

TRANSLOG



Spring 2004

**Barge movements of
1st Infantry Division
prove critical** [page 20](#)

● SDDC Symposium success—pg. 6

● RFID tags will save \$—pg. 29

The
Distribution Magazine
of the U.S. Army

Spring 2004

Maj. Gen. Ann E. Dunwoody
Commander
Surface Deployment and
Distribution Command

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On the cover

Use of two loading piers helped maintain a constant flow of cargo from the Aschaffenburg, Germany barge site.

(Photo by Martin Wetling)

See story pg. 20



COMMANDER'S CORNER

- 4 **SDDC Commander—Our business is a team sport!**

NEWS SECTION

- 6-14 **SDDC annual training symposium:**

Lessons learned

Distribution Process Owner

Expediting shipments to OEF/OIF

Small business support

2004 Quality Awards

Words from Symposium participants

- 21 **SDDC sets port cargo-handling record**

- 22 **SDDC conducts simultaneous load out**

DEPLOYMENTS

- 16 **SDDC deploys 1st Cavalry Division into Iraq**
- 18 **Weather and port safety**
- 20 **Barge movements critical for the 1st Infantry Division**
- 32 **SDDC helps move the 25th Infantry Division to two conflicts**
- 35 **SDDC readies for Haiti shipments**
- 36 **Caribbean port shifts to Florida**

BRIEFS

- 15 **Kansas City derailment—no injuries**
Soldiers can view records online
- 31 **Shipments get media attention**
SDDC's busiest vehicle processing center
- 40 **Newly formed council holds first meeting at SDDC HQ's Alexandria**

DEVELOPMENTS

- 26 **TEA leads the way for a new road entrance for Fort Eustis**
- 27 **Powertrack expanded to all carriers**
- 29 **RFID tags can save time and \$\$\$**
- 30 **Hawaiian containers go door/door**
- 37 **Military to end use of Fort Johnston**

Sgt. Vladimir Leonard, 358th Transportation Det., speaks with Maj. Gen. Ann E. Dunwoody, SDDC commander, during her April 1 visit to the 832nd Transportation Battalion's new facility in Jacksonville, Fla. (Photo by Maj. Kathryn Spletstoser)

See story pg. 36



PEOPLE

- 24 **"Boss Lift" deploys employers to see their Reservists in action**
- 38 **New commanders for SDDC**
- 39 **New IG on board at SDDC Operations Center**
- 41 **SDDC names top civilian performer**
- 42 **SDDC's outstanding Hispanic civilian**

LETTERS

- 43 **Proud of SDDC**
Giving the magazine a name
Delighted at TRANSLOG

Longshoremen secure a hatch cover on the USNS Pollux. Next stop for the Iraqi-bound equipment: Kuwait.

See story pg. 16



The business we're in... is a team sport !!!



**Maj. Gen. Ann E. Dunwoody
Commander**

Here we are...winding up the largest force deployment and redeployment since World War II ... moving cargo out of multiple strategic seaports both stateside and overseas and offloading at one primary seaport in Kuwait. Imagine the synchronization and coordination required to choreograph this operation! As many of you know, the first round of Operation Iraqi Freedom (OIF) was primarily a one-way operation—the deployment of forces in support of OIF I. The current rotation in support of OIF II is much more complex—synchronizing the deployment and redeployment simultaneously, with considerations like 365 day Boots-on-the-Ground and stay-behind equipment factored into the equation.

It is hard to envision the massive amounts of cargo and troops moving at one time. Over a quarter-million American service members, tens of thousands of members from the Coalition nations and million of tons of equipment moving through the two-way pipeline with a well coordinated battle handover in Kuwait.



In the midst of the deployment of the 1st Cavalry Division from Beaumont and Corpus Christi, Texas, Maj. Gen. Ann E. Dunwoody receives an appreciation plaque on Feb. 11 from Reuben Bonilla, chairman, Corpus Christi Port Commission.

The way I try to visualize it: We have moved about 1,200 football fields of equipment and 452 miles of containers stretched end-to-end. The length of containers alone would stretch from Alexandria, Va., to Boston along Interstate 95.

The fact that we haven't read about this huge undertaking in the news ... is most noteworthy. It was kind of like Y2K: A nonevent. But we know it did not happen by accident. We know it happened as the result of a lot of hard work, coordination and teamwork—you've heard me say it before **THE BUSINESS WE'RE IN IS A TEAM SPORT!** The business we're in is a business where there are no independent operators, a business where people's lives depend on what we do.

Let me introduce the Team: At center-of-mass of our team is U.S. Transportation Command, led by Gen. John Handy at Scott Air Force Base, Ill. our team coach and our component commands—our Navy partners, the Military Sealift Command, and our Air

Force partners, the Air Mobility Command. Our partners go beyond our immediate combatant command. Our partners, a critical part of the team ... include the Army Staff, Joint Staff, Forces Command, Defense Logistics Agency, the Army Materiel Command, Army and Air Force Exchange Service, Navy Exchange Service—and so many others. Our industry partners did the heavy lifting moving tons of cargo by rail carrier and sea. Supporting organizations like the National Defense Transportation Association, Association of the U.S. Army, and the American Trucking Association contributed to the over all success. Our maritime community...made the feat humanly possible. Our deploying organizations were filled with heroes that helped make the vision a reality.

Probably, nowhere is this teamwork more evident than the U.S. Central Command Deployment and Distribution Operations Center, or CDDOC, which has operated in Kuwait since Jan. 2. The CDDOC is a symbol



Maj. Gen. Ann E. Dunwoody escorts Gen. John Handy, Commander, U.S. Transportation Command, to SDDC Headquarters Alexandria town hall meeting Feb. 19.

of our teamwork. It is an inherently joint organization ... comprised of subject-matter experts from Transportation Command, all three component commands, along with our strategic suppliers and distributors. The center's single-source of coordination makes it easy for war fighters to track shipments. Center staffers, now numbering 63, working under the direction of Army Brig. Gen. John Lasseur, identify and manage all of the movement requirements in-and-out of the theater. Conversely, with all movement information immediately available, center staffers are able to make timely decisions on all modes of transportation. The CDDOC works under the tactical command of U.S. Central Command's director of logistics.

This new capability—the Deployment and Distribution Operations Center—is directly related to Transportation Command's new role

as the Department of Defense's Distribution Process Owner and demonstrates the significance of making a single combatant commander the distribution process owner.

The CDDOC now operating for Central Command in Operation Iraqi Freedom is just a starting point for transporters and logisticians. Planning is also underway to develop Deployment and Distribution Operation Centers to support U.S. European Command and U.S. Pacific Command.

To date, the metrics of the deployment and distribution involved in Operation Enduring Freedom and Operation Iraqi Freedom are absolutely fantastic. Our commercial carriers have

moved equipment on 17,000 rail cars. They have conducted 108,500 truck shipments to Continental United States ports. In the process, we have loaded and discharged ships in 330 different voyages—involving an incredible 227 different vessels. In both deployment and sustainment, we have managed the move of 48,000 shipping containers.

During the buildup to Operation Iraqi Freedom in late 2002 and early 2003, we took only 60 days to move 15-million-square feet of cargo. We moved the 101st Airborne Division (Air Assault), of Fort Campbell, Ky., in brigade combat teams aboard five Large, Medium-Speed, Roll-on/Roll-off vessels. The ships closed in a Kuwaiti port in an incredible 12 days.

Once again...a team effort. Our industry partners were great partners. The Reserve component Soldiers served as a combat multiplier. New business rules have brought discipline to our deployment and distribution process.

Our work will go on for many more months. We are in this for the long haul. We have to stay vigilant. Peoples lives depend on what we do.

I salute you—Proud to be part of this incredible team! 🇺🇸

SDDC Employee of the Year Jackie Moss, of the 951st Transportation Co., Ipswich, United Kingdom, meets retired Lt. Gen. Ed Honor, a past SDDC commander, at the annual anniversary ball, on Feb. 21. Also pictured is Moss' husband, Keith, a chief petty officer in the British Royal Navy.



2004 SDDC Training Symposium stresses distribution, deployment



Color Guard from the Colorado Army National Guard renders honors at the March 23 opening of the 2004 SDDC Training Symposium. Maj. Gen. Ann E. Dunwoody, Commander, is pictured at left.

In the midst of the biggest military shipments since World War II, distribution and deployment were the key topics of presentation and discussion at SDDC's 2004 Training Symposium.

The symposium drew 1,530 participants March 22-26 to Denver, Colo. This year's symposium was a resumption of SDDC's annual training event—cancelled in 2003 due to Operation Iraqi Freedom.

For the first time, SDDC partnered on presenting the conference with the General Service Administration.

"Our theme for this year, 'Deployment and Distribution ... Factory to Foxhole,' focuses on the vast links in partnerships and transformation through the dynamics of distribution," said Maj. Gen. Ann E. Dunwoody, commander.

"The theme will also bridge our new relationship with the General Service Administration as they join us for this symposium."

Dunwoody praised industry supporters for their work in assisting shipments to Operation Enduring Freedom and Operation Iraqi Freedom.

"Industry partners did the heavy lifting," said Dunwoody. "We appreciate our rail, truck, ports and ocean carrier partners."

General Service Administration

was represented by G. Martin Wagner of Washington, D.C.

Wagner praised SDDC for its distribution

and deployment operations in Operation Iraqi Freedom.

"In order for them (warfighters) to be there, they have to have the right stuff at the right time," said Wagner, associate administrator, of GSA's Office of Government Policy. "Transportation does not always get the visibility. We do appreciate all your work."

Wagner told transporters technology was changing the way they operate today—and into the future.

"There's a major change of technology in the marketplace," said Wagner. "This is going to change the way we operate."

Symposium participants were enthusiastic about SDDC's symposium.

Georgia Angell, president, Dell Forwarding, Inc., of Monroe, Wash., has attended SDDC symposiums since the early 1980s.

"The attendance has increased over the years but so has the type of participants," said Angell. "There are more industry partners. At the same time, we're getting more levels of participation—such as installation-level Personal Property Shipping Offices."

Angell said the networking with the installation offices assists in industry wide communication.

"Exhibits are a prime example," said Angell. "There are a greater number and variety of exhibitors. This produces greater opportunities to network

both with exhibitors and symposium attendees."

Jon Low heard motivational speaker Keith Harrell tell a packed breakfast meeting March 24, "When you choose to be positive, your day goes better. When you choose to be positive, you get along with your family better."

"Super fantastic," said Low, chief, transportation branch, Installation Management Agency Northwest Office, Rock Island Arsenal, Rock Island, Ill., attending his first symposium.

"This is all very beneficial," said Low. "It's a great opportunity to network and learn the latest policy updates."

Low said he would book a return engagement—at next year's symposium.

Later that day, retired Army transporter Duane Sweeney attended a session on lessons learned in Operation Iraqi Freedom. Sweeney is a lead senior functional analyst with Defense Systems, Inc., of Manassas, Va.

A range of positive and negative lessons learned were presented by a panel led by Col. Sandy Sanders, commander 1192nd Transportation Terminal Brigade, New Orleans.

"They focused just fine," said Sweeney, of panel members such as Maj. John Aube, chief, daily operations, SDDC Operations Center, who discussed Reserve component equipment shortcomings affecting deployment and managing ocean containers in theater.

"Too often we don't share bad news," said Sweeney. "We need to learn from it." 🌐

Reserve equipment shortcomings delay SDDC equipment moves

When Maj. Curtis Slick was ordered to Fort Bragg, N.C., to oversee training of the 30th Infantry Brigade (Mechanized) for Iraq, he encountered an unexpected problem.

As the Army National Guard unit from North Carolina prepared for Operation Iraqi Freedom duty, Slick found equipment shortages delayed mobilization efforts—and ultimately availability for shipment into theater.

“The units get cannibalized,” said Slick, a Reservist assigned to a training support battalion, the 2-312th Regiment, Oakdale, Pa. “Then they are short equipment and leadership.

“You have to rebuild the unit.”

Slick said armor Soldiers with the 30th had to learn about a brand new weapon, the squad automatic weapon.

“Equipment is the biggest problem without a doubt,” said Slick. “They’re being asked a lot right now.”

The 30th trained at Fort Bragg from Oct. 1-Dec. 20, and subsequently was ordered to a rotation at the Joint Readiness Center, Fort Polk, La. The unit has since deployed to Iraq.

Slick made the comments March 24 during a breakout session of the 2004 SDDC Training Symposium on lessons learned in Operation Iraqi Freedom.

The comments from Slick produced an endorsement from Maj. Kevin Landy, U.S. European Command liaison at SDDC Operations Center, Fort Eustis, Va.

“The (Reserve components) did not have the equipment they were supposed to have such as chemical suits,” said Landy. “Equipment readiness was a big problem that caused things to slide.”

Col. Sandy Sanders, panel leader,



Panel leader Col. Sandy Sanders, Commander 1192nd Transportation Terminal Brigade, New Orleans, talks with Nick Zimmon, LMI, McLean, Va., and Lori Starke, SDDC Operations Center, Fort Eustis, Va.

identified another shortcoming in the mobilization process.

