



MILITARY SURFACE DEPLOYMENT
AND DISTRIBUTION COMMAND

SDDDC

ALMANAC
2012



ARMY STRONG.™



An Army Reservist assigned to the 1149th Trans.Bn., Fort Lee, Va., guides a T-Rex vehicle operator during vessel offload operations at Military Ocean Terminal Concord, Calif. (U.S. Army photo by Mark Diamond, SDDC Public Affairs)

TRANSLOG

The Journal of Surface Deployment and Distribution

The 2012 Military Surface Deployment and Distribution Command Almanac is presented as part of SDDC's official online magazine, TRANSLOG, available at <http://translog.armylive.dodlive.mil>.

COMMAND STAFF

Maj. Gen. Thomas Richardson
Commanding General

Mr. Michael Williams
Deputy to the Commander

Brig. Gen. Sue Davidson
Deputy Commanding General

Command Sergeant Major
CSM Cedric Thomas

EDITORIAL STAFF

Mr. Scott Ross
Director of Command Affairs

Mr. Mitch Chandran
Public Affairs, Media Relations

Mr. Mark Diamond
Public Affairs, TRANSLOG magazine & Social Media

Ms. Sarah Garner
Public Affairs Specialist



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Scan with
your smartphone

FROM THE COMMANDING GENERAL

MAJ. GEN. THOMAS J. RICHARDSON

When I took command of SDDC in late-March, I was no stranger to the tremendous efforts of our nation's surface transportation warriors.

Prior to arriving at SDDC, I served as the Director of Logistics (J4) for U.S. Forces-Iraq, where I personally witnessed SDDC's monumental efforts to move millions of pieces of standard Army equipment from Iraq; one of the largest, most sophisticated logistical campaigns in history.

What SDDC and our U.S. Transportation Command counterparts have accomplished and continue to accomplish for our nation is nothing short of amazing. From delivering thousands of life-saving Mine Resistant-Ambush Protected vehicles into Iraq on a moment's notice; to supporting the largest withdrawal of forces this nation has ever seen; to establishing new supply routes into Afghanistan through Europe, the Caucasus, and the Central and South Asian States; to ensuring our American fighting men and women have the equipment and supplies they need, when they need it ... the work this command does is incredible.

However, as much good as this command has accomplished, we know the sun never sets on SDDC; there is much work to be done. As we reach the backend of Operation Enduring Freedom, rest assured this command will be called upon once more to assist in the huge withdrawal of equipment from Afghanistan. And as natural disasters strike around the world – much like the earthquake that devastated Haiti in 2010 – we will be called upon to offer assistance to those in need. And as hundreds of thousands of military families change stations each year, we will continue to ensure the safe, secure delivery of their household goods and privately-owned vehicles.

Our Soldiers and their families deserve no less than our best effort. I'm confident SDDC will continue to amaze, just as I'm confident SDDC will continue "Delivering Trust" ... Trust with our commercial partners; Trust to our Warfighting customers; Trust with our servicemembers and their families; and Trust with the American public.

Army Strong!



BIOGRAPHY



SCAN ABOVE or
**CLICK
HERE**



Thomas J. Richardson
Major General, U.S. Army
Commanding

FROM THE COMMAND SERGEANT MAJOR

CSM CEDRIC J. THOMAS

First, I am very proud to serve as the fourteenth command sergeant major for this great organization, and I am humbled and deeply thankful for the opportunity to serve all of you: Soldiers, civilians, families, and the American people.

I've been in the Army for quite some time, but this is my first time serving in the Military Surface Deployment and Distribution Command. For the past two months, I've been getting adjusted to my new role and responsibilities. Fortunately, the expectation of a leader never changes, regardless of the location or the demographics of the organization.

For me, this assignment is a little different, because there are far more civilians than Soldiers in this command. Seeing the total workforce come together as a team to accomplish the mission is simply awesome.

The Army profession is a noble and selfless calling founded on the bedrock of trust, both internally amongst our Soldiers, civilians and families, and also with the American people who we serve.

"Trust" is integral to everything we do in this command. In fact, our command motto is "Delivering Trust." The motto captures the essence of what this command does for the Army, the Joint community and our nation.

As the Army Service Component Command to U.S. Transportation Command, SDDC provides the surface transportation and distribution expertise that allows our nation to deliver its military might and good-will anywhere, any time.

Surface Warriors -- Delivering Trust!



BIOGRAPHY



SCAN ABOVE or
**CLICK
HERE**



A handwritten signature of Cedric J. Thomas in black ink.

Cedric J. Thomas
Command Sergeant Major, U.S. Army



MILITARY SURFACE DEPLOYMENT AND DISTRIBUTION COMMAND

GLOBAL IMPACT

By SDDC Public Affairs

SCOTT AIR FORCE BASE, Ill. -- Located adjacent to the U.S. Transportation Command headquarters building, Military Surface Deployment and Distribution Command, or SDDC, is a unique U.S. Army command that delivers world-class, origin-to-destination distribution solutions.

Whenever and wherever Soldiers, Sailors, Airmen, Marines and Coast Guardsmen are deployed, SDDC is involved in planning and executing the surface delivery of their equipment and supplies. SDDC is DOD's manager for all aspects of surface movement, from planning, booking and shipping, to tracking cargo, conducting port operations anywhere in the world, and managing personal property moves for military personnel, federal employees, and their families.

Like its U.S. Transportation Command counterparts at Air Mobility Command (Air Force) and Military Sealift Command (Navy), SDDC's primary focus is on supporting the Warfighter. The command is composed of



Thousands of SDDC personnel across the globe support the surface movement of DOD equipment and supplies 24 hours a day, 365 days a year.

about 3,110 active-duty and Reserve military and civilian surface transportation experts making it possible for Warfighters to have what they need, when they need it. SDDC accomplish-



Reservists assigned to a Naval Cargo Handling Battalion were called in, courtesy of Deployment Support Command, to support of an ammunition preposition mission at Military Ocean Terminal Concord, Calif. (U.S. Army photo by Mark Diamond, SDDC Public Affairs)

es this mission by partnering with the best of U.S. commercial shipping, port, trucking, barge and rail services delivering cargo to every corner of the globe supporting DOD contingencies, exercises and humanitarian aid missions. Under the Defense Personal Property Program, SDDC also supports U.S. servicemembers and their families by overseeing the shipment of their household goods and privately



VERY TOP: When the call came in to deliver thousands of MRAPs to troops in Iraq and Afghanistan, Military Surface Deployment and Distribution Command personnel answered that call. **ABOVE:** A safety manager assigned to the 950th Transportation Company, 598th Transportation Brigade, controls traffic at the port in Bremerhaven, Germany. **RIGHT:** More heavy equipment delivered to the Warfighter. (U.S. Army photos)

owned vehicles.

Additionally, within SDDC are engineers who can determine the best way to move equipment, what the infrastructure along the route will support and, if needed, how to put that infrastructure in place. The command's Transportation Engineering Agency provides defense transportation engineering services for the entire Defense Department.

The flexibility and capability of SDDC is continually expanding. The ability of SDDC's Strategic Business

Office to leverage commercial capabilities allows the command to respond quickly with options not normally within the military tool box.

During fiscal 2011, SDDC and its commercial partners transported more than 18.7 million measurement tons of cargo in support of U.S. forces and their missions worldwide. That's the equivalent of about 317,000 tractor-trailers full of cargo.

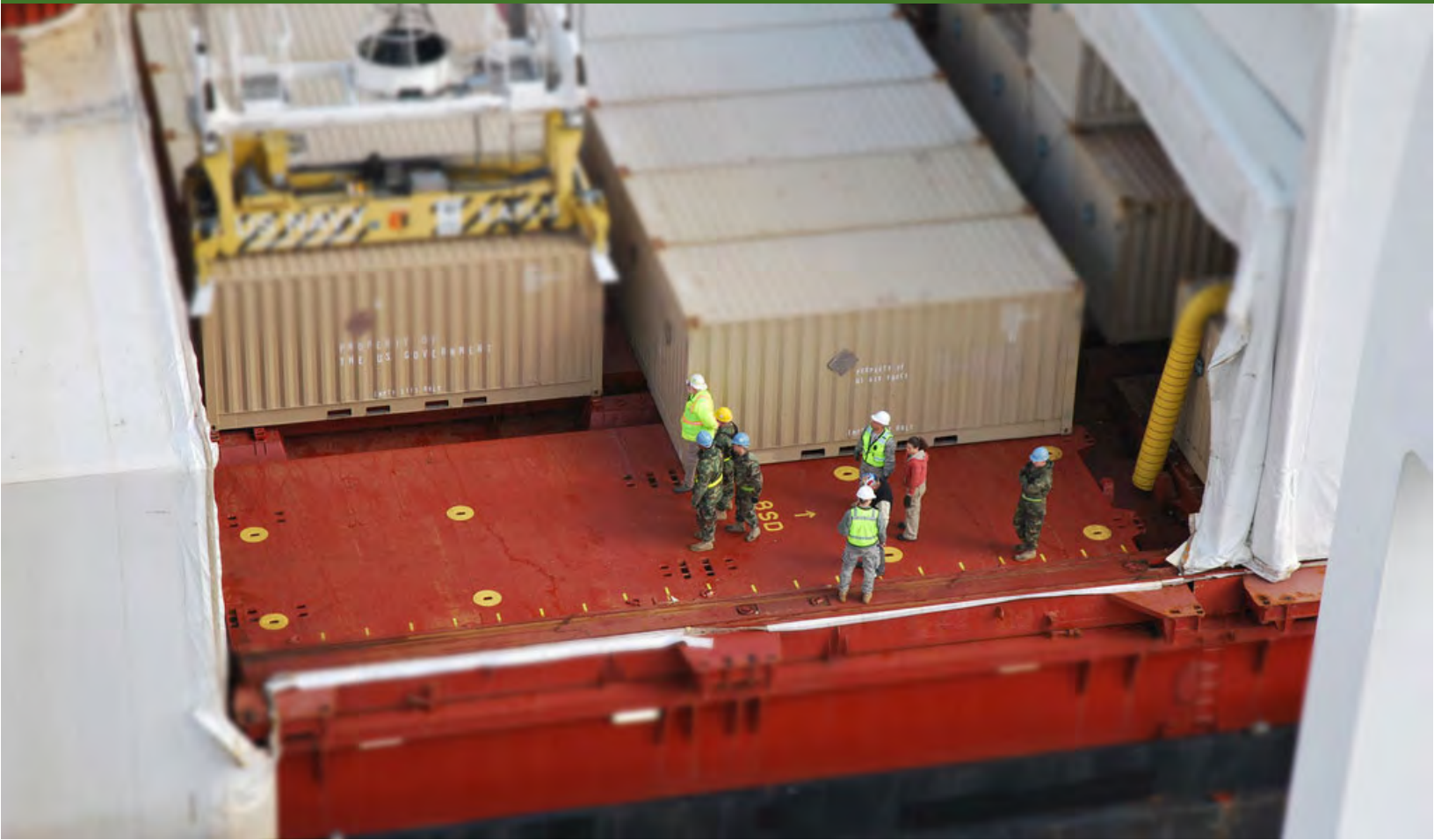
Also, during 2011, SDDC expanded into multi-modal operations by moving about 3,500 pieces of mission-

essential cargo by commercial sealift with follow-on commercial airlift into Afghanistan.

All together, the command procures more than \$5 billion annually in commercial transportation and personal property services.

In addition to supporting overseas contingency operations, SDDC plays a huge role in humanitarian operations around the world. In fact, the com-

- See **SDDC MISSION** on Next Page



The above image -- created using a tilt focus photography technique -- shows Military Surface Deployment and Distribution Command Soldiers and Department of the Army civilians working alongside with U.S. Air Force Airmen and Commercial stevedores to accomplish a large-scale Air Force ammunition preposition mission at Military Ocean Terminal Concord, Calif., this past year. (U.S. Army Illustration)

SDDC MISSION

Continued from Page 7

mand was among the first responders on the ground after the earthquake in Haiti.

Members of SDDC's Rapid Port Opening Elements (597th Transportation Brigade) were sent as an advance team within 48 hours. Additional RPOE Soldiers and support elements followed that initial group of first responders.

Although headquartered in the Midwest United States, five brigades, dozens of battalions and detachments and thousands of personnel across the globe support the surface movement of DOD equipment and supplies 24 hours a day, 365 days a year.



SDDC personnel ensure military vehicles are properly secured to their rail cars. (U.S. Army photo)

MILITARY SURFACE DEPLOYMENT
AND DISTRIBUTION COMMAND (SDDC)

WORLDWIDE WORKFORCE



**WORLDWIDE
TOTAL
ABOUT
3,110**

SDDC WORKFORCE SCOTT AFB



Military Personnel
(Active and Reserve)



Civilian Employees

**TOTAL
AT SCOTT AFB
ABOUT 1,265**

NOTE No. 1:

Of the 880 active-duty and Reserve personnel assigned to SDDC, about 260 of them are commissioned officers, 15 are warrant officers, and there are more than 600 enlisted.

NOTE No. 2:

SDDC employs about 2,230 civilian employees, including about 1,390 government civilians, about 270 foreign national employees, and about 570 contractors.

Other Service Personnel

(Assigned to SDDC)



18
USN



8
USAF

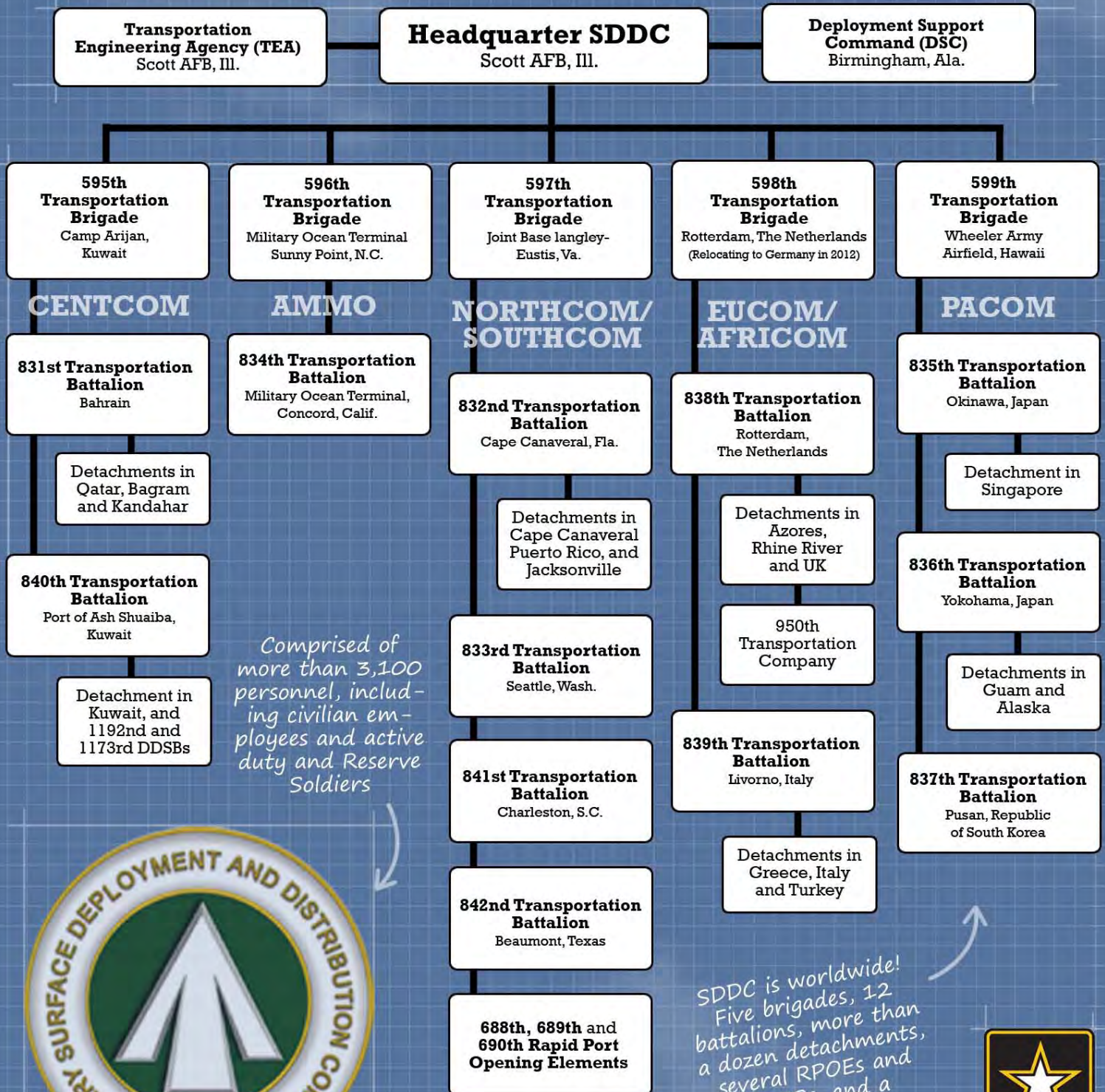


1
CANADA

SDDC ORGANIZATION CHART



SDDC is the Army Service Component command of USTRANSCOM and a major subordinate command of Army Materiel Command.



SDDC is worldwide! Five brigades, 12 battalions, more than a dozen detachments, several RPOEs and DDSBs, and a transportation company.



SDDC COMMANDING ★ GENERALS ★



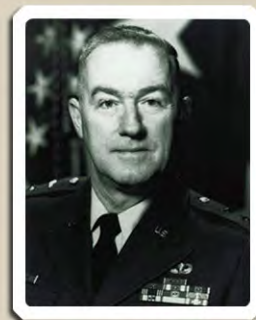
MG John Lane
1965 - 1969



MG Clarence Lang
1969 - 1973



MG H.R. Del Mar
1973 - 1979



MG John Bruen
1979 - 1983



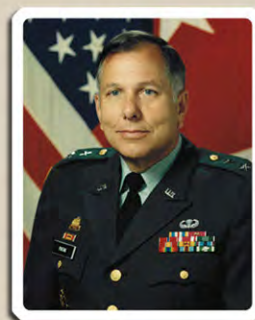
MG Harold Small
1983 - 1986



MG Edward Honor
1986 - 1987



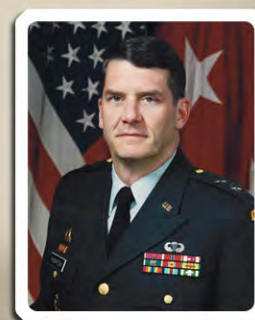
MG John Stanford
1987 - 1989



MG John Piatak
1989 - 1991



MG Richard Larson
1991 - 1994



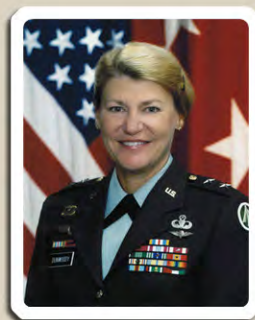
MG Roger Thompson Jr.
1994 - 1996



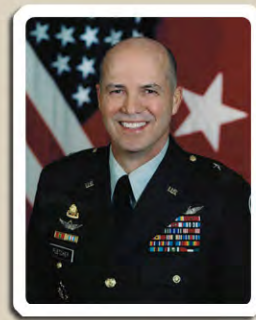
MG Mario Montero Jr.
1996 - 1999



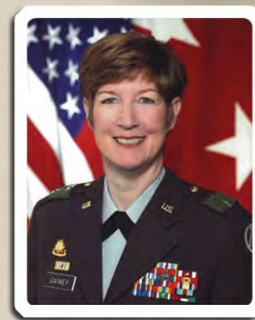
MG Kenneth Privratsky
1999 - 2002



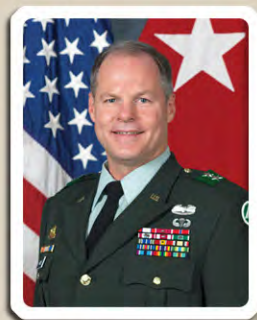
MG Ann Dunwoody
2002 - 2004



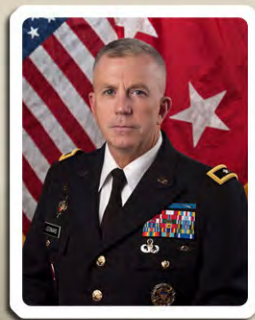
MG Charles Fletcher Jr.
2004 - 2006



MG Kathleen Gainey
2006 - 2008



MG James Hodge
2008 - 2010



MG Kevin Leonard
2010 - 2012



MG Thomas Richardson
2012 - Present



SDDC COMMAND **SERGEANTS MAJOR** 1969 TO PRESENT



CSM Joseph Shinnars Jr.
Aug. 1969 - Nov. 1972



CSM Russell Harmon
Nov. 1972 - Aug. 1974



CSM William McCormick
Aug. 1974 - Aug. 1976



CSM Robert Guthrie
Aug. 1976 - Aug. 1981



CSM William Rucker
Aug. 1981 - May 1984



CSM Leno Veney
May 1984 - June 1988



CSM William Yelverton
June 1988 - Aug. 1991



CSM Arthur Johnson
Aug. 1991 - Aug. 1995



CSM Thomas Mott
Aug. 1995 - June 1998



CSM James Kirtland
June 1998 - June 2001



CSM James Morgan
June 2001 - June 2004



CSM Tomas Hawkins
June 2004 - June 2010



CSM James Riddick
June 2010 - March 2012



CSM Cedric Thomas
March 2012 - Present



595th TRANSPORTATION BRIGADE

Camp Arifjan, Kuwait

The 595th Transportation Brigade conducts surface deployment and distribution operations to meet National Security objectives within the U.S. Central Command area of responsibility.

