



Royal Australian Corps of Transport

Equal to the Task



Par Oneri - Australian Army Transport Journal

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IMPORTANT INFORMATION

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RACT Website: www.ract.org.au
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Key Head of Corps Cell Appointments 2020

Head of Corps: BRIG Jason Walk
Deputy Head of Corps: LTCOL Clarke Brown
Corps Regimental Sergeant Major: WO1 Paul Frawley
SO2 HOC: WO1 Peta Dawe

Cover Photography

Images Submitted by:

Front Cover: Army Imagery: 5 Transport Squadron, 7 Combat Services Support Battalion, transport fodder from Narrandera for delivery to farmers on the NSW South Coast, during Operation Bushfire Assist 19-20. RACT provided assistance during Operation Bushfire Assist 19-20 and formed part of three Joint Task Forces to facilitate support to emergency services in New South Wales, Victoria, South Australia and Tasmania. RACT worked alongside government agencies in the State Emergency Operations Centre as well as deployed to communities where they were most needed.

Rear Cover: Private Jason Jackson from 4th Combat Service Support Battalion prepares to load stores into the back of a G-Wagon, during Operation COVID-19 Assist. RACT contributed to the whole-of-government response to the COVID-19 pandemic with a range of personnel and logistics support. RACT provided responses to a variety of contingencies through the Emergency Management Australia-led response. In Victoria, RACT personnel provided support to State and Commonwealth agencies including the Department of Health and Human Services Emergency Management Victoria, Victoria Police, Ambulance Victoria, the Victoria State Coordination Centre, and the Victoria Aged Care Response Centre. Tasks include planning, COVID-19 testing, close contact data management and investigation, accompanying authorised officers on home visits, police control points, the Police Assistance Line, community outreach, aged care facility responses and ambulance driver training.

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RACT Celebrating 47 Years



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CORPS CONFERENCE 2021

RACT Corps Conference & Tobruk Dinner

The 2021 Corps Conference and Tobruk Dinner will be held at the Army School of Transport during the period 8 – 10 September 2021.

SEQUENCE OF EVENTS

Arrival Day		
1700h	8 September 2021	Circle the Wagons Combined Happy Hour & Buffet Dinner TBOM
Day One		
	9 September 2021	Corps Conference
Day Two		
	10 September 2021	Corps Conference
	10 September 2021	Tobruk Dinner TBSM

All enquiries are to be forwarded to racthoccell@defence.gov.au

Head of Corps Foreword – 2020

BRIG Jason Walk

We have sought to compress the timeframe for the release of the 2020 Journal in an effort to ‘catch-up’ and return to the normal battle rhythm and timeframe for the annual release of Par Oneri. Consequently, it was only relatively recently that I penned the 2019 Foreword, offering reflection upon this very turbulent year. These comments hold true. This year has presented particular challenges to Army and RACT personnel and I remain extraordinarily proud of how our personnel have responded. COVID-19 will continue to impact upon activities in 2021 and the timing of events such as the Corps Conference are yet to be determined. Once dates have been determined, this advice will be disseminated widely.

We continue to move toward a significant event in our Corps history, our 50th Birthday. Planning is starting to take shape and once details are confirmed, this information will also be released.

Par Oneri remains a principal method of recording the events and activities of RACT personnel through contributions from members representing the units and organisations of our Corps. This remains an important function of Par Oneri, celebrating our accomplishments and recording our history. This purpose will continue to form the primary content of the Journal; however, I wish to take the opportunity to invite additional contributions from the Corps membership. We are in receipt of a new fleet of vehicles and further equipment and land materiel is on its way. How we optimise this equipment is informed by our soldiers using it. We are in the midst of a rapidly evolving strategic environment, which demands we continuously check we are ready now and future ready. How we prepare and modernise is a topic to which we can all contribute in a contest of ideas. There are multiple issues upon which the Corps should have a voice. Our Journal represents an avenue through which all Corps members are able to make meaningful comment and have it heard within Army.

I encourage all to use this opportunity.

‘Par Oneri’



Deputy Head of Corps 2020

LTCOL Clarke Brown

As readers make their way through this 2020 edition of Par Oneri, predictably they will see repeated accounts of a year that was dominated by experiences related to bushfires and COVID-19. In these challenging circumstances, as we have become accustomed, when called upon, members of the RACT operated with humility and professionalism to deliver much needed support across our nation and beyond.

But 2020 was about much more than bushfires and COVID-19; even in this unprecedented environment, the Corps has continued to proactively modernise, taking opportunities to ensure our continued relevance and survivability on the future battlefield. Units have consistently looked for ways to upskill staff, while creating opportunities to generate contemporary Tactics, Techniques and Procedures. Here at the Army School of Transport we have been busy rationalising course content and otherwise working to ensure the generation of a scalable training system. Across Army, RACT personnel have been contributing to a range of workforce modernisation and other capability related initiatives. The sum of this work will ensure that the RACT is not only ready to respond to the demands of today, but well postured to support Army's future demands.

In this year's edition of Par Oneri, as described in the HOC foreword, we have sought to not only capture the year that was, but also attempt to continue to encourage consideration of the Corps' role in the future operating environment. I would urge all members of the Corps, as professional officers and soldiers, to take an active interest in this future environment, understand current challenges and friction points and proactively seek to overcome these before we are again called upon.

Finally, the true strength of our Corps is in its people. It is up to each of us to set and maintain standards, to guide and mentor and to otherwise hold each other to account to ensure the enduring legacy of the RACT. Of particular importance, especially given the current climate, is that members of the Corps look out for one another. On my joining the RACT, the then HOC, BRIG Tyers, told the new RACT graduands that they were now part of the RACT family; since 1973 this Corps family has continued to grow and is as important to our Corps identity and sense of wellbeing today as it was back then.



Corps Regimental Sergeant Major 2020

WO1 Paul Frawley

What a year 2020 was! Members of the Corps have achieved many great things from all units; Bush Fires, Floods and COVID – 19. It is extremely pleasing to hear of all the great work that is being done, excellent.



Of the many fallouts from COVID-19, one in particular was the postponement of the RACT Corps Conference, with a plan to now conduct the conference in September 2021. The conduct and attendance of the conference is extremely important, in particular farewelling those members who have made valuable and enduring contributions to support the advancement of the Corps with Defence.

As a result of the restrictions that were imposed, the Army School of Transport, we proactively sought Training Transformation opportunities to mitigate against travel restrictions and continue our training delivery. This will develop more with time and see use of; online platforms, face to face delivery and a hybrid of both. At the School this has not been limited to the 274 trade, with significant movement in the 035 trade, pardon the pun, 218 and 171 ECNs as well. With the implementation of a number of different methods of delivery there will still be some traditional methods that will be unchanged.

The travel restrictions have dramatically reduced the opportunity for the HOC, DHOC and myself to engage with Corps members, however you can still provide feedback by emailing to ract.hoccell@defence.gov.au. This will encourage discussion and feedback, through the newsletter and the journal.

For units that are planning to conduct an event and would like to request the RACT Corps Banner and/or Centrepiece, please contact the racthoccell@defence.gov.au prior to submitting a request due to its availability.

With my appointment complete I would like for you to support WO1 Robert Gentles as the new RACT Corps RSM. Additionally, the support and guidance that has been provided to me by WO1 Stafford (Ned) Kelly, CSM and WO1 Peta Dawe has been invaluable and I would not have survived without them.

The DHOC position consumes a considerable amount of time, having two DHOCs during my tenure; LTCOL Sally McClellan and LTCOL Clarke Brown. The extraordinary amount of hours that they provide is exceptional and appreciated.

To all Corps members, your commitment and support is being noticed and it is pleasing to hear and see the efforts of all, and as we all know a lot of it goes unnoticed. The Corps is changing; the implementation of platforms continues to be challenging, along with the training that we are adapting; Training Transformation and Modularisation, we need to be adaptive, remain current in order to be “Ready Now – Future Ready”.

Thank you.

‘Par Oneri’

Representative Colonel Commandant 2020

BRIG Tim Hanna, AM

This year marks 75 years since the end of World War II. While our Corps' rich history began with various commissariat and transport units in our pre-Federation colonies and was developed during World War I, it was the second global war which brought about many of the capabilities which we recognise today as being part of the 'full suite' of capabilities operated by the Royal Australian Corps of Transport. During World War II we saw the evolution of transport capabilities needed to match the vast expanses of land, air and ocean that Australia, its allies and enemies operated over.

Building on the early motorised transport and terminal capabilities of our Engineers and Service Corps, in 1940 the Directorate of Rail Transportation was formed to coordinate movements between Australian rail networks and roads. In 1942, the Army was made responsible for the supply and operation of small water craft and dock services via the Directorate of Water Transportation (Small Craft).

One could argue that the RACT Mark 1 was created on 6 August 1945 when the Australian Army Transportation Corps was formed by the amalgamation of these directorates with existing road transport units. Alas, the corps was disbanded in 1946 and we had to wait for another 27 years before the RACT we know today was formed.

I have previously discussed the Australian Army's current doctrine of the 'Army in Motion' whereby all elements of the Army need to be ready now for any contingency while also being ready for future unpredictable and rapidly changing requirements.

2020 brought this notion into sharp focus but perhaps not in a manner which its originators conceived. It has been the dramatic effects of local droughts and bushfires and now the COVID-19 pandemic which has demanded all of us to think and act differently in all aspects of our work and private lives. State and national border lock downs, quarantine stations and assistance to Australians in isolation are all areas which have become the norm. Ongoing COVID-19 problems in Europe, the Americas and Asia may force us to operate more independently and there are already moves to rebuild some industrial capacity lost overseas in the last few decades.

Strategic and operational agility remain key to today's military capability. Over the proud history of the RACT and its predecessor units we have seen how successfully we can adapt to different environments, threats and strategic circumstances. Recent efforts on Operation BUSHFIRE ASSIST and Operation COVID ASSIST are but a few recent examples where RACT personnel have had to undertake tasks which are not necessarily on their duty statements or for which they have been traditionally trained.

All elements of our Corps operate increasingly sophisticated weapons, vehicles, plant and equipment and we use modern supporting tactics and procedures which reflect the need to be an agile force multiplier rather than, as some have criticised us for in the past, being an operational burden. Our systems give us extraordinary visibility of the things we need to manage and means to undertake our work.

The efforts of the RACT's various elements in overseas theatres and on the domestic front – full-time and Reserve – remain of the highest order. As we push on to our 50th year as a Corps, the RACT faces many challenges. However, I and those who look on from outside today's Army clearly see that the RACT is ready to play its part in the 'Army in Motion'.

75 years on from the end of World War II, we hope that the world will never again engage in a conflict of such scale and destruction. Today's challenges are of a different and somewhat difficult nature to grapple with. Nonetheless, we must remain equal to any task that our country asks us to do.

Our 2020 experiences will be of great value when that occurs.



Colonel Commandant North Queensland 2020

COL Adrian Overell

What a great privilege it has been to once again support RACT units and force elements in the region. In my fourth year as COL Comdt NQ, I was once again honoured to have been invited to visit RACT units and elements in the North Queensland Region. Each occasion reminded me once again of the professionalism and high quality our soldiers and officers display each day.

The year did kick off well where I was able to meet the majority of new unit and sub-unit commanders with their Sar 'Majors at a social gathering. The opportunity allowed fellow RACT leaders to meet in a relaxed atmosphere before the year truly started; if only we were to know what was coming with COVID-19!

Unlike previous years, and along with most of the country, North Queensland and the resident ADF units located here, spent much of the time under the restrictions imposed by the Global Health Crisis. Most training activities were significantly curtailed or cancelled completely with many units working with very restricted numbers mostly for routine maintenance and the like.



Farewell of MAJ Kenny Crawford

Log Ops in AHQ, for which he received an Army Gold Commendation, S4 at 3 RAR, OPSO 10 FSB and most recently as the OPSO at JLU(NQ). After presenting MAJ Crawford with the Corps



Certificate of Recognition, it was also a pleasure to join in saying farewell to another ex-RACT Colonel Michelle Miller. Michelle left JLU-N who was transitioning from the Public service to greener fields. It was pleasing yet again to note the high caliber and quality of RACT people serving in the North.

When restrictions did begin to relax, North Queensland units, including RACT elements from 3 CSSB and 10 FSB found themselves deploying in support of Op COVID-ASSIST. Many soldiers and officers took on very different duties from normal training but again demonstrated versatility and professionalism to support Australia again and at relatively short notice.



Group photo – JLU-N farewells.

L_R: Ex-RACT COL Michelle Miller, LTCOL Rory Hale, CO JLU-N, Ms. Tobin, MAJ Kenny Crawford, COL Overell



47th Birthday – cake cutting at 9 TPT Sqn

When I was able to conduct a return visit to 9 TPT SQN for our Corps birthday, it was fantastic to see the soldiers and NCOs who were taking innovation and other challenges in their stride. In true COVID-19 conditions a much dispersed parade and gatherings were held to celebrate promotions and achievements in the SQN and to enjoy the unit returning to somewhat normal duties again.

LCPL Malt, whom I had the pleasure to promote to CPL, demonstrated a unique camouflage system he had developed and was raising through the chain for further consideration.

The visit allowed for several other promotions, visiting the Troops and to have a slice of excellent birthday cake. OC 9 TPT SQN promoted LCPL Dunning and one of the more popular promotions was for LCPL Hepburn who was joined by her dad who serves in 10 FSB; what a great family event. Congratulations to these soldiers to begin their careers as a JNCO on their Corps Birthday.



Promotion CPL Malt by COL Comdt NQ



Newly promoted LCPL Hepburn with her father WO2 Hepburn, 10 FSB



Promotion LCPL Dunning by MAJ Vanessa Hickey



L-R: LCPL Z Wilson, PTE B Miller, PTE K Faid, PTE T Takle, COL A Overell, PTE L Turner, PTE A Sailor, PTE P Amber

I was honoured to view the submission by the indigenous soldiers of 9 TPT SQN to the National Reconciliation Week Artwork Competition run by the Defence Indigenous Affairs Organisation. The team comprised LCPL Z Wilson, PTE B Miller, PTE K Faid, PTE T Takle, PTE L Turner, PTE A Sailor and PTE P Amber. They drew inspiration from their own tribe's art heritage to celebrate the Squadron and the region. Each soldier created their own piece of the patchwork that was then combined into a single mural. The mural was judged against all other entries and was ranked a very credible Second Place in the final result. It's clear these soldiers have skills beyond their military profession.

What another great year for the RACT in NQ and one that no one will ever forget. Our units and other Corps elements continue to provide amazing and professional service and support to the entire breadth of ADF formations and units in barracks, in the field and to Australia. The way our officers and soldiers met the challenge of COVID-19, and turned to providing vital but important assistance to the civil community, reinforces the high quality of our people. Every single year, I remain so impressed with the very high standard of support despite the high tempo of support tasks, training and operational deployments our officers and soldiers commit to every day.

Wherever I went and when speaking with some very senior commanders, I constantly acknowledge their praise for the work our Corps provides. For the efforts of all RACT personnel in NQ, you can be immensely proud of what you do, every day. I look forward to being able to visit more of our Corps in NQ in 2021 and beyond.

Colonel Commandant South Queensland 2020

COL Lesley Woodroffe



As we entered 2020, for the first time in my tenure as COL COMDT and having retired after 43 years' service, I had eagerly anticipated having plenty of spare time and flexibility to engage more with the serving units. Also, a couple of local units had plans for events for which invitations were to have been extended to me and members of the Army Transport Association (ATA). With the arrival of COVID 19 it was clear that none of this was to be and my contact has been limited to telephone and email exchanges. Similarly, the ATA, which would normally have a good attendance on Anzac Day, the Corps birthday and 'smokos' every second month, was prevented from meeting. If it kept us all free from the virus though, it was worth it. As this journal goes to print there are plans for the usual ATA Christmas lunch. Last year, 87 people attended. ATA members and their partners were joined by soldiers from JMCC and 5 TPT SQN (7 CSSB).



President of the ATA, George Hunter presents a 'BOTS' (Bloody Old Transport Soldier) award to LTCOL (Ret) David Childs at Christmas Lunch. These awards are presented to ATA members who have turned 80

Just prior to the pandemic, the ATA managed an inaugural Sunshine Coast lunch in recognition of the number of members in that region who usually make the effort to come to Brisbane. It was a most enjoyable and well-attended function at Kawana Waters. The association also struggled to find news for its (usually) regular newsletter. The only (and all too frequent) news was the passing of some of its members (and other ex RACT and RAASC).

Like elsewhere in the county, the pandemic meant that the SQLD units' activities in 2020 have been atypical. OCs had the unenviable task of keeping momentum going and morale

high whilst complying with the restrictions imposed on the community at large. Fortunately, technology allowed for some individual training to be undertaken by soldiers at home, but that is not what soldiering is about. As no doubt you will read elsewhere in the journal both

SQLD transport squadrons were engaged in OP BUSHFIRE ASSIST 19/20 and subsequently (along with the JMCO staff) were actively engaged in the Government's response to the pandemic. Reports of their involvement reminded and made me proud of the flexibility and adaptability demonstrated by the members of the Corps.

Even without the restrictions of a pandemic I have been conscious that it is difficult for OCs to find time in their units' busy schedules to take time out to undertake activities with the principal purpose of marking significant events or building morale and esprit de corps. For example, this year, sadly, there has not been a regional Circle the Wagons event. I was very pleased therefore, when some easement of restrictions permitted, I was invited to participate in the farewell of one of the Corps' longest serving members (40years), WO1 Roseann Smith, at JMCO Brisbane.

This is likely my last submission for this section of the journal. I still have over a year remaining of my tenure but with a suitable replacement already identified for South Queensland I will be handing over the reins as soon as the appointment is finalised. It has been a wonderful experience and an honour to serve as COL COMDT since November 2010 (firstly for the whole of Queensland and then South Queensland from June 2017). I have been frequently and routinely impressed with the calibre of officers, senior and junior soldiers with whom I have had the opportunity to engage. Best wishes to every member of the Corps and I look forward to attending events that celebrate our 50th anniversary in 2023.

Colonel Commandant Central Region 2020

BRIG Tim Hanna, AM



The 8th Reserve Motor Transport Company was formed in South Australia in February 1941 as a militia unit. It quickly evolved in July 1942 when it was renamed to 121st Australian General Transport Company (AIF). The unit provided critical road transport support across a large area of Australia from Adelaide to Darwin with tentacles reaching as far south as Mt Gambier and east to Mt Isa.

In 2020 it is hard to imagine how primitive our national road, rail and maritime infrastructure was when war broke out in 1939. At that time Australia had no major east-west or north-south arterial roads and there was no continuous rail connection between the southern states and Darwin. Combined with Australia's diverse rail gauges and inadequate coastal shipping services, it meant that Australia was very vulnerable to the might of the Japanese military juggernaut.

And so, especially in the early days of the war, it was Army road transport units like the 121st Australian General Transport Company (AIF) which carried the burden of hauling massive quantities of essential equipment, supplies and personnel to the North of the country. The roads were poor or non-existent, work conditions were horrendously difficult and vehicles were unreliable. Yet, without the efforts of these Australians and their American allies, the war effort conducted from across the Top End would not have been possible.