“Some improvements of Operation Desert Shield/Desert Storm had a negative impact on Operation Iraqi Freedom,” said Sanders, commander, 1192nd Transportation Terminal Brigade, New Orleans.

Big railroad marshalling yard improvements at installations such as Fort Hood, Texas, meant the Army post could ship more railroad cars than domestic ports were able to handle.

“Fort Hood can ship 210 railroad cars a day,” said Sanders. “Yet, that does us no good if we can only handle 100 cars at a strategic port such as Corpus Christi.”

Sanders suggested a strategic review is in order to identify infrastructure shortages at strategic ports. The 110 Soldiers in Sanders’ unit, working at multiple strategic ports around the country, moved half of the 15-million-square feet of cargo SDDC moved in the initial phase of Operation Iraqi Freedom.

Panelist Steve Jackson, of the Maritime Administration, said SDDC used 40 Ready Reserve Force vessels in 2003 and 21 so far this year.

“They were all single voyages,” said Jackson, transportation industry analyst, assigned to Norfolk, Va.

The military had greater success with Ready Reserve Force ships in this contingency operation than 14 years ago in Operation Desert Shield/Desert Storm, said Jackson.

Positive lessons learned included more Navy funding to maintain the vessels and liaison officers assisting communications between the two organizations.

“Reduced operating crews are on all the vessels,” said Jackson. “These mariners are a wealth of knowledge when the ships are activated.”

Jackson had two suggestions to improve the work of SDDC with Ready Reserve Force vessels.

“Unlike Large, Medium-Speed, Roll-on/Roll-off vessels, the ships of the Ready Reserve Force come in all different sizes and configurations,” he said.

Jackson suggested SDDC schedule routine training operations with Ready Reserve Force ships to better acclimate to the different ship designs.

Additionally, Jackson said SDDC should place more reliance on the chief mate—the veteran mariner who overlooks a ship’s reduced operating crew of 9-10 mariners.

“His responsibility includes loading the ship,” said Henderson. “You should take advantage of his or her expertise.” ☺

Transportation Command is

driving distribution change

As the Distribution Process Owner, U.S. Transportation Command is driving change in military transportation.

That was the message of Col. Randy Helms, of U.S. Transportation Command, Scott Air Force Base, Ill.

“We now have one command who synchronizes the distribution process,” said Helms, division chief of strategic initiatives, J-5 (Policy, Plans and Programs). “It encompasses the entire supply chain.”

“We offer warfighters one point of contact.”

Helms was one of a quartet of panelist who spoke at a panel March 23 on distribution initiatives and challenges at the 2004 SDDC Training Symposium, in Denver, Colo. The panel was hosted by Bill Lucas, SDDC’s Deputy to the Commander.

Warfighters, said Helms, desire a

quartet of dimensions to transportation operations:

- ▲ Simplicity
- ▲ Single point-of-contact
- ▲ Visibility
- ▲ Reliability and speed

“Transportation Command is now responsible for onward movement throughout the theater,” said Helms. “The command has increased responsibility from the port forward to the fox-hole.”

“Transportation Command’s Distribution Process Owner mission is a major focus in the Department of Defense right now,” said Alan Estevez, assistant deputy under secretary of Defense (Supply Chain Integration).

Radio Frequency Identification tags will produce big changes in Department of Defense Transportation in the near future, said Estevez, who works in the Office of the Deputy

Under Secretary of Defense (Logistics and Material Readiness), in Washington, D.C.

“The Department of Defense has used Radio Frequency Identification tags for the last 12 years,” said Estevez. “They have been used sporadically. Every time we went to war we relearned how to use it.”

Estevez distinguished between

“active” Radio Frequency Identification tags that radiate information in a localized area to “passive” tags that may be read by an electronic portal.

“It has got to be embedded in our training and our systems,” said Estevez. “It has to be how we do business.”

Currently, active tags cost about \$95, he said, while passive tags cost \$1. The latter tags will even cost less with mass production and are excellent ways to perform inventory management.

“In January 2005, vendors and suppliers will have to apply them (passive tags) to cases and pallets that come to us,” said Estevez.

Upon delivery, the military customer can conduct an immediate electronic inventory.

“The warfighter gets what he needs,” said Estevez. “We decrease inventory. We decrease duplicate movements. We operate more efficient distribution.”

Terry Head, president, Household Goods Forwarders Association of America, Inc., of Alexandria, Va., urged user training before the new Radio Frequency Identification tag policy is adopted.

“We’ve got to get the knowledge down to the street level,” said Head. “The policy makers know about it. The techies know about it. We’ve got to share that knowledge or we’ll have the same experience as we did with bar codes.”

Estevez said policy meetings were scheduled to determine how to address that need.

Meanwhile, Estevez said experimental tests have been conducted with



A symposium panel on distribution initiatives and challenges included: Bill Lucas (left), SDDC’s Deputy to the Commander; Alan Estevez, of the Office of the Deputy Under Secretary of Defense (Logistics and Material Readiness), and Steven Froehlich, of the U.S. Department of Homeland Security.



Maj. James Smith, transportation squadron commander, Keesler Air Force Base, Miss.; talks to distribution panelist Col. Randy Helms, division chief of strategic initiatives, J-5 (Policy, Plans and Programs), U.S. Transportation Command.

satellite transmitters on containers aboard trucks in Iraq. He said transporters would evaluate the cost of the systems with the value they provide.

“Radio Frequency Identification tags are one tool in the tool box,” said Estevez. “Ultimately, commercial systems will be the solution.

“We will put that in our business processes.”

Security was the topic of Steven Froehlich, director of liaison operations, Transportation Security Agency, Washington, D.C.

“We have a unique challenge in that roughly 85 percent of the maritime and land infrastructure is privately owned—essentially an extensive private network of national security assets, said Froehlich, of the agency’s Office of Maritime and Land Security. “The movement of cargo unites and ties together our transportation system. Every major mode, with the exception of mass transit, carries some form of cargo, whether by rail, over highways, through pipelines, across our skies, or via our inland and oceanic waterways.”

To enhance security, the agency is in the process of developing standards and policies that will allow us to manage risk in a consistent, coordinated and integrated fashion, he said.

“By coordinating security across all the modes,” said Froehlich, “we can minimize weak links that might allow terrorists to gain a foothold.”

Transporters discuss ways to expedite shipments to OEF, OIF

By Patti Bielling
Public Affairs Officer, SDDC Operations Center

Even in the midst of the largest movement of U.S. forces since World War II, military transporters and logisticians are looking for ways to improve the deployment and sustainment process of the future.

A panel of top-ranked experts from various commands discussed coming initiatives and answered questions during the Military Surface Deployment and Distribution Command’s annual symposium March 24 in Denver, Colo.

One of the more important initiatives is already being tested with positive results, said Army Maj. Gen.

Robert T. Dail, J-3 (Director of Operations), U.S.

Transportation Command, Scott Air Force Base, Ill.

A pilot Deployment Distribution Operations Center stood up in Kuwait in late January is achieving great success in helping synchronize the flow of personnel, equipment and sustainment throughout the U.S. Central Command theater.

Establishing a forward presence has

allowed the U.S. Transportation Command to develop solution sets that meet the needs of the combatant commander at lower cost while making better use of available air and sealift assets, said Dail.

Staffed by about 60 transportation and logistics experts from various commands and agencies, the Deployment and Distribution Operation Center has already saved approximately \$50 million by reducing airlift requirements and establishing surface transportation alternatives in support of operations in

See “Expedite,” pg. 11



Brig. Gen. Kathleen Gainey, Commander, Defense Distribution Center, New Cumberland, Pa., addresses a question during a deployment panel at the 2004 SDDC Training Symposium held March 24. Also pictured are Maj. Gen. Robert Dail (seated center), U.S. Transportation Command; Capt. James Driscoll (left), Military Sealift Command, and Brig. Gen. Mark Scheid, SDDC Deputy Commanding General/Director of Operations.

SDDC achieves goals with support of SMALL BUSINESS



“It’s a lot of hard work, understanding who the customer is and networking.”

Mark Gross

When Mark Gross bought Oak Grove Software in 2001, times were tough for computer-related firms. Gross, an Army veteran, took a close look at his new Raleigh, N.C.-based firm—a small business company.

“They were doing product and software,” said Gross. “It was mostly proprietary software.”

These outputs were suffering in the dot-com crisis.

Worse, Gross found the firm did not have a single federal contract. In addition, he found the company was not on the General Services Administration Schedule for federal agency purchases.

Gross looked closer at his new company.

“I looked at the product to see if it was competitive,” said Gross. “I determined it was not. It was dated.

“It was not focused on specific technology.”

Gross aimed a new direction for the company. His new focus was on software systems in broad areas such as transportation and intelligence.

Within two years, Gross’s firm had 15 government projects going—many are small business contracts and some are not.

Many of the contracts were with the Surface Deployment and Distribution Command.

In the last year, Oak Grove earned multiple SDDC contracts. Currently, the firm has 19 contract employees working alongside SDDC employees. The firm helps manage SDDC’s Worldwide Port System, Global Freight Management and Cargo and Billing automated systems.

“In this business it is hard work,” said Gross. “The hard work helps you get the breaks. It is a lot of hard work, understanding who the customer is and networking.”

Gross was one of 60 small business firm representatives who attended SDDC’s Small Business Conference—part of the SDDC Training Symposium on March 22, in Denver, Colo.

The small business representatives were briefed on SDDC’s \$76 million in small business contracts and \$307 million in subcontracting contracts.

Frank Giordano, director, SDDC Contracting Center, told small business representatives to visit the command’s headquarters.

“Come in and show us what you can do,” said Giordano. “I’ll get the program people together—the smart folks. You give your pitch. It’s an excellent tool.”

Giordano suggested that small business owners should network with big and small firms.

“Market your capabilities with passion,” said Giordano.

Expedite

Continued from page 9

Additional advice to small business owners came from Bill Lucas, Deputy to the Commander.

“There are a lot of opportunities to be prime contractors in SDDC,” said Lucas. “There are also a lot of subcontracting opportunities.”

“We have on the order of \$500 million in ocean liner services. With Operation Enduring Freedom and Operation Iraqi Freedom, it’s even larger. I think there’s a lot of (subcontracting) opportunity there.”

“The Army supports small business opportunities,” said Maj. James Blanco, assistant to the director, Office of Small and Disadvantaged Business Utilization.

“We will be the premier small business organization in the federal government,” said Blanco.

There are even additional contracting and subcontracting opportunities in recent months, with ongoing efforts to rebuild Iraqi infrastructure, he said. 📍

Nancy Small, associate director, SDDC Small and Disadvantaged Business Utilization, talks to contractors March 22. Also pictured are: Maj. James Blanco (center), Small’s U.S. Army counterpart; and Bill Lucas, SDDC’s Deputy to the Commander.



Brig. Gen. Mark Scheid, SDDC’s Deputy Commanding General/Director of Operations, addresses the audience during the deployment panel held at the 2004 SDDC Training Symposium on March 24.



Afghanistan.

“The Deployment and Distribution Operation Center is redefining logistics on a tactical level, and I think it’s going to happen at a strategic level, too,” said Dail.

The Defense Logistics Agency is improving the sustainment process by changing its focus from delivering equipment to “delivering capability,” said Brig. Gen. Kathleen Gainey, commander, DLA’s Defense Distribution Center, New Cumberland, Pa.

In practice, she said, that means bundling many types of parts and equipment in “pure pallets” for delivery to a specific unit rather than sending loads of equipment that must be unpackaged in the theater before being distributed to units.

“This is a change in doctrine for the U.S. Marine Corps and the U.S. Army,” said Gainey. “We think this is how we should be supporting units all the time—in peace and in war.”

The Defense Distribution Center is also implementing a Forward

Stocking Initiative in Italy, Guam, Korea and Kuwait. Opening new storage and distribution facilities in these locations will reduce transportation costs and reduce requisition waiting time by as much as 50 percent for a combatant commander, said Gainey.