Through a cohesive team of experts, the 595th Trans. Bde. links strategic Warfighter surface movement requirements with commercial capability. Combining organic, commercial, and host nation capabilities, the brigade offers maximum options and solutions to supported forces while delivering equipment and sustainment on time.

Strategically postured to support the drawdown of troops in Iraq by the close of 2012, the 595th Trans. Bde. successfully executed the redeployment of unit cargo, Army Materiel Command retrograde cargo, and supported the import of Iraqi Foreign Military Sales, or FMS, cargo.

Four battalions, including the 831st Transportation Battalion in Bahrain, and the 840th Trans. Bn., 1173rd Deployment and Distribution Support Battalion, and the 1182nd DDSB in Kuwait, developed plans and processes that resulted in one of the most impressive logistics operations in U.S. history.

840th Transportation Battalion

In support of the U.S. Forces-Iraq Responsible Drawdown of Forces, the



A U.S. Army logistics support vessel is staged for an Emergency Deployment Readiness Exercise operation at Kuwait Naval Base. The 76th Terminal Supervision Team of the 1173rd Deployment and Distribution Support Battalion, provided critical support for the 1st Theater Sustainment Command's EDRE Oct. 29-30, 2011. (U.S. Army photo)

840th Trans. Bn. resourced customers with civilian transport using the Door-to-Door, or D2D, and Global Freight Management processes.

Additionally, in the final months of the drawdown, the 840th Trans. Bn. implemented two new business models to accommodate an accelerated movement timeline.

For D2D unit moves, there had been a standing 21-day cycle from the time the cargo information was received to the time it was picked-up by the carrier. To meet the increased demand and hasten their processes, the 840th Trans. Bn., in conjunction with the 595th Ocean Cargo Clearance Authority-Southwest Asia, coordinated directly with Kuwait Host Nation offices to expedite approval of customs documents and levy exemptions.

DOOR-TO-DOOR

Models in support of AMC and Communications-Electronics Command were developed immediately and put into place within 10 days, as their equipment was readily available and ready for immediate movement.

The 840th Trans. Bn. acted on movement plans immediately. To ensure units were available when required, the 840th employed deployment distribution support teams and worked side-by-side with units to build executable movement plans. Once a complete plan was received, the data was put through Quality Control/Quality Assurance, or QA/QC, and booked with a commercial carrier through Ocean Cargo Clearance Authority-

- See **595TH** on Next Page



The last mine-resistant, ambush-protected vehicle to depart Iraq is lifted aboard the freighter Ocean Crescent at the Port of Ash Shuaiba, Kuwait, March 24, 2012, for transport to the United States, where it will be preserved and displayed at the 1st Cavalry Brigade Division Museum at Fort Hood, Texas. (U.S. Army photo)

595TH

Continued from Page 13

Southwest Asia. At the same time, the 840th's Terminal Operations team began clearing cargo for customs and tax exemption. Close relationships and constant interaction with key players in the D2D process allowed many shipments to pick-up in two weeks or less.

GLOBAL FREIGHT MANAGEMENT

Global Freight Management, or GFM, was used as an alternative to the D2D process. Cargo not part of a D2D process was put up for bid to participating carriers and, once awarded, the levy and customs process was again coordinated.

Once cargo details were received, the 840th could generally pick-up cargo in 10 days or less.

1173rd Deployment and Distribution Support Battalion (DDSB)

At the Kuwaiti seaport of Ash Shuaiba, the 1173rd DDSB serves as the port manager, providing command and control for the movement of retrograde equipment loaded on Continental U.S.-bound vessels.

Immediately after the announcement of the year-end Iraq withdrawal, the retrograde vessel schedule was adjusted and balanced against the cargo flow projections for the months of November and December, ensuring unit cargo was received at the port and shipped out in a timely manner. Quickly moving equipment out of theater translated directly into more Soldiers spending the holiday season at home with their families.

During the 10 weeks following the

President's mandate, the Shuaiba seaport moved approximately 4,200 pieces of AMC retrograde and unit deployment equipment on 12 Continental U.S.-bound vessels. While the volume of cargo moving through the seaport over this short time span was a remarkable accomplishment, it is the streamlined retrograde process at the seaport that helped get more Soldiers home faster.

Beginning in 2010, the seaport transitioned from an operation heavily reliant on redeploying Soldiers to a contractor-oriented process that minimized reliance on Soldiers. Before the year-end retrograde surge commenced, the port operation had already been streamlined with contractor augmentation. Under the current streamlined model, unit redeployers were largely relieved of responsibility once their equipment arrived at the seaport. This process moved more

Soldiers out of the theater in an expedited timeframe.

1182nd Deployment and Distribution Support Battalion (DDSB)

In support of AMC retrograde cargo, the 1182nd's Transportation Coordinator's Automated Information for Movements System, or TCAIMS, cell supported the Operation New Dawn 2011 drawdown effort by processing and conducting quality control checks on data files for more than 4,500 pieces of cargo between October and December 2011. The three-month average of 1,500 pieces was a 33 percent increase from the previous average of 950 pieces a month.

The biggest spike of TCAIMS involvement was during the month of December when the TCAIMS QC'd files containing more than 1,766 pieces of AMC retrograde cargo at 348,995 square feet. This was a 350 percent increase from the first full operational pre-drawdown month of July when about 97,000 square feet of cargo was QC'd.

U.S. Coast Guard Redeployment Assistance Inspection Detachment (RAID) Team

Planning for Operation New Dawn retrograde and unit cargo movement commenced in the spring of 2011 in early discussions between incoming and currently deployed officers-in-charge.

The deployed spring Coast Guard Redeployment Assistance Inspection Detachment, or RAID, team provided a recommended blue print of where the 2011-2012 Coast Guard team should position inspectors for the pending 2011 push. Although Afghanistan inspections were steady, emphasis focused on Iraq.

RAID Team 13/14 arrived on the ground in Kuwait between May and July 2011. Immediate emphasis was



Emergency Deployment Readiness Exercise equipment arrives at Kuwait Naval Base. The 76th Terminal Supervision Team of the 1173rd Deployment and Distribution Support Battalion, provided critical logistical support during the EDRE Oct. 29-30, 2012. (U.S. Army photo)

given to sending inspectors to Iraq to relieve the departing teams.

As a support detachment to the 595th Transportation Brigade, the RAID mission -- in existence since 2003 -- was to help redeploying units safely ship their cargo to CONUS, especially hazardous material that must meet all federal and international laws for multi-modal transportation. In addition, the RAID team provides a back-up resource to Customs Border Clearing Agents, or CBCAs, assisting with final container sealing.

In addition to shipping and Customs Border Clearing Agents, the RAID's largest mission is the inspection of the physical condition of the intermodal shipping containers; a requirement of both the Army and international shipping laws.

The team's largest mission for the fall of 2011 was assisting units with removal of bullet torn, severely damaged, neglected or improperly re-stenciled containers, and recertifying the stock of Iraq containers to meet unit shipping demands for government-owned containers while minimizing the need for leased containers and associated costs.

Operations steadily increased from July through October, with a peak in October of 858 containers inspected;

an increase from the previous months from 629 and 505, respectively.

To meet the anticipated demand, the total number of inspectors assigned to Iraq increased, and two new offices were opened.

Coast Guard RAID efforts for Operation New Dawn played a key role in moving cargo safely and efficiently out of Iraq and back to CONUS. During a four-month period, Coast Guard inspectors logged more than 100 missions to outlying Forward Operating Bases and inspected nearly 20 percent (more than 2,500) of all containers moving out of theater.

Additionally, wherever team members traveled, they also helped units triage their container stock into three categories of use: usable, repairable and non-usable/severely damaged.





596th TRANSPORTATION BRIGADE

Military Ocean Terminal,
Sunny Point, N.C.

Established Dec. 1, 2009, at Military Ocean Terminal Sunny Point, N.C., the mission of the 596th Transportation Brigade is to safely provide ammunition terminal services to meet the nation's objectives.

This responsibility includes the operation of both east and west coast ammo terminals at MOTSU and at Military Ocean Terminal Concord (MOTCO), Calif., respectively.

In addition to serving its Defense Transportation System customers, the services and combatant commanders around the world, the 596th also coordinates and provides support to surface movements of Foreign Military Sales, or FMS, munitions destined for U.S. allies around the world.

The brigade is SDDC's Center of Excellence for ammunition ocean terminal and distribution operations, and routinely coordinates ammunition surface movements with the Joint Munitions Command, the services, and combatant commanders on behalf of SDDC.

Military Ocean Terminal Sunny Point, N.C.

Unlike other SDDC units, the 596th has an additional mission of operating a 16,000-acre installation with a variety of base operations functions



ABOVE: During a week-long operation in 2011 – called a preposition mission – the men and women of 834th Transportation Battalion, Military Ocean Terminal Concord, Calif., unloaded and loaded more than 550 large, 20-foot-by-10-foot containers to and from a Military Sealift Command vessel. This particular mission was altered to provide additional training for about 50 active-duty and Reserve Soldiers and Sailors.

BELOW: During a Trans-Mariner exercise, Soldiers and longshoremen unload a container from the MV SSG Edward Carter Jr. on MOTSU's South Wharf. (U.S. Army photos)

in support of its primary ammunition trans-shipment mission. The majority of the 280 personnel at MOTSU perform installation functions to include security, fire and emergency services, public works, land and wildlife management, energy and environmental resources, and rail and heavy equipment maintenance.

MOTSU has served as the primary Continental United States common-user ammunition terminal in support of forces deployed around the world since 1955. The vast majority of



munitions shipped to Vietnam, Central Europe during the Cold War, Desert Storm, and more recently, Operations Enduring Freedom and Iraqi Freedom,



ABOVE and RIGHT: Members of the 596th Trans. Bde. at MOTSU partnered with multiple federal, state and local emergency response agencies during an exercise responding to a series of force protection scenarios during the 2011 Point Defender exercise, June 13-17. (U.S. Army photos)



have originated from MOTSU. In 1997, it assumed responsibility for Army and Air Force ammunition prepositioned afloat programs, supporting the cyclic maintenance and loading of ammunition aboard long-term chartered ammo vessels.

At MOTSU, safety is the cornerstone of all activities performed on the terminal, to include construction and repair projects. These projects must be viewed through the lens of explosive safety. To ensure explosive safety is observed at all times, the 596th has

an Ammunition Surveillance Division with two Quality Assurance specialists, ammunition safety, and a team of ammunition surveillance inspectors.

In recent years, MOTSU has undergone significant infrastructure modernization to enhance ammunition container throughput, to include the center wharf expansion project completed in 2010. The wharf will provide the necessary platform for the installation of two new ship-to-shore container cranes scheduled for delivery during 2012, and is designed to

speed container throughput.

Over the past year, MOTSU personnel loaded and discharged 48 vessels. More than 403,306 measurement tons of munitions were handled, including the transshipment of more than 11,000 containers, 2,259 of which were filled at MOTSU. The Army and Air Force preposition afloat programs accounted for more than 190,000 measurement tons of cargo.

Support to Operation New Dawn via

- See **596TH** on Next Page



A Military Ocean Terminal Sunny Point, N.C., fire truck passes by the USS North Carolina. (U.S. Army photo)

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the MV Virginian included the movement of more than 124,000 measurement tons of munitions. Additionally, MOTSU processed more than 960 commercial trucks and 2,400 commercial railcars during this period of robust activity.

Military Ocean Terminal Concord, Calif.

MOTCO, the primary west coast common-user ammunition terminal, was transferred from the Navy to the Army Oct. 1, 2008, under Base Realignment and Closure 2005.

The management of MOTCO is the responsibility of the 834th Transportation Battalion. The assignment of the 834th to the 596th has validated the operational and training synergies between the east and west coast ammo terminals, while also lending professional installation management oversight to the fledgling Army installation.

Primary focus over the past year has been the readiness and sustainment of MOTCO. The 596th staff has been instrumental in the development of requirements and programs to effectively establish MOTCO as a viable ammunition terminal and Army installation.

834th Transportation Battalion

The mission of the 834th is to provide terminal and distribution services through strategic seaports in support of deploying and redeploying forces in the California area of responsibility. Furthermore, the 834th safely provides ammunition terminal services and performs installation management functions at MOTCO.

The 834th Trans. Bn. team is making huge strides to ensure and enhance ammunition terminal readiness well into the future.

The battalion has a professional,

flexible and experienced workforce of about 140 military personnel, government civilian employees and contractor personnel. In addition to terminal operations, the 834th provides customs clearance for all the DOD cargo coming into California seaports, and is also responsible for manifesting vessels that transport DOD cargo entering and leaving the battalion AOR.

The versatility of the battalion is evident daily as it manages deployment distribution support teams at numerous strategic seaports performing ammunition missions, and tends to installation management responsibilities at MOTCO. The installation includes more than 7,600 acres of property situated on the Sacramento River, and is an invaluable strategic asset to the DOD and the nation.

The 834th performs its general cargo missions across four strategic seaports in California, including Oakland, Port Hueneme, LA/Long Beach, and San Diego. Over the past 12 months, the battalion discharged and loaded 22 vessels with more than 268,340 measurement tons of ammunition and general cargo.



597th TRANSPORTATION BRIGADE

Joint Base Langley-Eustis, Va.

The 597th Transportation Brigade is located at Joint Base Langley-Eustis, Va., and has four subordinate battalions located throughout the United States.

The brigade's subordinate battalions include the 832nd Transportation Battalion, located in Jacksonville, Fla.; the 833rd Trans. Bn. located in Seattle, Wash.; the 841st Trans. Bn., located in Charleston, S.C.; and the 842nd Trans. Bn., located in Beaumont, Texas.

The 597th Trans. Bde. is focused on the U.S. Northern Command and U.S. Southern Command areas of responsibility. With a workforce of more than 300 military and civilian personnel, the 597th and its subordinate units are responsible for meeting the surface deployment, redeployment and distribution needs of the Warfighter and Defense Transportation System customers in the United States and Latin America.

In addition to its four battalions, in 2009, the 597th assumed command and control of the 688th, 689th and 690th Rapid Port Opening Elements.

The RPOEs perform U.S. Transportation Command's mission to deploy quickly in a crisis or contingency operation to ready the Air Port of Debarcation or Sea Port of Debarcation for follow-on personnel and equipment.

Furthermore, with the formation of the deployment distribution support teams, the 597th Trans. Bde. supports



ABOVE: The 690th Transportation Detachment (Rapid Port Opening Element) and other transportation and sustainment personnel work together during African Lion April 19, 2011, at Norfolk Naval Base, Va.

BELOW: 690th RPOE Soldiers prepare for offloading operations May 3 in Morocco during Phase I of African Lion 2011. (U.S. Army photos)

strategic surface deployments within the Continental United States. These teams – consisting of surface deployment transportation experts – directly assist the Warfighter, installation transportation officers, division transportation officers, mobility warrant officers, and unit movement officers with hazardous materials, equipment, container and unit movement data preparation and documentation. They provide a smooth, efficient and synchronized move from the installation to the port of embarkation — a valuable conduit between the installation, the 597th and Military Surface Deployment and Distribution Command. During 2011, the DDSTs provided support for 14 brigade combat team moves.



Providing surface deployment and distribution support to U.S. Southern Command is another important responsibility for the 597th. In execution, the 832nd Transportation Battalion works directly with USSOUTHCOM planning, and supports numerous

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New Horizon, Beyond the Horizon, and Tradewinds missions throughout the Caribbean, Central America and South America.

DEPLOYMENT AND REDEPLOYMENT SUPPORT

Supporting the joint Warfighter is the No. 1 priority at the 597th Trans. Bde. Every unit that has deployed or redeployed to and from CONUS via surface transportation has flowed through a terminal where one of the 597th battalions operates.

During 2011, 597th battalions provided support to include in-transit visibility for more than 225,000 shipments and more than 105 million pieces of import and export cargo flowing through CONUS ports.

SAFETY

In 2011, the 597th Trans. Bde. and its subordinate units had its safest year since the brigade's move from Military Ocean Terminal Sunny Point, N.C. There were zero work-place accidents during 2011. All four transportation battalions qualified for the Army Accident Prevention Award for having zero Class A, B or C accidents, and all subordinate units, including the Headquarters Headquarters Detachment, qualified for the Army Safety Excellence Streamer.

Additionally, SDDC selected the 842nd to represent the command in the Army Safety Excellence for battalion-sized units, and selected the 841st Trans. Bn. safety and occupational health manager to represent the command in the civilian category.

U.S. NORTHERN COMMAND

In support of Defense Support of Civil Authority and the Department of Homeland Defense, the 597th Trans. Bde. provides surface expertise to North American Aerospace Defense Command and USNORTHCOM by fo-



The 689th Rapid Port Opening Element, 597th Transportation Brigade, sets up a Mobile Port Operations Center during a sea port of debarkation verification exercise, or SPOD VEREX, at Cape Canaveral, Fla. (Photo by Capt. Eric Thornburg, 597th Trans. Bde. maintenance officer)



Soldiers assigned to the 690th Rapid Port Opening Element, 597th Transportation Brigade, trim shrubbery on the property of a transitional housing facility for pregnant, single and female veterans in need of shelter. (U.S. Army photo by Esther Dacanay)

ocusing on the synchronization and integration of logistical efforts involved with executing USNORTHCOM missions. The brigade provides intransit visibility support through transportation systems interfacing with the Department of Transportation in support of NORTHCOM exercises.

Additionally, the brigade ensured the NORTHCOM Deployment and Dis-

tribution Operations Center J4, Mobility Division, was supported during exercise Ardent Sentry, Vigilant Shield, NORTHCOM Forces Flow, NORTHCOM ROC Drill, and Logistics Conference.

U.S. SOUTHERN COMMAND

The 597th operates in terminals and facilities throughout Latin America, South America and the Caribbean in

support of New Horizon and SOUTHCOM humanitarian and disaster relief missions. In 2011, 597th battalions traveled to ports in Panama, Honduras, El Salvador, Dominican Republic, Republic of Trinidad and Tobago, Guatemala and Peru, handling more than 1,400 pieces of general cargo.

JTF-PO MISSIONS

The brigade's RPOE personnel are trained and ready to deploy within 12 hours of notification from USTRANSCOM, and continue to participate in joint training exercises with Air Force contingency response groups and Navy expeditionary port units.

In 2011, the RPOEs participated in three aerial port of debarkation Eagle Flag exercises at Joint Base McGuire-Dix-Lakehurst, N.J.; one Joint Operational Access Exercise at Joint Base Bragg-Pope, N.C.; and four sea port of debarkation exercises – one in Norfolk, Va.; one in Cape Canaveral, Fla.; one in Morocco; and one in Thailand.

832nd Transportation Battalion

The 832nd Trans. Bn. is comprised of the main battalion and the Jacksonville Detachment on Blount Island, Jacksonville, Fla.; the Cape Detachment in Cape Canaveral, Fla.; and the Puerto Rico Detachment at Fort Buchanan, Puerto Rico.