As we mark the 75th anniversary of the end of World War II, in our Corps' rich history the efforts of the soldiers and officers who served in units such as the 121st Australian General Transport Company (AIF) are largely unheralded. We should remember how they adapted and proved very much equal to the significant task which confronted them.

Similarly, 75 years on from World War II and the world finds itself in a very different kind of turmoil. This year has, of course, been marked in South Australia and the Northern Territory (as elsewhere) by bushfires and COVID-19 while internationally we see increasing strategic instability with China's hawkish behaviour, cyber-crime and economic recalibration.

In 2020 full-time and Reserve RACT soldiers from Central Region have made a significant contribution on all fronts whether it be Operation BUSHFIRE ASSIST or Operation COVID ASSIST in conjunction with State and Territory police forces, emergency services and other agencies.

Adelaide elements of Joint Movement Control Office South as well as 8th Transport Squadron, 16th Regiment RAA and 1st Brigade were pivotal to the overall Defence contribution to these domestic operations. Being a ‘truckie’ in 2020 requires one to not only master their all-corps and trade skills but also to mend broken fences, run vehicle check points, provide counselling to devastated civilian communities and treat injured wildlife.

Meanwhile, the world remains a turbulent place and local personnel continue to be deployed to the Middle East to ensure that Australian support to international operations continues.

To all those who have been posted into Central Region – welcome! I hope you enjoy your posting. We look forward to seeing you at any one of the many RACT Association organised social functions where, as we expect in the RACT family, old and new members of the Corps will share stories and a beer in anticipation of a much more ‘normal’ 2021.

RACT: BALANCING READY NOW WITH FUTURE READY

LTCOL Clarke Brown, AST

This article was originally released as ‘primer’ ahead of the planned 2020 RACT Corps Conference, unfortunately the conference was postponed and disappointingly the content was unable to be discussed at this activity. The article was updated in December 2020 and continues to serve as a useful reference when considering Corps modernisation.

Introduction

As our Army prepares to meet the requirements of the future operating environment through the development of new capabilities and changes to force structure, as a Corps, the RACT must invest the intellectual capital to ensure that we are enabling the Army for success. Over recent years there has been unprecedented investment in logistics capabilities and it should be expected that the most recent Force Structure Plan will continue to make significant investment in this area. These new capabilities are being considered agnostic to corps and as a cohort it is incumbent upon every member of the corps to consider how the unique skills and attributes of RACT officers and soldiers can contribute to the employment of these new capabilities. The paragraphs below summarise a range a range of opportunities and challenges that require our collective application and critical thought.

Challenges and Opportunities

L121. The introduction of the L121 fleet of vehicles is providing Defence with a once in a generation opportunity to redefine how we conduct land distribution operations. These vehicles are more capable, survivable and connected than the legacy vehicles they replaced, however at present we continue to operate them in much the same manner as the legacy fleet. To maximise Defence’s investment in this new capability, we must better consider how we will employ the vehicles and how they will integrate in to the Land Force Support System.

Protected Mobility Training Framework. One initiative the Army School of Transport (AST) is pursuing to enable better employment of Army’s protected mobility assets is the development of a Protected Mobility Training Framework (PMTF). This framework recognises the core requirement for all personnel engaged in protected mobility operations to be trained to operate in this environment. The training is based on an all corps requirement with three progressive levels of competence; Mounted Soldier, Mounted Leader and Mounted Commander. At the upper end of the training,

the Mounted Commander qualification replaces the PMV-M Crew Commander qualification and will enable our NCOs and junior officer to be better employ and integrate protected mobility assets on the battlefield.

Land Vehicle Safety. With the introduction of the new larger and heavier L121 Medium / Heavy vehicle capability combined with a trend of preventable vehicle accidents and changes to national heavy vehicle legislation, there has been a commensurate focus on Land Vehicle Safety across Defence. The Army Headquarters Land Vehicle Safety Cell is attempting to address many of these challenges through policy and a range of other innovative ideas. As a Corps we need to become experts in this space and better define our role and responsibility.

Regional Driver Training and Safety Teams. An initiative resulting from the 2018 Driver Training System Review is the establishment of the Regional Driver Training and Safety Teams (RDTST). The first of these teams was established in Townsville in 2020, with a subsequent team to be established in Darwin in 2021. In a mature state the teams will form part of the Regional Driver Training and Safety Wing, however at present they work directly to OC L121 Training Wing. The RDTSTs presently aim to reduce some of the exported driver training liability in regional locations through the employment of a cohort of dedicated uniformed and contracted staff. In addition to the physical conduct of exported training, one of the key drivers for the establishment of this capability is to support the development of a Land Vehicle Safety culture across Defence. Accordingly, teams will have a strong focus on delivery of land vehicle governance outcomes in regional locations. As a Corps we need to better understand regional training requirements and identify key areas to enable contribution to the enhanced Land Vehicle Safety and governance outcomes.

L8710. It was only a decade ago that the Army water transport was under review with an intent to discontinue the capability. This uncertainty is now well and truly in the past and given our regional focus on the South West Pacific there is a clear requirement for Army watercraft to support littoral manoeuvre. L8710 will deliver the watercraft to support this capability with both the LCM8 and LARCV to be replaced before 2028. Given the increased size and weight of the ADF inventory, the replacement craft will no doubt be larger, more complex and significantly more capable than the current fleet. The new fleet will present challenges in terms of the concept of operation and associated training requirements and our Corps SMEs must begin shaping and addressing these challenges now to ensure that opportunities can be realised.

L8120. Similar to L8710, Defence is presently working through the recapitalisation of its C and D vehicle fleet. The new vehicle fleet will be more capable than the current in-service equipment and we must begin considering how it can be leveraged to best support terminal operations in the future Land Force Support System.

Training Transformation. In the Chief of Army's Accelerated Warfare documentation it describes a number of initiatives that will ensure Army is well postured to meet future challenges. One of these initiatives is in relation to training transformation. Army requires a shift in thinking if we are going to force generate the required personnel and skills to succeed on the future battlefield. The future environment will not afford the luxury of long residential courses to prepare our soldier and officers for war, accordingly we must develop new and flexible approaches to training now. These approaches must leverage technology and we can no longer view training as something that is conducted solely in our schoolhouses. There is a requirement to recognise the Army as a training organisation and accept that more training must be conducted in small teams in unit locations. This concept will be uncomfortable for some, however if we are to generate the skills, attributes and importantly scale required for future conflict we must commence this transition now.

Driver Testing Officer. For a long time the Corps has made the argument that ECN 274 alone (with limited exceptions) should be responsible for driving assessment and licensing across Army. With the proliferation of mobility assets and their wide employment across Army, the reliance on the small pool of Driver Testing Officers (DTO) to conduct driving assessment and licensing is becoming untenable. AST has sought to address some of this pressure through the development of a Driving Assessor (DA) qualification, allowing all Corps soldiers to not only instruct but also assess during exported driver training. A potential future option to further relieve pressure is to allow all Corps soldiers to act in the full capacity of a DTO. Arguments for and against this type of change exist, however as a Corps we must be pragmatic in our consideration, we must maintain a focus on delivering capability to Army and not fall into the trap of dogmatically attempting to preserve what currently exists.

Distribution Workforce Segment Review. The Distribution Workforce Segment Review (WSR) commenced in 2018 and sought to make a number of recommendations to ensure Army is achieving the most from its distribution capabilities. While this review is ongoing, it has already resulted in some significant changes including the restructure of the Operator Movement (ECN 035) trade and notably will also see the creation of the Distribution Operator (ECN 104) from January 2021. Additionally in 2020, the review determined that the Air Dispatch (ECN 099) and Parachute Rigger (ECN 345) trades would be amalgamated to generate a single employment category, Aerial Delivery Technician (ECN 444). In 2021 the ECR will consider Driver Specialist (ECN 274) and Marine Specialist (ECN 218). As a Corps we need to approach the ECR with an open mind, the ECR is not about what is good for RACT it is about meeting Army's requirements, we need to bring expert knowledge to discussion to ensure that as proposals are presented, they are considered with a full understanding of the effect on capability as a result of change.

What differentiates RACT soldiers and officers. As Army continues its transformation journey, we need to better define what skills and attributes the RACT brings to the capability argument. What differentiates our professional drivers from other all Corps drivers? How are our RACT officers different from those in other logistics Corps? What makes our terminal operators different from other D vehicle operators? The purpose of asking and considering these questions is not to mount a shallow argument against change, it is to help best inform that change. As a Corps we need to do the intellectual homework now to ensure that as new capabilities are introduced, as the Distribution WSR progresses, as the Land Vehicle Safety becomes more encompassing and as the operating environment continues to evolve, we are best placed to respond.

Conclusion

It is acknowledged that there is presently considerable change in Army and with change comes a degree of anxiety and discomfort for those that have become accustomed to the current way of doing things. This anxiety and comfort is normal, however as a Corps we cannot let it overwhelm our thinking, while change is difficult, irrelevance is more so.

2020 Par Oneri Discussion Papers

After recent notable omission, this year the HOC Cell has sought to encourage the submission of essays and discussion papers for publication in the Corps Journal. The publication of these articles, as described in Corps Policy Statement 42 – The RACT Recognition Scheme, seeks to encourage intellectual commitment from members of the Corps and otherwise support professional discussion of contemporary issues affecting the Corps.

Pleasingly the Cell received a number of high quality articles and the HOC has personally thanked all members who made a submission, in particular noting their effort and commitment to the Corps. Having reviewed all submissions, the journal committee has selected the best three articles for publication in this year’s journal. The committee also made recommendation to the HOC regarding RACT Essay/Article Prizes, with the following Corps members to receive a monetary award for their submission.

RACT Essay / Article Prize

1st Prize - \$125: LT Max Player, 1 CSSB

2nd Prize - \$75: SGT Aaron Thomas, AST

3rd Prize - \$50: CAPT Audrey Bledsoe, 1 CSSB

Having reinvigorated the generation of essays and discussion papers, these submissions will again become an enduring element of the journal. Beyond the journal, to ensure the ongoing strength of the Corps, all Corps members are encouraged to continue to engage in intellectual discussions regarding the Corps. Members of the Corps should proactively look for opportunities to modernise and ensure the Corps remains relevant and continues to deliver key capabilities going forward.



LOGISTICS DOCTRINE IN THE AGE OF ACCELERATED WARFARE

LT Max Player, 1TPT SQN, 1 CSSB

Over the past decade, warfare has changed and developed at an accelerating rate. With the advent of new technologies being integrated into militaries worldwide, the global external environment has gone through significant changes in terms of political, military, economic, social and technological frames. Despite this, significant parts of our doctrine are based on historical conflicts and do not accurately reflect the new global conditions within which we operate today. Subsequently, this discussion paper will argue the merits of updating Combat Service Support (CSS) doctrine to reflect the modern battlespace as well as the integration of our new protected mobility capability. To achieve this, it will examine the changing face of global warfare in the 21st century with regards to the developments in technology allowing for significant increases in lethality. Next, it will provide recommendations for updating tactical and operational level doctrine to better adapt to this new environment, specifically focussing on the decentralisation of C2 structures and shifting towards more agile and flexible tactics, techniques and procedures (TTPs) that make greater use of our protected mobility capability.

Technological progress has been the driving force behind the changing external environment we now face. The exponential rate at which nations around the world have surged ahead in areas including long range fires, artificial intelligence and cyber technology has been unprecedented throughout history. Army’s own ‘Accelerated Warfare’ statement identifies a number of challenges that we as a nation currently face, and it is essential to have an understanding of these to appreciate the operating environment we will face into the future . These challenges include increasing strategic competition, proliferation of cost effective, long range weapon systems, development of autonomous weapon systems and the rise of the cyber domain.

With the rise of China as a global superpower and the decline of the United States, the international community exists in an environment of increasing strategic competition. Given recent developments in technology, state and non-state actors now have a significantly greater access to ‘grey-zone’ activities below the level of traditional military conflict. With this in mind, warfare has spread to all domains (land, air, maritime, space and cyber), resulting in greater tensions and potential for escalation into regional and global conflicts. All of this has resulted in an overall degradation of the ‘rules-based global order’ which Australia as a nation has fought to uphold.

The proliferation of long-range precision fires, specifically within the Asia-Pacific region, has largely been due to fears around China's modernising military and the growing threat it poses. Several nations within the region have begun heavily investing in growing missile capabilities in what has effectively become an arms race. These long-range fires allow for state and non-state actors to be able to effectively destroy targets and ranges of into the thousands of kilometres. Given this, Australian logistic assets are able to be targeted from distances far beyond the reach of conventional artillery.

When this development of long-range fires is combined with the growing global arms race towards artificial intelligence in targeting systems, the lethality of these missiles is significantly increased. In 2020, it was estimated that global spending on artificial intelligence was approximately US\$50.1 billion. By 2024, it is forecast that this figure will be more than US\$110 billion. Both private corporations and governments globally have invested significances in the development of this technology due to its broad variety of both civilian and military applications. From a purely military perspective, use of artificial intelligence in targeting systems greatly increases the potential capacity and lethality of long-long range systems such as missiles. As well as this, they greatly increase the effectiveness of ISR systems, aiding in target identification at significantly greater rates and distances.

Lastly, the shift towards offensive and defensive cyber capabilities will increasingly allow for various actors to be able to rapidly and accurately track both friendly and enemy elements across multiple battlespaces. This ability for an enemy to know exact locations for friendly call signs poses significant dangers to large, relatively stationary elements such as the Brigade Maintenance Area.

A key example of the dangers that these four combined concepts can pose is found in the Ukraine-Russia conflict. On 11 July 2014, Russian forces operating in the Ukraine were able to utilise offensive cyber-attacks combined with tactical drones to effectively target and destroy two battalions of Ukrainian infantry with long range rocket strikes and artillery. The Russian ability to rapidly locate, battle track and strike Ukrainian forces proved extremely effective, allowing a battalion sized element to functionally destroy a brigade in less than a day.

Overall, the operating environment of today is becoming increasingly lethal at significant ranges, with targets hundreds of kilometres away from the FLOT being targetable. This poses an inherent risk to the way Australian doctrine holds that CSS elements should operate in a conventional warfighting environment. Given our reliance on large, immobile and cumbersome formations, logistics elements will only become increasingly targetable into the future.

With these new developments in the modern operating environment, Australian doctrine needs to be updated and modernised to adapt. This discussion paper will focus on two key recommendations, being a shift towards decentralised logistic structures, as well as adapting field craft and force posture at the tactical level to increase agility.

Current CSS doctrine holds that elements operate out of relatively large, static constructs such as the CSST or BSG. These elements are typically relatively easy for enemy forces to identify, observe and ultimately target in a near/peer conflict. With the rapid increases in long-range fires and sensors, this will only continue into the future. One method of mitigating this risk, is by shifting CSS C2 structures to be further decentralised by utilising task-organised platoon sized elements distributed across the battlespace. By decreasing the footprint on the ground of each individual CSS element, they become less appetising of a target for any enemy force. As well as this, the

possible loss from any single strike is lessened through greater dispersion. However, this also presents additional risk through the significant control measures required to effectively coordinate a large number of distributed platoons. Also, the additional focus on security may impact on the overall technical capacity of CSS elements. Despite this, decentralising task-organised CSS platoons would overall reduce risk of enemy interdiction of logistics assets and maximise their ability to support the Combat Brigades.

Secondly, by adapting the tactics, techniques and procedures utilised by CSS elements in the field to better utilise the newly introduced protected mobility fleet through a more agile force posture, the aforementioned CSS platoons would have significantly greater survivability in the field. This would entail placing greater emphasis on continually moving around the battle space, remaining mobile as opposed to developing defensive positions and more effectively utilising vehicles as mounted weapon systems. While the threat of indirect fire remains, by shifting towards greater mobility, the focus would be on avoiding and evading enemy fires as opposed to simply surviving them. With CSS vehicles and platforms being key to the capability that CSS elements provide, adopting more mobility-oriented doctrine would act to preserve that capability to a greater degree than current practices.

Overall, by adapting and modernising CSS doctrine to decentralise C2 down to the platoon level and by adopting mobility based TTPs focussed on increasing survivability through agility, RACT elements as a part of broader CSS elements would be better able to support combat elements in the modern threat environment.

Having examined the changing nature of warfare over recent years and into the future, it is clear that the Australian Army needs to adapt its doctrine to be able to effectively continue to compete in the current environment. Following the tenets of Army's 'Accelerated Warfare' as a part of 'Army in Motion', we need to increase our capacity and agility into the future by updating our processes, concepts, capabilities and structures to suit. By adopting decentralised C2 structures and mobility based TTPs into our CSS doctrine, we as an Army would have a greater ability to face the developing security challenges of the current regional and global environment.

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Road Transport Modernisation

SGT Aaron Thomas, Land 121, AST

“For us to fight wars, we must fight to supply wars¹”. COL David Beaumont

In 2016 the Head of Corps cell outlined the excitement and passion that was the modernisation of RACT road transport². The purpose of this article is to examine where RACT is now within the scope of the RACT modernisation in an attempt to raise discussion and thought as a Corps about what the future may hold. This article will touch on areas of passion for many members however is not a criticism or rebuke of any one or any organisational components within Army and/or RACT but instead designed as discussion prompt and exploration of key issues as we collectively modernise Army and RACT. Typically throughout this discussion, RACT refers to the Road Transport Trade.

Modernisation – An overview

As a large Corps comprising of both full-time and Reserve soldiers and officers; it is necessary to outline what the key components of the modernisation discussed in 2016 entailed. Firstly, the commencement of the Land 121 Vehicle Project roll out, offering a new capability to RACT and the broader Army. Secondly, and as a result of the Land 121 Project, the need for a new mindset and approach to what RACT is and does is needed; a change from ‘It’s Just a truck’ mentality to ‘tactical mobile commanders’, with a task verbiage of supplying logistics, not to be mistaken for offensive action which remains rightly within the task of RAAC and other arms corps. A key output of this mindset shift being that the SNCO/WO and Officers become capable of manoeuvring, planning or commanding mobile convoys with no protection from other Corps, as was the need in previous years. This enabled RACT to be capable of operating in the contested environment as part of the Joint Land Battle as a key capability. At the Corps Conference in 2016, the Director-General Modernisation informed the Corps leadership that the Chief has a significant focus on the modernisation of road transport and that a 10 year period had been set to deliver this transformational change. To sum up this modernisation effort, the Army School of Transport ethos of “move, shoot and communicate” was developed to influence and lead Road Transport contributions towards this new way of thinking and operating. A proposed road map towards this modernisation effort was offered by the author³ at the time as a discussion article.

1 COVE Talk: The way we sustain: Logistics, Army and Future War- <https://cove.army.gov.au/article/the-way-we-sustain-logistics-army-and-future-war>
2 DHOC and CRSM Messages, Page7-8, *Par Oneri*- Royal Australian Corps of Transport Journal, Issue 48, 201
3 Thomas, Aaron, RACT and Transformational Change: A proposed way forward, *Par Oneri*, RACT Journal, Issue 48 of 2016

The Current Environment

RACT HOC Role

To achieve a reshaping of the Road Transport paradigm across Army will require leadership and influence at the higher sphere of Army leadership and throughout the Units. It is necessary to understand that the RACT HOC cell is an extra regimental appointment, not a full time role for its members, and does not carry a remit for modernisation in this sense but is more closely aligned to the role of custodian for the history of RACT.