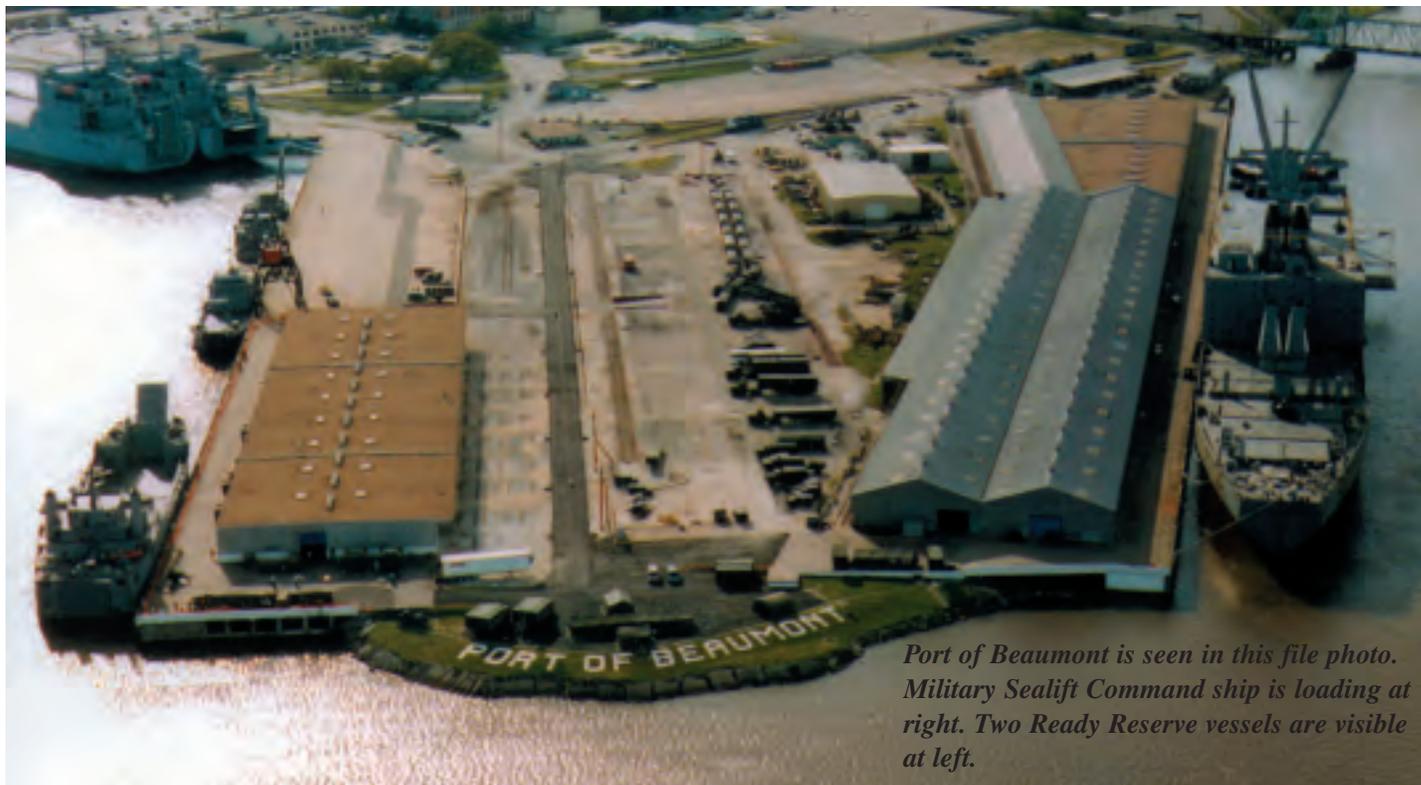
The facility in Italy will open in April, with other locations expected to open within the next year.

The Defense Distribution Center is also developing “deployable depots” with trained personnel, equipment, tools, parts and information technology that can stand up wherever the need exists.

Dail added that adequate transportation assets will be needed to support the Future Force.

“We need a mobility requirements study to determine what lift assets we will need to move and sustain Soldiers in the future,” said Dail. “As in past studies, we need to look at where we should invest and what we should divest to meet the needs for the very dynamic and changing environment of the future.” 📍

Port of Beaumont among recipie



Port of Beaumont is seen in this file photo. Military Sealift Command ship is loading at right. Two Ready Reserve vessels are visible at left.

A Texas port involved in shipments of equipment to Iraq and Afghanistan is one of 10 firms and organizations receiving Surface Deployment and Distribution Command 2004 Quality Awards for transportation excellence.

The port of Beaumont was recognized for its support of SDDC in moving equipment overseas in the past year for Operation Iraqi Freedom and Operation Enduring Freedom.

"I will be very proud to present this award to my board of directors," said Chris Fisher, executive port director, of the facility.

The port of Beaumont was nominated by Lt. Col. Brian Sundin, commander, 842nd Transportation Battalion, located just inside the port's perimeter.

"On numerous occasions," said Sundin, "the port of Beaumont has placed military needs and requirements ahead of its commercial customers ... military requirements took precedence in providing sufficient staging area and vessel berthing space."

At its own expense, the port of Beaumont increased its rail and staging facilities in 2003 to support military shipments, he said.

"We're glad to do our part," said Fisher.

The current Southwest Asia contingencies have put heavy demands on the port, and the nearby strategic port of Corpus Christi, Texas, said Sundin.

The Beaumont port and SDDC's other military, port and commercial partnerships were praised by Maj. Gen. Ann E. Dunwoody, Commander, in an award ceremony March 24 at the 2004 SDDC Training Symposium, in Denver, Colo.

"Our success in our global deployment and distribution operations has a direct correlation to the support of our partners," said Dunwoody.

Nine other award recipients included:

Dispatch Services, Inc., of Antioch, Calif., was nominated by Defense Distribution Depot San Joaquin, of Stockton, Calif., for its timely deliveries. The firm's 1,100 full

truckloads and 5,200 less-than-truck-load shipments for the military in 2003 within the continental United States had a 99 percent on-time delivery.

APL, of Oakland, Calif., was nominated by Defense Distribution Depot San Joaquin, Stockton, Calif., for the timeliness of its ship movements in the Pacific Rim to Japan, Korea and Okinawa, from the West Coast. Additionally, APL provides direct surface shipments from Karachi, Pakistan, to U.S. bases in Afghanistan.

DHL Worldwide Express, of Plantation, Fla., was nominated by Defense Distribution Depot San Joaquin, Stockton, Calif., for its expansion of delivery service to overseas locations. In March 2003, the firm was the first carrier to establish delivery to the cities of Bagram, Kabul and Kandahar, in Afghanistan.

National Air Cargo, of Orchard Park, N.Y., was nominated by U.S. Air Force Europe, Logistics, Ramstein Air Force Base, Germany, for its rapid delivery of key weapons system components to military units deployed in

nts of 2004 SDDC Quality Awards



*Thomas Bolling,
President,
Dispatch Services
Inc.*



Chris Fisher, Beaumont's executive port director, proudly holds a 2004 SDDC Quality Award. Lt. Col. Brian Sundin made the nomination.

*Connie Constable,
Director Military
Affairs,
Interstate Van
Lines*



*Lars Magnusson,
Director of
Military
Marketing,
APL*



*Mike Chapell,
Line Manager,
Strong Vessel
Operators*



*John Fellows,
Chief Executive Officer,
DHL Worldwide Express*



*Jeff Pundt,
Executive Vice
President,
Landstar Ligon,
Inc.*

*Chris Alf,
President,
National Air Cargo*



*Patricia Pliego-Stout,
President,
Alamo Travel
Group of San
Antonio*



*Keith Garrison,
Vice President,
Trans Tech
Leasing, Inc.*



South West Asia. Formerly taking 7-12 days, National Air Cargo cut transit time to 48 hours for door-to-door delivery.

Landstar Ligon, Inc., of Jacksonville, Fla., was nominated by Naval Sea Systems Command, Washington Navy Yard, Washington, D.C., for the timely movement of large Navy ship propellers. The firm developed special equipment and rigging for the movement of propellers on trucks and military aircraft such as the C-17 and C-5.

Alamo Travel Group, of San Antonio, Texas, was nominated by the 37th Logistics Readiness Squadron, Lackland Air Force Base, Texas, for its efficiency in issuing over 40,000 reser-

vations and tickets for Department of Defense travelers in 2003. Through the use of low-cost airline fares, Alamo Travel Group saved over \$53 million.

Interstate Van Lines, of Springfield, Va., was nominated by the Joint Personal Property Shipping Office, San Antonio, Texas, for its support to military customers. The firm implemented the innovative Traffic Advisory System, a Web-based program that provides in-transit visibility and e-mail updates for military personal property moves.

Strong Vessel Operators, LLC, of Stamford, Conn., was nominated by Surface Deployment and Distribution Command's Azores Detachment, for the

on-time delivery of the vessel Strong Patriot. The consistent ship schedule has allowed the U.S. Air Force to reduce its supply inventory at Lajes Field and to move more of its sustainment supplies by ship—allowing more airlift space for top-priority cargoes.

Trans Tech Leasing, Inc., of Middletown, Pa., was nominated by Defense Distribution Depot Susquehanna, of New Cumberland, Pa., for its efficient movement of 4,500 air pallets aboard 900 trucks in the first nine months of 2003 bound for Operation Iraqi Freedom. The company assigned dedicated drivers for its regular military distribution routes to assure synchronized and timely movements. 

Symposium attendees express enthusiasm for this year's event

Story and photos by LaWanda York
Public Affairs Specialist, SDDC Headquarters Alexandria

Networking and breakout training sessions were among the favorites of attendees at the 2004 SDDC Symposium.

A sampling of attendees from the 1,530 registered participants was positive—and a desire to attend next year. “One of the best things you get out of this (symposium) is contact with your counterparts from other areas and the active side,” said Staff Sgt. Bernard Williams, of the Maine Army National Guard, who attended the March 23-24 event in Denver.

“You can see that you’re really not the only one who has a problem and there’s different ways of solving it depending on your viewpoint,” said the 20-year traffic management veteran.

The symposium provides him with an opportunity to hear directly from policy makers and learn the intent of new initiatives, he said.

Williams had praise for the panel led by Bill Lucas, SDDC’s Deputy to the Commander, on Distribution & Transformation Initiatives.

“The panel was great,” said Williams. “What we are really interested in on the ground is give us the final

Exhibitor Sandy Santianna, of American Auto Logistics, Inc., says her firm takes great pride in the movement of 72,000 privately owned vehicles a year for SDDC.

Networking and breakout sessions are great symposium training mechanisms, says Staff Sgt. Bernard Williams, of the Maine Army National Guard.



product that does what we need it to do and is user friendly.”

The breakout sessions were informative, said Williams.

“Most of the speakers I listened to were very knowledgeable,” said Williams.

“Overall it is an excellent learning experience and to meet the people who do the job somewhere else,” said Williams. “Quite often is as educational as any of the stuff they put out in the meetings.”

SDDC industry partners and contractors were at the symposium in force.

American Auto Logistics, Inc., of Monroe, N.Y., which operates SDDC’s Global Privately Owned Vehicle Contract, set up an exhibit.

“SDDC is under a major transformation,” said Sandy Santianna, general manager, systems and Logistics. “American Auto Logistics came to the symposium to see what the next step in the future will hold for SDDC.”

“We love what we do,” said Santianna, “helping service members with permanent

change of station moves.

“Service members stopped at our booth to tell us their experience with our company was great for them.”

Another exhibitor was General Services Administration’s Office of Global Supplies, of Arlington, Va.

“This is a great opportunity to talk with customers to learn their pipeline problems so we can work on improvements and to improve our own knowledge of the global supply chain,” said Ken Latta, director, Global Supply Distribution Operations. “We got a lot out of it. It was very valuable.”

“This (symposium) is really timely for us,” said Latta. “The reason: Emphasis on improvement of the global supply chain is involving us deeply.”

General Service Administration, SDDC’s partner in presenting the symposium, is participating with U.S. Transportation Command on its initiatives to transform defense distribution worldwide.

“What surprised me was the customer traffic remained heavy through the exhibits all the way to the end,” said Latta. “That may have been the way SDDC organized the exhibits so they were only opened for limited hours—this was a nice balance.”

No injuries in Kansas City train derailment ...



Four heavy-duty Department of Defense railcars carrying M-1 tanks derailed in an accident Feb. 20 in Kansas City, Kan. Three of the railcars that derailed remained upright. A fourth railcar flipped on its side. There were no injuries. The train was carrying 3rd Brigade, 3rd Infantry Division, equipment to Fort Stewart, Ga., following exercises at the National Training Center, Barstow, Calif. Union Pacific work crews had the rail cars back on the train track later that day.

(AP photo)

Soldiers' personnel records available for viewing online



Soldiers can now review their Enlisted Records Brief of personnel information instantly on the Web.

A one-page version of officer and enlisted records are now posted on the U.S. Army Human Resources Command homepage at <https://www.hrc.army.mil>.

Official photographs were added in December to the online Officer Records Briefs. In the near future, official photographs will be added to the Soldiers' Enlisted Records Brief from the Department of the Army Photo Management Information System.

The Web-based solution enables active-duty Soldiers to prepare for promotions by reviewing their records summary via the Internet. Reservists can view some of their personnel information via the My2Xcitizen portal.

To use the Web sites, Soldiers are required to have Army Knowledge Online accounts and passwords. Just click on the "Active" link at bottom right. Then the MyORB and MyERB links can be found in the left margin.

"We believe that Soldiers' access to their personnel information is the best its ever been with the Enlisted Records Brief going online," said Col. Reuben Jones, commander,

Enlisted Records and Evaluation Center.

"If Soldiers need to make changes they should still contact their personnel office," said Jones. "Once changes are made in eMILPO, Soldiers should see corrections to their brief within 24 to 48 hours."

The Enlisted Records Brief virtually replaces two forms—an older three-page version and the four-page DA form 2-1.

Similar to the officers' version, the Enlisted Record Brief contains personnel information used to manage professional development, assignments, and promotions such as assignment history, civilian and military education, awards and decorations, special skills, and individual qualifications. Both documents are updated from the data stored in eMILPO.

The Officer Record Brief site has had about 25,000 "hits" in one three-week recent period.

"It is important that everyone ensures personnel information is accurate and updated," said Brig. Gen. Rhett Hernandez, director, Officer Personnel, Human Resources Command. "MyORB with the photo is another step toward that end state." 