The battalion is responsible for conducting small to large ship operations in deploying units and DDSTs worldwide. Specifically, the DDSTs routinely deploy into the USSOUTHCOM AOR to support joint chiefs of staff exercises throughout that region, including expeditionary transportation support to humanitarian events or contingencies within the AOR.

The 832nd consists of more than 35 employees, including about 30 military personnel, government civilians and contractors at Jacksonville; about five government employees and



Using a 10K Atlas forklift, personnel assigned to the 689th Rapid Port Opening Element download a generator during a joint service (Army/Air Force) Eagle Flag exercise at Joint Base McGuire-Dix-Lakehurst, N.J., April 5, 2011. (U.S. Army photo)

RPOEs add speed, flexibility to logistics support toolbox

The 688th, 689th and 690th Rapid Port Opening Elements, also known as RPOEs, provide an expeditionary answer to the challenge of logistics support in contingency response operations for the Department of Defense.

As the surface piece of U.S. Transportation Command's Joint Task Force - Port Opening, or JTF-PO, the RPOEs deploy as part of a joint expeditionary logistics force to establish a port of debarkation and a forward distribution node. As they are part of the Global Response Force, one RPOE is always on alert.

The RPOEs provide in-transit visibility and conduct clearance and distribution operations. They also receive and transload cargo as an initial-entry port opening force until relieved by, or integrated into, follow-on sustainment forces.

The teams that deploy to support a mission are tailored to the mission. An advance party, the Joint Assessment Team, is sent to initially determine the needs of the mission.

For aerial port operations, Air

Mobility Command and the on-alert RPOE send a team within 12 hours, with the full team ready to fly in 36 hours. For sea port operations, Military Sealift Command and RPOE personnel hit the ground within 36 hours, with the full team ready to fly in 60 hours.

With the JTF-PO in place, the standard throughput of the port of debarkation is about 560 short tons per day with around-the-clock operations.

RPOE MISSIONS

The 688th RPOE participated in back-to-back Eagle Flag exercises, including the first with an Air National Guard contingency response group.

The 689th RPOE participated in Continuity of Operations Program exercise during the approach of a major hurricane. The 689th also conducted SPOD training with the 842nd Trans. Bn. in Beaumont.

The 690th RPOE led the initial fielding of Deployable Global Air Transportation Execution System for water ports, which replaced the Worldwide Port System.

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military personnel at Cape Canaveral; and several government employees in Puerto Rico. During large ship operations in Jacksonville, the 832nd can expand to about 500 personnel with Port Support Activity, U.S. Army Reserve augmentation, and stevedore and related terminal services contracts.

During 2011, at the Port of Jacksonville, the 832nd completed ship operations of 17 vessels with more than 7,234 pieces of cargo for the 101st Combat Aviation Brigade's deployment, redeployment, and other Overseas Contingency Operations Retrograde missions.

With Atlantic Undersea Test and Evaluation Center Tug and Barge, Operation Enduring Freedom, Operation Iraqi Freedom, Beyond the Horizon, and Army Watercraft Special Mission, the Cape Detachment completed 33 vessel operations with 20,200 pieces of equipment.

During daily and weekly sustainment cargo, TRANSLOT support, and the Puerto Rico National Guard Reset, the Puerto Rico Detachment handled 7,499 pieces of cargo.

USSOUTHCOM missions included 14 conferences with three port site surveys and 31 SOUTHCOM Surface Distribution Network movements. The 832nd supported the deployment and redeployment of approximately 738 pieces of equipment, including New Horizon Haiti with 400 pieces and 230 trucks; Beyond the Horizons Dominican Republic with 96 pieces and 75 trucks; and BTH El Salvador with 126 pieces and 87 trucks.

833rd Transportation Battalion

The 833rd Trans. Bn. is responsible for overseeing the movement of military cargo and sustainment through commercial ports in the Pacific Northwest region of the United States. The



ABOVE: Personnel assigned to the 689th Rapid Port Opening Element and the 842nd Transportation Battalion offload a military vehicle at Cape Canaveral, Fla. **BELOW:** Gail Himmelspach, a transportation specialist with the 833rd Trans. Bn., observes Army Reserve personnel scan ammunition containers prior to their upload during the Turbo CADS-D 2011 exercise at Naval Magazine Indian Island, Wash., in June. (U.S. Army photos)

battalion's primary customers are I Corps and Joint Base Lewis-McCord, Wash. The 833rd Trans. Bn. staff consists of about 30 individuals, including civilian employees, military personnel (Army and Navy), and a couple of contract employees.

During 2011, the 833rd supported the training rotation of the 1/25 Stryker Brigade Combat Team from Alaska to the National Training Center, Fort Irwin, Calif.; provided mission command of the SDDC Augmentation Team for the BRAC realignment of the Maneuver Center of Excellence (Armor School) from Fort Knox, Ky., to Fort Benning, Ga.; and conducted multiple operations in support of port operations at both the 834th Trans. Bn. at Port Hueneme and Concord, and the 842nd Trans. Bn. at Beaumont.

The battalion's main office is located in Seattle and is the only CONUS SDDC battalion not physically located at a port. As a result, the battalion routinely uses the DDST model to operate from any port required within its AOR, to include the designated strategic Port of Tacoma and the Ports of Olympia, Everett and Grays Harbor.



During 2011, the 833rd Trans. Bn. recertified to support USTRANSCOM's JTF-PO SPOD with the 688th RPOE by deploying a Seaport Command Element to Norfolk, Va., and conducting the download of 676 pieces of equipment returning from the Joint Logistics Over the Shore African Lion



On Nov. 8, 2011, the 841st Transportation Battalion, 597th Transportation Brigade, supported the redeployment of the 10th Combat Aviation Brigade from Operation Enduring Freedom in Afghanistan, discharging 258 pieces of cargo, including 33 helicopters, 225 containers, and various rolling stock at the Philadelphia Regional Port Authority's Packer Avenue Marine Terminal. (U.S. Army photo)



Personnel assigned to the 690th Rapid Port Opening Element, 597th Transportation Brigade, complete a mission at the Port of Agadir, Morocco. (U.S. Army photo)

exercise in Morocco.

For ammunition operations, the 833rd supports the 596th Trans. Bde. at Naval Magazine, Indian Island, Wash. Annually, the 833rd oversees the movement of resupply cargo to remote Alaskan sites by barge. This move is historically called Project Cool Barge and can only be conducted after the spring thaw and before the fall freeze. The movement of cargo required coordination between nine

different SPOE-SPOD combinations to and from Alaska, the mainland, as well as intrastate Alaska. This move provides the only opportunity for retrograde cargo to be shipped south from remote sites.

The resupply of ammunition to Alaska is conducted twice a year. The first barge in the spring was supported by the 834th Trans. Bn. in Concord, and the second barge was supported by the 833rd in the fall at Naval Maga-

zine, Indian Island.

In 2011, the northbound fall move to Valdez, Alaska, consisted of eighty 20-foot containers, measuring 2,560 measurement tons with a net explosive weight of 133,936 pounds.

The 833rd also supported the resupply of Pacific Theater Ammunition through the JCS exercise TURBO CADS 2011 at Naval Magazine.

The 833rd also supports Army Materiel Command and the movement of Foreign Military Sales ammunition cargo at Naval Magazine. In 2011, the battalion loaded one vessel with 146 pieces.

841st Transportation Battalion

The 841st Trans. Bn. conducts surface deployment and distribution operations at strategic seaports and military terminals located along the U.S. East Coast. The seaport areas of responsibility include, but are not limited to, Charleston, S.C.; Savannah, Ga.; Wilmington, N.C.; Morehead City, N.C.; Philadelphia, Pa.; Hampton Roads, Va.; Norfolk, Va.; Portsmouth, Va.; New York City, N.Y.; Port Elizabeth, N.J.; Port Newark, N.J.; and Baltimore, Md.

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The battalion has an authorized strength of about 40 personnel, including fewer than 10 active-duty military personnel, about 30 government civilians and several contractors. More than 40 Army Reserve Soldiers make up the port management team and the DDST, which augment this extremely busy unit.

The battalion's primary customers include the XVIII Airborne Corps, 82nd Airborne Division, II Marine Expeditionary Force, 3rd Infantry Division, and 10th Mountain Division. The 841st is SDDC's primary unit for the execution of Task Force Deployment Operations.

The battalion conducted all vessel operations in support of the Army Prepositioned Stocks program, including the download of the USNS Watson in the summer months, an upload of the USNS Watkins in October 2011, and a JLOTS exercise in April at Norfolk.

The 841st Trans. Bn. was responsible for nearly 50 percent of the 597th Trans. Bde.'s CONUS workload and has transported approximately 25 percent of all military cargo into the U.S. Central Command theatre in support of Operations New Dawn and Enduring Freedom. The battalion's homeport in Charleston has been the premier port for the shipment of more than 10,000 MRAPs and more than 3,000 Up-Armored HMMWVs. It was selected and utilized as the singular surge port when requirements increased in Afghanistan and the president announced a surge of 30,000 troops in that area of operations.

Additionally, the 841st supports the discharge of Military Sealift Command fuel tankers, which provide nearly 100 percent of all the required JP-8 aviation fuel to Charleston Air Force Base, S.C.

Because of the close proximity to the war-fighting customer, the vast staging areas, a secure perimeter and



ABOVE: A Soldier downloads relief supplies in the forward node Jan. 21, 2010, for onward movement and distribution during Operation Unified Response following an earthquake that devastated Haiti Jan. 12.

BELOW: Sgt. Randy Mendez, the 688th Transportation Detachment's forward node noncommissioned officer in charge, and a U.N. World Food member work together to unload a 463L air pallet of relief material (U.S. Army photos)



deep-water piers, Charleston is the preferred strategic port in completing missions. However, the battalion is capable of deploying and conducting operations from any commercial seaport in the world.

A majority of the 841st Trans. Bn.'s operations occur in the United States, primarily at the Naval Weapons Station in Charleston, the Ocean Terminal in Savannah, and the Packer Avenue Marine Terminal in Philadelphia. The battalion has conducted operations simultaneously at all three locations.

The 841st Transportation Battalion maintained a high operational tempo throughout 2011, safely and suc-

cessfully handling more than 50,000 pieces of equipment on about 460 vessels, about 4,000 trucks and more than 200 rail cars.

The motivated, well-trained work force is dedicated to providing responsive transportation support to American forces in both peacetime and while at war — standing ready to meet all future challenges.

842nd Transportation Battalion

Headquartered in Beaumont, Texas, the 842nd Trans. Bn. consists of about



Personnel assigned to the 690th RPOE discharge equipment during a sea port of debarkation, or SPOD, exercise in Morocco. This was one of four SPOD exercises SDDC RPOEs participated in during 2011. (U.S. Army photo)

30 professionals, including fewer than 10 military personnel, more than 20 civilian employees and a few contract employees. In addition, the battalion is supported by one contingency operation for active duty operational support officer, two interns, the U.S. Coast Guard from the Marine Safety Unit at Port Arthur, and port labor from Ports America.

The battalion's primary mission is to conduct expeditionary port opening globally and surface deployment and distribution through terminals and facilities on the western Gulf Coast to meet the combatant commanders' objectives. To this end, the battalion continues to lead SDDC's effort to provide the Warfighter with customer-focused deployment support around the world through its three strategic seaports (Beaumont, Port Arthur and Corpus Christi) and seven alternate seaports (Houston, Galveston, Lake Charles, Gulfport, Pascagoula, Mobile and New Orleans). The majority of this effort takes place at the Port of Beaumont — one of the nation's busiest and premier seaports. The Port of Beaumont has moved more military cargo in support of OIF, OEF and OND than any other CONUS seaport.

The 842nd is the gateway for the movement of military cargo through

The 842nd is the gateway for the movement of military cargo through the Gulf Coast and represents the military's lifeline in supporting the Warfighter at home and abroad.

the Gulf Coast and represents the military's lifeline in supporting the Warfighter at home and abroad. During 2011, the battalion supported the deployment and redeployment of more than 70 military vessels and 15,536 pieces of military cargo, to include the monitoring of more than 2,000 pieces of Door-to-Door cargo through the 842nd area of responsibility.

The battalion's mission highlights include, but are not limited to, the deployment and redeployment of more

than 40 brigade combat teams and other battalion-size elements, and a host of other major units. In addition, Team Beaumont onward moved more than 5,000 pieces of AMC retrograde cargo to eight AMC depots (Red River Army Depot, Sierra Army Depot, Rock Island Arsenal, Corpus Christi Army Depot, Anniston Army Depot, Camp Atterbury, Tobyhanna Army Depot and Letterkenny Army Depot) using 1,819 commercial trucks and 1,495 railcars in support of the Army Force Generation reset phase. Team Beaumont's ability to onward move AMC retrograde cargo quickly to AMC depots paid great dividends because it shortened the timeline to resupply units with equipment needed to accomplish their wartime mission.

Throughout 2011, the 842nd Trans. Bn. continued to rapidly project combat capabilities from its area of responsibility and to provide expeditionary port opening capabilities.

The 842nd continues to be a force multiplier for combatant commanders — providing high quality, expeditionary port opening globally and surface deployment and distribution through terminals and facilities on the western Gulf coast in support of our nation's Warfighters. Team Beaumont — "First in Warfighter Support!"



598th TRANSPORTATION BRIGADE

Rotterdam, The Netherlands
(Relocating to Germany in 2012)

From the blowing snows above the Arctic Circle to the most southern tip of Africa, the 598th Transportation Brigade works in every corner of its vast area of responsibility.

Supporting U.S. European Command, U.S. Africa Command, and U.S. Central Command via the Northern Distribution Network, the 598th Trans. Bde. enables full spectrum operations by performing movement of forces and materiel in support of the combatant commander. This unit has left its mark in dozens of countries, distinguishing itself in every mission, aptly fulfilling its motto, "Warrior Logistics – in Motion."

The 598th Trans. Bde. provides expeditionary and deliberate port (sea port of embarkation and sea port of debarkation) and surface distribution operations in the USEUCOM and USAFRICOM areas of responsibility and sustains forces. Additionally, the unit is prepared to deploy globally on short notice to conduct port and distribution operations.

The 598th Trans. Bde. headquarters is in Rotterdam, The Netherlands (moving to Germany in 2012). Subordinate units include two battalions, one company, and seven detachments in seven countries. These include:

The 838th Transportation Battalion is co-located with the 598th Trans. Bde. in Rotterdam, together



SDDC Rhine River Detachment personnel unload a Chinook helicopter from a Roll-on/Roll-off barge in Mannheim, Germany, March 2011. (U.S. Army photo)

with the SDDC Benelux Detachment. The 950th Transportation Company is located in Bremerhaven, Germany, and the battalion's SDDC Rhine River Detachment is located in Mannheim, Germany. The SDDC United Kingdom Detachment is located in Mildenhall, United Kingdom, and the SDDC Azores Detachment is located in Praia da Vittoria, Azores, Portugal. The 839th is located in Pisa, Italy, together with the SDDC Italy Detachment. The SDDC Greece Detachment is located in Pireaus, and the SDDC Turkey Detachment is located in Izmir.

PORT OPERATIONS AND BEYOND

Core functions for the 598th Trans.

Bde. include: expeditionary deployment to austere environments; port command and control; deployment distribution support teams; strategic contract management; pre- and post-deployment support; host nation liaison; in-transit visibility and documentation; cargo booking and routing; pure inland traffic management (for USAFRICOM); container management; port security planning and coordination; and privately owned vehicle, or POV, processing and shipping.

NORTHERN DISTRIBUTION NETWORK

The Northern Distribution Network, supporting Operation Enduring Freedom, has flourished into a viable, re-



Multimodal transportation operations is a core business of the 598th Transportation Brigade as they continue to provide unmatched surface transportation to the joint Warfighter. (U.S. Army photos)



silient distribution network that today has an average of more than 17,000 TEUs of cargo in motion at any given time, with a total of more than 88,000 TEUs delivered as of November 2011. One TEU, or twenty-foot equivalent unit, equals one 20-foot-long intermodal container.

SDDC facilitates the movement of surface cargo on the Northern Distribution Network, including providing execution-level guidance to shippers regarding NDN procedures providing in-transit visibility and tracking, route and carrier selection, and strategic contract oversight.



U.S. AFRICA COMMAND

After the establishment of USAFRICOM in 2009, SDDC realigned its areas of responsibility and the 598th Trans. Bde. assumed surface deployment and distribution responsibility

in USAFRICOM. In addition to supporting USAFRICOM deployment, sustainment, foreign military sales, and humanitarian assistance require-

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ments with strategic ocean contracts and world-class port management, the 598th expanded its mission set in Africa to include pure inland line-haul and distribution services. This capability — procured under SDDC's Global Freight Management, or GFM, concept — provides USAFRICOM with a robust, cost-effective alternative to expensive air transport.

EXPEDITIONARY LOGISTICS

SDDC expanded its mission to include rapid deployment on short notice to austere environments to conduct port opening, command and control, and distribution operations in support of full spectrum operations. This mission includes Joint Task Force-Port Opening capability, rapid port opening elements, seaport command elements, and inland distribution for contingency operations. The 598th has established a JTF-PO, an SCE, and deployment distribution support teams to provide support to USEUCOM and USAFRICOM.

BRIGADE ACCOMPLISHMENTS

- Eleven brigade combat team-equivalents deployed and redeployed in support of Operations Enduring and Iraqi Freedom.
- Successfully executed surface deployment and distribution operations throughout three continents.
- Imported 2,586 pieces of equipment into AFRICOM's AOR, and exported 1,599 pieces of cargo totaling a combined 15,500 MTons of cargo moved through AFRICOMs AOR in fiscal 2011.
- Imported 18,600 pieces of equipment into EUCOMs AOR, and exported 57,100 pieces of cargo totaling a combined 750,000 MTons of cargo moved through EUCOMs AOR in fiscal 2011.
- Provided direct planning support,



ABOVE: 598th Transportation Brigade personnel discharge containers. **BELOW:** 598th personnel discharge MRAPS at the Port of Antwerp. (U.S. Army photos)



integrated booking support, and in-transit visibility solutions to support 88,000 TEUs delivered with an average 17,000 TEUs in motion at any-time along the Northern Distribution Network and into Afghanistan. (One TEU, or twenty-foot equivalent unit, equals one 20-foot-long intermodal container.)

- Fully developed, integrated and executed the Trans-Siberian Route

through Russia, moving eight iterations of cargo along the route in support of Operation Enduring Freedom.

- Trans-shipped four combat aviation brigades with more than 625 Aviation assets -- including more than 400 helicopters -- through NAS Rota, Spain.
- Supported the planning and execution of the African Lion 2011 exercise in support of U.S. Marine Corps forces;



Hundreds of military vehicles await transport at the Port of Antwerp in Belgium. During 2011, the 598th Transportation Brigade imported more than 18,600 pieces of equipment into the U.S. European Command area of responsibility, and exported about 57,100 pieces of cargo totaling more than 750,000 tons of cargo moved through EUCOMs AOR. (U.S. Army photo)

personnel discharged about 150 pieces at the Port of Agadir, Morocco, in support of the exercise.

- Deployed the 598th elements to Morocco -- an austere location -- in support of the African Lion 11 exercise.

838th Transportation Battalion

The 838th Trans. Bn.'s area of responsibility is the northern part of the USEUCOM and USAFRICOM areas of responsibility, with subordinate units stationed in four countries throughout the continent of Europe. The battalion regularly operates in 11 ports in Europe and there are an additional 20 ports that the battalion can operate under one-time-only contracts, as required.

The battalion has also had a major impact with the Northern Distribution Network, handling more than 48,000

TEU's through its Baltic ports.

On order, the 838th has the capability to deploy globally to execute and to enable port operations and distribution support. Through its workforce of Soldiers, Department of the Army civilians, and local national employees, the battalion has tremendous reach and expertise.

The 838th is also capable of projecting deployment distribution support teams or a Joint Task Force Port Opening seaport command element throughout the USEUCOM and USAFRICOM AORs to support the deployment of cargo globally.

The battalion continues to execute and enable operations within the newly established USAFRICOM area of responsibility. Working with and through U.S. government agencies and international partners, the battalion enhanced military-to-military programs and military-sponsored activities that promoted a stable and secure African environment in support of U.S.

foreign policy. In the past 12 months, the battalion has supported these types of operations in Senegal, South Africa, Latvia and Ghana.