Initial Questions

The understanding of the modernisation objective and its history or progress to date provides an opportunity for discussion amongst RACT SNCO/WO/Officers on how does RACT modernise under this different mindset while concurrently the Land 121 Project continues to provide new capabilities to Defence; designed to operate in a contested environment without an appointed leadership team with modernisation as the focus? In essence, the RACT represents a division within an enterprise; in a civilian context each division would be headed by a Director or General Manager who works within the remit, and is part, of the Executive Leadership Team. This article raises for discussion the idea that a similar appointed role may be practical in the RACT modernisation efforts. This raises several additional questions to the observer.

What were the metrics around success for this modernisation and did the Corps achieve those outputs? Would it be more beneficial to develop and release a CONEMP for the L121 FOV prior to training on the fleet? Is the ECN274 review due for commencement in 2021 linked to this metric? What is the priority for Road Transport in terms of capability and operationally from Army leadership and their current strategy to integrate logistics into the Joint Land Battlespace? If the modernisation is still ongoing; then whom is our Corps being led by and what is the communication plan to inform RACT members in order to shape, influence and lead RACT into the future operating environment?

Vehicle Training

While modules have been rolling out through the Land 121 project and the associated materiel has been issued to Units, it is necessary to highlight that these modules are a mission system which makes the requirement for a trailer to carry the second half of the mission system a key capability to maximise the logistics output in an operational setting. The use of trailers is not required to be included in training and specifically, when they are integrated in training, the trailers are not operated in an off-road environment which tests both the equipment and operator to ensure a high level of competence. Furthermore, the off-road speeds with trailers are limited to 20 kph which reduces the level of protection, if it is considered that mobility is one of the best defences to road transport. This highlights the importance of understanding the Army concept of employment prior to training on materiel.

A further challenge compounded by this training methodology which implies a transfer of knowledge from legacy fleet to the L121 FOV is that vehicle operators frequently misjudge the capability of the vehicle or do not fully understand the dimensions of the vehicle when dealing with a vehicle recovery. This results in operators not understanding at what angle a vehicle can be recovered through self-means and at what point is the need for escalation to a recovery mechanic needed. Furthermore, recovery is completed slowly without thought or training to the possibility of completing this activity in a contested and hostile environment.

It can be argued that this style of training is not focused on providing a vehicle operator with the ultimate understanding of what the vehicle and its assets can provide in a difficult terrain and threatening environment; which seems at odds with the modernisation effort. While a significant component of this training could be considered as Unit responsibility, what level could sit within the IIS training continuum to ease pressure on Brigade outputs and required tasks? An additional consideration being that as part of the training transformation program, BDE locations will be responsible to plan and execute significant training across all corps while also concurrently exercising and maintaining Army capability and deployment thresholds; a difficult juggling act.

Unit RACT members

Units have a key role to play in the modernisation and exercising of the move, shoot and communicate ethos and this raises a few considerations for discussion. Firstly, in the completion of exported training, it is noted that the level of skills fade and lack of use in the TACOPS package is evident which reinforce the view that RACT members are not training or exercising effectively in this area. If Units are responsible for maintaining our vehicle operator skill sets for providing the tactical capability that Land 121 FOV were designed for, then should this area of skill be one of the key outputs or focus points for Unit Commanders?

Secondly, junior commanders are typically focused on governance and compliance to meet NHVR, Defence and Civilian requirements that any bias for action or decisiveness is lost or not achieved due to time constraints. Instead, our junior commanders are focused on ensuring that the many policies, manuals, and legislative requirements are met, in collaboration with RACT SNCO and WO. As was outlined by Thomas⁴, if the modernisation was to be successful then our junior commanders would likely be a key focal point, with the need to understand enemy threats, communicate effectively and demonstrate a command presence and bias for action, utilising the tenets of manoeuvre as a foundation for decision making.

Ultimately Unit Commanders need to provide Unit capability, and as RACT is often simply a component of a larger organisation which offers either combat, combat support or combat service support, the training needs of Road Transport operators arguably become a low priority. A discussion point in this area would be the consideration for allowing the DTO proficiency to become an all corps capability, allowing time for RACT members to become masters in tactical operation for logistics generation in a contested environment.

The junior commanders often do not hold the competencies deemed as essential, being BCCC and BMS at large scale and when qualifications are held, ongoing experience and mastery on the equipment is not. Indeed, when posting to AST where courses are focused on the ability to move, shoot, and communicate, these members are often required to rapidly upskill or provide limited capability to the School. How does RACT achieve upskilling of RACT members who provide key capabilities across most Units in Army and Army Reserve Units to meet the modernisation requirement and also to master these outputs?

4 Thomas, Aaron, RACT and Transformational Change: A proposed way forward, *Par Oneri*, RACT Journal, Issue 48 of 2016

Move, shoot and communicate

“The tactical logistics system.” “Supports mobility and freedom of action for the commander⁵”. COL David Beaumont

If the ethos of the Army School of Transport were to be examined by each component the following can be observed.

Move – As previously discussed our training system is focused on licence acquisition and governance; no clear focus is evident on TACOPS and this is not consistently exercised across Army for RACT members, nor the ability to command a mobile convoy which would enable the movement in a hostile environment.

Shoot – Many RACT SNCO/WO and CPL do not hold adequate range qualifications to enable integral unit training nor professional development to RACT Unit members. Subsequently this area is not exercised or near mastering in many instances. A solution to shortfall for consideration within the protected mobility vehicle framework would be to follow the RAAC approach which is to include the Safety Supervisor Qualification as part of the PMV-L weapon mount qualification shoot. This would require no additional time but enable a rapid generation of capability as when the PTEs promote they will immediately provide this capability.

Communicate – While IET has offered BCCC as a base output for five years, many RACT members that completed IET or promotion courses prior to the last five years remain unqualified and unable to lead internal Unit professional development or capability to Units.

No plan or roadmap seems to have been socialised from RACT holistically in terms of how we intend to reduce this skills gap collectively and effectively.

TACOPS – The culmination of Move, Shoot and Communicate

The TACOPs package used requires significant theory which is difficult to upskill and maintain in the short period of time between instructor moderation and training delivery. However as tactics is by virtue a practical activity which needs to be regularly conducted and practiced to achieve mastery, does this package meet the requirements for what TACOPS is attempting to achieve?

Additional questions for consideration include whether the TACOPS package is fit for purpose? Should it be more practically based and less theoretical? Should it be included in courses such as PMV-L, 40M or should it be a separate course? Should the package be separated for convoy escort roles in an all corps setting, for PMV-M and PMV-L and a different package for 40M and HX77?

While the PMV Framework is being developed it is also necessary to highlight that the Cove Article released by Army HQ⁶ indicates that any person in the left seat of a PMV-L would be in essence the commander of that vehicle. Subsequently, would it be ideal to significantly expand the completion of Crew Commander style training to all ranks and all corps to facilitate this command role in an effective manner and is this consideration part of the framework in development?

Digital Tools

Defence is undertaking significant modernisation and realignment of how it operates in recent years which has provided significant benefits to enable effective communication to large member

5 COVE Talk: The way we sustain: Logistics, Army and Future War- <https://cove.army.gov.au/article/the-way-we-sustain-logistics-army-and-future-war>
6 <https://cove.army.gov.au/article/hawkei-coming-what-can-we-do-it>

groups. Force Net has become a key component of the way that FORCOMD and Brigade (equiv.) communicate with its members.

RACT is typically referred to as the second largest Corps, beaten only by RAINF and yet the Corps Force Net Page has only 810 members at the time of writing. This tool offers RACT leadership a forum to provide direct communication and updates to members and inspire RACT members to participate in the future of the Corps through having a direct ability to simply message RACT leaders with thoughts, resources, opportunities for RACT specific professional development. This would appear to be aligned to the intent of FORCOMD in its training transformation program⁷ which restructures the Army Training System to achieve the three pillars of agility, capacity, and simplicity. Agility when used in a project or program context, typically refers to utilising a bottom up approach which is simply supported by leadership to remove obstacles. This necessitates a clear road map and mission for a program to achieve which allows members to work towards these outputs and demonstrates the teaming behaviours at a Corps level in line with Good Soldiering⁸.

Training Transformation

FORCOMD has recently released two directives which are key to refocusing the Army moving forward in respect its training, as previously offered through the Training Transformation Program but also with the Professional Military Education Directive⁹. Both programs are, in essence, designed as agile programs which simply provide an outline of what Army leadership is attempting to do, and putting the effort into the tactical levels of command and the individual soldier. This is in concert to strategic initiatives which enable the tactical level. The output of these programs are focused on ensuring that all soldiers are technically proficient and continuously improving in their profession. Tools such as The Cove which is now available as an application on phones support this goal and represent a key communication channel for RACT discussion and updates from key stakeholders.

Change Management

Change Management, originally discussed in 2016 by Thomas¹⁰ does not appear to be well implemented in the complex layer of Army hierarchy. Although the recent FORCOMD Directives demonstrate some key change management components, this capability appears to be restricted to the upper echelons. It is likely that due to the hierarchal nature of Army, without providing its tactical leadership group, SGT-WO1 and CAPT-MAJ, an understanding of how to lead change effectively, that any efforts in modernisation at an enterprise level, such as at Corps level, would be unsuccessful.

Defining logistics

“When combat forces must be employed to protect the supply convoys that would eventually sustain them, the fall in combat power to complete tactical missions was exponential”¹¹

7 The Future Ready Training System: Transformation Program Strategy, March 2020.
8 Good Soldiering <http://drnet/Army/DWSA/Cultural%20Reform/Pages/Good-Soldiering.aspx>
9 FORCOMD PME Directive- <https://cove.army.gov.au/article/developing-the-military-professional-era-accelerated-warfare-the-forcomd-pme-plan-2020-2025>
10 Thomas, Aaron, RACT and Transformational Change: A proposed way forward, Par Oneri, RACT Journal, Issue 48 of 2016
11 COVE Talk: The way we sustain: Logistics, Army and Future War- <https://cove.army.gov.au/article/the-way-we-sustain-logistics-army-and-future-war>

COL David Beaumont is instrumental in positioning military logistics as a process, not as an enabler and further details that the process reflects in combat power. Therefore, if the way in which we train does not position our combat elements with adequate supplies and tempo, then in fact, road transport may be a root cause for failure in the battlespace. It is important to realise that road transport is a linkage point for many elements of the supply chain (health, maintenance, RSO&I, administerial) and combat elements (infantry, armour, artillery) which reinforces the need for road transport to be a competitive edge in the military logistics environment; it is well known that military logistics offers a softer target than the combat elements of a force. Furthermore, with the increase in fuel that comes with Project Land 121 and Project Land 400, this will see an increase in the significant increase in fuel resupply which carries significant risk, which can be mitigated through the use of efficient TACOPs and TTPs.

From a capability perspective, the decision to utilise Land 121 (and Land 400) which focuses on protection, firepower and communication is by design as part of a larger risk assessment and as a result of lessons learnt. However, if the operators and managers of this equipment do not realise or develop the capability, the mitigation of risk is moot and in essence transferred back to the military commander.

Moving Forward

The current environment offers several tools which would enhance the modernisation through digital means and agile approach. Subsequently it can be argued that while the training transformation is the focus of FORCOMD and subsequently the key driver to the strategy of Army, RACT modernisation could in fact leverage this due to the symmetry in outputs.

If RACT were to provide a directive on its modernisation outputs, with key metrics and a design on bottom up outputs, the FORCOMD efforts would be worked towards in concert with RACT objectives; the tools for these would compliment each other. For example with PME, a fantastic opportunity exists in top SNCO/WO in our Corps offering video presentations similar to TED Talks on the Cove Platform; this represents an excellent forum for growing RACT capability and setting the expectations of RACT operators. Similarly discussions focused on technical and tactical competence, the place of providing logistics in the contested environment, how leadership at all levels can be enhanced and lessons learned, all fit within the remit of the PME Directive while also offering a value add to RACT modernisation.

Similarly, the RACT Force Net group offers a tool which can be utilised to offer program progress and also stimulate discussion and idea generation. This may also be an excellent platform for understanding the pain points of vehicle operators and junior commanders. It is possible that this level of interaction, may increase the level of pride found in RACT members as the feeling of belonging to an active Corps with active leadership would inspire a newfound culture with a bias for action.

The FORCOMD Directives both imply that partnerships with industry and academic worlds are now identified by Army leadership as key to the growth and strategy of Army. This seems to be a key time for RACT to utilise this platform and intent to identify pathways which offer professional education to key change agents and managers of change within our modernisation efforts qualifications in change management. The modernisation effort itself, could indeed be used as a case study to provide discussion with these partners on how to best achieve this modernisation at best cost to Army while also achieving full capability in our soldiers and leaders.

Conclusion

It is unclear at a socialised level what level of progress RACT modernisation currently has achieved and it is further unclear if the strategy for road transport moving forward has shifted, although with the investment that Land 121 carries for whole-of-government, it is reasonable to assume that the modernisation effort is still fundamental to Army strategy. There are clear questions around TACOPS and ECN274 purpose which would benefit from discussion within the SNCO/WO/Officers of the trade and Corps. The recent guidance from FORCOMD focusing on training and professional military education, would offer a prime opportunity to maximise the intent of Army and create a roadmap which will leave Road Transport with technically and tactically excellent operators with sound leadership, capable of operating in the contested environment as part of the joint land battle.

About the author

SGT Thomas has served within RACT over the past 15 years and is a passionate advocate for the modernisation of RACT – Road Transport.

The Australian Defence Force’s Need for Modernisation to Prepare for Future Capability Requirements.

CAPT AR Bledsoe, 1 TPT SQN, 1 CSSB

Logistics is often overlooked or given minimal effort from the combat arms perspective but the burden of organising the movement of troops and/or equipment is a complex operation. This activity deserves the same amount of modernising, resourcing, and strategic command authority as any other branch of the Australian Defence Force (ADF). As stated in the Minister of Defence’s Transformation Strategy “this means that Defence must continuously learn, evolve, align, and deliver in our ability to implement sustainable reform on a continuing basis [as it] will provide Defence with the capacity to adapt as our strategic circumstances change.”¹ This will be realised through the re-emergence of long term strategic competition, rapid dispersion of technologies, and new concepts of warfare and competition that span the entire spectrum of conflict requiring a Joint Force structure to match this reality². Australia is over confident that it is self-reliant in its security posture and its ability to sustain itself. I posit that our ADF is under prepared to sustain its fighting force in a large scale conflict or war.

To truly test our nation’s ability to support a large scale force for an extended period of time, our military would require the use of the Defence Logistics Enterprise (DefLogEnt) and its two broad and enduring characteristics of Australia’s military strategy: a whole-of-nation approach and the multinational environment³. The DefLogEnt incorporates the entirety of Defence: all branches of the military, Australian Public Service (APS) employees, reservists, and the Defence industry. The JLC is perfectly placed to coordinate ADF elements in a multinational environment using the ‘whole of nation’ approach that our military operates in. However, it currently does not have the appropriate number of staff or a large enough organisational scale to effectively establish itself as the Joint capability and command that Defence needs to move forward with modernising defence and addressing the future capability requirements. When discussing logistics by design within the First Principles Review LT COL Olding posits:

“The argument to maintain strong single Service enablers is valid when viewed solely as an operational C2 consideration; however, it falls short when considering the current duplication of capabilities across the three Services, hollowness in enablers, the FPR expectation to be joint by design and the enduring requirement to live within our means. Investing in a strong JCG should be seen as an opportunity to design a world class joint enabler system, without the requirement to decrease combat effectiveness”.

The Joint Capabilities Group (JCG) has established that the JLC’s mission is to enable ADF operations and readiness through adaptive, effective, and efficient military logistics⁵. This vision is similar to the United States Transportation Command (USTRANSCOM) mission of “USTRANSCOM which conducts globally integrated mobility operations, leads the broader Joint Deployment and Distribution Enterprise (JDDE) and provides enabling capabilities in order to project and sustain the

1 Department of Defence (2020), *Defence Transformation Strategy*, http://drnet/AssociateSecretary/One_Defence/Pages/Defence-Transformation-Strategy.aspx
2 Department of Defence, Summary of the National Defence Strategy of the USA, Washington DC, 2018
3 Australian Defence Doctrine Publication (ADDP) 4.0 edition 3, Ch. 2.3 *Defence Logistics*
4 Olding, Meegan LTCOL (2018), *Logistics by Design: Exploiting the momentum of the First Principles Review*, <https://www.army.gov.au/our-future/blog/logistics/joint-logistics-by-design-exploiting-the-momentum-of-the-first-principles>
5 Joint Logistics Command (2019), Department of Defence, <https://defence.gov.au/jcg/jlc/>

Joint Force, in support of national objectives”⁶. The scope of USTRANSCOM is much too large for our military; however, we can use this organisation as a blueprint when it comes to growing our own capability.

The ‘whole of nation’ approach underneath the DefLogEnt needs to be tested in regards to manufacturing parts in support of a major exercise to better understand the logistical lead times that the Defence industry can provide or requires to respond to the demand pressures of Defence. Knowing what this lead time is would drive our military to maintain sufficient classes of supply so that there is no gap should our nation go to war. The emergence of COVID-19 and the national response to it has provided a timely contemporary example. The National Support Base (NSB) pivoted to restart sovereign industry and in its resourcefulness they did respond to the needs for sanitizers, face shields, and other types of personal protective equipment but there were significant shortages and delays before those items made it to those on the “front line”⁷. Our country has been heavily involved in its COVID-19 response and PPE shortages are still being felt a full year later. The strategic reserve is under prepared to provide any enduring level of sovereign resupply for critical commodities such as oil⁸, rare elements, and repair components. The fuel that was purchased is stored in the United States making it unlikely to ever reach Australian shores. Additive manufacturing⁹ could be used for creating some types of repair components but it cannot produce items on orders of scale. There are some pivotal areas of support or resupply that would not respond quickly such as moving large amounts of equipment via ship¹⁰ that will require retrofitting of deck heights to allow our new L121 vehicles inside. Expanding the JLC will allow for these complexities to be managed within one command, it can then address any critical shortfalls within industry and take steps to mediate them, and it would provide oversight and create a feedback loop back to Defence and government where the nation truly sits within its ability to react to a conflict of a large scale.

The second enduring DefLogEnt characteristic is providing logistics within a multinational environment. This is an area that JLC is practiced in doing within an operational setting but the Army and other services do not operate jointly when conducting their day-to-day missions and tasks back in garrison. Reflecting back to LT COL Olding’s comment on a hollow force, this is something that can be changed and should change. For example, when on operations the medical teams from the RAAF, RAN, and Army join together in order to provide a bigger and better medical level of support to the theatre. This joint capability can be utilised to fill the critical manning gaps in garrison within the enabling space especially in the areas such as medical and supply i.e. catering, fuel, and water. It’s also within reason that our coalition partners, such as US Marines, could also integrate their own capabilities and teams to the same effect. With the appropriate arrangements in place like Memorandums of Understanding and Mutual Logistics Support Arrangements (MLSA), the US Marines should be able to use and access our Defences resources and vice a versa.

