet us at the finish line and to share in the experience. The 598th team completed the marches, with the exception of Peel, who developed serious shin splints on the third day. He and I will be back for another Vierdaagse—next year.

The Dutch walking association KNBLO organizes this event annually on the third Tuesday in July. Participation is wide open.

This year's 85th Vierdaagse included 40,219 people from 44 different countries. A total of 34,434 completed the event.

You can get more Vierdaagse information on the Web at www.4daagse.nl/english. 

Partnership pays for union, military

A military partnership with a Jacksonville, Fla., longshoreman's union is paying big dividends when it comes to deployments.

The big winner is the U.S. Marine Corps Blount Island Command, which is the launching point for frequent deployments.

MTMC's 954th Transportation Co., Cape Canaveral, Fla., began the partnership two years ago with Local 1408, International Longshoremen's Association.

Union foremen served in advisory roles

to the Marines during Maritime Prepositioning vessel loading and discharge operations.

The training experience was not only an enjoyable one for both the Marines and longshoremen, but also fostered teamwork and pride between the two organizations.

The partnership took on renewed enhancement recently.

Marines and civilians of the command's Quality Assurance Automotive Section conducted driver training for longshoremen

**By Richard Vaughan
Contracting Representative
954th Transportation Co.**

on the Marine Corp's new Medium Tactical Vehicle Replacement, a 7 1/2-ton truck.

The vehicle has a central tire inflation system that allows for pressure adjustment in difficult terrain. The tire pressure adjustment is also beneficial when in areas of reduced clearance aboard ship.

The program included classroom instruction, hands-on operation and a road test.

On a historical note, longshoremen in the Port of Jacksonville loaded and discharged 120 vessels for Operation Desert Shield/Desert Storm. 



Military-union partnership benefits loading and discharge of Maritime Prepositioning ships.



Longshoremen and Marines conduct driver orientation.

Slovenia

Continued from pg. 13

Using Koper, said military sources, provides an alternate access point into the Balkans, in order to allow commanders greater flexibility.

Slovenia's modern railway and highway networks make it easy for convoys and equipment to be moved to Bosnia. The country, which declared its independence from Yugoslavia in 1991, has strong economic and political stability, and is a candidate for membership in the European Union.

This is not the first time the Military Traffic Management Command and Military Sealift Command have teamed up to open a new route into the Balkans. In recent months, the Army-Navy partners opened Bourgas, Bulgaria, for Kosovo peace-keeping troop equipment deployments. 



Clearance is verified as helicopter is unloaded from the Express.

Accidents

Continued from pg. 23

Both interstate highways were blocked for safety purposes and immediate neighborhoods were evacuated.

The first incident took place on the evening of Oct. 4.

A Tri-State trailer overturned on interstate highway I-64 near the St. Albans exit in Teays Valley, W.Va. The truck struck a median and flipped over spilling a portion of its load of propellants for 155mm artillery shells, said law enforcement officials.

The cargo was traveling from Chambersburg, Pa., to Indiana Ordnance Works, Charlestown, Ind.

The following day, a trailer carrying eight U.S. Navy missiles overturned on interstate highway I-70 near Myersville, Md.

The vehicle was traveling through a construction area on an interstate bridge when the vehicle hit a "jersey" barrier.

"The truck went down an embankment just past the bridge and turned over on its side," said Montgomery.

The cargo was traveling from St. Charles, Mo., to Earle, N.J.

In both incidents, after the cargoes were transferred to replacement trailers, the highways were reopened to traffic.

A third incident took place at Manassas Junction, Va., early on Oct. 6. A driver of a privately owned vehicle struck a Tri-State truck stopped at a stoplight. The driver of the automobile was charged with driving under the influence. After a safety inspection, the Tri-State truck was allowed to proceed on its mission.

Commercial truck and railway munitions carriers move an average of 42,000 shipments a year for the Military Traffic Management Command. 

Yokohama

Continued from pg. 43



Workers Shin Watanabe (left) and Wataru Osawa "stuff" pallet in shipping container.

Frank Galluzzo, Director, Distribution Analysis Center.

"Shifting the workload to the Defense Distribution Center has made a lot of sense. They do the same work with several shifts of workers on a 24-hour basis.

"The whole idea is to recognize the specific talents various components contribute to the Defense Transportation System," said Galluzzo. "Here, we are reducing some costly redundancies.

"The goal is to reduce the freight distribution platforms to a few," said Galluzzo. "Then you can explode distribution from a select number of ports." 

Letters to the Editor

God bless America!