2011 MISSION ACCOMPLISHMENTS:

January: Poland Peace Sky, Szczecin, Poland; MPOC delivery, Rotterdam, the Netherlands; and MRAPs, Durban, South Africa

February: Norway Retrograde, Drammen, Norway; and KFOR deployment, Antwerp, Belgium.

March: Black Sea Rotational Force, Drammen, Norway; and 5-158 Aviation Reset, Antwerp, Belgium.

April: Ammunition Support-51, Eemshaven, the Netherlands; and International Security Assistance Force deployment, Szczecin, Poland.

May: 172nd HBCT deployment, Bremerhaven, Germany; 247nd Engineer, TM Well Kits, Antwerp, Belgium; and 44 SIG BN redeployment, Ham-

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598th Transportation Brigade personnel inspect an armored vehicle at the Port of Bremerhaven, Germany, during the 2nd Stryker Cavalry Detachment deployment in 2010. (U.S. Army photo)

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burg, Germany.

June: M1A1 Tank Retrograde, Bremerhaven, Germany

July: 2nd SCR redeployment, Bremerhaven, Germany; and Dutch MOD cargo, Rotterdam, the Netherlands.

August: Shared Accord 11R, Port Elizabeth, South Africa; and M/V Gey-sir sustainment cargo, Praia da Vitoria, Azores, Portugal.

September: 515th Engineer redeployment, Bremerhaven, Germany; M1A1/M2A2 retrograde, Antwerp, Belgium; and Agile Spirit Redeployment, Bremerhaven, Germany.

October: Combined Endeavor Redeployment, Bremerhaven, Germany; and 5-158 Aviation equipment return, Antwerp, Belgium.

November: Ammunition Support-54, Eemshaven, the Netherlands.

December: RG31 ISS Kits, Durban, South Africa; Atlas Accord 12D, Dakar, Senegal; and Rough Terrain Container Handler Delivery, Bremerhaven.

839th Transportation Battalion

The 839th Transportation Battalion's area of responsibility includes the southern portion of the European continent, countries around the Mediterranean Sea, countries around the Black Sea, and Northern and Eastern Africa, including the Horn of Africa.

The battalion also includes three detachments: Livorno, Italy; Piraeus, Greece; and Izmir, Turkey.

MISSION ACCOMPLISHMENTS:

October 2010: Battalion personnel -- including the Italy Detachment director, a detachment transportation specialist, a battalion systems administrator, and NCOs from the DDST -- deployed to Rota, Spain, to establish continuity to support the multi-modal transload of about 20 pieces of sensitive cargo in support of Operation Enduring Freedom redeployment operations.

November 2010: The battalion deployed one battalion representative and one Italy Detachment representative to Split, Croatia, in support of a Space and Missile Defense Command ammo mission.

November and December 2010: Personnel from the Greece Detachment deployed to Bar, Montenegro, where they supported customs requirements for redeploying MEDCEUR equipment. MEDCEUR is an annual, in the spirit of partnership for peace, joint chiefs of staff-sponsored regional/multilateral exercise, which provides training and operational experience to medical personnel from partner nations.

December 2010: Two personnel from the Turkey Detachment deployed to Constanta, Romania, to facilitate the upload of Naval Mobile Construction Battalion 7 equipment, including more than 35 vehicles and containers, from Joint Task Force-East. Additionally, personnel from the battalion's Italy Detachment deployed to Naval Station Rota, Spain, to facilitate the discharge of the NMCB-7's equipment.



ABOVE: The 598th Transportation Brigade transports Chinook helicopters via barge from the port of Antwerp, Belgium, to Germany. **BELOW:** 599th personnel discharge vehicles. (U.S. Army photos)



January 2011: Battalion personnel – including a terminal manager from the Italy Detachment and a documentation specialist from the Greece Detachment -- deployed to Agadir, Morocco, to facilitate the discharge of 435th Construction Training Squadron cargo.

January 2011: Battalion personnel deployed to Rota, Spain, to facilitate the discharge of more than 400 pieces of 159th CAB deployment equipment in support of Operation Enduring Freedom.

January 2011: The Italy Detachment prepared customs documentation and provided in-transit visibility in support of the door-to-door rede-

ployment of the 173rd ABCT cargo for onward movement to Vicenza.

February 2011: The Greece Detachment facilitated the upload of Defense Contract Management Agency ammunition containers in the Eastern Mediterranean.

February 2011: A Greece Detachment documentation specialist and a battalion transportation planner facilitated the discharge of more than 20 pieces of Navy Mobile Construction Battalion-74 equipment at the Port of Djibouti. The team also seized the opportunity to meet and discuss support issues with representatives from Maresk, Damco, CJTF-HOA CJ4, and Camp Lemonnier transportation

office.

February 2011: From Feb. 23-28, the Greece Detachment director and a documentation specialist successfully coordinated the discharge and onward movement of U.S. Air Force cargo for Juniper Stallion 11 from the Port of Ashdod.

March 2011: Personnel from the Italy Detachment and a DDST deployed to Rota, Spain. The team successfully facilitated the upload of nearly 370 pieces of 101st CAB redeployment equipment for onward movement to Fort Campbell, Ky.

May 2011: Personnel assigned to the 839th Trans. Bn. and members of the Italy Detachment deployed to Agadir, Morocco, as the JTF-PO main body in support of the deployment phase for African Lion 2011.

May 2011: The Greece Detachment deployed personnel to Thessaloniki, Greece, to facilitate the receipt and upload of Containerized Housing Units from Camp Bondsteel, Kosovo, via the Port of Thessaloniki, Greece, to Camp Lemonnier, Djibouti, and to Uganda.

May 2011: Personnel from the Italy Detachment and personnel from the 950th Transportation Company deployed to Rota, Spain, in support of the 227th Aviation Regiment's OEF deployment of more than 300 pieces of equipment.

May 2011: The Turkey Detachment director deployed to Odessa, Ukraine,

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to provide documentation and customs support for U.S. Marine Corps cargo in support of the NATO Partnership for Peace Exercise Seabreeze 2011.

June 2011: Personnel from the battalion headquarters, Italy Detachment, Greece Detachment, Turkey Detachment, and a French linguist from the 838th Trans. Bn. deployed to Agadir, Morocco, to serve as the single port manager for the upload of African Lion 2011 cargo.

June 2011: The Greece Detachment completed the discharge of ammunition containers and the upload of AFS-Bn Italy and DCMA ammunition containers in the Eastern Mediterranean.

June 2011: At the Port of Livorno, the Italy Detachment facilitated the upload of more than 250 pieces of equipment from the 170th Infantry Brigade Combat Team and 172nd IBCT and Foreign Military Sales tracked vehicles.

June 2011: The Italy Detachment performed single port manager functions at Rota, Spain, in support of the 4th CAB's OEF redeployment.

July and August 2011: The Turkey Detachment director deployed to Poti, Georgia, and provided customs support for Exercise Agile Spirit 2011.

August and September 2011: The Greece Detachment director and a documentation specialist facilitated the upload of DCMA containers in the Eastern Mediterranean.

September 2011: Personnel from the Italy Detachment and a DDST NCO performed single port manager functions at Rota, Spain, with the discharge of 82nd CAB equipment.

September 2011: The Turkey Detachment director deployed to Poti, Georgia, to provide customs and documentation support for four Cougar MRAP vehicles.



ABOVE: 598th Transportation Brigade personnel check cargo at the Port of Bremerhaven. **BELOW:** 598th Trans. Bde. personnel transport helicopters along a highway in Mannheim, Germany. The brigade's SDDC Rhine River Detachment arranges the inland transportation from barge port to airbase. (U.S. Army photos)



[The 598th] has left its mark in dozens of countries, distinguishing itself in every mission, aptly fulfilling their motto, “Warrior Logistics – in Motion.”



599th TRANSPORTATION BRIGADE

Wheeler Army Airfield, Hawaii

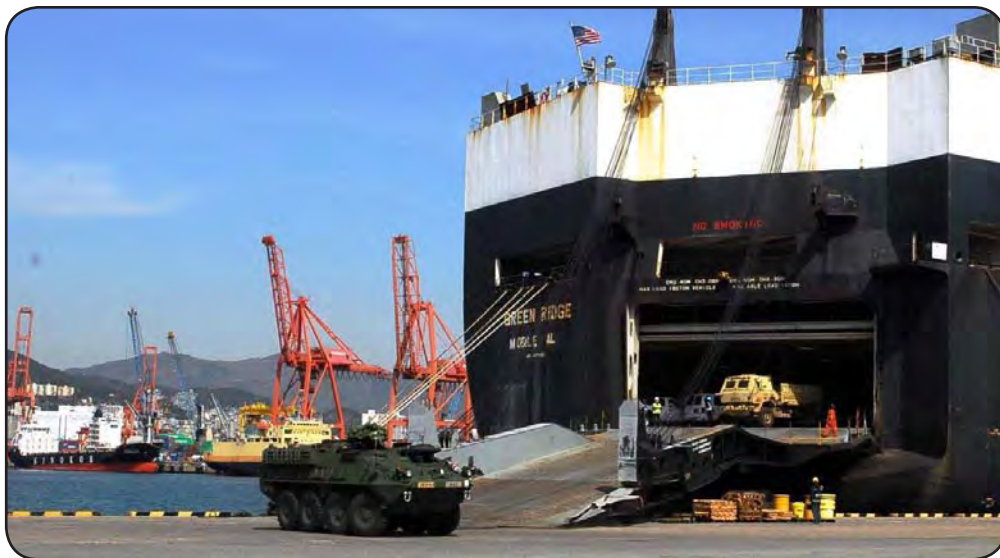
The 599th Transportation Brigade is headquartered at Wheeler Army Airfield in Hawaii. All U.S. Pacific Command service component commands are co-located on the island, making the location ideal for the group to effectively plan and coordinate with its leading supported units.

The unit's location also allows easy access to the Navy port at Pearl Harbor, Barbers Point Harbor, and close access to Honolulu's commercial ports.

The area of responsibility for the 599th is geographically the largest in the world: 52 percent of the Earth's surface, equal to about 105 million square miles.

The brigade is assigned three forward battalions operating across the theater, including the 835th Transportation Battalion in Okinawa, Japan, with a detachment at Singapore; the 836th Trans. Bn. in Yokohama, Japan, with detachments in Guam and Alaska; and the 837th Trans. Bn. in Daegu, Korea. Additionally, the brigade has a Naval Reserve unit assigned, SDDC 320, at Coast Guard Island, Alameda, Calif.

2011 saw changes to the way the 599th Transportation Brigade operates. To ensure uninterrupted service, transporters must first find and use



More than 30 Stryker Infantry Carrier Vehicles belonging to 1st Battalion, 21st Infantry Regiment, arrived at Pier 8 in Busan, South Korea, March 20, 2012, for the Foal Eagle exercise. The 25th Transportation Battalion, 19th Expeditionary Sustainment Command, and 837th Transportation Battalion were responsible for the download, clearance, dispatch and delivery of the Strykers. (U.S. Army photos)



alternate routes for every destination. Beginning in February 2011, the 599th arranged transport from Laem Chabang, Thailand, through Vostochny, Russia, to the final destination of Afghanistan using the Trans Siberian Railway for proof of principle on an

alternate route in support of Operation Enduring Freedom.

With the December 2011 closure of Pakistan's ground lines of communications to Afghanistan, the 599th teamed up with the 515th Air Mobility Operations Wing for multimodal shipping of combat equipment. This ensures uninterrupted supplies and equipment from the Pacific to the OEF area of operations.

Finding and using alternate ports is as important as maintaining alternate routes. Although the 599th Trans. Bde. had made use of several commercial ports and Pearl Harbor in the past, it

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Avram Fox, 836th Transportation Battalion, looks on as equipment is prepared for offload from a Landing Craft Utility 2000 Class vessel during Pacific Reach 2010 at Ito City, Japan. (U.S. Army photo)

599TH | Continued from Page 33

had never tested the Barber's Point Kalaeloa Harbor until the December 2011 loadout for the 25th Infantry Division's combat aviation brigade. The port proved ideal in terms of ease of use and access.

Additionally, the 599th supported Exercises Cobra Gold in Thailand; Balikatan in the Republic of the Philippines; and Key Resolve, Foal Eagle and Ulchi Freedom Guardian in the Republic of Korea. The 599th also provided a liaison to Talisman Saber in Australia, and to the Joint Reserve Training Center in Fort Polk, La., and the National Training Center in Fort Irwin, Calif.

835th Transportation Battalion

The 835th Trans. Bn. is located at Naha Military Port (Champion Base) on the Ryukyu Island of Okinawa, Japan. In conjunction with providing surface distribution and military water terminal services for cargo transiting the common user water terminals at Champion Base, Aja Commercial Port, Tengan Ammunition Pier, and White Beach Naval Pier, the 835th also provides storage, processing, documentation, in-transit visibility, accounting, customs, and port clear-

ance for all cargo transiting the ports. The 835th also deploys and conducts surface deployment, distribution, and water terminal operations to directly support and sustain units within the U.S. Pacific Command area of responsibility, or worldwide as directed.

The 835th conducts terminal operations with Soldiers, Department of the Army civilians, and Japanese national employees. Additionally, two contractors aid the battalion in the accomplishment of its mission, performing contract stevedore services and inland movement of cargo.

Although a vast majority of break-bulk cargo moves through Champion Base, the majority of containerized Department of Defense cargo moves



ABOVE: A UH-60 helicopter is loaded onto a vessel at Barber's Point Kalaeloa Harbor, Hawaii, Dec. 14, 2011, for shipment to Afghanistan. **LEFT:** Personnel assigned to the 837th Transportation Battalion help the Daegu Red Cross with its outreach to feed the homeless. (U.S. Army photos)

serves as the contracting officer representative for the Singapore Stevedore and Related Terminal Service Contract to monitor and ensure adherence to all contractual obligations. The Singapore Detachment supports all services on Okinawa to include the U.S. Marine Corps, the Army and Air Force Exchange Service, and the Defense Commissary Agency.

During 2011, the 835th Trans. Bn. supported three exercises and a real world operation, including Cobra Gold, Exercise Balikatan, and the PHILBEX Amphibious Landing Exercise.

Cobra Gold: During the multinational exercise Cobra Gold, deployment operations were conducted at Champion Base, Tengan Ammunition Pier. About 425 pieces of cargo and 35 ammunition containers were loaded onto the Motor Vessel Happy Delta. The deployment and distribution support team discharged all general cargo at the Port of Chuk Samet, Thailand, and discharged cargo and ammunition containers at Laem Chabang.

through Aja Commercial Port. Some break-bulk and containerized cargo operations also occur at Tengan Pier. In the event of surge ship operations, White Beach Naval Pier is used as a back-up port for break-bulk or containerized cargo.

MISSIONS AND ACCOMPLISHMENTS:

The 835th Trans. Bn. recently activated a detachment in Sembawang, Singapore. The detachment conducts surface deployment and distribution, provides in-transit visibility, and maintains oversight of Defense Transportation System cargo transiting through the Republic of Singapore.

The Singapore Detachment also

Upon redeployment at Champion Base, III Marine Expeditionary Forces cargo and equipment was discharged and the remainder was transported to Iwakuni.

Exercise Balikatan: During deployment, the 835th lift operations began March 20 at Champion Base and concluded at Tengan Ammunition Pier the next day. About 75 pieces of cargo, 30 ammunition containers, and one supercargo rider were loaded onto the vessel MV Advantage. Equipment, goods and supplies were provided in support of humanitarian civil assistance and civil-military operations.

For the redeployment phase, the 835th discharged ammunition containers at Tengan Ammunition Pier from the vessel MV Amalie Scan on May 13, and about 60 pieces of cargo at Naha Military Port on May 14.

Amphibious Landing Exercise (PHILBEX): The battalion's mission during the PHILBEX deployment phase was to conduct load operations of the III Marine Expeditionary Force's general cargo at Champion Base and Tengan Pier and to conduct discharge operations in Subic Bay, Republic of the Philippines, while maintaining full in-transit visibility and documentation. During the exercise redeployment phase, the 835th conducted wash-down procedures in Subic Bay, load operations, and discharged cargo and equipment back at home station.

Also in 2011, the 835th conducted air and water terminal operations in support of the Joint Special Operations Task Force – Philippines. Air terminal operations were conducted at Subic International Airport, while water terminal operations were conducted at Lower Baton Wharf and Hanjin Pier.

836th Transportation Battalion

The 836th Trans. Bn., known as "Team Fuji," has its headquarters at

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Yokohama North Dock in Yokohama, Japan, with detachments in Guam and Alaska.

The battalion executes command and control, surface deployment and distribution, and terminal operations support for U.S. Pacific Command elements in the mainland United States, Alaska and Guam, and in support of overseas contingency operations.

Team Fuji delivers equipment and sustainment on time by leveraging the capability of commercial ocean liner carriers; line-haul and barge transportation companies; and stevedoring companies to support the units and communities operating as part of U.S. Forces Japan, U.S. Alaskan Command, and Joint Region Marianas.

Additionally, the battalion can organize and deploy deployment distribution support teams and customer service teams, and can provide ocean cargo booking to meet a wide variety of operations throughout the U.S. Pacific Command area of responsibility.

The heart of the 836th Trans. Bn. is its professional workforce, and it is through the dedicated Soldiers, Department of the Army civilians, and local national employees that the battalion is able to deliver equipment on time throughout its AOR.

2011 MISSIONS AND ACCOMPLISHMENTS:

During 2011, the 836th conducted 29 ship operations in support of PACOM exercises and unit sustainment. The unit operated at nine seaports in Guam, Alaska, Japan, Australia and the Philippines.

In addition to supporting Cobra Gold, TurboCADs, Balikpapan, Talisman Saber, Key Resolve, Pacific Reach, and Yama Sakura exercises from Marine Corps Air Station Iwakuni, the battalion had several opportunities to meet global requirements for Operations New Dawn and Enduring Freedom through distributing foreign military sales materiel. Additionally, during

The area of responsibility for the 599th is geographically the largest in the world: 52 percent of the Earth's surface, equal to about 105 million square miles.

Pacific Reach 2011 Team Fuji had a unique opportunity to provide command and control of two Army watercraft and their crews during a bilateral exercise with the Japanese and USAR-Japan.

In mainland Japan, the battalion provided support to the Defense Logistics Agency prime vendor meeting subsistence needs for Joint Special Operations Task Force – Philippines and to the 404th Army Field Support Brigade's APS-4 site at Sagami Depot, Japan, by sending critical Class IX repair parts to Kuwait, Iraq and Afghanistan.

In Alaska, several units deployed and redeployed to and from Operations New Dawn and Enduring Freedom through the Port of Anchorage, a designated strategic seaport. The Alaska Detachment successfully deployed the 25th Infantry Division, 1st Stryker Brigade Combat Team and 4th Airborne Brigade Combat Team.

In addition to meeting Defense Transportation System requirements, the 836th has the responsibility of harbormaster operations at Yokohama North Dock, as well as maintaining community and bilateral relationships throughout Japan. In 2011, the harbormaster operations included berthing more than 90 vessels without accident. The battalion also supported the annual deployment of the Japa-

CONTINUED ON NEXT PAGE >



Lt. Col. Ameer Mico, commander, 835th Trans. Bn., and Sgt. Maj. Vickie Culp, battalion senior enlisted advisor, oversee the offload of Cobra Gold 2012 cargo at Chuk Samet, Thailand, Jan. 28, 2012. (U.S. Army photo)

nese Self Defense Forces Air Defense units' equipment to the United States for their annual exercise. The leaders of the 836th Trans. Bn. have a formal relationship with the Japanese Ground Self Defense Force Transportation School and provide mentorship to students and cadre on a routine basis.

837th Transportation Battalion

The 837th Trans. Bn. conducts surface deployment, distribution and water port terminal operations to directly support and sustain coalition forces within the Republic of Korea, and worldwide as required.

The battalion headquarters, located at Pier 8 in Busan, is postured to support operations at three strategic seaports, including Pier 8, Busan Newport and Chinhae. In addition, the 837th acts as the single port manager for secondary seaports on the peninsula, including Gwangyang, Incheon Mokpo, Pohang and Pyongtaek.

The battalion workforce includes more than 45 U.S. military personnel, Department of the Army civilians, and Korean national employees who play a pivotal role in ensuring the Warf-

During fiscal 2011, the 837th 'Kargo Kings' moved more than 1,606,500 square feet of cargo -- an average of 133,882 square feet per month.

ighter is supported to the maximum extent by providing a solid continuity base during U.S. personnel rotations. The 837th is a forward-deployed unit operating under armistice conditions and responsible for moving 95 percent of cargo for U.S. Forces Korea.