6 United States Transportation Command (USTRANSCOM), Department of Defence, <https://www.ustranscom.mil>
7 Department of Health, Personal protective equipment (PPE) for the health workforce during COVID-19, <https://www.health.gov.au/news/health-alerts/novel-coronavirus-2019-ncov-health-alert/coronavirus-covid-19-advice-for-the-health-and-disability-sector/personal-protective-equipment-ppe-for-the-health-workforce-during-covid-19>
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Another component of operating in a multinational environment would be to strengthen our alliances with our regional partners. The US military has the ability and size to position vehicles and equipment out within strategic locations in the world to be used to respond quickly to a threat¹¹. Unfortunately, this capability is not sustainable for the ADF and therefore not an option. The strategy is sound and could be adapted to the size of our military within a limited and scalable framework. This context could look like JLC providing vehicles to an allied nation for their military to use and maintain until offensive operations are enacted thus, providing a staging base away from the nation and also “out sourcing” the maintenance burden of a prepositioned fleet. If a nation within the current Five Power Defence Arrangement¹², for example Malaysia, would agree to accept vehicles from the ADF fleet on the condition that should a threat to both nations occur that our Forces would be allowed the use of those vehicles it would increase the level and speed with which our military can project it's power within the region and provide our military several new strategic options to enable commanders to provide broader instruments of combat power and planning to our Force.

Today's contested environments are dealing with non-linear operations, advanced cyber threats, and faster tempos in which our ability needs to function and fight during hours of darkness. The larger vehicles require more fuel, because the protected vehicles have been designed to protect the war fighter from large blasts and can be repaired by replacing a whole assembly. This requires a larger maintenance burden and staffing footprint. The new technologically advanced weapons require different types of ammunition with limitations on how it can be transported and stored. The increased reach of our communication equipment extends the distance from the war fighter to the logistical base which adds time, bandwidth, consumption rates, and route security of the drivers into the planning considerations. When you expand the advancements from the RAAF and RAN the complexity grows even further and so does the logistical need. This growth needs to be managed. The expanding and resourcing of the JLC is the best solution to address the shortfalls.

Our military also needs to utilise the DefLogEnt more effectively in the current multinational environment and more efficiently under the 'whole of nation' approach to logistical support. Our current global environment is seeing the re-emergence of long term strategic competition and its rapid use of technology. New concepts of warfare are needed in order to protect, modernise defence, and address the future capability requirements. The way forward is with a joint capability mindset and multinational force agreements which requires expanding the capability and role of JLC. We can achieve this.

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¹¹ US Military Sealift Command Prepositioning, <https://www.msc.navy.mil/PM3>

¹² Five Power Defence Arrangement, 1971 <http://www.austlii.edu.au/au/other/dfat/treaties/1971/21.html>

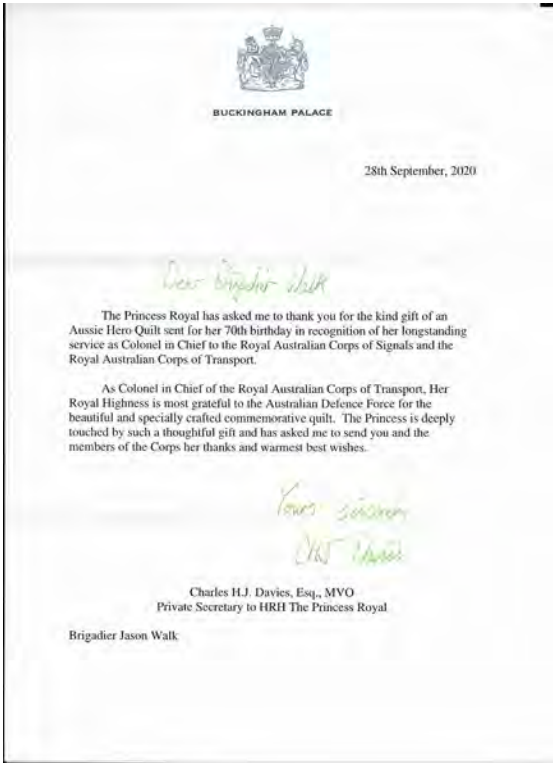
RACT Colonel-in-Chief, HRH, Princess Royal 70th Birthday

The RACT Colonel-in-Chief, Her Royal Highness, the Princess Royal celebrated her 70th birthday on the 15 August 2020. The Princess Royal maintains close ties to a number of military organisations, including RACT and RASIGS, and in addition supports a wide range of charitable organisations in Commonwealth nations.

As part of the celebrations, the RACT contributed to a birthday greeting which can be found on the RACT website (www.ract.org.au). Additionally, and of note, the HOC met with Her Royal Highness via teleconference in September 2020, passing on the best wishes of the Corps and presenting her with a commemorative quilt depicting RACT and RASIGS emblems and tactical signs.



BRIG Walk and BRIG Novak with HRH Princess Royal's birthday present



HRH Princess Royal's thank you letter

Trade Updates

ECN 035 Operator Movements

Senior Trade Mentor (STM) LTCOL Chris Duffy, HQ Joint Operations Command
Senior Trade Advisor (SMA) WO1 Linda Crane, HQ Army School of Transport

2020 was a year where the ECN 035 trade steeled itself for a large-scale, transformative change, only to be left waiting.

The biggest change now on the horizon for 2021 is reform to the trade itself. At the time I am writing this, Army is nearing the point where it will commence the trial implementation of the skills-based model for operator movements. When the strategic workforce prerequisites have been met – in particular the remuneration arrangements for the trade then Army will implement the planned reform to ECN 035. I would highlight two key points of information regarding this trade reform to the current ECN 035 workforce and to the Corps.

First, the trial implementation is not a pilot program; the new model has been decided and the trial period is in place to facilitate refinements. This means that people in the new workforce will only commence OPMOV roles when vacancies arise at PTE. I hope this provides further assurance to the current workforce that you will not be forced out of your jobs to make way for a new cohort.

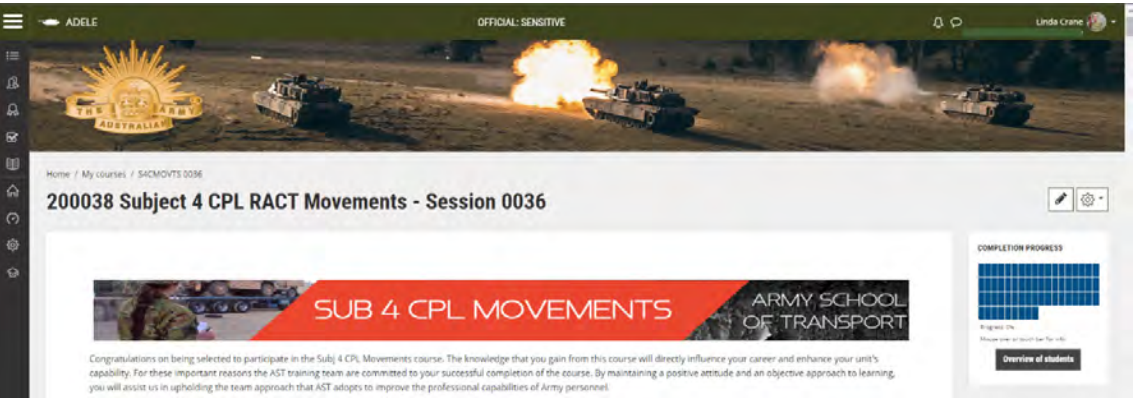
Second, the joint movements capability will continue to need talented and capable members of RACT to fill its ranks. Various ‘feeder trades’ have been identified as suited to skills-based entry into OPMOV and it is likely that all corps soldiers will have access to these roles; however, knowledge of modes and nodes will always be strongest among RACT soldiers. It is essential that RACT view supporting the OPMOV skills-based trade model as a key priority, where high performers from all Transport Corps roles are encouraged to undertake these roles. The ADF needs all logistics elements to thrive if we are to effectively support the joint force and, more than ever, RACT will be pivotal to the long-term success of joint movements.

While changes to the trade structure are most significant, there are changes coming for joint movements. In the near term, 1JMU will restructure to increase workforce sustainability. This will see a reorganisation of the HQ in Bungendore, and changes to each sub unit across the country. But, while the organisation design will change, the roles and supporting relationships will remain. In the longer term, the Enterprise Resource Planning program will replace much of the ADF applications that relate to joint movements. This is still years away, but 2021 may see early engagement with movements staff to begin the process of understanding how we do our work.

Unit Movement Officer (UMO) Course. As those in the trade know, 1JMU has consistently for many years held regional UMO courses. Over the last 18 months, the UMO course has

transitioned from 1JMU ownership to AST (ALTC) and will be the first movement course to be delivered using an exported training model. The move to AST as the training sponsor reinforces the role of the UMO within the broader Joint Movements Network and will award attendees with a proficiency. 1JMU will still deliver the regional training through a combination of online and face-to-face learning with AST oversight.

Trade Training. The delivery of courses at AST throughout the year was affected by COVID 19, and AST Operator Movement Troop (OMT) was able to only conduct three out of the seven courses initially scheduled. The training delivered included two IET OP MOV courses held residentially and a SUBJ 4 CPL MOV course held online. The remaining were cancelled or rescheduled for 2021. AST OMT staff worked tirelessly to redevelop the SUBJ 4 CPL MOV into an online format and delivered a well-received training event by all those that attended. Much thanks to HQ 1JMU and the JMCOs for their invaluable support in making this course a success.



Screenshot of SUBJ 4 CPL MOV course on ADELE (U)

EC&TD continues their work in the redesign of trade training in line with the changes to the OP MOV future workforce. As our target training audience changes so does the names of our courses. The new naming conventions are as described in the table below.

Current naming convention	Future naming convention
IET OP MOV Course	Basic OP MOV Course
SUBJ 4 CPL RACT Movements	Advanced OP MOV Course
SUBJ 4 SGT RACT Movements	Supervisor Movements Course
SUBJ 4 WO RACT Movements	Manager Joint Movements Course

Design of the Basic OP MOV course learning management package is well advanced and may transition to AST by the end of 2020 for development of the training material. When the first trial course is likely to be conducted is still to be determined. The Advanced OP MOV and Supervisor MOV learning management packages are also progressing through the design phase and will likely transition to AST for development in the first half of 2021.

Delivery of the movements training continuum will continue to evolve, and AST are working to develop the best way forward. Army’s developed Training Transformation Program Strategy is now at the forefront, and we look at ways to transform into a ‘future ready’ training system.

Handbooks. The OP MOV and UMO handbooks, last updated in 2014, are now in line for a much-needed rewrite. The Army Knowledge Centre Land Doctrine Cell have included the handbooks in the 2021 Doctrine Forward Working Plan. AST is working towards a final draft of both these documents to be submitted by the end of 2021. There will be opportunities for key stakeholders to contribute to the rewrite early in 2021.

As a side note, I would like to pass on my best wishes to SGT Wenny Nguyen (AST OMT) and her partner on the safe arrival, during the middle of the pandemic, of their beautiful identical twin girls.

We would like to take this opportunity to thank all the members of ECN 035 for your hard work this year, and for your patience as we slowly gain more information on the new trade structures and the future of the trade. You are doing important work every day and, as 2020 has shown, you remain central to the success of the ADF. If you have any questions or wish to discuss any trade training issues, please do not hesitate to email on ractmovement@drn.mil.au

Par Oneri and Good Soldiering.

Trade Updates ECN 099 Air Dispatch

Senior Trade Mentor (STM) LTCOL Phil Baldoni, CO 9 FSB
Subject Matter Advisor (SMA) WO1 Anthony Eddie, HQ 17 SUST BDE

In writing this report, we took the opportunity to review some of the previous STM and SMA submissions to the Corps journal. These journals form part of our shared history, and as we look forward we should be informed by the past. After the tumultuous year that was 2020, the air dispatch trade continues to build on past successes and remain relevant to the ADF’s future operations and capability.

The 2014 report mentioned the potential to do more air drop in support of conventional forces, and expressed optimism about the introduction into service of the C-27J Spartan. Even with the constraints on training imposed by the pandemic, we are very pleased that this conversation has been re-started with air drop serials included in 7 Bde’s DIAMOND CATALYST exercise in Oct 20. The DZ was commanded by air dispatchers, and there are now a group of influential commanders at all levels who will be thinking about how they can employ the capability in ways outside of SF operations that have been the focus of recent years. With this broader interest comes more opportunities in the future, particularly as the ADF shifts its focus to the archipelagic and littoral terrain of our near region. Air cargo delivery offers commanders a responsive, flexible option for resupply in these environments.

The trade and the skills provided by Air Dispatchers continue to be relevant in other ways. Air dispatchers continue to provide sterling service in the Middle East as part of FSE, working alongside other RAAF and Army logisticians in a joint environment. The capability they provide continues to be relevant as the scale of our operations in the MER changes. At the time of writing, we expect that air dispatchers will continue to deploy on FSE’s successor unit, the Mission Support Unit – Logistics.

In more recent developments, air dispatchers were amongst the first elements of 17 Sustainment Bde on Operation BUSHFIRE ASSIST, working alongside pet ops to provide external lift of diesel

fuel into the cut-off community of Mallacoota. Without this support, the generators powering the town's hospital and emergency services precinct would have been without power. Air dispatchers, operating in small teams, proved equal to the task of rapidly providing support in an uncertain environment.

The relationship with AMTDU continues to be strong, based on mutual respect and shared priorities.

As we look to the future, the trade continues to be at the forefront of embedding aviation safety into the way that Army conducts air cargo delivery. Our growing professionalisation in this area is recognised in our interactions with the Directorate of Operational Airworthiness in FORCOMD's Aviation Branch, and our interactions with the Maintenance and Airworthiness directorate in HQAC. While this provides the trade with access to a range of advice, expertise and sponsorship to improve procedures and equipment, it also requires us to critically examine the way that we do business to ensure that what we do is best practice. This requires commitment from all trade members. The training the trade receives in aviation safety from AMTDU is best practice in the aviation community. We urge members at all levels to leverage their skills, contribute and continue the process of improvement and the building of a generative safety culture, regardless of your posted units.

Many of you will be aware that ECN 099 is part of the Workforce Segment Review currently being undertaken by ALTC. The Review has developed significantly since the last STM/SMA update in 2019. The Review is moving to its final stages. It is understandable that any changes to trade and employment structures will engender strong views. While decisions on the future are yet to be made at the time of writing, you can be assured that the feedback provided by individuals, units and 17 Bde have been accurately briefed to DGAPC. Following decisions on future structures (expected in late Nov 20), any trade transformation activities will still be the subject of engagement and consultation. We urge all trade members to remain informed and engaged in the process.

Finally, at the end of 2020 the trade team will move on. LTCOL Bronwyn Thomas, incoming CO 9 FSB, will take up the responsibilities of Senior Trade Mentor. As a former OC of 176 AD Sqn, she is well positioned to guide the trade into the future. We wish all air dispatchers well for 2021.



C17 and CDS exiting ACCFT

Trade Updates ECN 171 Cargo Specialist

Senior Trade Mentor (STM) - LTCOL Luke Condon, SO1 Post DROCM-A

Subject Matter Advisor (SMA) –WO1 Michael Moody, HQ Army School of Transport

2020 has been an extremely busy year for the Cargo Specialist Trade. ECN 171 soldiers and officers posted to both 30 TML SQN and on board Navy vessels, personnel of which were recalled from leave to deploy in support of Operation BUSHFIRE ASSIST. Land elements assisted in establishing Transit Areas within Victoria, New South Wales and South Australia. The SAE on board HMAS Adelaide and Choules deployed to both Victoria and New South Wales to assist with aid and evacuation of the civilian population. Upon completion of support to the bushfire efforts COVID-19 struck. OP COVID-19 ASSIST continues to see a whole of defence and government effort to address the pandemic. An outcome of COVID-19 was that it made Army and wider Defence rethink current training practices and to force training transformation of how Army could continue to provide essential training in this environment. Within the Cargo Specialist domain this resulted in the development of both trade courses and exported MHE courses online.

The following are key areas and updates that impact the trade:

Distribution Workforce Segment Review. The Distribution Workforce Segment Review Phase Two submission was presented to the Employment Category Review Endorsement Meeting (ECREM) on the 30 Sep 20. The formal statement of outcomes from the meeting will be released from Directorate of Workforce Management – Army once approved. Army Logistic Training Centre conducted a series of short working groups on 13 Oct 20, the purpose of which is to provide key stakeholders an opportunity to provide feedback, concerns and impacts regarding ECN 444 - Aerial Delivery Technician.

Manning. From DSCM-A and Army Force Structure the ECN 171 trade is on good trajectory. Based on current figures it is anticipated by 2021 the trade 'should' be over establishment pending future discharges and transfers. The current ECN 171 manning and anticipated future manning issues will continue to be impacted by personnel separations and transfers.

Equipment. The L8120 tender evaluation working group (TEWG) has been completed with the project consisting of several key stages including initial Release – FY 19/20, Initial Operational Capability – FY 22/23 and Final Operational Capability – FY 25/26. The introduction of the C19 class Manitou MLT-X625 75H has commenced not only to the Naval Ships and 30 TML SQN, but broader Army units within the 1st, 3rd and 7th Brigade. The eight and 18 tonne Telehandler variants are still in evaluation stage. Units can begin to expect to obtain these in 2024-25.

D Vehicle Driver Currency Requirements. Material handling equipment operator competence requirements is beginning to align with the Australian Organisation and Defence contractor driver currency requirements that has been implemented in 2020. In order to track competency and experience of operators, AHQ and SMA Cargo have drafted operator policy and improved the functionality of Web-form AD050 (Authority to Issue a Defence Licence) for both C and D vehicles. Further, Defence Once (PMKEYs) will also be updated to accurately represent contemporary licence codes and endorsements.

LMP Rationalisation for ECN171 Skillsets. The first IET course of 2021 is anticipating a panel of 20 personnel. A continuation of increased panel sizes is anticipated to enhance 30 TML SQN ECN 171 PTE numbers. With the introduction of a newly revised IET course LMP it is anticipated that this will further result in enhanced qualifications of soldiers, with AST-MW teaching relevant

skills sets required by Terminal Operators.

High Risk Work (HRW). Safe Work Australia are continuing to make changes for the remaining National Assessment Instructions for HRW that where not addressed last year. A final review of the changes are being conducted to ensure Army's assessment tools and curriculum effectively incorporate the new changes. Once complete, confirmation with Defence RTO will occur to ensure all documentation with DRT0 is submitted for changes to be implemented.

Every year the STM and SMA promulgate a bi-annual Cargo Specialist information bulletin with updates across a range of areas that impact the ECN 171 trade. These bulletins can be found on the SMA share point site below.

For more information regarding the ECN 171 trade, training and key policy documents personnel can visit the SMA share point site: <http://collab/army/altc/ast/SitePages/AST-SMA%20Cargo.aspx>. For questions in relation to the Terminal Trade please phone or email the either the STM or SMA. To assist in the capture the history of the trade any personnel with photos or video of ECN 171 operations are encouraged to forward these to the SMA.