It is really difficult to pick up a somewhat normal pace of life and business after the experience of the horrendous terrorist acts of last Tuesday (Sept. 11) and the human tragedy that is still unfolding.

I would like to express my deepest sympathy to the American people, and in particular, to all those who have lost a family member or a friend in these tragic acts.

God bless America!

Your Italian friend,

Lt. Col. Cosimo Damiano Bruno Dello Russo
Assistant Military Attache
Embassy of Italy—Military Attache Office
Washington, D.C.

A most memorable day

Please accept my heartfelt “thank you” for the unexpected surprise that was mailed to me just a few days ago. The photographs from the Polish War Veterans Day on August 19 in Doylestown, Pa., are breathtaking.

Please know that I will share the photographs with my colleagues from the Polish Home Army of New York.

The day was most memorable to my wife and me when Maj. Gen. Kenneth L. Privratsky joined us for the picture. It was an honor meeting him.

Once again, thank you for your thoughtfulness in sending us such beautiful pictures.

Respectfully Yours,

Jozef Zawitkowski
Major of Polish Veterans

Getting the word out

Great to hear from you, even in the form of a press release.

I was thinking of you and hope you are doing well in this incredibly stressful time. I also wanted to thank you for helping to get the word out to federal workers and service

members on Sept. 11 via govexec.com.

Yours was one of the first first-hand reports, and although the information was deeply distressing, I know people feel better when they know what’s going on.

Take care. I’m sure we’ll be in touch.

Lauren Taylor, Reporter
Government Executive Magazine

—This letter was sent in response to a MTMC interview with the “GovernmentExecutive.com” newsite immediately following the Sept. 11 terrorist attacks at the World Trade Center and the Pentagon.

A new sense of pride

Thank you for the magazine article. (“Reserve fleet awaits summons to duty again,” *Translog*, September-October 2001)

Your work is awesome. All the Fleet employees were impressed.

The article gave me a new sense of pride.

Thanks again,

Jerry L. Foster
Union Steward
James River Reserve Fleet
U.S. Maritime Administration
Fort Eustis, Va.

Attention-getting

Great edition! (July-August “*Translog*”)

With the hundreds of pages I have to read every day, it takes a reeeeeeeal good magazine to keep my attention!

Mike Williams
Transportation Engineering Agency
Newport News, Va.

Letters Welcome

TRANSLOG welcomes letters to the Editor for publication. Letters should be submitted to: Editor, TRANSLOG Command Affairs Office; Military Traffic Management Command Headquarters; 200 Stovall St., Room 11N57; Alexandria, VA 22332-5000. Letters may also be sent by fax to (703) 428-3312, or by email to pa@mtmc.army.mil. Due to space constraints, some letters may be edited for length.

Winners

Continued from pg. 16

intended to open communications in reference to port capabilities and to offer our assistance and terminal service for cargo going via surface versus air,” said Ray Martinez, documentation specialist.

Unit members planned, staged and loaded explosives in support of Operation Riverine, a Foreign Military Sales program supporting the Counter Narcotics Mission in Colombia.

“The 954th Transportation Co. volunteered for this mission when requirements of the primary loading port would have placed meeting the required delivery date in jeopardy,” said Danilo Robinson, marine cargo specialist.

Reservists also benefited from the company’s professionalism. The unit trained members of 10 Army Reserve units on port operations.



Soldiers with the 839th Transportation Battalion direct truck onto railroad car at the port of Rijeka, Croatia. Next stop: Bosnian peacekeeping duty.

“The focus of the 954th is summarized in one word, ‘support,’ ” said Otis Newton, Deputy Commander.

“Safe practices, unit pride, passionate

concern, precise execution, our customers, reliable service and timely response are the values that won the team this coveted award.”

Commander

Continued from pg. 31

“This is an amazing group of folks, willing and able to handle any challenge,” said Cashner.

Reception

Participants filed outside. Most were heading to a change-of-command reception that was scheduled at the nearby Lane Hall social club.

As the auditorium grew quiet, Sgt. 1st Class James Van Emburgh, the unit’s top NCO, carefully furled the flag of the 842nd Transportation Battalion.

“This is going out via FedEx to the Beaumont unit today,” said Van Emburgh.

Outside, sunshine bathed the morning. The air was pleasant and fresh—last night’s rain had moved offshore.

The day was wonderfully sunlit. The weekend would be a good one.