2011 MISSIONS AND ACCOMPLISHMENTS:

Joint Force support: During fiscal 2011, the 837th "Kargo Kings" suc-

cessfully moved 1,606,587 square feet of cargo -- an average of 133,882 square feet per month. Commercial industry played a vital role by providing the vessel capacity required to move the 13,661 containers and 2,032 pieces of break-bulk cargo. Of note, Pier 8 acted as an essential thoroughfare for 24 percent (384,489 square feet) of the cargo, with its longstanding safety record intact -- more than 970 days without an accident.

Chinhae ammunition operations:

The War Reserve Stockpile Allies-Korea, or WRSA-K, retrograde initiative continued with two missions in fiscal 2011. Each mission accounted for 1,250 containers and approximately 200,000 square feet of cargo, with a staggering combined net explosive weight of 11,301,593 pounds. In addition to WRSA-K, the 837th supported eight Military Sealift Command opportune lift ammunition missions, totaling 482 twenty-foot equivalent units and 1,110 pallets of ammunition.

Equipment fielding: The 837th continued providing Class VII fielding and retrograde support to MSC-K throughout fiscal 2011. The battalion facilitated inbound and outbound movement for 1,367 pieces of cargo via 15 commercial vessels. The multimodal movement effort with MSC-K and the MCB transported a wide range of cargo; everything from M1A1s to Bradleys to humvees.



Pete Lujan, chief of terminal operations for the 836th Trans. Bn., conducts a safety briefing before vessel discharge operations begin during a Balikatan exercise in the Philippines. (U.S. Army photo)





DSC

DEPLOYMENT SUPPORT COMMAND

Birmingham, Ala.

The U.S. Army Reserve Deployment Support Command is one of the newest Operational and Functional commands born of Army Transformation, and consolidates all Army Reserve surface mobility units under a single organization.

The DSC is a direct-reporting command of the 377th Theater Support Command in New Orleans, La., and is operationally controlled by SDDC.

The mission of DSC is to command, control and technically supervise Military Surface Deployment and Distribution Command -aligned Army Reserve units performing terminal, rail and deployment and distribution support missions and functions, and to provide technical training and readiness oversight to all Army units performing terminal, rail, and deployment and distribution support, movement control, and watercraft missions and functions.

Headquartered in Birmingham, Ala., DSC was established in March 2008, and gained operational control of 53 Army Reserve units in October 2008.

In September 2009, it gained command and control of four more transportation units consisting of more than 90 Soldiers. And on Dec. 31, 2009, DSC gained command and control of the U.S. Transportation Command's Army Reserve Element,



Deployment Support Command has a total strength of more than 2,700 Soldiers assigned to subordinate units located across 23 states. (U.S. Army photo)

located at Scott Air Force Base, Ill., which consists of 59 Soldiers. Additionally, by the close of 2012, DSC will gain command and control of nine more transportation units consisting of more than 320 Soldiers.

The DSC headquarters staff includes more than 120 Reserve officers, NCOs, Soldiers and civilians. The command has a total strength of more than 2,700 Soldiers assigned to subordinate units located across 23 states.

The Deployment Support Command is comprised of four transportation brigades, 12 Deployment and Distribution Support Battalions, and the Army's sole rail battalion.

Units aligned under DSC include:

1179th Transportation Brigade – located in Fort Hamilton, N.Y., consists of four battalions and 16 units;

1189th Transportation Brigade – located in North Charleston, S.C., consists of three battalions and 15 units;

1190th Transportation Brigade – located in Baton Rouge, La., consists of three battalions and 16 units;

1394th Transportation Brigade – located at Camp Pendleton, Calif., consists of two battalions and nine units;

757th Transportation (Rail) Battalion – located in Milwaukee, Wis., consists of four units.



ABOVE: Sergeant 1st Class Derrick Mincer, noncommissioned officer in charge of vessel operations, briefs team members during a 2011 repositioning mission at Military Ocean Terminal Concord, Calif. With support from Deployment Support Command, Mincer and about 50 other Reserveists (Army and Navy) were brought in to accomplish the mission. Mincer is assigned to the 1179th Trans. Bde., Fort Hamilton, N.Y. **BELOW:** A Reserve vehicle operator uses a TEREX to load a container aboard a train car at MOTCO. The container was one of about 262 offloaded during a 2011 pre-position mission there. (U.S. Army photos)



DSC HISTORY

The original Deployment Support Command -- established at Fort Eustis, Va., Oct. 1, 1998 -- was an active component unit assigned to the Military Traffic Management Command; the predecessor to SDDC.

The new Reserve command was

formed by consolidating the mission, functions and geographic area of responsibility of MTMC's former Eastern and Western Area Commands, headquartered at Military Ocean Terminal Bayonne, N.J., and Oakland Army Base, Calif., respectively.

In 2001, MTMC reorganized into a single operational headquarters split-

based at Alexandria, Va., and Fort Eustis. MTMC concurrently stood up its Operations Center at Fort Eustis and deactivated the Deployment Support Command on Nov. 7, 2001.

According to planners involved with the development of today's Deployment Support Command, the genesis for the command can be found in an Oct. 7, 2005, memorandum from the then-U.S. Transportation Command commander Gen. Norton A. Schwartz to Vice Chief of Staff of the Army Gen. Richard Cody. In that memo, Schwartz reportedly defined an objective for the "establishment of a Functional Readiness Command within SDDC to perform training and readiness oversight."

From supporting a preposition afloat mission at MOTCO, to port operations in Kuwait, to a JLOTS exercise in Morocco, today's DSC is fully engaged supporting the SDDC mission around the world.



TEA

TRANSPORTATION ENGINEERING AGENCY

Scott Air Force Base, Ill.

Within SDDC is the transportation engineering expertise of the Department of Defense. The Transportation Engineering Agency has a global impact on national defense, and plays a key role in ensuring U.S. military forces can respond successfully to any requirement anywhere in the world.

TEA's mission is to improve the global deployability and sustainment of U.S. Armed Forces by providing DOD with transportation engineering, policy guidance, research, and analytical expertise to support the National Military Strategy.

As the premier DOD deployment engineering and analysis center, TEA employs state-of-the-art computational and analytical tools, as well as the most advanced information system technologies to satisfy the Warfighter's total force projection needs.

Today's National Military Strategy is built on the military's ability to rapidly deploy, project and sustain Armed Forces anywhere in the world. These force projection goals are constantly evolving and becoming ever more demanding.

TEA supports these requirements with timely and accurate deployment



and surface distribution-related analyses and transportation engineering solutions.

TEA's highly motivated team includes civil, mechanical and computer engineers, operations research analysts, transportation specialists, computer specialists, engineering and computer technicians, and a diverse and highly skilled support staff.

TEA also serves as the surface component of the U.S. Transportation Command Joint Distribution Process Analysis Center, or JDPAC, providing analytical capability and engineering support to USTRANSCOM, its components, and the Joint Deployment and Distribution Enterprise community.

The Transportation Engineering agency is divided into three divisions: Deployability Division; the Office of Special Assistant for Transportation Engineering (SATE); and the Systems Integration Division.

Deployability Division

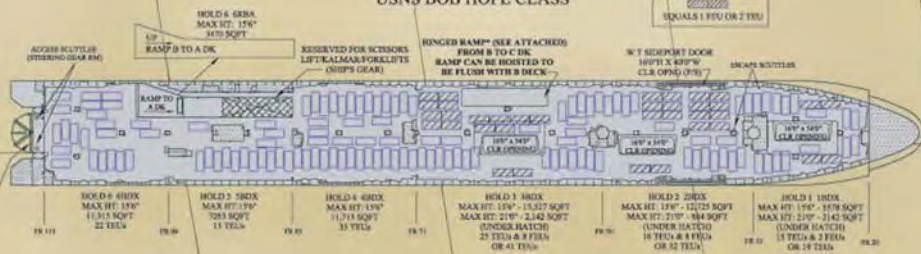
The Deployability Division provides transportation engineering, research and analytical expertise to improve the deployability of U.S. Armed Forces.

The Division evaluates the transportability characteristics of military materiel to ensure equipment moves safely and efficiently by current or future transportation assets. The divi-

DEPLOYABILITY DIVISION



LMSR (NEW CONSTRUCTION)
USNS BOB HOPE CLASS



Providing the analytical rigor to
make tough decisions easier.



sion conducts transportation engineering analyses of multi-modal nodes and networks that support power projection.

The division also assesses force deployability with complete, time-phased, origin-to-destination analysis of force closure. These assessments consider limitations and capabilities of the Defense Transportation System, transportability of individual equipment items, and Continental United States and Outside the Continental United States infrastructure. The Deployability Division helps shape the military by using sophisticated modeling, simulation, engineering and analysis to provide deployability solutions.

DEPLOYABILITY ANALYSIS

Deployability Analysis conducts programmatic and operational analyses and development of study plans, which includes assumptions, methodologies and metrics based on historical and current operational data using sophisticated modeling and simulation tools to assess transportation plans, including throughput, usage for nodes and routes, theater lift assets required and used, potential bottlenecks, constraints, and Reception, Staging, Onward movement and Integration. Analysts lead efforts supporting USTRANSCOM, Geographic Combatant Commanders, and Joint Service requirements, as well as Service-level

analysis for the Army.

Support includes assisting planners in the development and refinement of the Time Phased Force Deployment Data during deliberate planning, crisis action planning and exercises.

Force Projection is a key focus area, as well. Recent efforts include determining the correct number of DODX railcars required to support deployment operations and the associated cost related to the railcars. Another effort examines the cost-benefit analysis of infrastructure improvements of the nation's major ammunition ocean ports, Military Ocean Terminal, Concord, Calif., and the impact that would have on being able to meet the Warfighter's on-going requirements.

Other typical analysis efforts include determining the transportation requirements to deploy a force structure from its origin to destination, to include examining the variances of time and cost based on movement by air, sea or multimodal. Variations of this type of analysis include gauging the effects on deployment of forces of substituting or adding new equipment into its Table of Organizational Equipment.

Additionally, the Deployability Analysis branch contributes a major role to the Mobility Capabilities and Requirements Study, which is a joint, collaborative interagency study to assess the Joint Deployment Distribution Enterprise in support of the National Security Strategy.

TRANSPORTABILITY ENGINEERING

At the very foundation of force deployability is equipment transportability.

Transportability engineers work closely with requirements writers and equipment developers, including defense contractors, program managers and other government organizations throughout the acquisition life cycle, to influence the design of systems in favor of efficient transportability.

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TEA evaluates every aspect of an item's transportability characteristics, including design and concepts for employment of current and future transportation assets, weight, dimensions, deck strengths, lifting and tie-down provisions, interface with required transportation assets and infrastructure, and structural integrity.

This mission is accomplished through both advanced virtual simulations and live testing. These efforts ensure that fielded equipment design facilitates rapid force deployment.

Office of the Special Assistant for Transportation Engineering, and Programs for National Defense

Since 1991, the director of TEA has been assigned the role of the SATE.

The Office of the SATE traces its roots back to July 1955, when the chief of staff of logistics directed the chief of transportation to provide technical assistance to the services and military installations.

The chief of transportation established the SATE to provide consultation services to Army installations worldwide and coordinate all activities relating to transportation efficiency and safety.

The SATE staff advises the SATE and SDDC commanding general on transportation engineering policy matters. SATE also manages and executes the DOD Highways, Railroads, and Ports for National Defense Programs, and develops defense transportation engineering policy in concert with USTRANSCOM and the Office of the Secretary of Defense.

HIGHWAYS FOR NATIONAL DEFENSE

The Highways for National Defense, or HND, program identifies the minimum public highway infrastructure



that DOD needs to safely fulfill its mission; then integrates the public highway needs into civil policies, plans and programs.

HND also ensures the defense readiness capability of public highway infrastructure and establishes policy on how DOD uses the public highway system.

To accomplish these goals, the SATE works with the military services, major commands, installations, ports, U.S. Department of Transportation, U.S. Federal Highway Administration, the American Association of State Highway and Transportation Officials, state departments of transportation, and Congress.

STRAHNET

DOD's public highway needs are identified in the Strategic Highway Network, or STRAHNET.

STRAHNET is a system of about 61,000 miles of highways, including

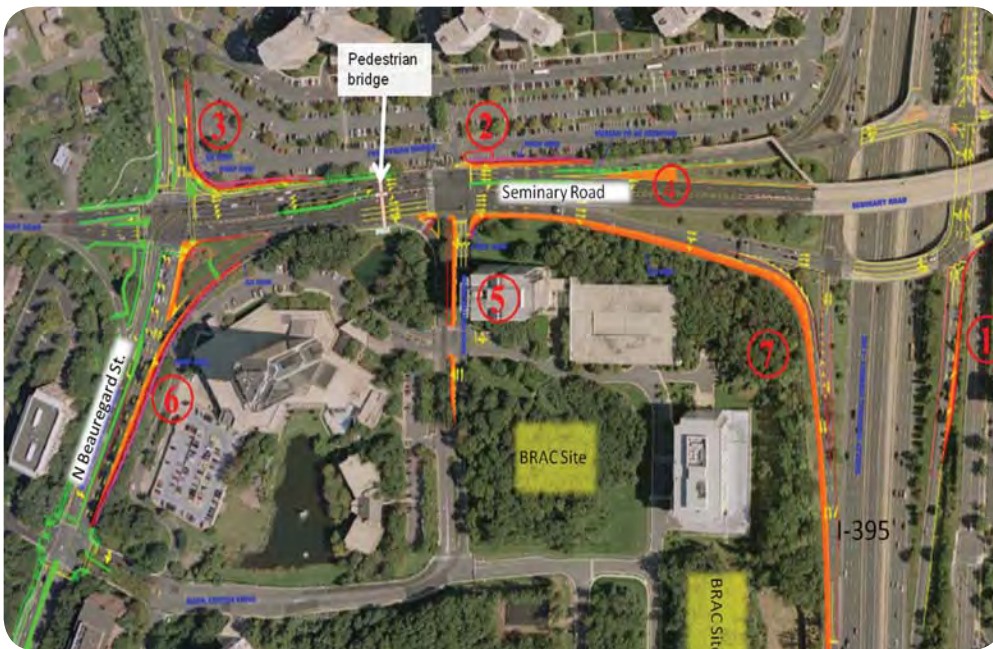
the Interstate System. An additional 2,000 miles of STRAHNET connectors link important military installations and ports. Together, STRAHNET and the connectors define the total minimum public highway network necessary to support DOD deployment needs.

RAILROADS FOR NATIONAL DEFENSE

The Railroads for National Defense, or RND, program ensures the readiness capability of the national railroad network to support defense deployment and peacetime needs.

The program integrates defense rail needs into civil-sector planning, affecting the nation's railroad system.

The RND program, in conjunction with the U.S. Federal Railroad Administration, established the Strategic Rail Corridor Network to ensure DOD's minimum rail needs are identified and coordinated with appropriate transportation authorities.



TRAFFIC ENGINEERING BRANCH

The Traffic Engineering Branch conducts engineering analyses and establishes guidance documents to reduce congestion and improve the safety, security and efficiency on DOD installation road networks and access control points.

The branch coordinates with various military service agencies to identify traffic problems and opportunities, and provides recommended solutions in the areas of gate design and layout, lane capacity, intersection design, signals, traffic management plans, signing, marking, road safety assessments, crosswalks and pedestrian safety, and policies and operation.



THE INTELLIGENT ROAD/RAIL INFORMATION SERVER

The Intelligent Road/Rail Information Server -- also known as IRRIS -- retrieves data about U.S. highways, bridges, traffic, military installations, and seaports. It accesses multiple military databases at once, including strategic seaports, installations, National Bridge Inventory, National Railway Network, and National Highway Planning Network.

IRRIS assesses data such as road characteristics, bridge locations, video logs of primary routes, feature attributes, and aerial photos and satellite imagery. The tool also provides real time travel information about traffic congestion, weather, road closures, and construction detours.

STRACNET

STRACNET is an interconnected and continuous rail line network consisting of more than 38,000 miles of track serving more than 170 defense installations.

RND works with state departments of transportation, the American Association of Railroads, the Surface Transportation Board, the American Railway Engineering and Maintenance of Way Association, the Railway Industrial Clearance Association, the U.S. Federal Railroad Administration, and individual railroad companies to protect this railroad infrastructure.

PORTS FOR NATIONAL DEFENSE

The Ports for National Defense program's primary goal is to ensure the identification, adequacy and responsiveness of defense-important port infrastructure in the continental United States.

Team members accomplish this goal

by visiting ports, analyzing strategic planning documents, providing input into the deliberate planning process, coordinating workload requirements with combatant commanders and SDDC, and working with governmental agencies such as the Maritime Administration.

DEFENSE ACCESS ROAD PROGRAM

The Defense Access Road, or DAR, program provides the means for Department of Defense to pay the defense fair-share portion for improving public highways serving defense installations in the event of sudden or unusual defense department-generated impacts.

In this capacity the DAR Program supports Base Realignment and Closure actions with several installations to ensure access road needs are met. The DAR Program also resolves defense public highway improvements at the least cost to DOD.

INFRASTRUCTURE

TEA conducts transportation engineering analysis of CONUS and OCONUS seaports, selected Army installations, airports, airfields, and the highway and rail networks that support Power Projection Platforms, or PPOs.

Much of the work of the Transportation Infrastructure contributes to the Highways, Ports and Railroads for National Defense Programs.

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Systems Integration Division

The Systems Integration Division is responsible for supporting TEA's global Defense Transportation Engineering efforts by developing and managing deployment and distribution and transportation engineering modeling, simulation and analysis tools; managing acquisition and distribution of authoritative transportation data; and providing analytical IT management and technical support to the Agency. Modeling and Simulation Branch

The Modeling and Simulation Branch, or SIM, manages the development and maintenance of the Agency's core deployment and transportation modeling and simulation analysis tools. The staff also partners with other JDPAC staff to provide M&S development and maintenance support to JDPAC and other DOD deployment and distribution analysis stakeholders.

Activities include functionality research, software and system development, and fielding, updating and modification of the Agency and JDPAC analytical toolkit. These state-of-the-art tools simulate the global movement of forces and sustainment through detailed representations of the transportation infrastructure, modeling the interaction of the infrastructure and transport systems with the transportability characteristics of the force.

DATA MANAGEMENT BRANCH

The Data Management Branch, or SID, develops, maintains, and analyzes transportation infrastructure data to support TEA's transportation engineering and deployability analysis functions. The branch applies commercial off-the-shelf geographic information system and imagery exploitation technology to create and maintain databases of military installations,



TEA evaluates every aspect of an item's transportability characteristics, including design and concepts for employment of current and future transportation assets ...

militarily useful seaports, and modal transportation networks. Civil engineers and analysts leverage geospatial tools and a variety of commercial and DOD intelligence data to analyze transportation infrastructure characteristics and capabilities and provide this data to other engineers and analysts within TEA and JDPAC to support downstream M&S-based deployment

and distribution analysis.

The branch also maintains the Joint Equipment Characteristics Database, which contains the transportability characteristics of all Army table of organization and equipment end items, U.S. Navy table of allowance Naval Construction Force equipment, and limited U.S. Air Force items. Staff, command, and field organizations use these data for standard reference in developing and reporting movement requirements. The data supports the U.S. Forces Command Computerized Movement planning and Status System, the Joint Operations Planning and Execution System, and a variety of deployment and distribution analysis requirements.

TECHNOLOGY BRANCH

The Systems Integration Technology Branch provides computer engineering and scientific technical support to the Agency and JDPAC. The team develops technical solutions for best hosting the organizations' computer and graphics intensive M&S and geospatial applications. The team also provides software engineering expertise to help guide application development using the best practices most appropriate to each analytic tool context.



SDDC

COMMAND OPERATIONS DIVISION

Scott Air Force Base, Ill.



Personnel assigned to SDDC's Command Operations Branch plan, direct, synchronize, coordinate and monitor global surface movements and port operations through subordinate operational commands and strategic sea-ports. (U.S. Army photo by Mark Diamond, SDDC Public Affairs)

SDDC Command Operations Branch (COB)

The SDDC Command Operations Branch -- which is comprised of both the Command Operations Center, or COC, and the SDDC Fusion Center -- is manned by active-duty and Reserve Soldiers, Department of the Army civilian employees, and several U.S. Air Force and U.S. Navy personnel.