Trade Update ECN 218 Marine Specialist

Senior Trade Mentor (STM) – LTCOL Grant Shottenkirk, HQ 3 Brigade

Subject Matter Advisor (SMA) – WO1 Michael Marrinan, HQ Army School of Transport



LTCOL Brown presents WO1 Marrinan with his SMA parchment

It is my absolute pleasure to be appointed as the Subject Matter Advisor Marine from January this year. Except for a brief stint at DSCM-A, I have spent my entire career posting between 35 Water Transport Squadron, SASR and AST-Maritime Wing and I am very keen to find innovative ways to engage and train our soldiers to continue to provide Army with maritime capability into the future. 2020 has been a year unlike any other and, being posted within Victoria, border restrictions have prevented me the opportunity to engage with the soldiers across the trade and I look forward to 2021.

It seems it does not matter if it is floods or fires lashing the country, marine specialists are the vital link between people and safety. At the commencement of 2020 all eyes was on the coverage of the bushfire emergency and across the news there were multiple images of marine

specialists operating LARC Vs and LCM 8s assisting with the evacuation of civilians from the ravages of fire. COVID 19 did nothing to slow the schedule for the troops with support to the RFSG and Navy in the northern regions continuing unabated. For one of the smaller trades within Army we certainly punch above our weight.



Evacuees are transported from Mallacoota via a LARC V



LCM 8 and LARC V at Mallacoota Beach Landing Site during OP Bushfire Assist

Equipment. Throughout the year there have been numerous working groups hosted by HSPO for our aging equipment. The Design Acceptance of Legacy Equipment (DALE) is to create the safety case for continued use of LCM8, LARC V, SAFCOL and other associated marine equipment that were brought into service prior to the current design acceptance system introduced in mid 2000s. The DALE assessed the useability and requirements of the equipment as well as the risks

and mitigations to ensure our people are using equipment safely and within current regulations. The outcome of the DALEs have been the modification of policy, significant update or creation of doctrine and EMEIs, engineering changes to craft, and adjustment to training.

Project L8710 – Army Littoral Manoeuvre. L8710 has continued to progress with a training needs analysis working group conducted in February at AST Maritime Wing. The analysis was made difficult by not having the assets decided upon but alleviated by using the likely size of the new watercraft and mapping against a civilian standard for the same size vessel. This highlighted the key areas of concern to ensure our personnel are prepared for the shift in capability. The Function and Performance Specification (FPS) for the Amphibious Vehicle (AV) was sent out to SMEs and user units for input and subsequent submission to industry.

Doctrine. SOVO Vol 4 was released in August following an extended period in abeyance while the delegation of authority was being confirmed. The Authorising Officer now resides in AHQ, Director General Platforms, given the Army wide application of SOVO Vol 4, this is considered a more suitable sponsorship arrangement. HSPO has been very busy updating an abundance of Equipment User Handbooks and EMEIs pertaining to marine equipment, getting on top of many out of date publications. I urge all marine specialists to engage through your CoC when opportunities for amendments are discovered and doctrine requires updates. All Army marine doctrine will be under the spotlight in 2021.

Training transformation. Significant effort has gone into Army training across the board with much still to do. Training transformation requires an entire mindset shift; it is not simply loading course content into an online forum or realigning LMPs. Generating the capability for the future watercraft will require a complete rethink of the marine specialist training continuum. This will focus on less training within a training establishment and more of a training mindset within the units and the responsibility of the Section Commanders, Vessel Masters, Troop SGTs and Warrant Officers to ensure their personnel are task ready. The current tempo of watercraft units and the flow on personnel pressures will need to be addressed before this shift can be fully realised.

Personnel. ECN 218 is still assessed as healthy when considering asset vs establishment (people vs positions). At the time of writing there are 16 PTEs over establishment, five LCPLs under establishment, all CPL positions are filled, three SGT positions vacant and one WO2 over establishment. Overall, the trade is 10 soldiers surplus to established positions. Recent separation rates have eased slightly over the past 12 months but PTE and CPL separations are still slightly above the Army average. Current issue is not having enough PTEs and LCPLs qualified to progress to CPL.

To obtain more information regarding the ECN 218 trade, training and key policy documents personnel can visit the SMA Marine share point site:
<http://collab/army/altc/ast/SitePages/AST-SMA%20Marine.aspx>



Evacuees from Mallacoota on board LCM 8 AB1059 arriving at HMAS Cerberus

Trade Updates ECN 274 Road Transport

Senior Trade Mentor (STM) – LTCOL Phillip Cox, 9 Combat Service Support Battalion
Subject Matter Advisor (SMA) - WO1 Kim Harris, HQ Army School of Transport



LTCOL Brown presenting WO1 Harris with her SMA parchment

2020 started off at a rapid pace and presented a number of challenges for the CDI Cell. It began in early January, with the Australian Defence Force's involvement in the Whole-of-Government efforts to provide support to the Bushfires throughout Australia. Then there was a requirement to support the COVID 19 pandemic that was spreading across the country.

During the support to OP BUSHFIRE ASSIST, CDI Cell were required to export a number of courses including surge, water tanker, the new water module, 8 ton trailer and G-Wagon Ambulance. The water qualification presented a number of challenges. CDI Cell were requested to confirm qualifications held dating back to 1974. Due to very good record keeping over the years, both electronic and paper based, the cell was able to confirm the validity of individual qualifications.

Before the conclusion of Defence's support to the bushfires, Defence was called upon to support the Whole-of-Government efforts to the COVID 19 pandemic. During OP COVID ASSIST again there was a requirement to provide support to export driver training course requests for G-Wagon Ambulance, coach, heavy vehicle CL and licence transfers from military to civilian.

The CDI Cell's flexibility and adaptability to support these efforts, while still supporting the remainder of Army to enable units to meet capability requirements, was paramount. Up to 31 Oct 20, the CDI Cell exported 631 drivers course with 7779 licences issued and at least 100 courses still remaining to be processed for the remainder of 2020. The licences issued alone is an increase of over 1000 in comparison to 2019.

With the closing of the borders and essential training only to be conducted, CDI Cell were unable to facilitate face-to-face Driver Testing Officer (DTO) requalification course to provide the necessary updates; therefore the entire course was placed on Australian Defence Education Learning Environment (ADELE) to allow units to maintain their DTO currency.

Driver Training Systems Review. In Q3 2019, Deloitte were contracted to review the driver training continuum and find efficiencies amongst the 88+ Learning Management Packages; which are managed and exported by AST, with the aim of a modularised driver training concept. During 2020, the outcome was a single Learning Management Package with a focus on the most common licence codes across the Australian Defence Force and a more streamlined pathway to cross skill within the same licence code. Elements of the new LMP are due to be trialled in Q1 2021.

Training transformation. There have been several training transformation initiatives throughout 2020. A review was conducted in to the requirement to have Dangerous Goods and Commonwealth Explosives by Road and Rail (DG&CE) courses for levels one and two. After a rationalisation process and discussions amongst key stakeholders a decision was made that there is only one DG&CE LMP required, as there was no delineation between the two levels.

Another training initiative was the introduction of the Driving Assessor course (DA). The DA is designed to be an all Corps course; which will allow units to build a pool of DAs to assist the DTOs within units and build on their platform qualifications. The DA course also gives units more flexibility to use them as well and minimise the reliance on limited DTOs within units. In 2021, the CDI cell are continuing to move their course learning material to ADELE, to allow units more flexibility in gaining access to content and provide individuals the ability to review content to refresh their skills and knowledge.

New publications and forms. There were a number of key documents that were updated throughout 2020. In Jan 20, there was a new version of the Defence Road Transport Manual providing critical guidance regarding the Chain of Responsibility and the mandatory licence currency requirements. The AD049, PH32 and AC626 were also updated to provide key information to assist in the transition to Defence new L121 FOV requirements.

For more information regarding updates, key policy document links please refer to the CDI Cell collab page <http://collab/army/altc/ast/SitePages/CDI-A%20Cell.aspx> as this is continually updated.

At the conclusion of 2020, WO1 Kim Harris will be handing over the position of CDI-A to WO1 Luke Conolly.



40M at a tactical distribution point at Shoalwater Bay

Post Office – HQAFPO

SGT Alexander (Stretch) Landel, TP SGT

As is the case for the beginning of every year, Postal Platoon started early to catch up on any late Christmas mail, whilst also conducting a Postal Operator course for new march ins CPL Ogier and LCPL Navarro.



WO1 Fuery presenting WO2 Nabbs with his SMA parchment

COVID restrictions came into effect which saw the reduced tempo and change in practices across the Battalion. Although this saw a rapid increase in online ordering resulting in heavier workloads for the teams at the Military Post Office (MILPO). One team concentrated on the sorting and dispatch of mail, focusing their efforts on the front office and customers whilst the other team updated course material under the guidance of SGT Landel, introducing ADELE into learning packages from home.

SGT Preston, SGT Haar, CPL Dobbie and LCPL Cassin deployed as a part of FSE – 12 into AMAB and AFG, which bought them their own set of COVID restrictions to adapt and overcome. SGT Preston took home the ‘Silver Swab’ award for most nasal swabs within the ADFs Camp Baird, partaking in 22 separate tests. FSE – 13 members SGT Linley,

CPL D Radunz and CPL Ogier have now taken over the deployed post office AFPO 12, servicing defence members across the MER.

Throughout the year the section members individual trades were also utilised. LCPL Navarro an Air dispatch crew commander supported 7 BDE EX Diamond Catalyst at Shoal Water Bay, coordinating air drops to showcase the resupply abilities in a field environment on behalf of 176 AD SQN.

WO2 Nabbs and CPL Bailey who are both Heavy Equipment Transport supported 10 LSC transport platoon by driving floats around the North Queensland coast, whilst also assisting driver courses as DTOs.



LCPL Navarro air drop resupply



WO2 Nabbs tyre change

Army School of Transport Command Training Wing Headquarters

MAJ Luke Baldacchino, OC

2020 commenced against the backdrop of new personnel marching-in to undertake new positions and the ongoing requirement for AST to provide personnel support to OP BUSHFIRE ASSIST. Overall, the wing experienced 50% turnover in positions. Amongst them was CAPT Luke Geddes who arrived mid Feb 20 post supporting the JTF HQ in VIC and WO2 Adam Napier to replace WO1 Linda Crane as the new Operator Movements Troop (OMT) Tp Comd. CTW had successfully completed four Directed Training Requirement (DTR) courses by Apr 20 when the movement of learners to undertake training at Puckapunyal was suspended due to COVID-19. This resulted in CTW focussing on supporting modernisation of training and undergoing training transformation priorities for Q2 and Q3 2020.

During the period of Apr – Dec, CTW in conjunction with ALTC Employment Category and Training Design (EC&TD) and Wodonga Institute of TAFE, reviewed and updated the Learning Management Packages (LMP) for the Transport Manager, Driver Testing Officer and Subject 4 CPL ECN 274. Due to the work of WO2 Conolly and his team in NCO Tp, these courses are more streamlined, reduced in course duration and method of delivery. NCO Tp was critical in supporting the trial of the new Transport Managers course in Jul 20 at 7 CSSB and further supporting three exported Driver Testing Officers courses, one Subject 4 CPL ECN 274 and delivery of one remote Transport Manager's course over Nov - Dec 20 in Darwin, Townsville and Brisbane. OMT supported the delivery of a virtual Subject 4 CPL ECN 035 for 15 students across multiple JMCos and commenced the development for the Subject 4 SGT ECN 035 for online delivery in Feb 21. Comms Troop also supported training transformation through developing efficiencies in training to reduce course duration and supporting the latest Basic Driver Course conducted at AST. Perentie Tp continued to support AST through on going management of trainees who were impacted by COVID-19, managing up 100 pers in its peak holding in Sep 20 with three staff.

2021 shapes to be an exciting year as CTW delivers its newly modernised ECN 274 and ECN 035 courses. The outcomes of the ECR for ECN 035 will see CTW supporting the delivery of trials of the new Movements training courses under the new training model. BMS continues to be integrated into training at AST and the ECN 274 Subject 4 courses in 2021 will make use of this new equipment to further enhance training. In addition, the Protected Mobility Training Framework Troop will be moved into CTW in 2021 to support the delivery of new Protected Mobility Training post LMPs progressing from trial to active.

Key appointments were undertaken in 2020 by MAJ Luke Baldacchino as OC who will be departing for Canberra in 2021 to undertake a role in International Engagement in Joint Support Services Division. He will be replaced by CAPT Karl Kiss from ASLO who will be marching-in on promotion. CAPT Luke Geddes performed the role of 2IC and WO2 Luke “Billy” Conolly as the WSM and NCO Tp Comd Roles. In 2021 WO2 Conolly will be undertaking the role of CDI-A. WO2 Simon Leek will be marching-in 2021 to undertake the role of the new WSM position. The OPSWO position has been created for 2021 and WO2 Mark “Vinnie” Mlikota will be CTWs first full-time OPSWO appointment. WO2 Napier will stay on in 2021 as OMT Tp Command and WO2 Brett Bayes in Comms Tp. CPL Freund remains at CTW in his capacity as the Wing CLK in 2021.

Non - Commissioned Officer Troop

WO2 Luke “Billy” Conolly, TP COMD

2020 definitely challenged all of us. We commenced the training year in the usual manner, with a large changeover of staff. At the completion of mandatory trg we hit the ground running IOT commence the first course of the year. This did not last very long as we ceased delivering residential training as of Mid-March due to the COVID-19 Pandemic. This equated to a total of three courses. Over the course of 2020 NCO Tp conducted and facilitated in BDEs a total of nine trade and promotion courses preparing the next generation of future leaders within RACT. The instructors worked tirelessly throughout the year modernising and improving the quality of training delivered at AST.

This involved significant review of all LMPs and Part Four training material nested with the transition to a hybrid model of blended learning with a focus of home station training IOT meet the need of an Army in motion and to continue to train in a COVID-19 environment. Our focus shifted to Training Transformation; furthermore, as we continue to modernise not only in the delivery methods, we experienced some friction with the design and construct of our courses. This was the first time that we as a school were entertaining the idea of exporting our trade and promotion courses.



Subject 4 CPL delivering orders

With the assistance of EC&TD and the training designers and developers in ALTC we soon became proficient (NOT experts) in the building of course material in ADELE. This is not as easy as you may think, developing Self-paced learning (SPL) strategies is completely different to the training model that we are all used to. With this in mind the team hooked in and started from scratch with each LMP and all associated learning and support material. Each course has been redesigned and modernised IOT meet the future needs of the RACT. We have trialled each of the courses, with the exception of SUBJ 4 SGT, and to date the feedback is positive, but we still have a long road ahead into 2021 as we continue to move forward with training transformation.

All of the above would not have been possible without the dedicated and professional staff from NCO Tp. I have asked this fine group of SNCO's to give 100% and then I have asked for more, to which they exceeded my expectations. The team from 2020 truly embody the Corps Motto and it has been a pleasure working with them all. As I leave the Troop this year, I am humbled to say that I am excited to see what the future holds for RACT and how we contribute to Army in Motion.

As the year came to a close, NCO TP and BDE units have successfully trained 155 RACT soldiers across three course disciplines. Furthermore the troop farewelled the following instructors:

- SGT Evan Beddome – 4 CSSB
- SGT Nicole Davies – 1RTB
- SGT Tahneal Dodson – 6 AVN REGT
- SGT Martin Fealy – ASO
- SGT Shaun Murphy – 1 ARMD REGT



SUB 4 CPL conducting IED drills

PAR ONERI

Operator Movements Troop

WO2 Adam Napier, TP COMD

Like many training establishments across Army in 2020, the words 'adapt' and 'transform' can be used to best describe the challenges Operator Movements Troop (OMT) was faced with to deliver training in a COVID-19 world. OMT commenced the year with the arrival of SGT David Young, CPL Elizabeth Naunton and myself, joining SGT Wenny Nguyen as the only incumbent member of the team.

After mandatory and instructor development training, OMT commenced the IET Operator Movements course in February. The first of what was supposed to be seven Operator Movements IET and trade courses conducted residentially at AST in 2020. The effects of COVID-19 were realised at the completion of this course when all non-IET training was ceased and our focus shifted towards developing strategies to deliver training in the COVID-19 climate.

At the forefront of this strategy was training transformation which required OMT to exploit online learning platforms and software to deliver courses remotely. This required LMPs to be reviewed, the analysis of training material for remote delivery and courses of action developed. The time consumed by training transformation saw the cancellation of one Subject 4 CPL RACT Movements course and two LOBC Movement Officer courses. This enabled OMT to focus its efforts on delivering a Subject 4 CPL course in August 2020 and a Subject 4 SGT by February 2021, both online and remote.

OMT's efforts were rewarded in September 2020 having achieved its first major goal of delivering a Subject 4 CPL RACT Movements course online with students dispersed across the country. The roadmap to delivery challenged each instructor to develop skills beyond the foundation instructional skills required. The requirement to familiarise themselves with the Australian Defence Education Learning Environment (ADELE) and existing software was key to building and modernising learning material. The lessons learnt from this course will shape future courses as we continue to modernise and contribute to Army in Motion.

Over the course of the calendar year OMT delivered initial employment and trade training to 36 Soldiers. While that number is smaller than previous years, the gains achieved through training transformation will contribute to the Operator Movements training continuum for years to come. I am truly proud of the effort sustained by OMT staff throughout the year and look forward to seeing their professionalism come to fruition in 2021.

In addition, we would like to recognise the support provided by 1JMU throughout 2020; in particular, the provision of regional assessment which was a key contributor to the completion of the first Operator Movements career course conducted online, and the instructor support provided by SGT Chantel Shortland and CPL Ruby Hassel who represented their unit with great professionalism in a complex environment.

As the curtain closes on 2020, OMT continues to prepare for the delivery of courses both online and residentially in 2021, as well as the introduction and anticipated trial of new LMP's being designed to meet the needs of the Operator Movements employment category review. If this year has demonstrated anything, it is that when presented with challenging obstacles, OMT and the wider Operator Movements workforce is truly equal to the task.

Perentie Troop

LT David Cochrane, TP COMD

This year has seen Perentie Tp develop and adapt to the every changing environment of COVID – 19. COVID – 19 has been tough on everyone and it has brought unique challenges that Perentie Tp has had to overcome.

Perentie Tp is located on the top floor, 'The Penthouse', of 'The Rock' and is under the command of OC CTW. Our ORBAT is comprised of 1x TP COMD, 1x Tp SGT and 2x Section COMDs and was originally set to hold a maximum of 24 Trainees.

We look after a large range of soldiers who are 'On Pathway' trainees awaiting their driver's course. Most of our trainees are ECN 274 awaiting their Basic Drivers Course down at Road Transport Wing. Another large part that Perentie Tp plays is looking after the 'Off Pathway' Trade Transfers who have seen the light and joined RACT. Although our Troop is resourced to hold a maximum of 24 Trainees, numbers normally vary from as little as five to just under 100. Those members can spend from a day to over 50 days in holding.