Combat equipment of the 1st Cavalry Division awaits loading aboard the USNS Pollux.

SDDC deploys 1st Cavalry Division into Iraq

Story and photos by John Randt
Director, Command Affairs, HQ's SDDC

The combat vehicles of the 1st Cavalry Division move forward in long lines.

On ramps and by crane, vehicle-after-vehicle moves aboard the USNS Pollux, under the watchful eye of Soldiers of the 1192nd Transportation Terminal Brigade.

It is Feb. 11 and the 1st Cavalry Division is on the move. In weeks, enormous combat power will be catapulted into the Iraqi landscape.

The Fort Hood-based unit that has the largest shoulder patch in the U.S. Army is casting a big shadow on the port of Corpus Christ, Texas.

To move the division, the New Orleans-based Army Reservists will move four ship loads of equipment in a

12-day period. Aboard the vessels are some 3,500 pieces of cargo.

In early February it is time to load the second ship of the quartet—USNS Pollux, a Fast Sealift Ship operated by the Military Sealift Command.

In all, SDDC's 842nd Transportation Battalion, Beaumont, is responsible for loading 12,900 pieces of equipment aboard a total of 13 ships at the two ports. The equipment occupies 1.9 million-square feet of space.

The loadout of the 1st Cavalry Division is a part of the biggest surface equipment moves since World War II and involves a total of 300 vessel operations. Cargoes are going both to, and from, Iraq and Afghanistan.

The vessel loading reminds Maj.

Stephen Torres, officer-in-charge at Corpus Christi, of the loading of 33 vessels in early 2003 with the equipment of the 4th Infantry Division.

"The environment is much better this time," said Torres. "The process is more planned and less hectic."

Denied port and transit routes in Turkey, the 33-ship convoy maneuvered in endless circles just beyond the horizon. Finally, the ships were directed through the Suez Canal and unloaded in Kuwait. The 4th Infantry Division was too late for the fighting in Operation Iraqi Freedom but just in time for peacekeeping duties.

Now, a year later, the 1st Cavalry Division is among a number of Army and Marine units replacing the original

combat force.

The 1192nd is the “9-1-1” of the Surface Deployment and Distribution Command, said Col. Maynard “Sandy” Sanders, commander.

“To date,” said Sanders, “this unit has loaded more ships than any unit in the SDDC organization.”

Activated in January 2003, unit Soldiers were working at the Corpus Christi docks within 72 hours.

Soon the unit was responsible for equipment movements at SDDC’s 15 Strategic Ports.

To date, the unit has loaded, or unloaded 130 vessels at 15 different ports. In the process, the Reservists have moved 110,000 pieces of cargo—the equivalent of 16-million square feet of cargo.

This represents the movement of half of the 25-million square feet of cargo moved by the Military Sealift Command’s military and civilian contract ships.

“Unbelievable, unbelievable,” said Sanders.

Now, at the Corpus Christi docks, the Reservists are back at work.

Their first shipload went out Feb. 9 with the departure of the USNS Shugart, a Large, Medium-Speed, Roll-



An armored recovery vehicle is driven off a railroad car ramp at portside.



Containers of the 1st Cavalry Division proudly boasts the unit’s large shoulder patch.

on/Roll-off ship.

In quick succession, the 1192nd will load two “Cape” series reserve vessels of the U.S. Maritime Administration.

“I can’t do my job here or in Beaumont without them,” said Lt. Col. Brian Sundin, 842nd commander. “They are true partners with ‘Team Beaumont.’ ”

Reviewing the port activity was Maj. Gen. Carlos “Butch” Pair, chief of Staff, U.S. Transportation Command, Scott Air Force Base, Ill.

“Relationships build capacity,” said Pair. “It is the Army, Guard and Reserve in action and our commercial partners and port organizations.

“I see the great power of America.” 🇺🇸



Maj. Gen. Carlos “Butch” Pair (left), Chief of Staff, U.S. Transportation Command, talks with Sgt. Shane Maricelli and Maj. Don Matherne, Reservists with the 1192nd Transportation Terminal Brigade.

(Photos by John Randt)



Most port activity goes on in the rain and driving wind.

Poor weather demands greater port work safety

Story and photos by John Randt
Director, Command Affairs Officer, HQ's SDDC

The rain comes in steady torrents—driven by strong winds off Corpus Christi Bay, Texas.

It cascades down and covers every open surface of the USNS Pollex, a Fast Sealift Ship of the Military Sealift Command.

The water droplets come together and form small rivulets that pour deep into the interior of the Navy ship. Rain and clouds blur together and color the land and sea with the same gray monotony.

The rain drips down three and four levels of holds and hits the rain suits of longshoremen laboring below decks. And, the same rain hits Reservists of the 1192nd Transportation Terminal Brigade, of New Orleans, activated to support the Surface Deployment and Distribution Command in Operation Iraqi Freedom. And, the same water soaks the overcoats of merchant mariners working with the Military Sealift Command.



In spite of the rain, longshoremen maneuver a 1st Cavalry Division vehicle aboard the Pollex. In the background, is the work of a Soldier artist painted on a vehicle's protective wrap.

“Our work and our mission goes on—the weather is immaterial,” said Col. Sandy Sanders, commander. “We are always careful but with the poor weather we add increased scrutiny to our safety procedures.

“Rain or not, we maintain our schedule.”

Safety in all conditions is a prime goal of unit operations, said Lt. Col. Douglas Athey, the 1192nd’s chief of operations.

Prior to each work shift there is a detailed safety briefing, said Athey.

“We provide up-to-the moment weather conditions including the wet bulb temperature,” said Athey. “During the operation, we want to ensure our Soldiers are getting adequate food and rest.”

In hot weather there are additional challenges, he said.

“We provide plenty of water stations and ensure our Soldiers drink water; not only in the work shift but off-duty as well.”

SDDC’s chief of safety, Maj. Mark Wyrosdick, said human error is the most common cause of injuries and accidents.

Although the tonnage of cargo shipments in fiscal year 2003 increased five fold because of Operations Iraqi Freedom and Enduring Freedom, SDDC’s accident rate held steady at less than 1 percent, said Wyrosdick.

SDDC had two fatalities during the past year’s heavy equipment movement to Afghanistan and Iraq—a Soldier and a longshoreman. Both occurred in September 2003 at the port of Ash Shuaiba in Kuwait, and both were attributed to human error.

Safety is everyone’s responsibility; from longshoreman to the captain of the port, said Wyrosdick.

“Involvement by the leadership at the upper level, the noncommissioned officer level and foreman level is the best way to prevent accidents and injuries,” said Wyrosdick, an Air Force officer. “Hopefully the leaders can see and correct unsafe practices to prevent someone from getting hurt.”



As work goes on to load the Pollex, the Eagle Toledo comes into Corpus Christi on Feb. 10 in a driving rain.



In spite of the rain, longshoremen maneuver a 1st Cavalry Division vehicle aboard the Pollex.

(Information for this story was contributed by public affairs specialist Patti Bielling, of the SDDC Operations Center.)

Barge movements prove critical for move of 1st Infantry Division

By Capt. Ian Jorgensen, Commander Rhine River Detachment

The simultaneous loading of three barge sites proved critical in the movement of 1st Infantry Division equipment from Germany as part of Operation Iraqi Freedom.

Transporters with the Rhine River Detachment loaded equipment in barges at Bamberg, Aschaffenburg and Mannheim during the last two weeks of January.

In all, 45 percent of the equipment of the 1st Infantry Division, or some 4,500 vehicles, moved by barge.

Use of the Main and Rhine rivers proved an efficient transportation means for moving the Würzburg-based division to the port of embarkation at Antwerp, Belgium. Depending on their departure points, it took 55-110 hours for a loaded barge to arrive at Antwerp.

Approximately 20 prime movers and 20 trailers could be loaded for a typical 2,500-metric ton barge. Cargo loading is relatively fast as no blocking and bracing is required as the barges ride smoothly in the water.

Depending on loading capacities of the sites, cargoes were shifted to maintain movement momentum.

At all barge sites the contractor provides port handling. Soldiers from the 1st Infantry Division parked their vehicles at the barge loading sites and then boarded buses to return to their home installations.

Host nation guard forces provided security.

The winter season proved to be one of the biggest challenges. Low water and ice were challenges to the mission. The biggest challenge, however,



When wintry conditions caused high water levels in the Rhine and Main rivers, SDDC transporters adjusted loading sites to assure timely deliveries.

(Photo by Martin Weteling)

er, turned out to be high water.

In a two-day period, the Rhine and Main Rivers went from low water to high water. This high water stopped barge movement for two days and forced the rescheduling of a helicopter-loading mission in Lampertheim to the following week.

Equipment in Bamberg was shifted to Aschaffenburg. Transportation crews worked 24 hours a day to ensure cargoes made the available load dates in Antwerp.

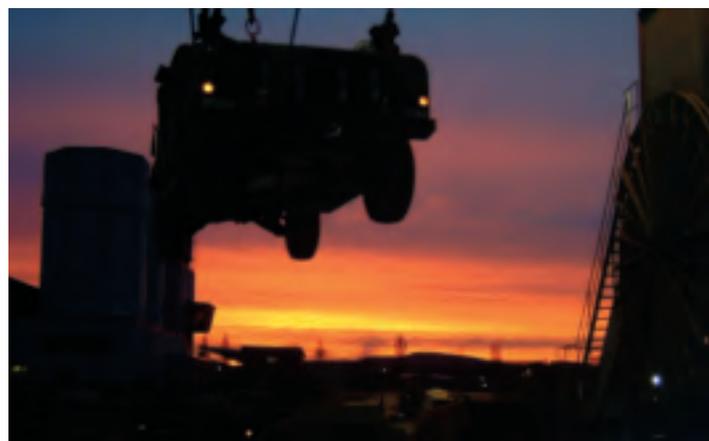
Review of the operation found many advantages to using barges. Barges are an efficient way to move large quantities of equipment, barring the effects of the weather. The advantages of barges includes:

- ✦ Soldiers are freed from blocking and bracing work.

- ✦ Overhead covers conceal the barge cargoes.

- ✦ Barge transit falls under the international maritime rules, allowing the easy crossing of borders.

- ✦ Design of barges allows for movement of hazardous materials. 🌱



Rhine River Detachment worked round-the-clock at some barge sites such as Aschaffenburg to assure timely cargo loading.

(Photo by Kees Bosman)



Five Military Sealift Command ships are visible March 2 in the port of Ash Shuaiba, Kuwait. The ships include four Large, Medium-Speed, Roll-on/Roll-off vessels, USNS Sisler, USNS Fisher, USNS Red Cloud, and USNS Mendonca. Also pictured is the Fast Sealift Ship USNS Antares.

(U.S. Navy photo)

598th Transportation Group (Forward):

Robust SDDC operations create port cargo-handling record

By Martin Weteling
Public Affairs Specialist, 598th Transportation Group

The biggest shipments of Department of Defense military equipment in a half century have led to a record for SDDC port cargo-handling operations.

In early March, SDDC transporters simultaneously worked cargo operations on four Large, Medium-Speed, Roll-on/Roll-off vessels at Ash Shuaiba, Kuwait. This sets a record for the number of Nimitz-size ships actively working at any port by the command.

Three of the giant ships were discharging and a fourth was loading. In addition, a Fast Sealift Ship was also discharging cargo at the port. The five ships are operated by the U.S. Navy's Military Sealift Command.

All of the cargoes were associated with Operation Iraqi Freedom.

"This is the largest number of

Large, Medium-Speed, Roll-on/Roll-off ships ever to work simultaneously in one port," said Col. Victoria Leignadier, commander, 598th Transportation Group, Rotterdam, the Netherlands. "It is the largest number of Military Sealift Command ships ever to work in the port of Ash Shuaiba.

"I am extremely proud of these Soldiers. All the credit goes to the outstanding transportation officers and NCOs I have out there making it happen day-after-day."

Cargo operations are being conducted around-the-clock, said Leignadier.

In all, SDDC is conducting 300 vessel operations between December and May. The shipments are the biggest since World War II.

The bulk of the cargo moving

through Ash Shuaiba belongs to Army and Marine Corps units going to Iraq to replace military forces who have been there for the past year. Arriving equipment comes from the 1st Infantry Division, the 1st Cavalry Division, III Corps, and the 1st Marine Expeditionary Group.

Exiting cargoes come from such units as the 1st Armored Division, the 101st Airborne Division (Air Assault), the 82nd Airborne Division, and the 4th Infantry Division.

Both regular Army and Reserve Soldiers are augmenting the work of the 598th in Kuwait. Reserve units assigned to the group include the 1181st and 1174th Transportation Terminal Battalions and the 91st, 388th, 509th, and 1188th Transportation Detachments. 



Trucks are loaded on the stern ramp of Cape Isabel. Next stop: The port of Ash Shuaiba, Kuwait, on the road to Iraq.

Operation Iraqi Freedom shipment:

SDDC conducts simultaneous load out

Story by Judith Warren
833rd Transportation Battalion

For the first time in 13 years, the 833rd Transportation Battalion has loaded two ships simultaneously at the port of Tacoma, Wash.