The Command Operations Branch's core competencies are to plan, direct, monitor and assess surface deployment and distribution requirements for the Department of Defense. Ad-

ditionally, to provide oversight for exercises, contingencies, traffic management, transportation systems, and customer support, the COC maintains operational oversight of all SDDC operations 24 hours a day, 365 days a year.

Marisa Bealor, the deputy chief of the COB, said the command's brigades and commercial carriers are pushing up a great deal of data, and the folks in the COC and SDDC Fusion Center are taking that data, synthesizing it, linking it together, and pushing it up to the combatant commands, armed services, and so forth.

According to Tony Breeze, the COC's West Section chief, having enough information isn't a problem; he said having too much information is the problem.

"Not to oversimplify it, but we're information managers," explained Breeze. "We orchestrate this dance that occurs between higher requirements, lower requirements, and the flow of information between the two."

He said the Command Operations Branch takes all this information and

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The USTRANSCOM Fusion Center. (U.S. Army photo)

OPERATIONS

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creates a common operating picture, or site picture, that's valuable, understandable and actionable to everyone involved.

Bealor said the goal of the Command Operations Branch is to shape movement requirements before those requirements get "too far down the road."

"We want to make sure we've completely shaped these movement requirements with [U.S. Transportation Command], so when [the time comes], we can turn it over and say 'execute.' It's much more complicated than that, but the idea is to shape these requirements and get in the [combatant command] decision cycle far enough to the left of execution so we don't have those ripples, or problems."

Once the requirement is in execution at the brigade and battalion level, the Command Operations Branch begins directing, monitoring and feeding information back up the chain.

According to Bealor, the Command Operations Branch is constantly think-



U.S. Navy Lt. Cmdr. Kevin Crosby, COC Central Command team chief, is one of several joint service personnel who work in SDDC's operations center. (U.S. Army photo by Mark Diamond, SDDC Public Affairs)

ing outside the box.

She said the Northern Distribution Network, commonly called the "N-D-N," and the Trans Siberian Route are good examples of "thinking outside the box."

Before the NDN and Trans Siberian routes, cargo destined for U.S. troops in Afghanistan primarily entered the

country from the south (through Pakistan), or was flown in on U.S. military and commercial cargo aircraft. Using the NDN, cargo is delivered from the north, through several countries to include Estonia, Lithuania, Latvia, Russia, Georgia, Turkey, Azerbaijan, Kazakhstan, Kyrgyzstan, Tajikistan and Uzbekistan. Also from the north,

SDDC OPS BRANCH

PLAN | DIRECT | MONITOR | ASSESS

The Command Operations Branch of the Military Surface Deployment and Distribution Command is continuously sending and receiving information to and from higher headquarters, component commands, and subordinate units. The Ops branch uses this information to plan, assess, monitor and direct worldwide surface deployment and distribution operations for the Department of Defense.



“We orchestrate this dance that occurs between higher requirements, lower requirements, and the flow of information between the two.”



the Trans Siberian Route is used to transport cargo into Afghanistan via truck and rail through Russia, Kazakhstan and Uzbekistan.

“Today, people think the NDN is commonplace, but a couple of years ago we never imagined it would happen,” said Bealor. “And five years ago, who would have thought that we would be crossing Russia and Uzbekistan to take cargo into Afghanistan.”

She said the new routes give our nation’s military more options when

delivering equipment and supplies to troops in land-locked Afghanistan.

Whether transporting cargo to troops in Afghanistan, withdrawing military equipment from Iraq, or delivering humanitarian aid to victims of natural disasters around the globe, SDDC is always in motion.

SDDC Fusion Center

The SDDC Fusion Center is an integral part of U.S. Transportation Com-

mand’s Fusion Center.

Led by a branch chief and a division chief, the SDDC Fusion Center provides global surface deployment and distribution planning in a “fused” environment to develop courses of action for the Joint Deployment and Distribution Enterprise.

The SDDC Fusion Center is US-TRANSCOM’s focal point for ensuring end-to-end deployment and distribution operations meet the requirements of the Joint Distribution and Deployment Enterprise.

The Fusion Center is a unified, collaborative team consisting of the right people designed to blend strategic and operational planning to optimize enterprise executable plans. The Fusion Center also ensures unity of effort by synchronizing and coordinating capabilities focused on the customer’s mission and movement requirements.

The SDDC Fusion Center became a reality out of 2005 Base Realignment and Closure reorganization and 2006

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OPERATIONS

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USTRANSCOM transformation initiative, which directed the consolidation of Department of Defense transportation component commands to Scott Air Force Base, Ill. The SDDC Fusion Center stood-up in July 2007, joining Air Mobility Command's Tanker Airlift Control Center (U.S. Air Force) and Military Sealift Command (U.S. Navy) within U.S. TRANSCOM's Deployment Distribution Operations Center.

Utilizing various planning tools, in-transit visibility systems and collaborative team knowledge, the team's primary function is to act as a planning activity, conducting business case analyses, joint executable plans, and working in collaboration with Combatant Commanders and Transportation Component Command personnel to shape operational requirements.

The SDDC Fusion Center works hand-in-hand with all the Component Commands and USTRANSCOM branches to plan and synchronize end-to-end distribution solutions that support the Warfighter.

Global Container Management (GCM)

Global Container Management, or GCM, serves as the Department of Defense's single manager and authority for the control of DOD containers moving in or outside the Defense Transportation System until containers are returned to their owners. GCM is designated by U.S. Transportation Command as the global container manager.

GCM is composed of SDDC's Container Management Division, located at Scott Air Force Base, Ill., and the Army Intermodal and Distribution Platform Management Office, also known as AIDPMO, located at Tobyhanna Army Depot, Pa.

In August 2009, GCM developed a web-based course to facilitate distance learning. The application provides



Soldiers and commercial stevedores offload containers at Port of Tacoma.
(U.S. Army photo)

GCM serves as the DOD's single manager and authority for the control of DOD containers moving within the Defense Transportation System.

real-world training for all service members and civilians to effectively complete the container management processes in U.S. Central Command.

GCM provides container management training through many formats, from web-based training, Direct Connect Online, and trainers who travel to a specific location to conduct training.

Throughout 2011, GCM's Container Management Blackboard course certified more than 1,300 personnel.

In June 2011, GCM created the first container management smartphone application, which is available for both Apple and Android devices.

Additionally, the GCM training team initiated Defense Connect Online training in August 2011 and has conducted more than 20 training sessions.

In 2011, GCM trained more than 500 personnel in 12 units, to include Air Force, Marines and civilian personnel. They also trained three sustainment commands (Expeditionary), one sustainment brigade, and seven deployment and distribution support battalions. Container management training is also imbedded in the warrant officer basic and advanced courses at the U.S. Army Transportation School, Fort Lee, Va.

AIDPMO serves as the Army's manager for more than 242,000 Army-owned or leased containers, flatracks and other distribution platforms, with a total value in excess of \$1.2 billion. They also serve as the project manager for the Army Container Asset Management System, which was used in the 2012 DOD biennial container inventory, completed in fiscal 2012 by all services.

During fiscal 2011, AIDPMO funded 26 Maintenance Repair Programs worldwide, repairing more than 33,600 containers for deployment and redeployment, sustainment, and retrograde of materials to and from Operations Iraqi Freedom and Enduring Freedom. AIDPMO also provided on-site assistance in the inspection and maintenance of containers.

Through the container management division and AIDPMO, the combined effectiveness of GCM is critical to the global container management mission supporting the joint force.



DTTS

DEFENSE TRANSPORTATION TRACKING SYSTEM

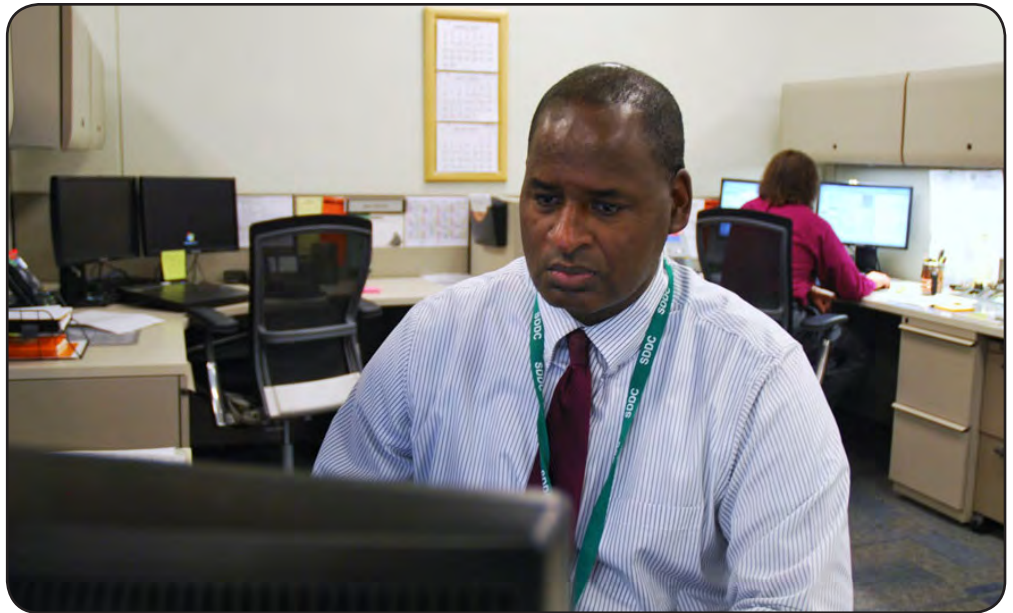
Scott Air Force Base, Ill.

In a remote area west of Charlotte North Carolina, late at night on an icy road, a commercial truck carrying a load of DOD ammunition slid off the road and into a deep ditch unseen by other vehicles traveling in the area.

In less than two minutes of this event, nearly 700 miles away, a member of the Military Surface Deployment and Distribution Command at Scott AFB, Ill., makes a phone call to police in the Charlotte area and directs them to the location of the truck and trailer.

Moments later the police are at the site of the accident and have requested an ambulance to transport the injured driver to the hospital.

This scenario actually happened, but thanks to the Defense Transportation Tracking System -- also known as DTTS -- the drivers received prompt medical support, the ammunition shipment was secured, and the commercial trucking company moving the shipment, along with the shipper and receiver of the ammunition, were all informed of the situation. That night, arrangements were made to get a qualified tractor trailer and driver team to take the load to its final destination in time to meet its required delivery date the next day.



Charles Giddens, an operations analyst with SDDC's Defense Transportation Tracking System division, tracks Department of Defense arms, ammunition and explosives shipments within the Continental United States. (U.S. Army photo by Mark Diamond, SDDC Public Affairs)

DTTS is DOD's way of keeping tabs on various types of sensitive and hazardous materials in transit, while also providing instant communication to help SDDC -- and drivers and emergency responders -- deal with unexpected situations.

"DTTS provides the Services with a closed loop tracking system for much of its high security risk cargo," said Dan Bradley, DTTS program manager. "If an installation transportation officer requests satellite tracking, then we track the shipment from departure at origin until it arrives at destination. If the shipment is delayed due to an emergency situation such as an acci-

dent or even a mechanical breakdown, DTTS is involved. We take actions on behalf of the shipper to help keep the shipment moving and we stay connected to the shipment until it arrives at destination."

Using satellite communications, DTTS tracks Department of Defense Arms, Ammunition and Explosives, or AA&E, and other sensitive material traveling across North America via commercial carriers. The system supports SDDC's goal of providing in-transit visibility and total asset visibility on AA&E shipments and

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Using the Defense Transportation Tracking System, operations analysts can track Department of Defense arms, ammunition and explosives shipments within the Continental United States (U.S. Army graphic)

DTTS | Continued from Page 49

other sensitive or classified cargo. As part of SDDC's support of the total force, DTTS-approved carriers operate trucks for every U.S. military service.

DTTS receives periodic updates from satellite-equipped trucks in transit around the clock. These updates provide DTTS with information on the truck's position and status, and the satellite data is matched with information from a DTTS database concerning the truck's cargo, origin and destination.

Additionally, each truck is equipped with a "panic" button that allows carriers to inform DTTS within seconds of any emergency during transport. Once DTTS analysts receive a message about a potential issue, they engage with all appropriate agencies to mitigate the situation. The ability to provide DOD leadership or civilian first responders with up-to-the-minute information about any incident is central to the DTTS mission.

In the event of a major emergency, DTTS personnel contact civilian first responders (typically the police who

contact fire, emergency medical technicians, and others as needed) with as much information they have at the time, and make them aware of the type of cargo on the truck. This information can be critical on site since it may dictate how emergency personnel respond to the accident scene.

In February 2010, an added measure to increase the security of the DOD's high security risk shipments, DTTS implemented trailer tracking. The Intelligent Road/Rail Information Server, or IRRIS, program management office partnered with the information technology company, GeoDecisions, to expand DTTS capability in this area.

In addition to the ability to independently track trailers, the system informs DTTS analysts when a trailer is unhitched from its truck or the trailer door is opened. With trailer tracking, DTTS can track a shipment even if the trailer is separated from the truck, allowing even greater in-transit visibility. This capability is how DTTS personnel were alerted to

an accident in the scenario highlighted at the beginning of this article. During the accident, the tractor and trailer became un-tethered, and DTTS received a satellite message indicating an unplanned un-tether event which prompted the analyst to call local police to investigate.

"A lot of systems provide in-transit visibility for DOD cargo," says Bill Maham, DTTS Operations and Technology Branch chief. "The difference is our DTTS team can do more with that ITV than just tell you when the shipment departed origin or arrived at destination.

"We use our tools to ensure shipments are getting proper safety and security oversight. And with our unique standard operating procedures, when an emergency does happen, we can respond like a precision drill team."

Most shipments move without a hitch, but with tens of thousands of shipments moving each year, issues are bound to arise. And when they do, DTTS is there with the primary mission focus to keep proper authorities informed, and do what they can to keep the shipment moving.



DP3

DEFENSE PERSONAL PROPERTY PROGRAM

Scott Air Force Base, Ill.

Military Surface Deployment and Distribution Command is the executive agent for the Department of Defense Personal Property Program that negotiates and administers expenditures of nearly \$2.2 billion each year to move servicemembers, civilian employees, and their families in support of the DOD mission.

In 2011, the Defense Personal Property Program – also known as DP3 – handled more than 550,000 personal property shipments — including non-temporary storage — and transported more than 2.2 million tons of personal property all over the world.

SDDC manages DP3 with the goal of improving the quality of life for our military personnel and civilian employees and their families by making their personal property moves as smooth as possible.

Defense Personal Property System (DPS)

To support DP3, U.S. Transportation Command developed the web-based Defense Personal Property System, or DPS.

DPS automates and simplifies the move process and provides 24-hour access to personal property shipment information so servicemembers and their families can view or update their information at anytime throughout the moving process.

DPS provides direct communication between the member and the Transportation Service Provider, or TSP, and is available from any location with internet access.



One of the cornerstone tenets of DPS is to identify high quality TSPs and reward them with continued business. DPS accomplishes this through the “Best Value Score” methodology in which TSPs are scored and ranked by their performance and cost. TSPs with higher best value scores are awarded more shipments.

Customer Satisfaction

Customer satisfaction is a key component of the Best Value TSP evaluation process. In fact, 50 percent of the best value score for selecting a TSP is based on the accumulated results of individual Customer Satisfaction Surveys, or CSS, collected after each move. The higher the average CSS score each TSP receives, the more likely that TSP is to be selected for future moves.

The CSS is a 12-question survey accessible via the web that allows the member (or his or her spouse) to rate the service provided by the TSP. The

goal of the survey is to improve the overall move experience by ensuring only quality moving companies are used to move DOD personal property.

Outreach programs are in progress to increase awareness and encourage the completion of the survey after each move. These programs include base videos, news articles, and DPS system reminder emails sent a few days after each shipment delivery.

Peak Moving Season

Each year, about 200,000 DOD and U.S. Coast Guard household good shipments are slated for movement during the summer months. These shipments compete with private sector moves creating a phenomenon in the transportation industry called the “peak season.”

This peak season runs May through August each year with the “peak of the peak” occurring between Memorial Day and July 4.

SMOOTH MOVE

TIPS FOR PCS SUCCESS

SDDC officials want servicemembers, federal employees and their families to know a smooth move for household goods is possible during peak moving season with proper planning and attention to detail:

- Create a personal moving calendar with checklists, phone numbers and links to critical moving processes and information.
- Your Transportation Office or Personal Property Shipping Office is the primary point of contact for customer service.
- Once you get your orders and know the dates you want to move, immediately start the moving process. Contact your TO/PPSO to learn all options available to you, including a Personally Procured Move. The sooner you start the better chance you have to lock in your preferred move date.
- Moving in the summer months (May through August) is extremely busy with Memorial Day to July 4 being the busiest moving time of the year. Since requested pickup and delivery dates may not be available, flexibility is important and building extra time into your schedule for unforeseen circumstances is recommended.

- Once your move dates are requested, don't assume they are set. Move dates are not confirmed until you coordinate with your Transportation Service Provider (the company contracted to do your move).
- Pack, pickup and delivery dates are usually scheduled on weekdays. You or your designated representative must be available between the hours of 8 a.m. and 5 p.m. You don't want to miss your move dates as this will cause unnecessary hardship on everyone and possibly extra expenses for you.
- Have a good estimated weight of your personal property. A quick method for estimating your weight is to calculate 1,000 pounds per room. A more accurate estimate can be made using the weight estimator found at move.mil (DOD Servicemembers and Federal Civilians (DOD) Tab > Weight Allowance Tab > Weight Estimator Tab). Keep in mind this is only an estimate and each individual shipment will vary.
- Moving is a good time to dispose of unnecessary items. This will help you avoid excess weight charges if your shipment is close to the authorized weight allowance. You don't want to ship and pay for something you don't want.
- You can request a reweigh of your personal property shipment at no cost to you. This is done when you are near or over your weight allowance.
- If you are making more than one shipment, make sure you clearly sepa-

rate them at your residence. Packing and loading for multiple shipments should be scheduled on separate days to avoid confusion. You want the right items going to the right destination.

- [Move.mil](http://move.mil) places you in direct contact with your moving company to manage the movement of your personal property. It is extremely important to keep your contact information (phone number and e-mail address) updated in move.mil.
- If you have a delivery address for your personal property and want direct delivery, it is important to work closely with your moving company to arrange delivery and avoid your personal property being placed in temporary storage.
- You can find the "It's Your Move," "Shipping Your Privately Owned Vehicle" and "Storing Your POV" pamphlets on the move.mil website. These pamphlets provide explanations on responsibilities for personal property and POV shipments and are a great source for additional moving tips to help you prepare for the move.

QUESTIONS?

For questions or concerns about the moving process, the first stop for assistance should always be your local Personal Property Shipping Office or Installation Transportation Office. However, if you experience technical problems while using move.mil, the System Response Center help desk is there to help. Call (800) 462-2176 or 618-220-SDDC (DSN 770-7332), or send an email message to sddc.safb.dpshd@us.army.mil.



G9

STRATEGIC BUSINESS DIRECTORATE

Scott Air Force Base, Ill.

Military Surface Deployment and Distribution Command's Strategic Business Directorate is solely responsible for managing the command's business services in support of global national defense objectives.

The directorate serves as the Department of Defense liaison to the traffic management shipper community and both domestic and international commercial transportation industry.

Business Integration Branch

The Business Integration branch provides functional level global customer service by receiving, managing, disseminating and storing advisories concerning all matters of movement and logistic support to DOD, supported agencies and transportation service providers.

Business Integration receives, processes and issues rate quotes and cost estimates for all types of intra- and inter-theater movements of DOD cargo to include movements supporting deployment, redeployment, and sustainment moving port-to-port, door-to-door, and over-ocean containerized and break-bulk cargo.

The branch receives, reviews and, if deemed appropriate, processes inquiries and complaints ranging from billing anomalies, to assets not spotted



Dennis White of the Special Requirements Branch, briefs attendees Oct. 19 during the SDDC 2011 Traffic Management Workshop in St. Louis.
(U.S. Army photo by Mark Diamond, SDDC Public Affairs)

correctly, to routing issues, to the carrier selection processes.