A robust and flexible Daily Training Program (DTP) is run for the Trainees to further help them develop as an Australian soldier. We have focused on All Corps training such as Weapon Training, Navigation, Cam and Concealment and RATEL just to name a few. We have made a conscious decision to focus on their public speaking and debating skills to help instil a sense of confidence and professionalism. Trainees have really shown a love for Military Research Tasks whether that be researching Military Equipment such as M270 MLRS or Military Topics such as 'Was the Iraq

war a just one?’. Furthermore, we help further progress the trainee’s writing and literacy skills with the help from Army Education Centre. The Padre is an often visitor to Perentie Tp, he delivers interactive lessons on topics like suicide and depression to help bring awareness and insight to these key issues. Finally the PTI ensures that the Trainees fitness standard are above and beyond expectation.

The Tp also supports training activities both organic to AST via enemy parties to IET TACOPS and NCO Tp Sub 4 CPL/SGT courses. Normally Perentie Tp would support external agencies such as RMC and LOAC, acting as drivers, in the PMTT simulators but due to COVID – 19 and no interstate travel Perentie Tp has had to stay local throughout the year.

Communication Troop

WO2 Brett Bayes, TP COMD

With an ORBAT of; a Tp COMD (WO2), CM (SGT), Sig liaison (SGT) and two instructors (CPL); Comms Tp has had an extremely busy training year with some major challenges within the communications space.

2019 saw Comms Tp posturing ourselves ready for the introduction of BMS into the training continuum with 2020 implementing this in our new purpose built, state of the art training facility. BMS Foundation and Tactical User, along with BCCC, is now fully imbedded into each RACT IET course as well as a standalone courses for ECN 099, 171 & 218.

I think it’s fair to say everyone’s prediction of how 2020 was going to be in last year’s journal entry got it wrong. That said Comms Tp raised to the occasion and knuckled down to dual raise, back to back and overlapping courses, all of which was conducted under extremely tight COVID 19 restrictions, meaning individual instructors were spending up to 11 periods a day in the classroom. This is a testament to the commitment and resilience and true Par Oneri esprit de corps of the Comms Tp staff. I am eternally grateful for their unyielding commitment to myself and the CTW chain of command.

As with everyone else the social distancing restrictions of the pandemic has presented its own unique challenges but, we have still managed to deliver BCCC and BMS training to 210 learners and staff during the 2020 calendar year.

Moving forward Comms Tp continue to collaborate in preparing for the ‘Train With’ requirements of BMS as NCO Tp continue tackling training transformation and implementing BMS within the Subject four courses.

The Tp says farewell to the following members and wishes them well in their new postings

- SGT Scott Bleuel – 1 AVN REGT
- CPL Cain Chambers – 2/14LHR
- CPL Tom Fagan – 4 CSSB

Communication Troop, putting the comms into Move, Shoot, Communicate.

Land 121 Training Wing

CAPT Morgan Spencer, 2IC

The Land 121 Training Wing has continued to conduct operator and maintainer training as part of Phase 3B and Phase 4 of the Land 121 project throughout the challenges of 2020. Whilst the domestic travel restrictions constrained the throughput of the Wing, this period presented an opportunity to conduct a range of learning material reviews as well as instructor development and cross skilling to enhance flexibility once COVID restrictions eased.

One of the key achievements for the Wing in 2020 has been the establishment of the Regional Driver Training and Safety Team in Townsville. The success and momentum gained in this achievement will be capitalised on in 2021 with the establishment of the next team in Darwin. The establishment of these teams sees the recommendations from the 2018 Driver Training System Review being crystallised and a significant shift to the approach to driver training being realised.

Driver Training Team – Amberley

WO2 James Hudson, TP COMD

Following the filling of a number of vacancies by ARes staff including WO2 Hudson, SGT Thomas and CPL Clark, the team got stuck into delivering the core of the Land 121 Directed Training Requirement (DTR). As the year progressed, an additional vacancy developed in the maintainer role that ultimately saw CPL Bochow awarded the extra regimental appointment to which he responded by putting in a massive effort to keep the governance and serviceability of the fleet on the road.

CPL McNamara led fly away teams to Townsville in February to facilitate the delivery of water and dry module training as well as gap training to members of the 3rd Combat Brigade. CPL Hildebrandt led the fuel team delivering both modules and HX77 tanker training throughout the year in multiple locations. The Medium/ Heavy Capability team, led by CPL Tilbrook, hooked in delivering 40M, HX77, and trailer courses back to back with some internal upskilling and professional development as well. CPL Clancy was the backbone to this, providing the critical redundancy and flexibility the team required throughout the challenges the year presented.

Once the initial COVID restrictions in Queensland began to lift, the team reoriented, this time with a massive tempo, delivering at least four concurrent courses back to back for the remainder of the year. We took delivery of the first PMV-L Hawkei in SEQ, flew in and quarantined a nucleus of instructors from our sister team in Puckapunyal in order to generate an instructor pool.



PMV-L training delivery in SEQLD

The team upskilled on PMV-L and, at short order, prepared to deliver the first PMV-L course in SEQ. Some hurdles were thrown at the Hawkei course, with the final one cancelling training, however, we are now posturing for the ongoing delivery of this training next year from Amberley.

Driver Training Team – Puckapunyal

LT Kaitlin Anstis, TP COMD

The year started strongly having completed two full panel PMV-L courses, one HX81 course as well as a HC1 course working out of the new L121 Unit Training Facility with full military staffing supported by Wodonga TAFE. When COVID hit we remained flexible, developing our courses and supporting the other schools within the PMA in gaining L121 qualifications. In the latter half of the year, PMV-L training recommenced by panelling Victorian based members whilst Advanced Troop continued to qualify members internally to support the role out of heavy vehicles, including the Medium Dolly Low Loader, as well as supporting the development of the HX81 sustainment course.

Recovery and Maintenance Team

SGT Brendan Leahy, Course Manager

The Recovery and Maintenance Team located at Albury Wodonga Military Area (AWMA) had a challenging and disruption filled 2020, due to the COVID-19 pandemic. 2020 was to be a busy year with a full schedule of L121 Family of Vehicles maintenance courses planned, which would have seen hundreds of Army and Air Force maintainers and Recovery Operators trained.

However, with domestic travel to Victoria being prohibitive the training focus shifted to local personnel in order to keep RMT productive.

Whilst limited training continued, there were also other achievements such as improving the delivery methods and training material for all courses, recruitment and training of new civilian contracted instructors, the commencement of PMV-L ICS Maintainer courses, as well as approval for the export of both 42M and 45M IIS courses.



RMT Maintainer Course

Training Development Cell

WO2 Leah Maher, Training Developer

The Training Development Cell started the year strongly with all instructor training and course ramp-up complete on the Heavy Bulk Water trailer and Heavy Dolly Converter in preparation for trialling both these courses in March. Unfortunately, both of these trials were put on hold due to COVID. The COVID restrictions resulted in all members of the cell eventually working from home. Being based in Melbourne, this lasted most of the year.

With all trial and introduction into service courses being postponed indefinitely, the cell focused on the development of licence acquisition packages for HX81 with Medium Equipment Transporter (MET), Heavy Cargo (HC) trailer, Heavy Dolly Converter, Heavy Equipment Transporter and the Heavy Bulk Water trailer. The HC2 course (HX81 with MET and HC) LMP had a positive result at a Learning Review Board and was approved to proceed to trial. This trial went very well in SEQ in Q4 2020 with the Learning Review outcomes yet to be confirmed. Once this course is approved, it will replace the current Heavy Vehicle Combination for Operator Specialist Vehicle on the International



OSV change over from legacy fleet to Land 121

S-Line, which came into service in 1988 in time for the Bicentennial celebrations in that year.

TD Cell look forward to a busy 2021 now that domestic borders are open where IIS courses, as well as the remaining trial courses will recommence which will see Defence finally witness the full capability of the new heavy vehicle and trailer assets.

Regional Driver Training & Safety Team

Townsville -WO2 Stephen Galea, TP COMD

It has been a very exciting time in Townsville with the recent establishment of a new team this year. The inaugural instructors posted to the team were keen to gain experience and start conducting courses but then COVID struck. In March, CPL Baleilekutu was on a PMV-L course in Puckapunyal as restrictions around the country were increased and upon her return, she was required to enter the mandatory quarantine. CPL Smith passed his DTO course and became an instructor in his own right upon completing the first PMV-L course in Townsville in July.

The 19 day PMV-L course is currently being delivered by our two ARA personnel and supported by our two ARes staff; SGT Beyer and CPL Sticklen. As we approach the end of an unconventional year, the team will have conducted three PMV-L courses and looks forward to continuing them, and other training, in the New Year.

Next year will be extremely busy with the continuation of PMV-L courses and the commencement of licence acquisition courses for HX77 and 40M. We have new members posting in, and say farewell to SGT Conquest who has held the team together this year but his services are required in Canberra where he is posted to RMC and we wish him well.

Conclusion

MAJ Adrian Cherry, OC Land 121 TW

Like most workplaces, COVID 19 had a significant impact on the Land 121 Training Wing as you have read in the Team's contributions. Through these difficult times the support from AHQ, HQ FORCOMD, AST HQ and CASG has been outstanding. The Land 121 teams that are spread across the east coast of Australia have drawn together extremely well to keep morale as high as possible. While the three Victorian detachments in Victoria Barracks Melbourne, Puckapunyal and Bandiana have endured significant hardships brilliantly, the teams in Amberley and Townsville have also worked very hard to deliver capability through the training of operators and maintainers of this new and, in some cases, developing Family of Vehicles and equipment. In my third year, and final few days as OC of the Land 121 Training Wing I look back with great pride at the work done by the ADF members and the civilian contractors of the Wing over the last three years. To single individuals out for praise would be folly so I offer my heartfelt thanks to each and every one of the ARA, ARES, RAAF, RAAF RES, civilian storeman and contracted instructors who have contributed to the successes of the Wing. I wish MAJ Rick Lockwood all the best as he takes over this role in January 2021.

Maritime Wing

MAJ Kaho Lai, OC/SI

Army School of Transport – Maritime Wing (AST-MW) experienced a unique perspective of 2020 and the COVID-19 pandemic that was concurrently periscopic but also panoramic in many senses.

Based in tropical Northern Queensland, Townsville-based Maritime Wing largely escaped the scourge of COVID related restrictions. Our unit and our families was spared the harsh conditions faced by our southern colleagues, though the impacts of COVID driven economic downturn and the pain of separation from loved ones were no less poignant.

With a COVID affected schedule, AST-MW made best use of the lull in battle to undertake Training Transformation across the full spectrum of AST-MW courses. With limited strategic guidance, my direction to the Wing was to test the digital waters of ADELE(U) and determine what was within the realms of possibility using only integral resources. I was very pleased with the ingenuity of our staff as they adapted this broad instruction and absent all external support to take carriage of this monolithic task.

Marine Specialist Training Section (MSTS)

MSTS delivered two Initial Employment Training basic courses, a LARC-V Operators Course, Watch keepers Course and a Subject 4 Corporal Watercraft Commanders Course. In addition, MSTS made significant effort towards Training Transformation and advice to a number of capability projects.

One key concession to COVID restriction was to challenge the traditional training paradigm of outsourcing Damage Control training to the RAN School of Survivability and Ship Safety. With COVID restrictions prohibiting trainee travel to HMAS Cerberus in Victoria, AST-MW collaborated with Queensland TAFE’s Great Barrier Reef International Marine College in Cairns to develop a bespoke Damage Control package for Army’s watercrafts. A trial for the latter Marine Specialist Basic Course of 2020 was conducted to great success and will be built upon to develop a more permanent commercial relationship.



Towing



Training Transformation in the Marine Specialist domain is challenging due to the heavy emphasis on practical skills employing specialist equipment. To this end, MSTS have focused on digitalising all learning material and uploading into ADELE-U. Further analysis will be conducted in 2021 to determine aspects appropriate for development into standalone online modules, either for export or to supplement residential courses in a more integrated manner.

Cargo Specialist Training Section (CSTS)

Despite COVID restrictions, CSTS also delivered a full suite of courses – two Initial Employment Training Basic courses and a Subject 4 Corporal Course, refilling the much depleted ranks of the trade.

A combination of OP BUSHFIRE ASSIST commitments and staffing shortfalls necessitated training innovation within CSTS. A commercial arrangement with a local service provider was reached to deliver the Dogmans component of the IET Basic course, significantly reducing equipment and staffing support requirements. The imminent delivery of the Manitou MLT-X625 in 2021 will further reduce future support liability.



Commercial provider assisting with the dogman’s component

2020 also witnessed the delivery of a new crane for the Land ship Simulator facility. The Fassi crane represents a significant advancement on the venerable Favco in terms of reliability and capability. This crane was delivered in a record twelve months from project inception, a significant achievement and testament to a highly collaborative approach with our commercial partners. Supported with a robust maintenance package, the Fassi crane will serve the Army in preparing future generations of Cargo Specialists for shipborne operations.



Fassi crane opening

Training Transformation in Cargo Specialist took a similar vein as the Marine Specialists. Tremendous effort was made by CSTS to digitalise all training materials and a number of online assessments have now been developed. Further analysis in 2021 will determine the way ahead to drive Cargo Specialist training into the digital domain.

Marine Engineer Training Section (METS)

METS experienced significant disruption as a result of COVID imposed restrictions. From June 2020, METS delivered only three courses – a Straddle Lift course for JLU-NQ, and a Watercraft Maintainers Course and a Watercraft Specialist Course for Townsville based personnel. MW



Water Specialist Course

envisages a busy 2021 as training gaps from the 2020 training hiatus are realised.

METS devoted much of 2020 to developing digital content in support of Training Transformation. Employing integral resources and ingenuity, the instructors self-taught content development skills and developed a trial digital package for the Marine Safety Equipment Maintenance Course. This package was exported to two units and delivered with good success. Work has now commenced on the Small Watercraft Maintenance Course for trial and delivery in 2021.

Watercraft Support Section (WSS)

WSS have not idled away 2020. In addition to support to MW, WSS demonstrated exceptional initiative in undertaking a robust trade skill development program. Under the leadership of SGT Jack Kerr, WSS conducted trade relevant training to upskill their soldiers and prepare them for future promotion courses. In addition to integral support and training, WSS also provided support to 10 FSB including deploying two members to support OP RESOLUTE.

Farewells

The conclusion of 2020 also signals the bittersweet moment of farewell for a number of our Wing’s members. The Wing thanks the following members for their contribution to AST-MW:

- CAPT J Farrell – deployed OP PALADIN
- WO1 D Maggenti – posted to ASEME
- WO2 J Burton – posted to 3 CSSB
- WO2 M Fergusson – posted to 3 CSSB
- WO2 M Giampino – posted to 7 CSSB
- SGT D Curtis – posted to 1 AVN REGT
- SGT M Fenton – posted to 9 CSSB
- SGT Nathan Hoddy – posted to HSPO
- SGT G Parker – separation from ADF
- SGT B Rhind – separation from ADF
- CPL B Alderson – posted to 145 SIG SQN, promotion to SGT
- CPL J Bailey – separation from ADF
- CPL S Chamoun – posted to 2 CDO REGT
- CPL D Lovewell-Roy – posted to 2 CDO REGT
- CPL L Mollard – posted to 10 FSB
- CPL D Mulholland – posted to 10 FSB
- CPL J Nissen – posted to 10 FSB, promotion to SGT
- PTE I Cox – separation from ADF

The Wing also congratulates CPL S Hicks, who will be promoted to Sergeant in 2021 and continue to serve in his role as AST-MW OPS SGT.

As my tenure at AST-MW draw to a close, I wish to express my heartfelt gratitude to my troops for their herculean effort over the last two years. These unprecedented times have inflicted hardship and loss upon all of us; despite these challenges, the Wing have kept faith with me not only with their personal wellbeing, but also their family’s welfare. I am humbled by this trust and inspired on a daily basis by the resilience and dedication shown by our members. We have pulled together as a team and demonstrated that we are truly Equal to the Task.

I will be returning to sea with HMAS Adelaide in 2021. MAJ Shawn Cowan will take the helm of this highly capable Wing and I wish him and our members’ good fortune in meeting the challenges ahead.

Fair Winds and Following Seas.

Road Transport Wing 2020

MAJ Andrew Laing (OC) and CAPT Joshua Bell (OPSO)

2020 has been the year of modernisation and this has been no exception for the RTW Team. The Wing has been hard at work conducting courses and contributing to the analysis, design and implementation of new training continuums that will have an enduring effect across Defence. This article will look back at the year and highlight the key achievements for the Wing and how they have contributed to the greater AST effort. This article will focus on a summary of 2020 driver training, the 50 Day Basic Driver Course (BDC), Logistic Officer Basic Course (LOBC) RACT Technical Trade Training, Protected Mobility Training Framework (PMTF), Modular Driver Training and other projects.



RACT Initial Employment Training Basic Drivers Course - Convoy

Driver Training

Supported by our Wodonga Institute of Tafe (WIOT) contractor workforce RTW conducted a significant amount of driver training throughout the year to include:

- 12 x RACT Initial Employment Training (IET) Basic Driver Courses (307 trainees)
- 4 x 40M/LR2J courses (92 trainees)
- 2 x LR2J courses (20 trainees)
- 2 x PMV-M courses (40 trainees)
- 2 x VIP Drivers Course (10 trainees).

This represents a remarkable effort by the team considering the significant restrictions that Victoria was under for the majority of the year due to COVID-19. There were certainly challenges with increased discipline, welfare and admin issues of the soldiers attending the courses. This has kept WSM RTW, WO2 Lance Keighran, a very busy SM.



RACT Initial Employment Training Basic Drivers Course – Distribution Point Heavy

50 day Basic Drivers Course

On the back of direction to ‘increase time with teams’ the OPSO AST, MAJ Scott McMahon, headed initial analysis to review the length of the RACT IET BDC. This subsequently led to a series of internal working groups within RTW and saw the design of the new optimised 50 day BDC, a reduction of 14 training days in the course. The reduction in training time has centred on removing unnecessary or duplicate training as well as more effectively utilising the instructor to student ratios to better use the training time available. Ultimately the 50 day BDC is now a series of bull ring activities conducted at the SECT level and has reduced the idle time of a trainee waiting to drive by approx 50 percent.

The 50 day format was implemented for the last four sessions of 2020 with excellent results. While some additional amendments will be made for the start of 2021, the new format has been endorsed and is live. The new course is asking a lot more of our CPL Instructors and we have been impressed with how they have stood up to the challenge and implemented a more intense and involved training program. A key point to note is that no driving time has been lost as a result of the shorter course. In fact, based off the last four courses of the year, trainees are averaging more time behind the wheel under the new program. This is a result of the new structure and better utilisation of the instructors, including the idiosyncrasies of having a partially contracted workforce.