In five days three “Cape” series vessels were loaded—

Cape Orlando, Cape Inscription and Cape Isabel.

The Operation Iraqi Freedom II shipments were the first simultaneous ship loading operations conducted at Tacoma by the unit since Operation Desert Storm in 1991.

“It’s really hard to describe just how much coordination it takes to successfully pull off an operation like this,” said Lt. Col. Darren Zimmer, 833rd commander. “It takes cooperation and coordination between so many different agencies in many different levels of government and the private sector to set up.

“Once the stage is set, it takes individual effort by each performer to get the job done. I’m really proud of their performance.”

The customer was the Washington National Guard’s 81st Armored Brigade (Mechanized) (Separate), headquartered at Camp Murray, near Tacoma. The unit had over 1,500 pieces of cargo,



A stevedore directs traffic on Cape Isabel's stern ramp. This ship—the third to be loaded at Tacoma—carried 471 pieces of cargo.

(Photos by Larry "E" Crutchfield)



Rail cars of armored vehicles await unloading at the port of Tacoma. (Photo by Lt. Col. Darren Zimmer)

including tracked and wheeled vehicles, as well as containers.

The operation had an auspicious beginning Feb. 10 with cold rain and high tides.

The ship loading took place from Feb. 15-19.

Work began at once. The mission was to orchestrate the loading and documentation of three vessels in less than five days.

To meet the required time frame, the Cape Orlando and the Cape Inscription were loaded simultaneously at two different terminals, followed immediately by the Cape Isabel. The two terminals, located a mile apart, were the biggest challenge.

“I was very apprehensive at first,” said Zimmer. “Because of requirements to meet the latest arrival date, we were asked to accelerate the deployment.

To do that required us to run two terminals at the same time. We used a single operations center, but had to have two security offices, two Worldwide Port Systems, two different reconciliation and receptions—all that stretched our in-house capabilities to the max.”

The two vessels were loading in just under 33 hours.

The busiest person at the port seemed to be Phil Fantozzi, the battalion’s chief of terminal operations.

Fantozzi blended the players into

one team to load the 90,000-square feet of cargo. His management and supervision were an inspiration to all involved.

“This operation was an excellent opportunity to interact with many different members of the Reserve components,” said Fantozzi. “All our partners worked very hard and cooperated well to ensure the timely success of the mission.”

Because of the work of all partners, success was guaranteed. They included: The Coast Guard, the Navy’s Military Sealift Command, the California National Guard, the Marine Terminal Corp., and the Army Reserve’s 1395th Transportation Terminal Brigade, of Seattle. 

'Boss Lifts' employers to their deployed Reservists in action

Story and photos by John Randt
Director, Command Affairs, HQ's SDDC



"They are away from families, jobs and routine. What they're doing is not easy."

Col. Robert Askey

Master Sgt. James Hogan briefs employers and family members of the 1192nd Transportation Terminal Brigade amid Iraqi-bound cargo at the port of Corpus Christi.

In civilian life, Staff Sgt. James Jones is an art education assistant at the Louisiana Children's Museum, in New Orleans.

Maj. Doug Athey is an associate professor of health and physical education at Xavier University of Louisiana.

Capt. Chris Harris is a sales representative with Novartis Pharmaceuticals.

Maj. David Wortmann is a police officer with the city of Slidell, La.

All four of these Soldiers have one thing in common: They are Reservists who have been serving over a year of active duty with the Surface Deployment and Distribution Command at ports all over the United States.

To honor his Soldiers' employers for their support, Col. Sandy Sanders, commander, 1192nd Transportation Terminal Brigade, New Orleans, decided to invite employers and family members to see their employees at work. What better time, he thought, than a 12-day period in mid-February when the

unit was loading four shiploads of equipment at Corpus Christi, Texas, for the Iraqi-bound 1st Cavalry Division.

The move is part of the biggest deployment of American troops since the end of World War II.

Sanders thinks big.

Most "Boss Lifts" of employers to a Reserve deployment average 40 persons. Sanders' vision was bigger than that.

Adroit and creative, Sanders found three military aircraft that could be spared and moved 162 employers and family members to Corpus Christi on Feb. 11. It is the largest such event in the history of Employer Support of the Guard and Reserve, said Terry Paulson, the association's project officer.

"I want to honor those employers who have been so great for our Soldiers," said Sanders.

As the unit's Soldiers marched in the Corpus Christi port auditorium Feb. 11, employers and Soldiers conducted

jubilant reunions.

"I'm just glad to see this guy," said Wade Hammett, hugging Staff Sgt. Jamie Jones, a cargo specialist.

Hammett, art education manager of the Louisiana Children's Museum, in New Orleans, supervises Jones, an art education assistant.

Three faculty members came by to see Athey, operations officer for the 110-member unit.

Surveying a field of equipment filling the port area by the USNS Pollux, a Fast Sealift Ship, Rosalind Hale, of Xavier University of Louisiana, was complimentary.

"This is just wonderful," said Hale. "I can say, 'Doug Athey did all this.'"

Athey gave an embarrassed smile.

Maj. David Wortmann was surrounded by a crew of enthusiastic police officers from the Slidell Police Department.

"Dave is an integral part of our

unit,” said Lt. Kevin Foltz, of the Slidell department’s uniformed division. “This is very impressive.”

The Slidell Police Department has done its share.

Of 73 officers, five are Reservists, said Foltz. Currently, three of the five Reservists are on active duty.

The Reservists and their employers were praised by Maj. Gen. Ann Dunwoody, SDDC Commander.

“We were successful because the Reserve did the heavy lifting,” said Dunwoody. “We could not have achieved our mission without the work of the Reserves.”

From the moment of activation, it took the reservists only 72 hours to begin working on the docks of Corpus Christi in January 2003, said Dunwoody.

Surveying the scene was Col. Robert Askey, who runs SDDC’s Plans, Readiness and Mobilization Division.

“They set the standard,” said Askey, gesturing to the Reservists. “We couldn’t have done it without them.

“They are away from families, jobs and routine. What they’re doing is not easy. It is hard work.”

“It is important they know they are appreciated.”

The last speaker at a luncheon sponsored by the port of Corpus Christi was Sgt. Maj. Tyrone Legier.

“This is truly the highpoint of this deployment,” said Legier.

“When this mobilization is complete, you’ll get a better person back in the work place.”

Those thoughts were echoed by Paulson.

“They’re more than small town today,” said Paulson, nodding at the Reservists. “They bring the world back to your work place.”



Maj. David Wortmann poses proudly for a souvenir photograph with colleagues of the Slidell Police Department.



Maj. Doug Athey hugs Rosalind Hale, a fellow faculty member with Xavier University of Louisiana.

Wade Hammett conducts an animated conversation with Staff Sgt. Jamie Jones. The two are employed at the Louisiana Children’s Museum, in New Orleans. Hammett supervises Jones, an art education assistant, in his civilian job.



TEA engineers **spearhead** added road entrance to Fort Eustis



Building of a bridge over Warwick River for the new entrance to Fort Eustis is currently underway. Completion of the new access road is slated for summer 2005.



A long-awaited second entrance road to Fort Eustis is underway thanks to SDDC's Transportation Engineering Agency and a partnership of governmental and military organizations.

Agency engineers administered design of the entrance and bridge over Warwick River as part of the Defense Access Road Program.

The \$10.7 million construction project is scheduled for delivery in the summer of 2005. The project is one of 12 agency engineers are working on involving \$142 million in defense-funded public highway improvements. A common denominator of all the projects is that they improve a military installation's strategic mobility.

"This is a lot of years of effort coming to fruition," said Chuck Ferguson, highway engineer.

With greater numbers of Soldiers owning vehicles and civilian traffic demands rising in recent decades, the second entrance has been an increasingly important installation goal.

Agency planning for the new entrance began in 1997 at a new location approximately 1.5 miles south from the installation's entrance road. The new access road will connect directly with a major Newport News highway artery, Warwick Boulevard.

"This will be a more efficient use of the infrastructure," said Ferguson. "It will take a load off the existing entrance."

The second access road is expected to reduce main gate "traffic peaks" at commute periods and the lunch hour, said Ferguson.

"The project is a great example of cooperation between federal, state and local agencies," said Ferguson.

Agency staffers contributed to the project by studying traffic flow, justifying and obtaining defense funding and coordinating with government transportation officials. Peter Cline, senior Defense Access Road engineer, served as project manager. Installation and city representatives were also instrumental in expediting the funding process.

The Federal Highway Administration provided transportation funds between fiscal years 1999-2001 to develop and design the new entrance. Congress appropriated Army access road funding for constructing the project in fiscal year 2002.

"The project symbolizes the Transportation Engineering Agency's commitment to quality work in the Defense Access Road Program, said Bill Cooper, Director.

"This access road has everything," said Cooper. "It improves strategic mobility, increases highway safety, enhances traffic flow during peak hours and reduces emergency response time."

The Norfolk District Corps of Engineers agreed to design the project and serve as construction agent for the city of Newport News.

Tidewater Skanska, Inc., of Virginia Beach, Va., is building the bridge and road access. Upon completion, the city of Newport News will be responsible for the off-post roadway and bridge portions of the new entrance. The installation will maintain the on-post portion of the roadway. 

Highway engineer Chuck Ferguson reviews design plans for a second entrance road for Fort Eustis, Va.

(Photos by John Randt)

SDDC gets ready to **e x p a n d** PowerTrack payments to all carriers

The Surface Deployment and Distribution Command is moving ahead to implement the use of PowerTrack automated payments for all its commercial vendors.

Since the fall of 2000, PowerTrack has been required for truck, rail, barge, pipeline, air and maritime vendors.

Now, it is in the process of being extended to SDDC's household goods carriers. With 500,000 moves a year, the command is the biggest personal property mover in the United States.

To start the process, volunteer groups of household good movers have been invited to SDDC Headquarters, Alexandria, Va., to participate in the evaluation phase.

"We are delighted with the industry response," said Tom Hicks, chief, personal property division. "We have very good carriers volunteering to be part of the evaluation phase."

Hicks headed the implementation of PowerTrack for the command's other commercial vendors four years ago.

"It is a program that benefits everyone," said Hicks. "We have a standardized financial process that offers reasonable assurances that payments will be correct and free from fraud and error.

"In addition, an installation transportation office representative will be able to view all charges before approving a payment."

Based on the contract size, vendors pay a 1 percent fee to USBank. In return, the carriers receive payment for their services within three-to-five days—after approval by the personal property shipping office.

At a March 1 meeting, some 30 carriers gathered to hear about the payments system from David Ryan, an implementation specialist, with US Bank, of Minneapolis, Minn.

"I'm impressed with the caliber of



Volunteers from the household goods industry receive instruction on PowerTrack payments from trainer David Ryan, of USBank, at SDDC Headquarters, Alexandria, Va., on March 1.

the volunteers in the evaluation phase," said Ryan.

Personal property carriers came to the meeting with enthusiasm—and suggestions to the command.

"This assures us of an easy transition," said Sue Fuchtman, president, The Day Companies, Norfolk, Neb.

"We have been involved from the beginning," said Fuchtman, whose firm handles invoices for numerous personal property carriers around the country.

"It is very important right now to be able to see what we're going to be working with," she said.

Charles White III, of Executive Moving Systems, of Woodbridge, Va., shared Fuchtman's enthusiasm for the electronic payments.

"We always believe we need to get in on the cutting edge," said White,

director of marketing operations.

"If you have the information, you are one leg up," said White.

White said his firm was introduced to PowerTrack through its work as a contractor for the Department of Defense's Full Service Moving Project pilot in 2000-2001.

"We thought it was an effective tool," said White. "We did not think it was managed well."

"The positive is how quickly we are paid."

White said his firm is currently paid on an average of 30 days through a manual system involving sending paper vouchers to Defense Finance and Accounting Services.

See "Power Track" pg. 28



Sue Fuchtman (left), president, The Day Companies, Norfolk, Neb., and Gail Paboucek, billing coordinator, Ocean-Air International, Inc., of Burgettstown, Pa., receive instruction on PowerTrack use.

“We have a standardized financial process that offers reasonable assurances that payments will be correct and free from fraud and error.”

Tom Hicks, chief, SDDC Personal Property Division

Power Track

Continued from page 27

“We are forward looking but our concern is that installation transportation offices can keep up with the workload,” said Stephen Hollingsworth, assistant vice president of government business, Atlas World Group, Inc., Evansville, Ind.

Hollingsworth said his firm’s experience with PowerTrack in the Full Service Moving Project showed installation clerks could not keep up with the workload.

“The military has to set up the installation transportation offices to

support the program,” said Hollingsworth. “This is our concern.”

Fort Belvoir has 21,000 outbound shipments a year,” said Hollingsworth, to emphasize the magnitude of the military’s personal property shipments.

Ryan, the PowerTrack instructor, said the system would work better because transportation offices will now only approve the electronic payments. They will not be required to enter data.

“This will assure a timely operation,” said Ryan.

The use of PowerTrack for personal property moves is one of five key points of SDDC’s Families First program to revamp the way service members’ move.

Earlier this year, Congress

approved a key part of the program by authorizing full-replacement value of lost or damaged property from a household goods move. The full-replacement value provisions will be rolled out with the implementation of the Families First in October 2005.