Business Integration plans and executes the SDDC Traffic Managers Transportation Training Workshop, which is comprised of functional type training targeted at GS-3/E-4 to GS-12/O-4 level at all DOD shipping and transportation activities. The Training Workshop encompasses all major facets of transportation and logistics services to the DOD community, from TC-AIMS to deployment and redeployment.

The Business Integration Branch also is the G9 proponent for the Customer Assistance Visit program, which responds to inquiries for assistance with transportation matters by scheduling technical or functional visits by

subject matter experts in an effort to correct, educate or update the knowledge base of DOD transportation and shipping personnel. The office receives and processes the GFM override report by reviewing and evaluating movement details of the selected carrier, cost of move and, if warranted, report findings to the respective service headquarters for explanation or remedy.

Business Integration also receives, reviews and, when appropriate, issues Letters of Essentiality to U.S. states declaring the movement of oversized cargo critical to the immediate mission and security of national defense.

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This Vietnam-era photo shows military equipment loaded onto U.S. Army-owned railcars. SDDC's Rail Fleet Management Branch owns and manages the Defense Freight Railway Interchange Fleet; more than 2,000 freight cars purchased by any of the services for use by the nation's commercial railroads. INSET PHOTO: During the 2011 Traffic Management Workshop in St. Louis, George Gounley of SDDC's Strategic Business directorate gave a briefing used to help government transportation officers learn the in's and out's of shipping their cargo by rail. (U.S. Army photos)

BUSINESS | Continued from Page 53

The intent of the LOE is to provide justification to a state to facilitate accelerated handling of the service providers request for permit to move DOD cargo. An LOE is not an application for permit, nor does it guarantee issuance of permits.

Domestic Quality Assurance Branch

The Domestic Quality Assurance Branch evaluates applications and administers and maintains the Freight Carrier Registration Program for more than 1,300 transportation service providers, or TSPs, to transport DOD freight traffic, including freight-all-kinds; arms, ammunition and explosives; and sensitive ship-

ments. The branch ensures TSPs are in compliance through the Department of Transportation's Compliance, Safety and Accountability program and are performing at or above standards.

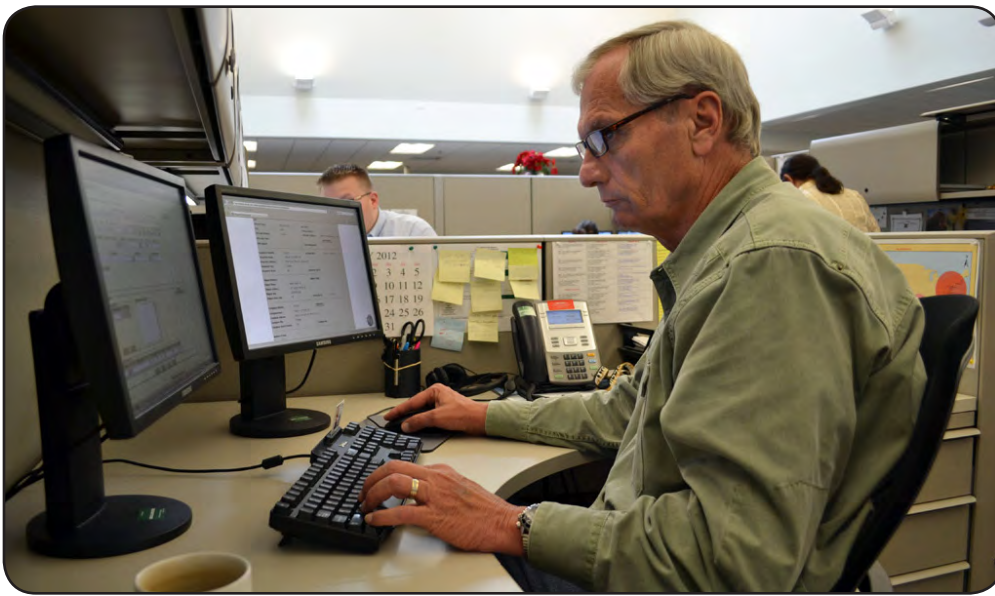
The branch also provides assistance to the transportation office on performance issues, transportation disputes (i.e., cost analysis to determine validity and propriety of payments), and provides technical advice to all shipping activities.

The branch is also the liaison with financial centers, service headquarters, General Services Administration, and US BANK; manages the Government Cargo Recovery Effort program to ensure astray freight is identified and disposition instruction is provided; and administers the Transpor-

tation Safety and Security contract, to include contracting officer representative duties and scheduling inspections.

Rail Fleet Management

The Rail Fleet Management Branch owns and manages the Defense Freight Railway Interchange Fleet, which are freight cars purchased by any of the services for use by the nation's commercial railroads. The more than 2,000 cars in the fleet are identified by the DODX reporting marks stenciled on them. Most of the Defense Freight Railway Interchange Fleet is used to move military vehicles, but containers of ammunition and unit equipment, aviation fuel, ship parts and spent fuel, and missile motors are also carried. The branch maintains the cars, distributes empty cars for timely loading, and tracks the



John Inman of G9's International Processes, Systems and Documentation Division, verifies ocean cargo documentation. (U.S. Army photo by Mark Diamond, SDDC Public Affairs)

movement of both DFRIF and railroad-supplied cars carrying military cargo. The railroads pay SDDC for each mile DFRIF cars move under load and these payments are normally sufficient to pay for all costs of maintaining and managing the DFRIF.

Lean Six Sigma

The Lean Six Sigma office manages the Continuous Process Improvement program using the LSS methodology, and advises higher echelons on all aspects of CPI and LSS implementation. The LSS office reports LSS training and project results to the SDDC G9 directorate, SDDC command group, and Army Material Command.

The LSS office also provides project coaching and oversight, manages LSS training, and supports battalions, brigades and staff organizations in application of LSS methodologies, tools and techniques.

Special Requirements Branch

The Special Requirements Branch offers tender negotiation (500,000 series tenders) and Federal Acquisition Regulation contract service to shipping activities by acting as the li-

aison between transportation officers, customers, and the commercial carrier industry.

SRB provides negotiation services for movements between TOs and industry partners, which includes 25 truck and railcar loads, 500,000 pounds or greater, or when no rates are on file (i.e., overdimensional or overweight cargo). The branch also offers short term, spot bid, and one-time only movements assistance to establish or adjust rates and accessory services to meet customer requirements.

The branch also is highly involved in providing support to the Defense Logistics Agency and Federal Emergency Management Administration for disaster relief efforts, with cooperation from the motor carrier industry, to transport supplies to designated disaster areas.

In providing Tender Entry On the Web, or TEOW, oversight, SRB advises and assists TSPs with TEOW issues. SRB updates and maintains the weekly Diesel Fuel Surcharge rates and percentages on the SDDC public website, as well as addresses any FSC issues, such as policy updates and changes in FSC guidance.

SRB is also the point of contact for requesting assistance in establishing

Federal Acquisition Regulation contracts in support of customer repetitive movements. In an effort to locate cost effective transportation services for the SDDC customer base, branch personnel perform cost analyses by comparing transportation requests to find the most viable and cost efficient means in which to support SDDC customers.

Transportation Policy and Procedures Branch

The Transportation Policy and Procedures Branch is the command's lead office for domestic freight rules, regulations and publications. The branch is also the focal point for hazardous materials and arms, ammunition and explosives shipments.

The team actively works to provide transportation solutions for customers through policy reviews, management of transportation contracts, and functional oversight of the Global Freight Management system.

Within the branch, the freight routing team reviews and approves domestic AA&E and sensitive shipment requests to ensure minimum Transportation Protective Services requirements are met. Additionally, the team completed a Lean Six Sigma project that significantly reduced shipment planning errors by shippers moving sensitive and AA&E cargo. As a result, certain approved shippers are now able to self-validate shipments without direct SDDC assistance.

International Processes, Systems and Documentation Division

The International Processes, Systems and Documentation Division is the command's central authority for customs clearance, manifest data, transportation control and movement data, transportation discrepancies, shipper performance and ocean car-

- See **BUSINESS** on Next Page

rier in-transit visibility worldwide. The division is comprised of three branches, including: Cost and Billing; Processes and Systems; and Ocean Cargo Documentation.

COST AND BILLING BRANCH

The Cost and Billing Branch is the Strategic Business directorate's newest branch, charged with overseeing U.S. Central Command container detention and reefer maintenance invoice certification; acting as DOD Transportation Discrepancy Reports program manager; and ensuring claims process effectiveness.

Within the TDR program manager role, the branch is responsible for Defense Transportation Regulation chapters 210 and 211, Discrepancy Identification System functionality, and TDR training at all levels throughout the Enterprise. The team has used LSS projects to reduce invoice processing time from an average of 90 days to only eight days. The team also improved the TDR process, decreasing stakeholder handling from nearly 120 to an average of less than 50 days, and a 600 percent increase in monetary reimbursements to the government.

PROCESSES AND SYSTEM BRANCH

The Processes and System Branch is responsible for establishing policy and improving business processes through synchronization with customers and partners. Other areas include Customs; USTRANSCOM Reference Data Management and Defense Transportation Regulation updates; and Contract Officer Representative for GATES/PAT/10+2 performance metrics and customer training.

This team was instrumental in identifying requirements, testing and fielding USTRANSCOM's first successful IT convergence. Convergence of both air and surface capabilities into a single Port Management System was directed by USTRANSCOM on April 20, 2006.



Jim Coe, SDDC Strategic Business directorate, gives a Lean Six Sigma briefing during the SDDC 2011 Traffic Management Workshop.

(U.S. Army photo by Mark Diamond, SDDC Public Affairs)

Migration of GATES and Worldwide Port System, or WPS, functionality into a single port management system servicing aerial and surface ports is a significant milestone toward furthering Joint Distribution operations. The integration of these two systems supports command initiatives such as the Joint Task Force Port Opening by providing joint response teams with a single system for aerial and surface port operations. The integration effort will also centralize training development and help-desk support, improving efficiency and effectiveness.

Synthesis to a single system is in keeping with the Clinger Cohen Act of 1996, enacted to provide guidance to federal agencies for streamlining and shaping information technology acquisition, management and implementation.

GATES provides mission support for the movement of all DOD cargo worldwide via surface similar to the Legacy WPS sealift capability.

GATES was successfully fielded in less than nine months at 37 strategic global locations. More than 2,500

students were trained, as well as the establishment of formal classroom training at the U.S. Army Transportation School at Fort Lee, Va.

The successful execution of the GATES/WPS convergence effort has enabled the TRANSCOM, AMC and SDDC team to leverage future distribution enterprise solutions.

OCEAN CARGO DOCUMENTARY BRANCH

The Ocean Cargo Documentation Branch manages the worldwide ocean cargo documentation processes during peace and wartime, and performs quality control of cargo data using various automated transportation systems. The team is responsible for managing the custom clearance process and made tremendous progress in improving the Levy Exemption Waiver process for the movement of Foreign Military Sales cargo, sustainment, and unit cargo destined to Iraq.

Branch personnel were also instrumental in the development and creation of the Lift On Board Portal, an automated web repository designed for commercial ocean carriers to upload cargo lift data to indicate cargo departing from a Seaport of Embarkation. It is designed to validate carrier lift data and will support the timely and accurate manifesting of Defense Transportation System ocean surface cargo leading to improved cargo visibility and cargo payment processing.

Global Business Development Division

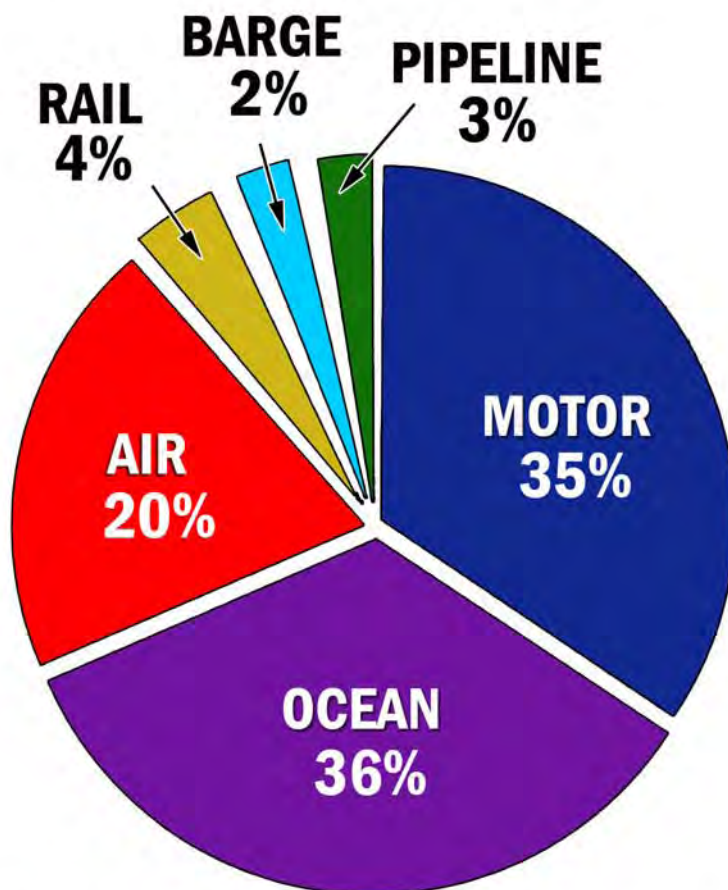
The Global Business Development Division encompasses three branches, including the Global Distribution Synchronization Branch, the Business Development Branch, and the Carrier Services Branch.

GLOBAL DISTRIBUTION SYNCHRONIZATION BRANCH

The Global Distribution Synchronization Branch serves as the command's global manager for the cargo booking process and the execution of

FISCAL 2011 CARRIER REVENUE

\$3,041,087,660
(8.8 Million Transactions)



(NOTE: Numbers and percentages are rounded off to the nearest dollar amount or percentage)

ordering officer duties as outlined in the applicable ocean contract.

The branch also provides centralized global management oversight and support to transportation offices, and administers the Ocean Cargo Clearance Authority function for the command, to include the efficiency of cargo bookings with commercial carriers.

The Global Distribution Synchronization branch assists the command in systemically identifying and prioritizing long-range objectives and programs for surface cargo movement.

The branch also coordinates with USTRANSCOM for distribution guidance; serves as functional manager for Integrated Booking System Sustainment Program; works with the transportation community to continually improve automated support to optimize efficiencies and customer service; monitors, directs and controls the direct booking process for compliance with applicable contracts and laws governing Voluntary Intermodal Surface Agreement, or VISA, priority; approves Foreign Flag Waiver requests; and provides guidance to Foreign Military Sales, or FMS, program managers on the surface capabilities for moving cargo within the Defense Transportation System.

COCOM SUPPORT BRANCH

The COCOM Support Branch is the command's lead office for international Federal Acquisition Regulation-based contract facilitations and one-time-only movements. The team awarded and implemented DOD's largest transportation contract, the Universal Services Contract, providing the Warfighter multiple options for the shipment of time-critical equipment.

In partnership with SDDC's G3 Operations directorate, USTRANSCOM, and stakeholders, the Business Development branch outlined requirements to establish routing rates for the Northern Distribution Network, vital to supporting supply movements for Operation Enduring Freedom.

Equally critical, the Business Development

team is aggressively working with USTRANSCOM Acquisition to solicit movement rates for the Regional Domestic Contract, which will support shipments between the Continental U.S., Alaska, Puerto Rico, Hawaii and Guam.

GLOBAL CONTRACT COMPLIANCE BRANCH

The Global Contract Compliance Branch is responsible for developing and managing quality assurance surveillance plans governing ocean

contracts.

The team created a new operational logic for calculating shipment required delivery dates in Integrated Booking Systems for cargo moving under Universal Service Contract 6. The new method has improved shippers' ability to construct and harmonize realistic RDDs with commercial ocean vessel schedules.

The result of this effort is greater visibility and measurement of ocean carrier performance and, ultimately, increased support to the Warfighter.



THE ROAD TO SDDC

AND RECENT HIGHLIGHTS

Military Surface Deployment and Distribution Command traces its organizational lineage to the Army's former Office of the Chief of Transportation, established July 31, 1942.

However, it wasn't until 14 years later that the Department of Defense established a separate agency to carry out traffic management functions. On May 1, 1956, SDDC's original mandate began when the Secretary of Defense designated the Secretary of the Army as the single manager for military traffic within the United States.

A few months later, on July 1, 1956, the Army established the Military Traffic Management Agency, or MTMA, to carry out those single-manager

functions. Originally, MTMA did not operate military ocean terminals, a function held by the U.S. Army Transportation Terminal Command (a Transportation Corps component).

Although the original MTMA did not feature port commands, it did include five regional offices, including Eastern (Pittsburgh, Penn.); Western (Oakland, Calif.); Central (St. Louis, Mo.); Southwestern (Dallas, Texas); and Southeastern (Atlanta, Ga.).

MTMA lasted only five and a half years. As part of his overall DOD restructuring, Secretary of Defense Robert McNamara transferred the organization to the newly established Defense Supply Agency. On Jan. 1, 1962, he re-designated MTMA as the Defense Traffic Management Service, or DTMS.

At that time, Army Materiel Command was responsible for the military ocean terminals. However, DOD and congressional concerns over dupli-

TIME LINE

(AND OTHER FACTS)

MTMTS Activated -- Military Traffic Management and Terminal Service activated Feb. 15, 1965.

MTMC Grows -- On July 31, 1974, MTMTS was re-designated as Military Traffic Management Command, or MTMC. MTMC gained control of Army water terminals in Europe, starting in 1976. In the late-70s, MTMC's reach included terminals in Okinawa and Japan, and by 1984, ports in South Korea.

USTRANSCOM is Born -- The Goldwater-Nichols Act of September 1986 directed the Defense Department to consider creating U.S. Transportation Command. The command was activated in October 1987 with a mission limited to coordinating defense transportation in crisis or war. USTRANSCOM gained the peacetime mobility mission in February 1992, and became the Distribution Process Owner in September 2003.

cation in military logistics soon led to further reorganizations. After a detailed reexamination of the Defense Transportation System, McNamara designated the Secretary of the Army as the single manager for military traffic, land transportation, and common-

IT'S A FACT



SDDC Cannons -- Two 1857 Napoleon guns are installed outside SDDC headquarters at Scott AFB. Before coming to Scott, the weapons were set at the front of SDDC's operational headquarters at Fort Eustis, Va. Before that, they were located outside Gilbreath Hall at Oakland Army Base, Calif., Military Traffic Management Command's Western Area headquarters from 1965 to 1998.

SDDC and AMC -- SDDC became a major subordinate command of Army Materiel Command on Oct. 16, 2006, for administration, while retaining its operational ties with USTRANSCOM.

Consolidated Ops Center -- Maj. Gen. Kenneth L. Privratsky, MTMC commander from 1999 to 2002, consolidated the entire SDDC operations staff at Fort Eustis in November 2001.

user ocean terminals on Nov. 19, 1964.

To execute this centralized management concept, a joint service planning staff formed to establish the Military Traffic Management and Terminal Service, or MTMTS.

DOD formally activated MTMTS as a

Eustis to Scott, Phase 1

-- In 2007, the first phase of the project, the relocation of the SDDC headquarters staff elements from Alexandria and TEA from Newport News, Va., to temporary quarters at Scott AFB, Ill., was completed. The move plan provided continuation of support to SDDC customers while lead elements establish mission capabilities at Scott AFB.

jointly staffed Army major command on Feb. 15, 1965, and the new command assumed all responsibilities assigned to the DTMS and the terminal operations functions of the U.S. Army Supply and Maintenance Command (a component of the AMC).

With the approval and publication of its single-manager charter on June 24, 1965, MTMTS joined the U.S. Air Force's Military Air Transport Service (known today as Air Mobility Command) and the U.S. Navy's Military Sea Transport Service (known today as Military Sealift Command) in providing complete transportation services to the DOD.

The formation of the MTMTS resulted in tremendous change in the command's organization. Because MTMTS now operated military ocean terminals, it focused its area command structure on ports. Upon the command's formation, the former eastern traffic region headquarters moved to Brooklyn, N.Y., and became Eastern Area. Western Area headquarters (formerly a traffic region) remained at Oakland, and MTMTS abolished the southwestern and southeastern field offices. For two years, however, MTMTS retained its Central Area command in St. Louis.