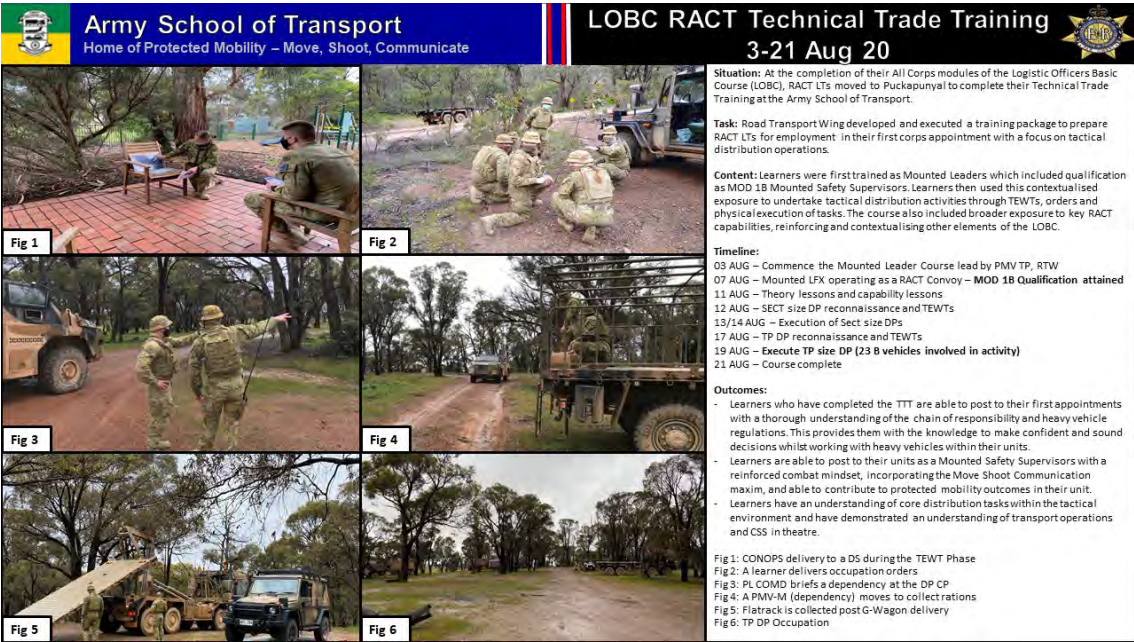
Army School of Transport						Optimised Basic Drivers Course					
Home of Protected Mobility – Move, Shoot, Communicate											
1	2	3	4	5	6	7	8	9	10	11	TRG DAYS
BMS / BCCC (Comms TP, Command Training Wing) – 8 Days											
BCCC Mod 1 (Dismounted VHF)				BCCC Mod 2 (Mounted)		BMS Mod 1 (Foundation)		BMS Mod 2 (Tactical User)			
Pre Drive – 6 Days											
B Vehicle Docs & WHS Policy (ADELE)		Loading and Unloading Vehicle Fires / Defensive Driving / Guiding Vehicles Components / Servicing and rectify faults									
Safe Drive Area (SDA) – 8 Days											
Drive – SDA Change a wheel and effect tyre repair Load, unload and secure cargo				Drive – SDA Pers modules / Weight scales & weighbridges Route Cards / RACT History				Drive – SDA			
Public Thoroughfare – 9 Days											
Drive – Public Thoroughfare / Convoy Driving Integrated Load Handling System (ILHS)				Drive – Public Thoroughfare (Day and Night) / Convoy Driving Dangerous Goods and Commonwealth Explosive (ADELE) Non techs / ILHS							ILHS
Difficult Terrain / Field Prep – 11 Days											
MAG 58 Lessons		MAG 58 Range Non Tech SAs		Drive – Difficult Terrain (Day and Night) Effect vehicle recovery & towing NFE Driving / TTPs (SIM)					Drive – Difficult Terrain (Day and Night) NFE Driving Field Prep / TTPs (DPs / SIM)		
Field Phase – 5 Days						Retest / Refurb / Admin – 3 Days					
Operate Military B Vehicles in a Tactical Environment						Clean / Non techs / Stores Rtns / Removals Prep Retests / BOS / ROAs / BFA / Marchout Briefs (STDs / CM / SI / CO)					
Basic Combat Comms Course LMP											
Licence Acquisition LMP											
RACT TACOPS LMP											

50 Day BDC Course map

As part of the BDC review the team also analysed when our courses were scheduled and better synchronised them to the Army throughput plan. The team have been able to shift when our courses are conducted to reduce the amount of days trainees are waiting in Perentie TP (AST holding platoon) between finishing Kapooka and commencing their BDC. If recruiting meets its targets for 2021 then the combination of the amended training schedule, in conjunction with optimised BDC will see 368 trainees complete their initial employment training an estimated 17,500 days earlier than originally planned.

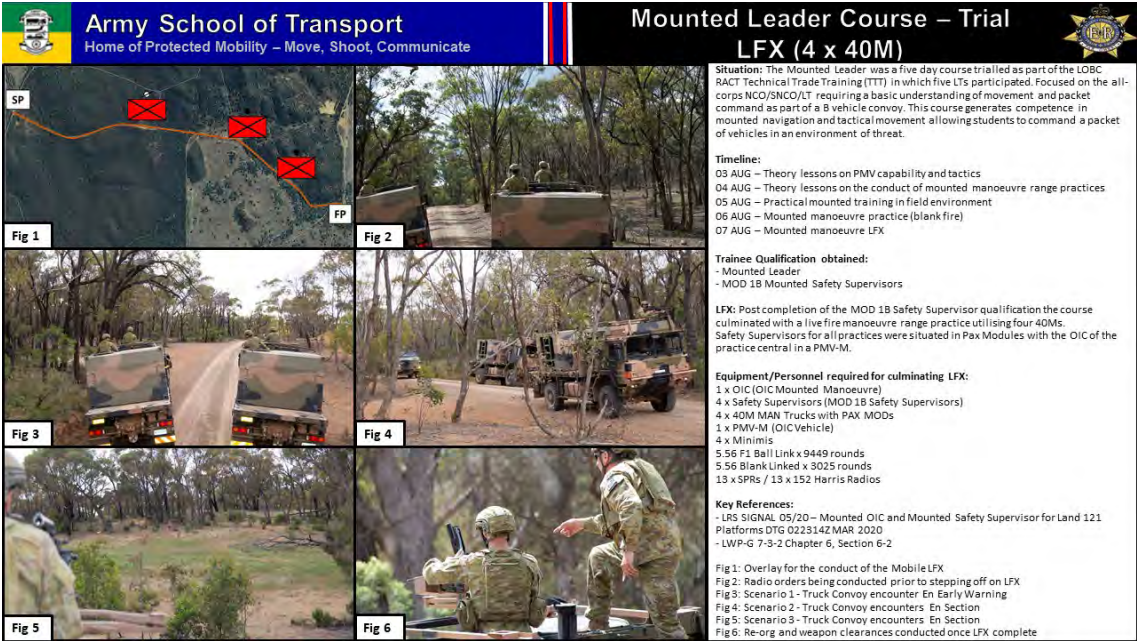
Logistics Officer Basic Course
RACT Technical Trade Training (TTT)

The LOBC RACT TTT transitioned from Command Training Wing (CTW) to RTW for the second course of the year. LT Thomas Grimshaw, supported by elements from across AST, developed a package which ultimately refined the skills of the newly graduated RACT LTs to ensure that they are best prepared for their first appointments as RACT Officers. Below is the Story Board that was put together to outline the training completed by the LTs. One of the key things to highlight for this training was the TP size DP culminating activity that was supported by 23 B vehicles. The course itself was supported by 57 different individuals from across AST. The outcomes of the LOBC RACT TTT are the perfect example of a whole of school approach to the conduct of training.



LOBC RACT TTT Storyboard

The Mounted Leader Course was trialled as part of the LOBC RACT TTT with excellent results. This activity saw a culminating range practice of a four vehicle live fire mounted manoeuvre practice in 40Ms. Live fire practices of this scale are rarely conducted by CSS elements due to the qualifications and resources requirements to execute. This was a significant achievement and took a substantial effort for PMV TP, and other supporting elements, to plan, coordinate and execute. This was also an important step forward in development of the move, shoot, communicate mantra of AST and we will look to build upon this in 2021. The key information with to how this live fire practice was conducted is included in the storyboard below.



Mounted Leader LFX Storyboard

Protected Mobility Training Framework (PMTF)

As the Army transitions to become a motorised and mechanised force, the requirement for an all corps training continuum that enhances mounted literacy was required. Currently the Protected Mobility Vehicle All Corps Commander Course is the only commander course for B Vehicles, which is PMV-M specific and does not address other non-armoured fighting vehicles as a cohort. The Protected Mobility Training Framework was generated through consultation with Deloitte, the Army Logistic Training Centre, the Combined Arms Training Centre, the Defence Command Support Training Centre and the Army Aviation Training Centre. This has seen the production of three learning management packages, the Mounted Soldier, Mounted Leader and Mounted Commander. This continuum aims to train personnel of all services to training level 3 and will be exportable from the beginning of 2021. This continuum will create tactically proficient personnel to complete numerous roles within a vehicle and as part of a convoy, across the spectrum of protected mobility vehicles encompassing the 40M, HX77, PMV-L (Hawkei) and PMV-M (Bushmaster). A description of each of the courses and its current status is below:

Mounted Soldier. Focused on the all corps soldier required to travel in the passenger seat of a B vehicle as part of a convoy. This course familiarises the soldier in basic navigation from a vehicle, guiding and directing a vehicle, personnel extraction techniques and weapon mount familiarisation. This course is in the final stages of development and has been trialed in AST in Dec 2020. It is intended that a Learning Implementation Board (LIB) will be convened in Feb 21 with the Learning Management Package (LMP) expected to transition to active in Q1 2021.

Mounted Leader. Focused on the all-corps NCO/SNCO/LT requiring a basic understanding of movement and packet command as part of a B vehicle convoy. This course generates competence in mounted navigation and tactical movement allowing students to command a packet of vehicles in an environment of threat. This has the option to include the MOD1B Safety Supervisor qualification enabling students to Safety Supervise a mounted range. This course, as per above, was trialed as part of the LOBC RACT TTT and was subsequently taken to an LIB in Dec 20. This course has been endorsed, it will be made active and ready to export from Q1 2121.

Mounted Commander. Focused on Combat and Combat Support NCO/SNCO/LT who are required to operate in the protected security zone, A2 ech and other enabling FE. Personnel undertaking this course have a detailed understanding of vehicle hides, vehicle formations and navigation on and off road. This course also includes the MOD1B Safety Supervisor qualification. Notably this course has replaced the legacy PMV All Corps Crew Commander Course. Supported by WO2 Stewart Griffiths (PMV TP), this course was trialed by 5 RAR in Nov 20 and subsequently taken to an LIB in Nov 20. The LMP is undergoing some final amendments and it is expected to be active in Q1 2021.

A special thanks to PMV TP, in particular CPL Anthony Cross (RACT) and CPL Darryl Hooper (RAINF), who put an extensive amount of effort into the development and trialling of these packages. Their efforts will have an enduring effect across Army with regards to professionalising and developing the combat mindset of CSS soldiers and officers when conducting Protected Mobility operations.



CPL D. Hooper (RAINF) completing ROC drills with RACT LTs



PMV TP conduct Mounted Mobile Practice

Other Projects

Primarily led by the Operations / Standards Team there are numerous other projects that RTW continue to support. Some key ones to highlight for this year were; the Safe Driving Area remediation works, Seatbelt Swap Trial, Chain of Responsibility governance development and Telematics Trial. While these projects are individually led by SGT Brooke Thomson, WO2 Keiron Gill, WO2 Daniel Bunt and CAPT Joshua Bell there has been a significant amount of effort provided from across the wing.



RTW 2020

Summary

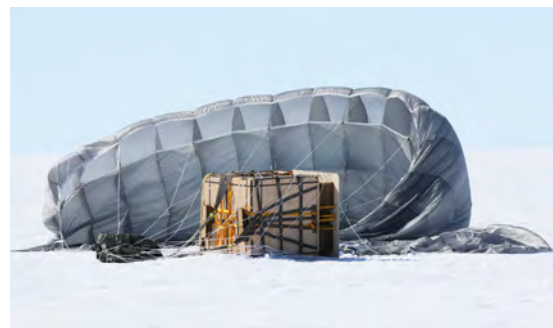
As we approach the end of the year and look back at what the Wing has achieved we could not be prouder of the team. Despite the challenges of 2020 the team has completed well in excess of it requirements. The professionalism of the members of the Wing and their unrelenting passion to advance B Vehicle operations has seen some excellent advancements in training that will have impacts right across the force. We look forward to 2021 and consolidating the gains achieved in this 12 months, with a new focus on ensuring the training aids used for driver training are advanced and made available for the force.

Air Mobility Training and Development Unit (AMTDU)

AMTDU and the year of driving a joint strategic capability. MAJ Nicholas Thompson, XO

Like almost every other Unit, it's been a year of ever evolving priorities with an ever present ambition to get the job done. This year, Air Mobility Training and Development Unit (AMTDU) can hold its head up high. AMTDU is Defence's Centre of Excellence for the provision of its Air Cargo Delivery capability and is an Army Joint Staff Unit situated within the Air Force order of battle. AMTDU's mission is twofold; to generate air mobility capability through aircraft load clearances as well as numerous aspects of air mobility training. In the context of the RACT, it is the Training Establishment for ECN 099 (Air Dispatch) and the technical house for the ADF's Aerial Delivery capability. Whilst officially not an operational Unit, it hasn't stopped our contribution to the ADF's various mission sets. Whether in support to the Australian Antarctic Program's strategic reach and replenishment options, or in rapid load clearance assessments in support to sovereign industry, or maintaining force generation tempo through executing Essential Training under pandemic constraints, or with direct personnel support to Op COVID 19 ASSIST JTG FE, we have continued to rise to the challenge.

In 2020, the Air Drop/External Lift (AD/EL) Projects team have continued to deliver best practice in their role as load clearance experts. With much passion and commitment, these teams have been pivotal in force generating joint capabilities such as the Patrol Motorcycle, enhanced fodder drop options, Hawkei mobility options, Parachute disconnect device trials, Joint Precision Aerial Delivery System, various Low Cost Aerial Delivery Systems as well as the numerous lines of effort in support to the ADF's various Land projects. Similarly, the Air Mobility Liaison Office outpost has asserted itself as a champion of the capability within higher headquarters, linking key stakeholders to ensure a joint approach is adopted and has triggered greater accountability within capability managers.



The Joint Precision Aerial Delivery System prepared by AMTDU after having landed on the Antarctic mainland in support to the Australian Antarctic Program



Prototype trial of Patrol Motorcycle delivered by Joint Precision Aerial Delivery System, clearance task led by WO2 John Van de Maele

It is also clear that both the Project and Training sides of house would be unable to achieve what they do without the unwavering efforts of Operations Flight, explicitly the ECN 099 and 274 staff. Whether in the conduct of Driver Training, augmentation of Aerial Delivery Training Staff, or in the generation of aerial delivery project prototypes, Operations Flight staff have commendably asserted themselves as dependable enablers to the Unit's various lines of effort.

With 2020 drawing to a close, we farewell numerous RACT staff due to post on in 2021. AMTDU wish to thank WO1 Sean Needham, WO2 Jeremy Zemcevicius, CPL Shona Parrington-Peek, CPL Nicholas Bradshaw, LCPL Alexander Rowe and PTE Andrew List for their efforts and commitment to the Unit during their post. We wish you all the best.



Load Support Section members PTE Alex Fidler and PTE Scognamillo recover the remains of drop stores during the Fodder air drop trials at Londonderry Drop Zone

Likewise, Aerial Delivery Training Section (ADTS) have been equally committed and focused in improving training quality assurance whilst maximising Directed Training Requirements. Whilst the onset of the pandemic paused most Training Establishments, AMTDU's ECN099 IET course became a pathfinder in the conduct of sustained, safe, close contact training enabled through the rapid development and implementation of innovative and risk based training. Despite the challenges, it is clear that ADTS have proven themselves to be a highly dedicated and effective team, one that is proud in maintaining its' high standard of training.



IET Course Session 0037 conducting External Lift competency qualification at RAAF Richmond Western Grass

It is safe to say 2020 has been unlike any other in recent history. However, through innovation, initiative and technical mastery, the staff at AMTDU have continued to provide essential support to Defence capability and operations. It is this outstanding contribution to the Joint Air Cargo Delivery capability that holds the Unit in high esteem across the Australian Defence Force and with its ABCANZ contemporaries. We are proud and professional in our role, and continue to Develop and Deliver.

Transport Squadrons

1st Transport Squadron, 1st Combat Service Support Battalion
MAJ Alex Brent, OC

2020 was an exceptional year of challenges in a constantly changing environment due to COVID-19. With no training program seemingly able to last longer than three to four weeks before having to be amended, the ability to forecast courses, let alone execute them was a major challenge. The perseverance and positive attitude of the soldiers in this Squadron to adapt to the constant changes was inspiring, and across the spectrum of driver training, field exercises and support to JTG 629.7 OP COVID-19 ASSIST, the soldiers of the Squadron never failed to deliver mission success.

Trying to predict 2021 while still in 2020 is fraught with danger, however based on the performance of the Squadron to respond to 2020 challenges, 2021 looks like being a year of opportunity.

Alpha Troop

LT Grant McMahon and LT Max Player

With the unpredictable impact of COVID-19 taking full effect, A TP personnel stepped up to the task. This saw our soldiers deploy across the Northern Territory to provide logistical support to the Northern Territory Police (NTPOL) and the Australian Federal Police (AFP) at the Western, Southern, Eastern Borders including Alice Springs. Our soldiers repeatedly displayed their commitment, hard work and enthusiasm through many rotations from March to December together with NTPOL and AFP continually providing logistic, administrative and communication support including assistance with local health screening.



1 CSSB - COVID-19 Support to the NTPOL and AFP at the NT/SA Border)

1 CSSB took initiative in planning L121 driver training to exploit the situation and synchronously allowing A TP run L121 training packages and many essential driver courses. This was a good outcome for 1 BDE as a whole, as this increased the number of L121 vehicle and trailer qualified operators to supporting units, subsequently reducing the limitations in

FOR OFFICIAL USE ONLY
Low-Cost Aerial Delivery System - Competition 2020
Soldiers' Innovation Challenge

ADF Aerial Cargo Delivery (ACD) capability continues to conduct expeditionary support operations to both ADF and OGA agencies, with modernisation never more critical. Through joint 'grass roots' efforts of [Air Mobility Training & Development Unit](#) (RAAF) and [176 Air Dispatch Squadron](#) (9th Forces Support Battalion, Army), a domestic LCADS design competition was held, with intent to find efficiencies that leveraged innovation and resourcefulness whilst **reducing the cost of ownership**. The competition was a resounding success, with each design satisfying a niche and unique need. With no one clear winner evident, Phase Two is now forgone and with each design (below) to be progressed over the next year.

The competition **needs justification storyboard can be found here**, with the left and right of arc set within the [Administration Instruction](#).

Proposal 1 - Air to Ground Delivery System – Cost TBD

Concept: 'Mine-rack' concept, with stores missile dispatched through consecutive conveyor tubes, capable of X, Y and Z axis compartmentalisation. Each missile (~200cm x 30cm) is designed to hold up to ~500lbs, with rate of descent arrested through air ram initiated parachute and EDM filled nose-cone.

Strengths: Mid-flight interchangeable load selection, maximises vertical space in a/c body.