Other Families First initiatives include:

- ▲ Customer satisfaction surveys.
- ▲ Direct claims settlement between the service member and mover.
- ▲ Increased emphasis on direct deliveries, which will reduce temporary storage.
- ▲ Best value distribution of Department of Defense personal property business. Ⓢ

DoD's top logistician:

Distribution costs and process changing with use of **RFID** tags

The use of Radio Frequency Identification tags can save millions of dollars in storage and transportation costs, according to the Department of Defense's top logistician.

That is the message of Vice Admiral Gordon Holder, Director of Logistics, J-4, of The Joint Staff.

"This is technology that allows us to track our shipments," Holder told a Washington Chapter meeting of the National Defense Transportation Association, on March 18, in Roslyn, Va.

"We begin to see visibility when it is in shipping and when it is in the last tactical mile."

Holder, Commander of the Navy's Military Sealift Command from 1999-2001, said use of the Radio Frequency Identification tags is already saving defense dollars.

"I can't give you a precise figure," said Holder, "but by not shipping we've saved tens of millions of dollars."

Holder echoed a recent distribution theme, "The warehouse is in the pipeline."

Developing a Department of Defense standard is a key now, he said.

"We are working to develop the standard—the baseline—so data is interoperable."

Holder got a pleasant surprise at the meeting.

A member of the audience, David Stephens, of Savi Technology, Alexandria, Va., showed Holder a new Radio Frequency Identification tag.

Holder held the tag up for the audience to see.

"It is half the size and weight of other models," said Holder. "It is even cheaper."

Stephens said the tag is the Savi ST-654, a "data-rich active device."

"It is our new Radio Frequency Identification tag that is fully backward compatible with the Department of Defense's In-Transit Visibility infrastructure.

"We designed it and produce it for our customers," said Stephens. "It is highly functional."

The commercial sector will have to meet some challenges with increased use of the technology, said Holder.

"The commercial sector has to meet standards," said Holder. "The commercial sector has to put on the tags."

Holder cited two examples where the use of the tags had produced savings. He said a group of 19 shipping containers containing tank treads were redirected to an immediate customer's need. This saved a duplicate reorder. Holder



Vice Admiral Gordon Holder displays one of the newest Radio Frequency Identification tags in use in transportation.

said 109 containers of repair parts not needed in the War On Terrorism were returned to domestic depots.

Looking ahead, Holder said Radio Frequency Identification tags will push the military into more sophisticated distribution and consumption analysis.

"If you want to know when it is needed, you have to know when it is consumed—not issued," said Holder. 🌐

Hawaiian containers now moving door-to-door

Story and photo by Terri Kojima
Public Affairs Officer, 599th Transportation Group



Containers full of goods are prepared for delivery to military exchange services at the Matson Terminal in Honolulu, Hawaii.

Ten thousand shipping containers a year will now be delivered door-to-door to military customers in Hawaii.

The change in the distribution process, which began April 1, followed successful test shipments and negotiations by the Surface Deployment and Distribution Command with ocean carriers Matson Navigation and Horizon Lines.

The ocean carriers agreed to expand their service to include container drayage and to provide door-to-door service.

“Historically, Hawaii was a ‘port-to-port’ trade that required separate arrangements for the drayage of military containers to-and-from ocean carrier terminals in Honolulu,” said Gordon Lowe, chief, 599th Transportation Group’s Universal Service Contract Management Office in the Pacific.

“This proved to be a fragmented and problematic process that inhibited the efficient movement of military cargo.”

Normally, full containers are delivered and empty containers are returned in the same movement. In the past, this was not always the case.

“The rate that containers were being picked up did not keep up with the number of new containers being delivered,” said Jason Rakestraw, distribution area manager, Army and Air Force Exchange Service, in Hawaii. “As a result, we sometimes encountered a pileup of empty containers sitting in the yard, which impeded delivery of additional goods.”

The contract enhancements were requested by Col. Tom Harvey, commander, 599th Transportation Group.

“There was an urgent need to unclog the distribution pipeline for containers being shipped to our military customers in Hawaii,” said Harvey. “We can’t afford to put up with poor container management that often results in wasteful detention fees and lesser service to our customers.”

Under the new arrangement, Matson Navigation and Horizon Lines

subcontracts the trucking company that will deliver the containers from the port to the customer. A customer, such as the Navy Exchange, will deal directly with the ocean carriers by accessing an automated system owned by the Navy’s Fleet and Industrial Supply Center Pearl Harbor.

The Web-based technology, known as the Container Routing Information System, provides distribution managers timely container information.

“Being hooked up to the system enables us to log in and identify the status of all the containers for the Army and Air Force Exchange Service,” said Rakestraw.

“We can identify which containers are empty or full, which are sitting, and which are in use or not being used,” he said. “The information helps us to improve scheduling for deliveries, pickups and promotes timely in-and-out movement of containers.”

Ocean carriers are enthusiastic about the shift in responsibilities from the Navy at Pearl Harbor.

“This provides us the opportunity to gain better control of the movement of our containers and our equipment,” said Charlie Battiato, Horizon Lines’ strategic account director.

Battiato’s counterpart at Matson Navigation Co. is in total agreement.

“Under the old arrangement, we had no visibility of our containers once they left the pier,” said Vic Angoco, manager of container operations.

“With door-to-door service, we can use our containers and chassis more efficiently,” said Angoco. “It doesn’t make much sense to have our containers sitting empty in the customer’s yard. Now, with increased visibility, if I do see it (containers) empty, I can arrange for pickup and make more efficient use of the equipment.”

Record shipments get media interest ...



Brig. Gen. Mark Scheid, SDDC's Deputy Commanding General/G-3, discusses the command's record ocean shipments in Operation Iraqi Freedom II. The equipment movements are the biggest since World War II. Scheid was interviewed March 15 by George McNamara, news director of Soldiers Radio & Television, in Alexandria, Va. Television and radio sound bites of the interview aired on Armed Forces Radio & Television broadcast sites around the world.

(Photo by John Randt)

Milestone reached by Hawaii's Vehicle Processing Center

Story and photo by Terri Kojima, Public Affairs Officer, 599th Transportation Group

When a 1986 Toyota van rolled into the Oahu Vehicle Processing Center, it achieved a milestone.

The vehicle was the 50,000th originating privately owned vehicle to be processed in Hawaii.

Little did Coast Guard Petty Officer Travis Vanzandt know when he drove his maroon colored van into the Sand Island facility Feb. 23, his vehicle would set a record.

When Vanzandt stepped out of his vehicle, camera lights flashed as he was presented with a garland of flowers and chocolate covered macadamia nuts to commemorate the center's achievement Hawaiian style.

The center has processed 50,000 vehicles in the five years and four months that contractor American Auto Logistics, Inc., of Monroe, N.Y., has operated the center through its subcontractor Matson Terminals.

"The proof is in the numbers," said Jeremy Hay, SDDC's Pacific regional program manager, for the contract.

"The 50,000 count represents the number of privately owned vehicles owned by military and civilian mem-



Petty Officer Travis Vanzandt, left, of the U.S. Coast Guard receives a congratulatory handshake from Jeremy Hay, SDDC's Pacific regional program manager for the Global Privately Owned Vehicle contract.

bers of the Department of Defense leaving Hawaii for new assignments," said Hay. "Of the 39 vehicle processing centers worldwide, the Oahu center sees more inbound and outbound vehicles than any of the other centers."

Customer records maintained on a computerized database show an average of 300-500 inbound and outbound vehicles passing through the Oahu center each week. The numbers show the Oahu center handling 20-30 percent of all vehicles processed by the Global

Privately Owned Vehicle contract. Annually, SDDC is responsible for the movement of about 72,000 vehicles owned by military and civilian members of the Department of Defense.

Hay was proud of the center's achievement but was quick to point out the significance of the high customer count.

"The numbers show that the program is a huge success," said Hay. "Our customers are pleased with the quality of service under the new contract ... meeting required delivery dates, improvements in the way vehicles are shipped, etc."

While good customer service abounds at SDDC's vehicle processing centers worldwide, Hay said the Oahu center provides "Service with Aloha."

"A little extra care is provided to our customers," said Hay. "If a battery change is in order, the contractor's mechanics are on site to help. If our customer's vehicle needs an additional wash to aid the acceptance inspection, the contractor is ready to provide the needed service.

"This is a full service facility working to provide the best value to our customers." 



A Soldier with the 25th Infantry Division (Light) directs the load up of vehicles onto USNS Pililaau. The equipment was one of nearly 2,000 pieces of cargo deployed to Afghanistan in support of Operation Enduring Freedom.

SDDC helps 25th Infantry Division move to two conflicts in two months

Story and photos by Terri Kojima
Command Affairs Officer, 599th Transportation Group

For the second time in two months, the great gray bulk of the USNS Pililaau steamed from Pearl Harbor, loaded with equipment of the 25th Infantry Division—bound for a foreign contingency.

The Large, Medium-Speed, Roll-on/Roll-off vessel departed Feb. 18 carrying the equipment of 4,500 Soldiers of the division's 3rd Brigade Combat Team and supporting units, for Operation Enduring Freedom, in Afghanistan.

Just two months earlier, the Pililaau deployed with the equipment of 5,000 "Tropic Lightning" Soldiers bound for Operation Iraqi Freedom, in Iraq.

"It is all pretty amazing," said Col. Tom Harvey, commander 599th Transportation Group, Wheeler Army Air Field, Hawaii, contemplating the two movements aboard a ship named for a Hawaiian Medal of Honor awardee.

Harvey said his unit focused on mission accomplishment while incor-

porating new ideas as the Military Surface Deployment and Distribution Command's test bed for transformation initiatives.

"We used the opportunity to solidify process improvements with outreach support, loading by task force organization, and Radio Frequency Identification," said Harvey. "This time around we were completely integrated into the Tropic Lightning team and used our deployment expertise to assist the entire division movement process.

"The key to our success was the

use of compo-integrated teams,” said Harvey, stressing the use of teamwork of everyone in the movement process.

In all, the unit mobility teams and deployment support teams from the 599th Transportation Group deployed nearly 2,000 pieces of the division’s equipment and containers.

The 599th effort included Soldiers from the 1394th Deployment Support Brigade, of Camp Pendleton, Calif., and SDDC’s Radio Frequency Identification Unit Mobility Team. At Ford Island, a 599th deployment support team supported the Navy’s Fleet and Industrial Supply Center, Pearl Harbor and Navy Port Handling Battalion personnel to safely load nearly 250,000-square-feet of cargo.

Lessons learned in the Operation Iraqi Freedom movement were incorporated in the current move, said Harvey.

“Our recent experience provided us with the seasoning for enhanced

end-to-end in-transit visibility,” said Harvey. “Group enablers were imbedded at every stage in the deployment process.”

Radio Frequency Identification tags were used for 100 percent of the deploying cargo. The information was ultimately used to develop a common operating picture on demand, which provided division leaders visibility of their combat capability flowing to Afghanistan.

For the first time, the 599th was responsible for control of the installation’s alert holding area—a key stage in the deployment process. At the alert holding area, all vehicle and hazardous material documentation is checked, equipment maintenance is inspected, and equipment dimensions and weights are verified.

The 599th adjusted quickly to the infantry division’s operations tempo, said Maj. Jennifer Smith, chief, 599th Command Operations Center.

“With the deploying units training out in the field until two weeks prior to loading the vessel,” said Smith, “there was no lead time to prepare the units’ equipment for a surface deployment.

“It’s a great credit to the enhanced support relationships developed that these 25th units processed through the alert holding area in four hours compared with the usual 12 hours.”

Early work in the alert holding area saved time later, said Smith.

“Our expeditors worked side by side with division unit movement officers at the Deployment Training Center to prepare military shipping labels and write Radio Frequency Identification tags three days in advance for each piece of equipment,” said Smith. “At the holding

See “25th” pg. 34

Cargo handlers from the Navy's Fleet and Industrial Supply Center at Pearl Harbor prepare a container for lift onto USNS Pililaau's top deck.





For the second time in two months, the USNS Pililaau takes 25th Infantry Division (Light) equipment to battle.

25th

Continued from page 33

area, another 599th support team worked on site to prepare any required updates as equipment processed through the various inspection points.”

At the unit areas, 599th outreach teams provided guidance on secondary loads, hazardous material, documentation, prescanning of military shipping labels and Radio Frequency Identification tags, and other areas to prevent equipment being frustrated.

“The division noted a significant drop in frustrated equipment,” said Smith. “Minor deficiencies were frustrating equipment and were easily corrected ... a change from past deployments.”

Special instruction and advice was given to unit movement officers.

“The unit movement officer does

Sgt. 1st Class Cassandra Hutchins (left) ensures information on a deploying vehicle is properly recorded on a Radio Frequency Identification tag. 1st Sgt. Billy Jarrell (center), of the 25th Infantry Division (Light), awaits confirmation to move his unit's equipment to the next inspection stage at the alert holding area.

not work on the automated systems and with the deployment process on a regular basis,” said Smith.

“Ultimately,” she said, “we want to get out to the units before they are notified of a deployment to ensure they have accurate information on their deployment equipment lists. Doing so would enhance processing equipment for a surface deployment and creating a vessel prestow plan.”