Another prediction? An excellent tour-of-duty for Maj. Mike Cashner and the transporters of the 956th Transportation Co. Ⓜ

Reflagging

Continued from pg. 33

Lucille Fonsville’s service dates to the 600th Transportation Group, at Military Ocean Terminal Bayonne.

“I’m going from traffic management to operations,” said Fonsville. “I don’t have a problem with it.”

There are several changes awaiting Fonsville.

Physically, she will move from the second floor to the first floor of the unit’s Fort Monmouth headquarters building. This fall, she will receive schooling on the new assignment. Fonsville will attend classes at the Army Transportation School, Fort Eustis, Va., on shiploading, hazardous materials and computerized stow plans.

Job titles will change for David Kottka—but not the work.

“The duty remains the same,” said Kottka, who began government work in Bayonne in 1981. “I will be staying in cargo operations.”

Kottka, a traffic management specialist, will become a transportation operations specialist. Ⓜ

McHugh

Continued from pg. 39

- Be a consensus builder.

You have to have all the services and multiple functional areas involved. You have to have people on board.

At the end of the day, you have a better product.

- Be a risk taker.

There is a lot of support for the status quo. We are all too comfortable.

- Advance the cause of change.

• Stay the course on the Full Service Moving Program.

- Complete the implementation of PowerTrack.

Reduce the remaining Defense Finance & Accounting Service structure for the payment of government bills of lading.

- Foreign ownership of transportation assets: This represents serious issues.

It exists in sealift; there is a potential for it in airlift. The Department of Defense needs to think through the issues. What are the consequences?

There are critical issues involving our reliance on assets. Ⓜ

Partnership

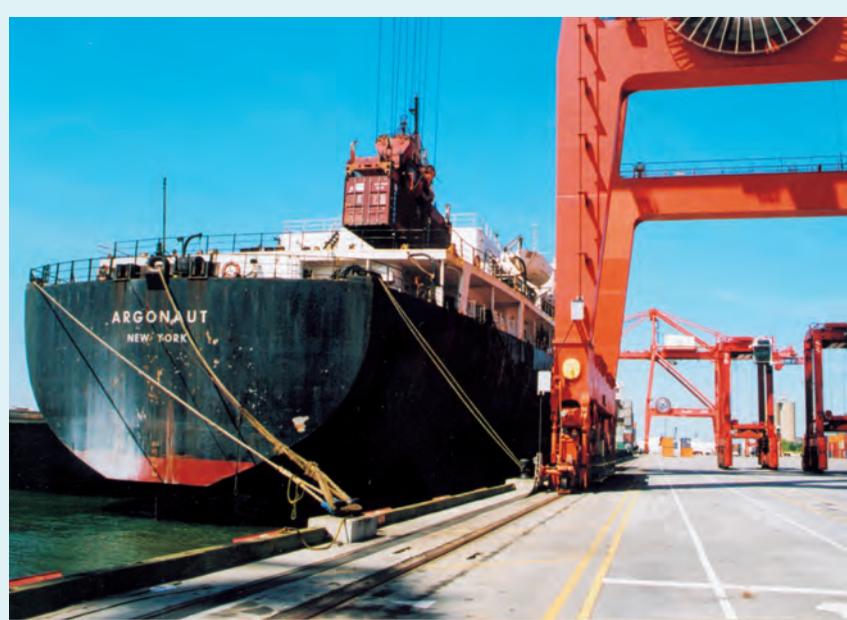
Continued from pg. 21

Ceres tractors pulled the containers on trailers to a staging area near the ship. Wheeled straddle cranes transferred the containers from the chassis to the dock. From there a large dockside crane hoisted the containers onto the ship.

In just a few hours the containers were all stowed and Argonaut was steaming for Dekheila, Egypt.

The cargo arrived at destination Sept. 21. The charter service shaved a few days off what a scheduled liner would have taken.

Bright Star is U.S. Central Command's premiere coalition exercise and involves over 20,000 American service members. Other participants included: Egypt, France, Germany, Greece, Italy, Jordan, Kuwait, Spain and the United Kingdom. 🌐



Farrell Lines' Argonaut, a U.S.-flagged ship, waits for her cargo Sept. 7 at the Norfolk International Terminal.



A treat for the operations staff

Shift officers in MTMC's Command Operations Center got an unexpected gourmet treat Oct. 16. Veteran transporter Maxine Bonniwell walked in with an elaborate snack for the center's staffers. Pictured are Maj. Mike Frego (left), Maj. John Schaeufele and Bonniwell. When she retired this spring, Bonniwell was the longest-serving MTMC employee. She started work at MTMC Headquarters in 1965.

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