In 1966, the Transportation Engineering Agency (located at Fort Eustis, Va.) -- the Army's only activity with traffic and transportability engineering expertise -- became a major component of MTMTS. To streamline operations further, MTMTS dises-



Leaving Hoffman Building -- On Sept. 30, 2008, the last of SDDC personnel departed and offices officially closed at the previous command headquarters in Alexandria, Va., culminating the headquarters almost 43-year presence in Northern Virginia.

established that headquarters in early 1967 and transferred its functions to Eastern Area. MTMTS maintained its Eastern Area Headquarters in Brooklyn until September 1975 when it moved Bayonne, N.J.

MTMTS provided support for the Vietnam War through cargo operations at its military ocean terminals at Oakland (MOTBA); Bayonne, New Jersey (MOTBY); and Sunny Point, N.C. (MOTSU), as well as commercial ports. In the earlier years of the war, MTMTS shipped Soldiers by surface from its Western Area (primarily Oakland). By 1967, as troops rotated to Vietnam in small groups or individually, fewer Soldiers went by surface; most were airlifted to the theater.

As a means of easing serious congestion and ship delay, MTMTS in 1966 initiated a practice of sending full shiploads to single ports of debarkation in theater whenever possible. It continued this practice throughout the war. Between 1965 and 1969, MTMTS in conjunction with the Military Sealift Command, transported more than 22 million short tons of dry cargo and more than 14 million short tons of bulk petroleum to Vietnam.

On July 31, 1974, MTMTS was re-designated as the Military Traffic

-- See **HISTORY** on Next Page

DP3 Phase II -- USTRANSCOM and SDDC began live operations of Phase II of the Defense Personal Property System on Nov. 19, 2008. DPS is the automated, end-to-end management system for movement of household goods for military personnel and DOD civilians.

TEA IRRIS Award -- SDDC's Transportation Engineering Agency was voted best in the Public Enterprise Category of the 2008 Geospatial Leadership award for its development of the Intelligent Road/Rail Information Server, or IRRIS.

First LSS Completion -- A project team from the 1182nd Transportation Terminal Battalion completed the first Lean Six Sigma project for SDDC on July 1, 2008.



SDDC Groundbreaking -- Hq. SDDC groundbreaking -- An official groundbreaking was held April 3, 2008, for the building that now houses the U.S. Transportation Command Operations Center and serves as headquarters for its Army component command, Military Surface Deployment and Distribution Command.

Management Command, or MTMC, to make its title more readily identifiable with its mission.

Another significant milestone for SDDC came on Oct. 1, 1988, when MTMC -- along with the Navy's Military Sealift Command and the Air Force's Military Airlift Command -- officially became a component of U.S. Transportation Command; exactly one year after TRANSCOM began official operations as DOD's single unified transportation command.

TRANSCOM's mission was to integrate global air, land and sea transportation in support of national security objectives. MTMC, MSC and MAC remained as major commands of their parent services and have continued to perform service-unique missions under the direction of their military departments. Additionally, on Feb. 14, 1992, DOD gave TRANSCOM control of service-operated transportation in both peace and war.

The First Gulf War

The millions of tons of cargo and thousands of troops moved to support Operations Desert Shield and Desert Storm marked the largest test of the military's logistical capability since the World War II Normandy invasion.

During the Gulf War, MTMC personnel successfully managed the move-

ment of 85 percent of the unit equipment shipped to Saudi Arabia. They operated out of 33 ports worldwide and loaded more than 945,000 pieces of equipment equaling 6.5 million measurement tons onto 564 ships bound for Saudi Arabia.

At the peak of operations, MTMC activated 12 transportation units, 225 volunteers, and 73 Reserve component Individual Mobilization Augmentees to support Desert Shield missions. Under the Special Middle East Shipping Agreements, MTMC booked 37,000 forty-foot commercial containers with sustainment supplies aboard commercial liners bound for Southwest Asia.

After the Gulf War

The Gulf War resulted in changes for MTMC. In 1991, MTMC re-designated its Transportation Terminal Command Far East as MTMC Pacific and moved it from Korea to Hawaii. Headquarters then assigned MTMC Europe as a subordinate command of MTMC Eastern Area in July 1992. This arrangement meshed with MTMC Headquarters'

CONTINUED ON NEXT PAGE >

Welcome RPOEs -- A ceremony May 15, 2009, at Fort Eustis, Va., signified the transfer of authority of the 688th and 689th Rapid Port Opening Elements from the 7th Sustainment Brigade to the 597th Transportation Terminal Group. On July 1, 2008, the 688th assumed its current mission. In October 2008, the 689th was stood up, and the 690th RPOE was activated a year later.



10,000th MRAP -- A ceremony March 23, 2009, at Charleston, S.C., celebrated the 10,000th mine-resistant, ambush-protected (MRAP) vehicle shipped via surface by SDDC to U.S. Central Command. The 841st Transportation Battalion hosted the event.



IT'S A FACT

Heavy Support --The 841st Transportation Battalion, Charleston, S.C., received and shipped 3,223 Mine Resistant Ambush Protected Vehicles (MRAPs) in fiscal 2009 and more than 5,011 MRAP-All Terrain Vehicles (MATVs) in fiscal 2010.

relationships with Western Area and MTMC Pacific.

The command's February 1993 reorganization created an organization that provided improved quality service and optimum strategic deployability of America's forces in support of national defense.

As part of the reorganization, the command's directorates of international traffic, inland traffic, passenger traffic, personal property and safety, and security were centralized into a single operations directorate. The reorganization also combined personnel and logistics into a single directorate.

The end of the Cold War brought more changes for MTMC. Even before the Berlin Wall fell, Congress had

established the Base Realignment and Closing Commission. Throughout the 1990s, this group shuttered growing numbers of less-used bases around the country. MTMC locations survived the first few BRAC cycles (1988, 1991 and 1993), but not the 1995 round of proposals. As part of the 1995 BRAC, the DOD recommended closing the Oakland and Bayonne military ocean terminals. BRAC accepted its recommendations, which meant abolishing MTMC's Eastern and Western Area Commands. According to plan, MTMC would close down those ocean terminals by 2001.

To replace its two area headquar-

- See **HISTORY** on Next Page

BRAC Final Phase Complete

-- In 2010, after years of hard work and planning, SDDC completed the final phase of the 2005 Base Realignment and Closure requirements that included moving all SDDC headquarters elements into one location. The key planning factor driving the last phase of the BRAC move was the construction of the consolidated USTRANS-COM/SDDC/Defense Intelligence Agency building, located adjacent to the USTRANSCOM headquarters complex. By the end of fiscal 2010, SDDC had moved to Scott AFB, Ill. and -- for the first time in the command's history -- created a single headquarters in one location.



Humanitarian Ops -- two SDDC Rapid Port Opening Elements and two SDDC battalions participated in Operation Unified Response, the humanitarian relief effort following the January 2010 earthquake in Haiti.



SDDC Cases Colors -- SDDC formally cased its colors at Fort Eustis, Va., July 1, 2010. In a ceremony at the Del Mar Building, SDDC senior leaders lowered the command's colors signifying the SDDC Operations Center's move to Scott AFB.

MOTSU Center Wharf

-- A ribbon-cutting ceremony May 24, 2010, at Military Ocean Terminal Sunny Point, N.C., signified the completion of a \$58 million construction and modernization project on the terminal's center wharf; a project that began in October 2008. Operated by SDDC's 596th Transportation Brigade, MOTSU is the nation's largest ammunition terminal.

HISTORY

Continued from Page 61

ters, MTMC planned to establish a single Continental United States Command. Headquarters MTMC formed a selection team, which evaluated a large variety of sites. In early 1997, Secretary of the Army Togo D. West reviewed the site team recommendations and decided on Fort Eustis as the single area command's headquarters.

The loss of the area commands meant gain in other areas. As a result of the recommendations by its Organizational Excellence team, Hq. MTMC made MTMC Europe (a component of Eastern Area since 1992) and MTMC Pacific (a component of Western Area) separate commands in late-1996.

In an effort to make its organizations more recognizable as regular Army units, MTMC redesignated its port units on Oct. 1, 1997. The previous four-digit designations changed to three digits, and the major and medium port commands changed to groups, battalions and companies. For example, MTMC Europe became the 598th Transportation Group (Terminal); and MTMC Pacific became the 599th Transportation Group (Terminal).

Relocations and Reorganizations

On Oct. 2, 1998, MTMC established the Deployment Support Command at Fort Eustis, and its Eastern and Western area commands were consolidated into the DSC. Nearly two years later, on Sept. 30, 1999, MTMC closed its military ocean terminals at Bayonne and Oakland.

The command's headquarters moved the following year. For 35 years, MTMC headquarters operated out of the Nassif Building in Falls Church, Va. From May through October 2000, the headquarters relocated to the Hoffman II Building in Alexandria, Va.

Continuing with its streamlining



Gen. John Handy (far right), former commander of U.S. Transportation Command, and then-Maj. Gen. Ann Dunwoody, former SDDC commander, uncase the SDDC colors in front of the Del Mar Building (the former SDDC Operations Center) at Fort Eustis, Va., Jan. 29, 2004. (U.S. Army photo)

operations, MTMC began in 2000 to standardize the size and organization of its groups, battalions and companies worldwide. Prior to these changes, MTMC's transportation battalions varied in strength from 19 to 84 people.

During the following year, MTMC reorganized into a single operating headquarters, split-based in Alexandria and Fort Eustis. The command concurrently deactivated its DSC and stood up its operations center in November 2001.

In 2001 and throughout 2002, MTMC mobilized Reserve transportation units and organized deployment support teams as part of its support for the Global War on Terrorism. Additionally, from October 2002 through May 2003, the command supported Operations Enduring Freedom and Iraqi Freedom, moving more than 15,000,000 square feet of cargo, operating from 16 seaports and power projection platforms worldwide.

With TRANSCOM's designation as

the DOD's Joint Distribution Process Owner in the fall of 2003, and as a result of MTMC's changed missions to meet the demands of the Global War on Terrorism, on Jan. 1, 2004, the command changed its name to the Military Surface Deployment and Distribution Command. The name change better reflected its increased emphasis on deployment operations and end-to-end distribution of surface cargoes from depots to Warfighters.

Since the Command's establishment on Feb. 15, 1965, there has hardly been a transportation or logistics issue within DOD that SDDC's actions have not influenced positively.

The command is proud to have a motivated, competent, well-trained work force within its corporate structure that is dedicated to providing responsive transportation support to American forces in peace and war.

SDDC stands ready to meet future challenges with the same professionalism and dedication demonstrated throughout its proud history.

PROFESSIONAL SERVICE FOR OUR NATION



U.S. ARMY

ARMY STRONG.™

AS A U.S. ARMY ORGANIZATION, SDDC ADHERES TO THE ARMY VALUES, AND SDDC SOLDIERS AND DEPARTMENT OF THE ARMY CIVILIANS TAKE PRIDE IN MAKING A DIFFERENCE FOR THEMSELVES, THEIR FAMILIES AND THE NATION -- DELIVERING TRUST.

SEVEN CORE ARMY VALUES

LOYALTY

Bear true faith and allegiance to the U.S. Constitution, the Army, your unit and other Soldiers. Bearing true faith and allegiance is a matter of believing in and devoting yourself to something or someone.

DUTY

Fulfill your obligations. Doing your duty means more than carrying out your assigned tasks. Duty means being able to accomplish tasks as part of a team.

RESPECT

Treat people as they should be treated. Pledge to treat others with dignity and respect, while expecting others to do the same.

SELFLESS SERVICE

Put the welfare of the Nation, the Army and your subordinates before your own. Selfless service is larger than just one person. In serving your country, you are doing your duty loyally without thought of recognition or gain.

HONOR

Live up to Army values. Soldiers make honor a matter of daily living - Soldiers live with honor, and solidify that with every value choice they make.

INTEGRITY

Do what's right, legally and morally. Integrity is a quality you develop by adhering to moral principles. It requires that you do and say nothing that deceives others.

PERSONAL COURAGE

Face fear, danger or adversity (physical or moral). Personal courage has long been associated with our Army. With physical courage, it is a matter of enduring physical duress and at times risking personal safety.

SOLDIER'S CREED

I am an American Soldier.

I am a warrior and a member of a team.

I serve the people of the United States, and live the Army Values.

I will always place the mission first.

I will never accept defeat.

I will never quit.

I will never leave a fallen comrade.

I am disciplined, physically and mentally tough, trained and proficient in my warrior tasks and drills.

I always maintain my arms, my equipment and myself.

I am an expert and I am a professional.

I stand ready to deploy, engage, and destroy the enemies of the United States of America in close combat.

I am a guardian of freedom and the American way of life.

I am an American Soldier.

ARMY CIVILIAN CREED

I am an Army civilian – a member of the Army team.

I am dedicated to our Army, our Soldiers and civilians.

I will always support the mission.

I provide stability and continuity during war and peace.

I support and defend the Constitution of the United States and consider it an honor to serve our nation and our Army.

I live the Army values of loyalty, duty, respect, selfless service, honor, integrity, and personal courage.

I am an Army civilian.

COMMON ACRONYMS

UNDERSTANDING SDDC JARGON

AFRICOM (U.S. Africa Command) -- one of six Defense Department regional military headquarters.

AMC (Army Materiel Command) -- SDDC is a major subordinate command of Army Materiel Command. AMC

is the Army's premier provider of materiel readiness – technology, acquisition support, materiel development, logistics power projection, and sustainment. In Hq. SDDC circles, often referred to as "AMC Green."



AMC (Air Mobility Command) -- AMC is the Air Force component command to TRANSCOM; responsible for transporting DOD cargo and personnel using both organic (Air Force-owned) and commercial airlift. In Hq. SDDC circles, often referred to as "AMC Blue."

ASCC (Army Service Component Command) -- SDDC is the Army Service Component Command of TRANSCOM. (Also see "AMC - Air Force" and "MSC")

AOR -- Area of Responsibility

CENTCOM (U.S. Central Command) -- one of six Defense Department regional military headquarters, and one of nine DOD combatant commands.

CONUS (Continental United States)

-- Does not include Alaska and Hawaii.

CSS (Customer Satisfaction Survey) -- CSS is a web-based survey that allows servicemembers or their spouses to rate the service and performance provided by the TSP during their household goods move. The goal of the survey is to improve the overall move experience by ensuring that only quality moving companies are used to move personal property.

DDSB (Deployment and Distribution Support Battalion)

DDST (Deployment Distribution Support Team)

DP3 (Defense Personal Property Program) -- Manages household goods and privately-owned vehicle shipments for the Defense Department.

D2D (Door-to-Door) -- Allows DOD to take advantage of pre-existing, commercial Lines of Communication (supply routes) without a military footprint or node along the way. Rather than move cargo from the port of embarkation to the port of debarkation (port-to-port) only, commercial carriers pickup the cargo at the point of origin (a U.S. installation, for example) and delivers that cargo to its final destination (perhaps a forward operating base in Afghanistan).

DOD (Department of Defense)

DPS (Defense Personal Property System) -- Managed by TRANSCOM, DPS provides a web-based system for the management of DOD personal property shipments.

DSC (Deployment Support Command) -- Commands, controls and techni-



DTTS (Defense Transportation Tracking System) -- Using satellite communications, DTTS tracks Department of Defense Arms, Ammunition and Explosives, or AA&E, and other sensitive material traveling across North America via commercial carriers.

cally supervises SDDC-aligned Army Reserve units performing terminal, rail, and deployment/distribution missions and functions.

DTS (Defense Transportation System) -- The procedures, resources and interrelationships of several Department of Defense, federal, commercial and non-U.S. activities that support DOD transportation needs.

EUCOM (U.S. European Command) -- One of six Defense Department regional military headquarters, and one of nine DOD combatant commands.

FMS (Foreign Military Sales) -- The government-to-government method for selling U.S. defense equipment, services and training.

HAZMAT -- Hazardous Material

IGC (Integrated Data Environment/Global Transportation Network Convergence) -- Used by the transportation community to track cargo and also acts as a record for in transit visibility.

IRRIS (Intelligent Rail/Road Information Server) -- IRRIS retrieves data about U.S. highways, bridges, traffic, military installations, and seaports. IRRIS assesses data, such as road characteristics, bridge locations, video logs of primary



JLOTS (Joint Logistics Over the Shore) -- The process of discharging cargo from vessels anchored off-shore, transporting it to the shore and/or pier, and marshalling it for movement inland. LOTS operations are conducted over unimproved shorelines, through fixed-ports not accessible to deep draft shipping, and through fixed ports that are inadequate without using LOTS capabilities

routes, feature attributes, and aerial photo and satellite imagery.

ISDDC (In Transit Visibility for Surface Deployment and Distribution Cargo) -- Used to retrieve information about sustainment, unit moves, direct-booked, deployment, redeployment, water port workload, container management, transshipments, and booking. It is a repository of integrated and cleansed transportation data from numerous SDDC and DOD transportation systems and provides reporting and analysis support to SDDC headquarters, brigades and battalions; U.S. Transportation Command; the Defense Logistics Agency; and other enterprise stakeholders.

JDDE (Joint Deployment Distribution Enterprise) -- The assets, materiel, personnel, leaders, organizations, tools, training, facilities, and doctrine capable of providing joint force commanders with the ability to rapidly and effectively move and sustain joint forces in support of major combat operations or other joint operations.

JPPSO (Joint Personal Property Shipping Office) -- Provide services

for shipment, receipt and storage of personal property for military and civilian members of the Army, Navy, Marine Corps, Air Force and Coast Guard moving into, within or out of the geographic area specified.

JTF-PO (Joint Task Force - Port Opening) -- A process to quickly open and establish logistical support and open distribution nodes immediately after securing an area.

PPSO (Personal Property Shipping Office) -- The installation-level office responsible for coordinating for the shipment and storage of personal property, to include privately-owned vehicles.

LOC (Lines of Communication) -- Supplies and reinforcements are transported along the line of communication; also known as supply routes.

LTON (Long Ton) -- One Long Ton, or LTON, equals 2,240 pounds.

MOTCO (Military Ocean Terminal, Concord, Calif.)

MOTSU (Military Ocean Terminal, Sunny Point, N.C.)

MSC (Military Sealift Command) -- The U.S. Navy component command to TRANSCOM; responsible for sealift and specialized mission using government-owned and long-term-chartered dry cargo ships and tankers.

MTON or M/T (Measurement Ton) -- A unit of measurement associated with surface-delivered cargo. Measurement tons equal total cubic feet divided by 40 (1MTON = 40 cubic feet).

MTMC (Military Transportation Traffic Command) -- The predecessor to SDDC. MTMC was deactivated in 2004.

M/V (Merchant Vessel)

NDN (Northern Distribution Network) -- A surface deployment and distribution route used to deliver equipment and supplies to forces in Afghanistan. The route passes into Afghanistan from the north, through countries such as Uzbekistan, Kyrgyzstan and Russia.

NORTHCOM (U.S. Northern Command) -- One of six Defense Department

regional military headquarters, and one of nine DOD COCOMs.

PACOM (U.S. Pacific Command) -- one of six Defense Department regional military headquarters, and one of nine DOD combatant commands.

PAK GLOC (Pakistan Ground Lines of Communication) -- A surface route used to deliver equipment and supplies to forces in Afghanistan.

RAID (Redeployment Assistance Inspection Detachment) -- A U.S. Coast Guard container and cargo inspection team that supports the SDDC mission in Southwest Asia.

RFID (Radio-frequency identification) -- SDDC uses RFID satellite tags to provide container in-transit visibility and intrusion detection.

RPOE (Rapid Port Opening Element) -- A tailored, expeditionary force that supports contingency response operations for the DOD; the surface piece of USTRANSCOM's JTF-PO.

RSMO (Regional Storage Management Office)

SDDC (Military Surface Deployment and Distribution Command) -- The Army component command of USTRANSCOM.

TO (Transportation Office/Officer)

TSP (Transportation Service Provider) -- A commercial industry partner that provides transportation services in support of the Defense Transportation System.

TRANSCOM

(U.S. Transportation Command)

-- Develops and directs the Joint Deployment and Distribution Enterprise. One of nine DOD combatant commands. SDDC is the Army Service Component Command of USTRANSCOM.





SDDC 2011 AWARD WINNERS



Gearline Gross
2011 Civilian of the Year



1st Lt. Hunter Cantrell
2011 Junior Officer of the Year



Sgt. Douglas McBroom
2011 NCO of the Year



Spc. Francisco Espino
2011 Soldier of the Year

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