SDDC’s customer had high praise for the movement.

“The 599th personnel were exponential enablers throughout the entire deployment process,” said Maj. Douglas Woolley.

“From the moment we received notification until the vessel departed Pearl Harbor, they were with us every step of the way providing hands-on expertise. I look forward to their continued assistance in upcoming deployments ... this is a partnership that has made a huge impact on how the 25th goes to war.” 



SDDC readies for Haiti surface shipments

By Patti Bielling

Public Affairs Officer, SDDC Operations Center

With a large U.S. Marine force in Haiti, the Military Surface Deployment and Distribution Command is preparing for possible large-scale movements of supplies to the troubled country.

To prepare for shipments, a Mobile Port Operations Center was sent in March to Haiti, where SDDC elements will use the center to perform their single port manager mission.

Mounted in two high-mobility, multi-purpose wheeled vehicles, the Mobile Port Operations Center includes communications equipment, power sources, shelter and tent, which can support SDDC transporters in an active port environment.

In addition, SDDC Operations Center at Fort Eustis, Va., has issued a Universal Services Contract No. 4 modification to Crowley Maritime Corp., Oakland, Calif., for liner service to Haiti. Containers will be provided by Textainer, of Hackensack, N.J.

This is the first use of the Mobile Port Operations Center in the U.S. Southern Command area of responsibility.

Transporters are delighted with the functionality of the equipment.

“The Mobile Port Operations Center is getting an A+ for functionality, versatility and usability in a very austere environment,” said Capt. Kevin Drew, 832nd operations officer.

Drew’s compliment drew a strong endorsement from Lt. Col. Paul Giovino, commander, 832nd Transportation Battalion, Jacksonville, Fla.

“The center has all of the in-transit visibility and communications equipment needed to operate a port anywhere,” said Giovino.

The center provides port managers with such transportation tools as the Worldwide Port System, the Integrated Computerized Deployment System and the Global Command and Control



File photo shows Vicki Reif and Dave Cornelissen in demonstration of Mobile Port Operations Center at Fort Belvoir, Va., in March 2002.

System. The Worldwide Port System provides automated port management and cargo documentation capabilities. The Integrated Computerized Deployment System is an automation system that interfaces with the Worldwide Port System and allows port operators to create vessel stow plans. The Global Command and Control System is the Department of Defense’s computerized system of record for strategic command and control functions.

The center provides secure network communications in an air-conditioned workspace, said Lt. j.g. Danielle Lloyd, of the Information Management Special Projects Team at SDDC Headquarters, Alexandria, Va.

The SDDC G-6 (Information Management) considers the center as a key port management tool and seeks ways to enhance it,” said John Smith, deputy chief of staff for information management.

“The standard communication suite is four International Maritime Satellites devices,” said Smith, “which are very expensive to operate during an extended port mission.”

“Unique to this center is the addition of a Very Small Aperture Terminal that provides more robust communication capability and significantly reduces operating costs.”

The Haiti mission is the second opportunity to employ the Very Small Aperture Terminal, he said.

“The Mobile Port Operating Center is designed especially to support small scale, short duration contingency operations or operations at secondary ports,” said Lloyd.

“The vehicles provide storage and transportation capabilities, and the shelter and tent provide work space,” she said. “The computers, servers and electronic equipment provide all the necessary information systems and communications to manage the port.

“The bottom line is that the Mobile Port Operating Center provides greater capability for SDDC personnel to perform their mission and support the Soldiers and Marines operating in the field.”

SDDC currently has two centers, said Smith. When fully fielded, the command will have three additional centers. 

SDDC shifts Caribbean port to Jacksonville, Fla.

By Patti Bielling
Public Affairs Officer
SDDC Operations Center

With the recent move of U.S. Army South from Puerto Rico to Fort Sam Houston, Texas, the Surface Deployment and Distribution Command is shifting its Caribbean port to Florida.

The 832nd Transportation Battalion is relocating from Fort Buchanan, Puerto Rico, to Jacksonville, one of the command's 18 strategic ports in the continental United States. The 832nd is one of 12 SDDC battalions worldwide.

The relocation will be complete in May.

"Jacksonville made the most sense," said Lt. Col. Paul Giovino, commander. "It is one of the best strategic ports because of its enormous size and the road and rail infrastructure."

SDDC will maintain a presence in San Juan as the Puerto Rico Detachment, under the command of the 832nd. A two-member office will monitor existing sustainment contracts that support other government agencies throughout the Caribbean.

The seven Soldiers and 30 civilians of the 832nd carry out the battalion's role as the single port manager for Jacksonville as well as all port locations within the U.S. Southern Command's area of responsibility. They also synchronize the surface transportation of Department of Defense cargo through all terminals in Florida, Latin America and the Caribbean.

The 832nd is now operating on the 800-acre Blount Island Marine Terminal, one of several of the port's facilities on the St. John's River. Blount Island boasts one mile of continuous berthing, which is among the largest on the East Coast.

Access is controlled through one



Soldiers of the 101st Airborne Division (Air Assault) wrestle a CH-47D helicopter into hoisting position so it can be lifted off the USNS Benavidez at the SDDC's 832nd Transportation Battalion's new location in Jacksonville, Fla., in a February discharge. (Photo by Pfc. Dallas Walker)

bridge connecting the island to the mainland port. At any one time, Blount Island has available 75 acres or more of secure cargo area to store and stage equipment.

The storage capacity was crucial to deploying the 101st Airborne Division (Air Assault), Giovino said. The 832nd oversaw operations at Jacksonville to deploy and redeploy the division in support of Operation Iraqi Freedom.

Blount Island's other advantages include the extensive rail network and large open areas for helicopters to land, said Robert Peek, communications director, Jacksonville Port Authority.

"The railroad tracks come right to the dock," he said. "And the fact that helicopters can fly on and off the terminal makes this location ideal to deploy a unit like the 101st Airborne Division."

The move to Jacksonville took 18 months to plan and execute, said Giovino. Initial battalion personnel shifted to Jacksonville in June 2003.

"The Soldiers (of the 832nd) are really pleased with the quality of life in

Jacksonville," said Giovino. "And of the civilians in the battalion—the majority of whom are native Puerto Rican—only two decided not to make the move."

A unit restructuring is in the works that will add eight members to the battalion's roster. The 954th Transportation Co., Cape Canaveral, Fla., will be discontinued and be reflagged June 1 as the battalion's Cape Canaveral Detachment. The detachment will have five civilian employees.

Last year was one of the busiest for military movements out of Jacksonville. Fifty military cargo ship visits were recorded at the port, and 4.3-million-square feet of cargo left on ships to support Operation Iraqi Freedom.

"We're thrilled to have the 832nd here permanently," said Peek. "We always embrace military operations here. The military has always been good for the port and good for the community."

"The city of Jacksonville is thrilled to have them here." 🌐

Army plans to end military use of Fort Johnston



SDDC plans to end the use of Fort Johnston, in Southport, N.C., as housing for Soldiers assigned to the nearby 597th Transportation Group. Photo shows fort's dominant building, the Garrison House, which has been used as a residence by past commanders of the group.

The Army plans to end its use of historic Fort Johnston, in downtown Southport, N.C.

The Military Ocean Terminal, Sunny Point, the current user of the facility, has initiated action to declare the facility surplus.

A formal Report of Excess is being

prepared to submit to the Department of the Army in order to begin the process.

Fort Johnston has served as family housing for Soldiers and their families stationed at the military terminal since the 1950s. Typically, the commanding officer's family would live in the fort's main building

In recent years, greater numbers of Soldiers assigned to the terminal have opted to live in nearby civilian communities. The facility has room for four military families and one unaccompanied Soldier. Currently, two families are quartered in the facility.

This action is unrelated to and independent of the 2005 Base Realignment and Closure process that is currently under-

way in the Department of Defense.

If the Army approves the action, the facility would be made available to another federal agency. If no federal agency is interested in the facility, it would be made available to a state agency or, in turn, a local government agency.

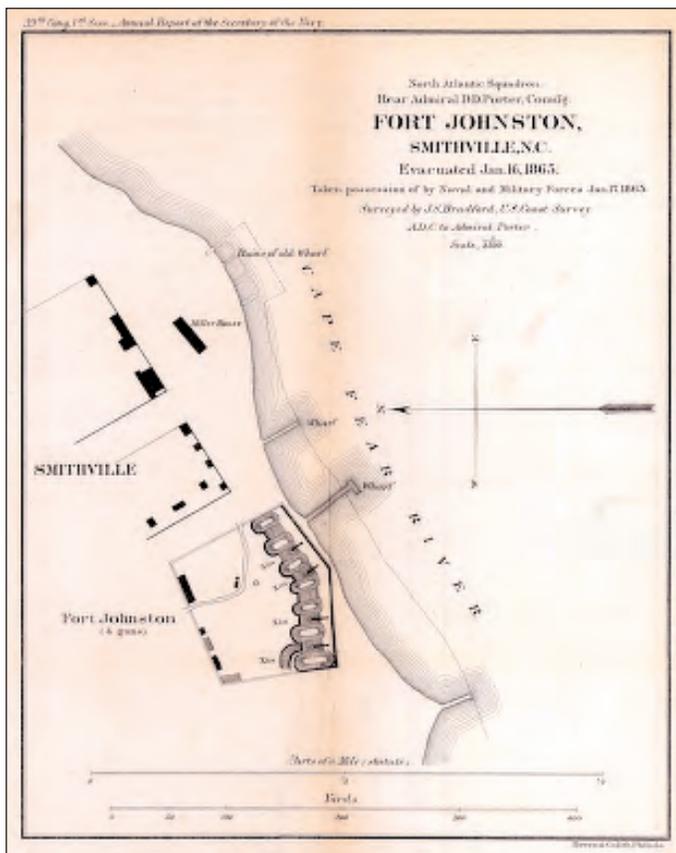
The transfer process is expected to take 18-20 months.

Fort Johnston was constructed between 1745-1754. Originally, the installation was used as both coastal protection and a quarantine station for incoming mariners. As time went on, the adjacent community of Smithville developed adjacent to the fort. The town was later renamed Southport.

Confederate troops occupied the installation in 1861. It was a key facility for maintaining the security of the Cape Fear River to incoming blockade runners with weapons, munitions and supplies from Europe and nearby Caribbean nations eventually.

Wilmington was the last Southern port open to outside maritime aid due to the Union blockade.

The fort was seized by federal forces Jan. 17, 1865. 



Civil War map depicts original buildings and fortifications of Fort Johnston, N.C.

(Library of Congress Geography and Map Division)

New commanders bring energy, enthusiasm to SDDC

Lt. Col. John Reich was assigned to the 101st Airborne Division (Airmobile) during Operation Desert Storm.

Now, Reich will work with division Soldiers again as SDDC's incoming commander for the 832nd Transportation Battalion, Jacksonville, Fla. The Florida port is a favorite transit hub for the 101st Airborne Division's Soldiers.

Meanwhile, Lt. Col. Rich Kramer, on his fifth tour in Korea, will return to his old SDDC unit—the 837th Transportation Battalion, Pusan.

Kramer served as executive officer in the 837th in 1998-2000. He currently is assigned to the 19th Theater Support Command, in Taegu, Korea.

The two officers are among 10 new active and Reserve port commanders attending the SDDC Precommand Course at the Operations Center and at Fort Lee, Va., from Feb. 2-13.

"It will be a great challenge," said Reich. "I look forward to it."

Reich currently works in Force Projection at the Army's G-4 at the



Lt. Col. Rich Kramer (left) and Lt. Col. Mike Balser study materials at SDDC's orientation for new commanders.

Pentagon, under Col. John Brown, former commander of the 598th Transportation Group, Rotterdam, the Netherlands.

Echoing Reich's enthusiasm, Kramer says his assignment is "an absolute honor and privilege."

"This was my No. #1 choice," said Kramer. "I've got the best mission."

Assignment to SDDC keeps Lt. Col. Mike Balser in the U.S. Transportation Command sphere of operations.

Balser, assigned to the command's J-3, Deployment Section, will assume command of the 833rd Transportation Battalion, Seattle, Wash.

"Luck-of-the-draw," said Balser, of his new assignment.

"I'm very pleased," said Balser. "I am looking forward to personally influencing the Department of

Defense's end-to-end distribution."

One of the most challenging assignments will be handled by Lt. Col. Gina Rossi, who will be serving as commander of the 1190th Deployment Support Brigade, of Baton Rouge, La. An Army brigade is almost always commanded by a Soldier in the rank of colonel.

"I've been in the unit so long—18 years—it's a natural," said Rossi, who in civilian life is a clinical social worker.

Rossi's unit is serving as a critical link in monitoring SDDC's Operation Iraqi Freedom shipments.

The unit was originally activated in January 2003 and was recently extended for a second year of active duty.

The brigade has three teams in Kuwait and has worked deployments all over the East Coast, said Rossi.

The orientation training was coordinated by Carol Mayo, of SDDC's

Lt. Col. John Reich says he looks forward to commanding SDDC's 832nd Transportation Battalion, recently relocated from Fort Buchanan, Puerto Rico, to Jacksonville, Fla.

(Photos by John Randt)



New IG increases capability of SDDC Operations Center

Operations Center.

“These officers are sharp,” said Mayo. “They are ready to command. I’m impressed with their motivation.”

Approximately one-half of SDDC’s 24 terminal port units receive new commanders each year. Assignments are typically for two years.

Late Feb. 9, the new commanders caucused after a presentation by Lt. Col. Louis Plevell, SDDC’s Inspector General.

Several commanders asked Plevell for a “Commander’s Check List,” of required actions.

“It is a huge thing,” said one.

“What are we responsible for (from SDDC inspections)?” asked another.

Plevell said he would review appropriate references and talk to key SDDC leaders about the subject.

“All-in-all,” mused Plevell, “They’re responsible for everything that happens in their unit.”

Other new SDDC commanders included: Lt. Col. Charles Ippolito, 835th Transportation Battalion, Okinawa; Lt. Col. Drefus Lane, 836th Transportation Battalion, Yokohama, Japan; and Lt. Col. Patrick Lyons, 840th Transportation Battalion, Izmir, Turkey.

Reserve commanders at the orientation included: Col. Martin Langan, 1185th Transportation Terminal Brigade, Lancaster, Pa.; Col. James Walton, 1397th Transportation Terminal Brigade, Mare Island, Calif.; and Maj. John Pajak, 1205th Transportation Railway Operating Battalion, Middleton, Conn.

Two incoming SDDC commanders unable to attend the course included: Col. Gary Stanley, 598th Transportation Group, Rotterdam, the Netherlands; and Lt. Col. David McClean, 834th Transportation Battalion, Concord, Calif. 🌐

It’s only a five-minute drive from the 7th Transportation Group to the SDDC Operations Center at Fort Eustis.

But, when Sgt. Maj. McKenley Scullark transferred from the group to the top IG position at SDDC Operations Center, it was a giant leap.

Instead of being responsible for running the 7th Group Operations Center of 45 Soldiers, Scullark is now responsible for all of the assistance, inspections and investigations associated with the 350 military and civilian workers at the SDDC Operations Center.

The call to service at SDDC came from an unexpected phone call.

“It was great to get the call,” said Scullark. “I realized this would be an opportunity to help both military and civilians.”

Scullark started work March 1.

As a mission statement, it is Scullark’s job to “access and report on the discipline, efficiency, economy, morale, training and readiness throughout the command.”

“He will help identify and determine resolutions to systemic issues in order to help our people and their family members,” said Lt. Col. Louis Plevell, SDDC’s Inspector General. “This work will additionally provide first-class support to warfighters and our other customers.”

Scullark got his first Inspector General case moments after he graduated from the three-week Inspector General School course at Fort Belvoir, Va.

“I congratulated him and then handed him his first case,” said Plevell.

Scullark said the early start of his caseload was no surprise.

“It is the nature of the beast,” said Scullark.

The office door will always be open, he said, for advice, inquiry—or



Sgt. Maj. McKenley Scullark (left) says his recent work in Operation Iraqi Freedom will pay dividends in his new job as Inspector General of SDDC Operations Center.

(Photo by John Randt)

just a good listener.

Scullark is located in room 108, in the vicinity of the G-3 (Operations) office.

A 26-year Army veteran, Scullark began his military career as a motor transportation specialist in 1977 after graduating from advance individual training at Fort Leonard Wood, Mo. Later, Scullark served in Germany, Korea, Hawaii and Kuwait.

As Operations Sergeant Major, Scullark had a key role in Operation Iraqi Freedom. He helped manage 7th Group transportation assets used to support the mobilization of both active and Reserve Army units.

Eventually, 4,000 Soldiers from the 7th Group at Fort Eustis and nearby Fort Story went to Kuwait and Iraq. At the beginning, Soldiers from 7th Group ran all the ports in the theater.

“Our effort was great because we did it in a short time,” said Scullark, who served in the desert for six months.

As training is a key Inspector General mission, Scullark plans to use his recent experience in contingency operations work in his mission at SDDC.

“I know how to take care of Soldiers,” said Scullark. 🌐

Council holds startup meeting at SDDC Headquarters Alexandria

Members of the newly formed Council held their first meeting at SDDC Headquarters, Alexandria, Va., on March 11.

Directed by Gen. John Handy, Commander, U.S. Transportation Command, the Council will meet bimonthly to discuss initiatives of the combatant command's new role as Department of Defense Distribution Process Owner.

The Council is made up of Transportation Command commanders and the Director, Defense Logistics Agency.

At the meeting, Council members viewed a demonstration of Radio Frequency Identification tags that originated from a shipping container in the parking lot of the headquarters building. 🌐



Pictured above are U.S. Transportation Command participants: Trish Young, deputy director strategy and policy, J-5, (Strategy Plans, Policy and Programs Directorate); Col. Paul Capasso, director, J-6 (Command, Control, Communications and Computer Systems Directorate); and Maj. Gen. Carlos "Butch" Pair, Chief of Staff.



Pictured at left is a Maersk shipping container with a Radio Frequency Identification RFID tag affixed.

(Photos by John Randt)

Versatile transporter is SDDC's top civilian performer

By Martin Weteling
Public Affairs Specialist, 598th Transportation Group

A United Kingdom-based transporter who developed innovative and economical ammunition handling operations is one of three persons named as top SDDC Performers of the Year.

Jacqueline Moss, chief of finance of the 951 Transportation Co., Ipswich, was recognized for her work in moving SDDC cargoes in the United Kingdom at Thamesport, Felixstowe, Newport and the British military port of Marchwood.

Moss was recognized Feb. 21 at the SDDC Anniversary Ball at the Springfield Hilton, Springfield, Va.

"The work of Jackie Moss symbolizes the dedication of our staff and port operators," said Maj. Gen Ann Dunwoody, Commander. "It is the key to our successful efforts in the past year in our deployment and distribution operations.

"I'm very proud of her."

Moss served from January-August 2003 as the acting terminal manager for the 951st.

Challenging her work was the deployment of numerous unit members to work Operation Iraqi Freedom operations at European ports.

Moss cross-trained personnel to make up personnel shortages.

In another initiative, Moss negotiated reductions in contract ammunition hauling rates valued at over \$50,000 annu-

SDDC's top performers of the year were all in one place Feb. 21 for the SDDC Anniversary Ball in Springfield, Va. Assisting Maj. Gen. Ann E. Dunwoody cutting the anniversary cake are: Command Sgt. Maj. James Morgan (left), Jackie Moss, Staff Sgt. SiSi Fuluvaka, and Capt. John Padgett.



Jackie Moss works an ammunition operation at the port of Newport, South Wales, in November 2003. Also pictured is Klaus Karthein, chief, cargo movements division, U.S. Air Force Europe.

ally. She accomplished additional cost savings in cargo handling rates by using the British military port of Marchwood.

"With very minor exceptions, there is virtually no staff position in the 951st Transportation Co. that Jackie Moss couldn't fill," said Maj. Kenneth Walkington, 951st commander.

"If she can't do it now, she would be demanding to attend the training and learn the skills!"

Moss thanked fellow transporters for their teamwork.

"I'm delighted to receive this recognition," said Moss, "but I don't consider it a personal award. None of us work independently.

"The true recipients of this award are my colleagues and friends at the 951st whose unfailing support during this demanding period, made everything possible."

Moss has been with the 951st since 1983. She started as a fiscal clerk and within three years was named as chief.

SDDC has also recognized its top military performers of the year.

The two top military performers are: Capt. John Padgett, of the 833rd Transportation Battalion, Seattle, Wash.; and Staff Sgt. Sisi Fuluvaka, of the 599th Transportation Group, Wheeler Army Airfield, Hawaii.

Padgett was recognized as the Major General Henry R. Del Mar Junior Officer of the Year for his work in the 833rd. Del Mar was SDDC's commander from 1973-1979.

Fuluvaka was recognized as SDDC's Noncommissioned Officer of the Year for his work with the 599th. A story about Fuluvaka's selection was published in the fall issue of "Translog."

Operations Center employee selected as SDDC outstanding Hispanic civilian

By Patti Bielling, Public Affairs Officer, SDDC Operations Center



“When I first came into the government, it was more of a man’s world.”

Harriet Martinez

A lead traffic management specialist at the Operations Center on Fort Eustis is the Military Surface Deployment and Distribution Command’s nominee for the 2004 Outstanding Army Hispanic Civilian Award.

Harriet Martinez works in the Movement Control Center and has been with SDDC for 24 years.

“I enjoy working for SDDC,” Martinez said. “I like the challenge and the opportunities that have been available to me here.”

Her supervisor, Brad Bernard, said Martinez is a well rounded employee who puts the job and her coworkers first.

“She has a sense of urgency and has a willingness to follow things through to the conclusion,” he said.

Martinez admits to a few challenges early in her career.

“When I first came into government, it was more of a man’s world, and it was a challenge just trying to

move up the ladder to different positions,” she said. “There were barriers, but if you found a way to work around them and to use your abilities to the fullest, you could be recognized for your accomplishments.”

As a member of the SDDC Special Emphasis Program Committee, Martinez assists with making the work force aware of the contributions that minorities and women have made to society.

She is also a long-time member of the National Defense Transportation Association. She has an associate’s degree in applied date processing and has attended St. Peter’s University, St. John’s University, Chubb’s Institute and the U.S. Army Management Engineering College.

She has won numerous performance awards.

Outside the workplace, Martinez is a role model for Hispanics and women, Bernard said. She encourages women to take college and correspondence

courses and to take advantage of on-the-job training opportunities.

“When they ask me for advice, I try to help out in any area I can,” Martinez said. “And if I am not able to help, I am still able to be there just to listen.”

A friendly demeanor and mentoring attitude helped her when she counseled battered women or assisted young single mothers through her church.

She has helped young women focus on practical ways to become independent, such as encouraging them to open their own savings accounts, helping to locate training and educational opportunities, and assisting with finding work that they can do at home while raising children.

Martinez and her husband of 34 years, Ramon Martinez, have a son, Ramon Martinez Jr., who is a marine cargo specialist with the 954th Transportation Battalion in Cape Canaveral, Fla. 

Proud of SDDC ...

Dear Editor:

After proudly serving in the U.S. Army as a light weapons infantryman in South Vietnam, I knew then that I wanted to continue to serve our nation in some capacity.

I have been most fortunate to be a part of the MTMC family for the last 30 years having started out in the early 1970s at the Brooklyn Army Terminal, then onto former MTMC Eastern Area at the Military Ocean Terminal, Bayonne, N.J. Later, I went onto former MTMC Western Area at the Military Ocean Terminal, Oakland, Calif., only to return back to MTMC Eastern Area and I have been here at Internal Review in our Alexandria, Va., headquarters since January 1983.

For some of you, I have worked closer than perhaps with others of you, but one thing that was always a constant was I knew that our organization was in good hands. I am now embarking on a new chapter in my life that being as a retiree. As I leave I want to take this opportunity to wish you all well as you continue to serve our nation. I have been most proud to call SDDC my second family. I hope to be settled down in Palm Beach County, Fla., in the next several months and once I am, I hope to remain in touch with many of you. For those who want to escape to warm, sunny Florida please let me know (just so long as you're all not wanting to come at the same time!).

For those who wish to stay in touch with me, I may be reached at e-mail: shelly12261948retiree@yahoo.com.

Very respectfully and most sincerely,
Shelly Howard Strimban



Shelly Howard Strimban looks at a DD 214 record of his Vietnam service with the 9th Infantry Division.

Giving the magazine a name ...

Dear Editor:

Hi! I'm the guy that gave the magazine its name—back in about 1969. My boss, the editor at that time, was Harold Craven. I was an assistant editor and wrote many historical articles for the magazine including one on lighter-than-air craft, or dirigibles. That article ended up in the Air University's “Who's Who” of important transportation works. By the way, my Big Boss in the Public Affairs Office there at the time, was Col. Tousley. The highest-level boss, was the Commander, MTMTS, (as it was then called) Maj. Gen. Clarence Lang. He and Tousley were the nicest, friendliest, most sincere, hardworking, and just the sweetest people I had ever known up to that point.

Last October, we all celebrated my 40th year in Government—30 of that right here, in the Department of Transportation where I have worked as a speechwriter/magazine article writer since 1972. Now, I deal with bushels—literally—of letters from angry airline travelers. I wish you all the very best sincerely, and I am so proud of all of you, and the fine reputation of Translog. THAT makes me especially proud !!! Because, as I mentioned at the beginning of this communication, I am the Daddy of Translog, name-wise (I got a letter of appreciation for that, at the time, by the chief of staff over there).

To an Army veteran like me, that was wonderful.
Sincerely,
Michel Scott

Delighted at Translog ...

Dear Editor:

I just got through reading a copy of the Translog! It was beautifully done and packed full of articles I would have wanted to know about, with respect to SDDC's progress.

I miss you all and trust all of you are going through with this transition well.

May God continue to keep you in his care. I have not forgotten any of you as I do my work here in the Pentagon G4 (Logistics).

Sincere Regards,
Paula Wyatt Blair
Senior Research Analyst
Logistics & Environmental Support Services
Corp., Alexandria, Va.

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