Outcome: To be raised to CDRAMG as potential Air Force minor project. Not to be tested in 2020.

Designed by: PTE Quan Nguyen, PTE Jack Brook, PTE Tavla Prentice, PTE Makenzi Moloney

Proposal 3 - P2 PARACHUTE 2000lbs * Cost ~\$2400 * REUSABLE

Concept: ECN045 manufactured cruciform block parachute, using in-service materiel, equivalent to G12 Cargo parachute.

Strengths: Less cost than a single-use COTS LCADS, and approx. half the cost of existing reusable solution. ADF to retain design IP and Tech Auth. Simple design enables bulk production efficiency for considerable long-term cost saving when employed in 'one-way' Loc.

Outcome: To be tested by AMTDU in Q3-4 2020, with intent to raise at Service innovation days for development as Defence minors project.

Designed by: CPL Lauren Hart, LCPL Jon Margetts

Proposal 2 – 'Zero' ADE CDS Load – Cost ~\$350

Concept: Two key design improvements on existing CDS. 1st - removes ADE through suspension web to parachute attachment. 2nd, replaces honeycomb EDM with tyre for routine RAAF RTS IOT reduce signif wastage and costs.

Strengths: Simple and efficient means of reducing capability cost of ownership. Min trg liability. Compatible with integral a/c systems.

Outcome: Concept originator to raise a Publication Improvement Report & Reply for AMTDU action to develop and implement. A sim-drop to be tested by AMTDU in Q3-4 2020.

Designed by: CPL David Rive, CPL Daniel Costa

Proposal 4 - HM-1 PARACHUTE * 600lbs * Cost ~\$0 * REUSABLE

Concept: Phased replacement of the existing C1 parachute, using disposed T11R that remain functional despite minor damage. Rigged to multiple configurations pending tac employment.

Strengths: \$0 expense (vice conversion man-hours); offsetting ~\$100K pa wastage. Harnesses integral capabilities. Reusable and repairable.

Outcome: To be tested by AMTDU in Q3-4 2020, with recommendation for CASG to IIS and dev of governance backbone IOT commence stockpiling (vice disposal) and replace C1 stocks.

Designed by: CPL Lauren Hart, LCPL Jon Margetts

manning for the existing COVID-19 deployments. The L121 courses run by A TP personnel from the Squadron were demonstrated to be key logistic courses that provided support to 1st Brigade units at all levels by gaining more operating vehicle platforms on the road.

A TP still managed to deploy to the field on both Ex Buffalo Run and Ex Koolendong. Throughout Ex Buffalo Run, as a part of the 1 CSSB Brigade Support Group (BSG) A TP drivers completed a variety of different training scenarios achieving a high standard of proficiency in areas including individual soldier skills, section level tactical tasks and defensive activities. Despite the adverse climatic conditions of Mt Bunday having a decided impact on the Troop's ability to conduct training, all A TP were able to continue with the exercise and achieve positive training outcomes, especially resilience! Following the return from Ex Buffalo Run, a number of A TP members were selected to return to Mt Bunday the following week to integrate with the USMC Logistics Combat Element for the conduct of Ex Koolendong. Over the course of the week long exercise, members of A TP developed strong bonds with their Marine counterparts and were able to directly contribute to the development of the ADFs integrated logistics capability with the Marine Rotational Force.



A TP Members from 1 TPT SQN providing COVID-19 Support at Howard Springs)

Bravo Troop

LT Sabiha Stewart

B TP deployed soldiers at various checkpoints within the Northern Territory including Katherine and Alice Springs and further afield to the QLD, SA and WA borders on OP COVID-19 Assist in support of the NTPOL WoG efforts. Our members worked in a tri-service environment and assisted police with providing the most up-to-date information on COVID-19 restrictions, assisting with documentation requirements and informing civilian personnel of the isolation regulations for anyone

crossing the border. As the pandemic became widespread within Victoria, Combat First Aiders from B TP were deployed to the region in an effort to assist medical staff with the rapid spread of COVID-19.

Our first field exercise of the year was set to occur in March 2020, however given COVID-19 B TP was unable to deploy into the field environment and we were restricted to Barracks based training. The Northern Territory was not as drastically affected as the Southern States, therefore in August the Unit conducted a field-training exercise, Ex Buffalo Run, at Mt Bunday Training Area. Mt Bunday certainly did not disappoint with the continuous days of sweltering heat and the dry, dusty conditions. Part of the attachment to our call sign were a Platoon equivalent sized element of United States Marine Corps (USMC) Drivers. It was both interesting and insightful to experience their conduct within the field environment and to share our training tactics and field craft. Through integration efforts, we were able to integrate logistical support in the conduct of Distribution Points, water re-supply and the operation of the L121 fleet. The USMC were certainly feeling the effects of the Top End heat and the copious amounts of dry dirt, many of whom had been of the understanding that Darwin was similar to Brisbane or Sydney, much to their disappointment.

Ex Buffalo Run ended early due to severe fire conditions and the risk within the Darwin region and everyone was out of there faster than the famous Marine call of 'hoorah'. Everyone returned to base safely and were glad that the exercise was done and dusted, or... glad that it was done and they were no longer dusted in the lavish Mt Bunday red.



B TP Members conducting a Distribution Point (DP) water re-supply with the USMC)

Charlie Troop

LT Manning Field

For C TP, 2020 was a stark contrast to previous years. Due to the COVID-19 pandemic and the subsequent reaction by state governments to close borders, the Heavy Transport Section had all interstate tasks turned-off and were redirected to support internal tasks within the Northern Territory. Specialist Section were also impacted by the restrictions that COVID-19 imposed due to large scale exercises like Talisman-Sabre being cancelled for the year, instead their focus was redirected to support multiple Brigade driver courses.

Heavy Section provided support to the Royal Australian Navy in preparing for HMAS Canberra’s arrival to Darwin in early June. With the use of one of four Kenworth T909s and a 41 foot trailer that C TP utilises to execute heavy tasks, the members were able to relocate inflatable fenders in order for the HMAS Canberra to dock and refit to fight effectively. In addition to this, Heavy Section provided support to 1st Aviation Regiment in transporting intrinsic parts and equipment from the Port of Darwin to Robertson Barracks in order to allow the Tiger attack helicopters to maintain their battle rhythm. Heavy Section effectively provided support to OP COVID-19 Assist by providing recovery support to the L121 fleet from Alice Springs, Northern Territory/South Australian border in conjunction with the Northern Territory Police to RAAF Tindal. The RAAF were also supported through various movement tasks comprising of equipment used from front line radar to road building plant equipment between RAAF Tindal to JLU-N at Robertson Barracks. Further support was provided during Ex Buffalo Run in August, with Heavy Section provided support to 9 Field Squadron of 1st Combat Engineer Regiment by transporting M113 AS4s to and from Mt Bunday.

Specialist Section of Charlie Troop was able to be employed and utilised across a range of tasks and operations during 2020. Multiple members of Specialist Section were deployed to the three borders being Western Australia, South Australia and Queensland in support of OP COVID-19 Assist. Members of Specialist Section were split between the Lima 1 and Lima 4 CSST elements during Ex Buffalo Run, conducting both fuel and water tasks to both external and internal call signs. Additionally, a select few members of Specialist Section were able to gain further exposure to the USMC TTPs on Ex Koolendong during late September, once again providing fuel support to coalition call signs. These members were invited to various ranges run by the Marine Rotational Force Darwin spearheaded by the 5th Combat Support Battalion of the United States Marine Corps, with PTE Zac Reekie earning ‘best shot’ with the M4A1 carbine rifle on a culminating range activity.

The three Troops within the Squadron worked exceptionally hard throughout 2020, supporting tasks, exercises and courses. Not to be left out, SHQ also facilitated the conduct of an exported DTO course out of AST, with the OC, SSM and OPSWO being re-tested on their course management and instructional skills and the Pilot course for the new All Corps Driver Assessor (DA) course which were both successful. DA in particular should go a long way to lessoning the training burden on DTOs, encouraging unit ownership of platform specific driver training into the future.

Last, and certainly not least, the Squadron wishes to farewell the following members:

CAPT Audrey Bledsoe	LCPL Jayden Osborne	PTE Caine Smith
LT Grant McMahon	PTE George Mead	PTE Ben Barton
LT Liam O'Neill	PTE Zac Reekie	PTE Taylah Wallace
LT Manning Field	PTE Lachlin Asheton-Cooper	PTE Emilo Johnson
LT Max Player, RAEME	PTE George Davies, RAAOC	PTE Jack Miriklis
WO2 Jason ‘Harry’ Harton	PTE Keegan Pearse, RAAOC	PTE Paris Sinclair
SGT Kevin Clarke	PTE Chloe Plunkett	PTE Keegan Orr
SGT Toby Smith	PTE Danielle Morton	PTE Kyle Cosmo
SGT Peter Burgess, RAAOC	PTE Jasmine Jackson	PTE Dakota Pope
CPL Dwayne Francis	PTE Amber-Lee Higginson	
LCPL Gavin Gwatking	PTE Steven Brockway	

Thank you all for your hard work and dedication to the Squadron, and best wishes in your new postings across the country, or for a few of you, as a newly minted civilians. *Semper Prima*

4 Transport Squadron

11 Combat Service Support Battalion

The 4th Transport Squadron like all units across the Corps experienced a unique 2020. We are proud to report that early in the year members of the Squadron deployed on OP Bushfire Assist, in support of operations in both NSW and South Australia. In addition from 23 March 20 we have continually deployed members of the Squadron on OP COVID Assist supporting operations across Queensland.

While 2020 will always be known for the magnificent support provided to our local communities the Squadron also managed to provide significant capability to the wider Army, receiving its first issue of Land 121, 40Ms. The following written contributions submitted from each of the Squadrons' two Troops provides a diverse and unique reflection on the year that was.



Admin Coy 11 CSSB during Battle Group Cannan

OP-COVID ASSIST, A soldier's Perspective

PTE Christopher Holloway, A Troop

I enlisted to the Australian Army on 19 Jan 18. On 7 Apr 20 I began my deployment on OP COVID-19 ASSIST and am happy to say I am still currently still serving on the Operation some 8 months later. To date I have worked at Caboolture Depot, Gallipoli Barracks, and am now currently deployed to the Gold Coast.

During the Operation I was given the opportunity to join a Rapid Reaction Force as a transport asset. This team was put together to respond quickly to an outbreak in regional QLD. We were

based out of Gallipoli Barracks, where we had the opportunity to participate in a full-time training program. During this time I was able to enhance the skills I had learned on my driver courses. I felt a great sense of achievement throughout the training, particularly after completing the Army First Aid course.

At times throughout the Operation I was required to work at the Brisbane Domestic Airport. During a shift we assisted with the controlled movement of quarantine passengers, there was a young boy and his mother who were preparing to go on a flight. This was the young boy's first solo flight and he was clearly scared. I spoke with him about his life goals to help take his mind off the flight, and he said he would like to join the Army. I shared with him how much fun I have had in the short time I have been part of 11 CSSB as a driver. As we finished our conversation, his mother asked for a photo of the two of us. I got down on one knee and he had a huge smile on his face as the photo was taken. It made his night.

Being on this Operation has given me many opportunities to do my part to help keep the community safe, but I felt this small moment with that boy was as important as all the other work I have done so far and will continue to do so. I feel I have gained a wealth of experience in leadership and teamwork from my time on this OP.

Protective factors and shifting normality: Operations in the COVID-19 pandemic environment

LT Eleanor Whitman, B Troop Commander

In retrospect, I had a very rigid idea of what my first military deployment would look like. I never imagined deploying into my home state. I never imagined driving to work through the city I was familiar with but had never before seen so strangely empty. COVID-19 was, and continues to be, ruthless in undermining our collective understanding and experience of normality in both operational and civilian settings. In normal times, RACT-badged soldiers are not typically tasked with contact tracing the community spread of a virus or assisting police with quarantine arrangements. But when the seemingly surreal becomes our accepted operating environment, what is the 'so what' for our RACT personnel?

I recall a 2016 New York Times article about PTSD in American UAV pilots, exploring how many had suffered existential difficulties resulting in part from the juxtaposition of remote-piloting drone missions in distant conflicts by day, and yet returning to the relative normality of their homes and family lives by night. Although focused on combat personnel, the article suggested that the surreality of the operating environment, occurring in such close proximity to the operator's 'normal' civilian life, contributed to challenging mental health outcomes for those involved. This appeared to be compounded by the requirement to shift rapidly between an active operational mindset and a 'normal' civilian mentality on a daily basis. In the midst of our home-town deployment during the largest global pandemic I personally have never lived through, I wondered about the shifting normality of our own operating environment and the resultant mental health outcomes for my drivers. We spend our careers preparing them for the war. How well had we prepared them to manage the effects of a pandemic in their own backyard?

Inherently, I think our drivers possess a number of naturally protective factors that contribute toward their resilience on operations in such an ambiguous and unprecedented environment.

Operation in support of others

As members of a Combat Service Support Battalion, our drivers are accustomed to supporting, providing and enabling. Though the loads, methodologies and recipients may vary according to task, the effect achieved is ultimately one that supports or provides the needs of the dependent element. This is a remarkably pro-social action that strengthens connection within a team or community, and I hope has acted as a protective factor for our personnel during an otherwise incredibly socially alienating time. Personnel may have undertaken taskings never before conceived of transport soldiers, but the underlying element of their service as support to a dependency never changed.

Part time members are particularly accustomed to the interplay of civilian and military environments

One of the more challenging aspects of part time service has to do with juggling the multiple roles one inhabits during the course of their service. Ironically, I suspect that this may actually inoculate our part time members somewhat to the challenging experience of managing their military/civilian role interplay in the circumstances of a hometown deployment. If it is understood that the constant shifting between roles requires effort and bandwidth to maintain (as suggested by the experience of the American UAV pilots) then I would consider part time members as particularly practiced and proficient in the conduct of this particular manoeuver.

Military training in preparation for ambiguous operational environments

Ultimately, military training provides members with the skillsets and opportunities to deal with uncertainty and ambiguity in constructive ways. By nature, our members are action and solution-oriented, which I would argue likely interacts with the positive effects of a deployment to encourage agency and mitigate potentially damaging feelings of helplessness in a restrictive pandemic environment. Having the opportunity to intervene and to respond where others could not may have had positive effects in building a shared sense of community and purpose in our members during what was for many a challenging and unconventional deployment.

Although operational environments are often characterised by uncertainty and kinesis, the pandemic environment especially has necessitated a re-examination of many of our most tightly held assumptions about what constitutes normal. Having demonstrated their adaptability, resilience and commitment on OP COVID-19 Assist, I have confidence that the drivers of 11CSSB are capable of and equal to any task that an operation (or pandemic) may require of them.

The 4th Transport Squadron, forms an integral part of the 11th Combat Service Support Battalion. Headquartered at the Greenbank Military Area in the South Western suburbs of Brisbane the Squadron is formed by a diverse group of part time members from across Southern Queensland.



Members of 11 CSSB deployed to Northern NSW to support NSW RFS operations in the Liverpool Ranges



LCPL Cook assembles new radios for RFA at Tamworth



PTE Monique Davison, LCPL Andrew Edwards (11 CSSB), PTE David McCall and LCPL George Corchis (25/49 RQR) assist the RFS NSW in delivering a water tank for refilling helicopter buckets during OPBA



LCPL Cook with 10 FSB soldiers sourcing fresh rations to support local RFS operations



PTE Rachel Byrne, 11 CSSB, and Olivia Colley from the discharge management unit in Brisbane calling civilians in quarantine

5th Transport Squadron

7th Combat Service Support Battalion

Ready, Reliable, Responsive.

LT Owain Holmes

2020 has proven to be a busy and impactful year for the 5th Transport Squadron, as the Squadron continues to modernise and pursue the mantra of Ready, Reliable, Responsive. After a busy 2019, heading into the Squadron’s “Reset” period of the Force Generation Cycle, 2020 started in a distinctive fashion. As bushfires ravaged the nation, in early January during the Christmas reduced tempo period the Squadron saw a recall and the formation of two Combat Service Support Teams (CSSTs) from the 7th Combat Service Support Battalion (7 CSSB). These CSSTs consisted of approximately 50 personnel from the 5th Transport Squadron, deploying down to both Victoria and New South Wales on OPERATION BUSHFIRE ASSIST 19/20 (OP BA 19/20). Some members had yet to complete their march into the Squadron yet like many others they felt strongly compelled to join the recall and aid the civil community. Forming the CSSTs over only a short number of days, gave a real-life opportunity for the Squadron to demonstrate its ready and responsive nature. The members deployed gained valuable real time training in CSST deployment and distribution operations across a wide Area of Operations while providing much appreciated support to local communities.



5th Transport Convoy Deploying to Victoria on OP BA 19/20 – Jan 2020



Supporting the local community whilst on OP BA 19/20 – Jan 2020

On return from OP BA 19/20, the Squadron refocussed on building our teams at the section and troop level and established the training priorities for the coming months. However with a new and challenging environment developing for the nation, the Squadron in line with the government’s

response to the global COVID-19 pandemic, rapidly refocussed priorities and conducted a “readiness week” to prepare vehicles and equipment to deploy again domestically if needed. Once this was achieved, the majority of the Squadron went through a period of forced rest to reduce risk of COVID-19 transmission in the workplace. This necessitated the development and implementation of a six-week online training program that soldiers completed from home with only key operations and command staff physically at work. The training design and implementation was led by the Squadron’s Training Modernisation Cell. Well suited to the creation of forward thinking training, in line with training intent, the team was able to utilise the online programs ADELE and CAMPUS to conduct training at the soldier to NCO level, enabling the continuation of training and ensured the Squadron was well positioned upon return or to react if called upon.



SOP training at the Battle Simulation Centre Enoggera – July 2020

From July, with Queensland COVID-19 restrictions slowly easing the Squadron fully returned to work. This saw the execution of six weeks in section level training designed and led by section commanders and troop commanders, supported and enable by the Squadron headquarters and the Training Modernisation Cell. This provided an exciting opportunity for the Squadron to return our focus to training and readiness at the individual and small team level whilst remaining within government restrictions for group gatherings. Training in the Driver Simulation Centre at the Battle Simulation Centre Enoggera played a key role in this training. This simulation training enabled the conduct of driver training, practising the basic skills, movements and Standard Operating Procedures (SOPs) at the individual and section level and empowered the soldiers to progress their training in the virtual field environment.



Various logistic support roles being conducted in support of the Victorian Department of Health and Human Services – Jul/Sep 2020

Through completing this six week training block the challenging COVID-19 environment in Victoria unfortunately worsened. This saw a call-up of 7 CSSB to deploy domestically for the second time in 2020, deploying a CSST led by the 5th Transport Officer Commanding, Major Brian Bearman. Approximately 70 personnel from the 5th Transport Squadron deployed as part of the 7 CSSB contingent, joining OPERATION COVID-19 ASSIST (OP C19A) as part of JTG629.2 (Vic). After



Section level orders being conducted whilst deployed on Exercise RHINO RUSH 2020 – Jul 2020

3 days of re-deployment preparation, these members deployed to Victoria, once again exemplifying the Squadron's ready, reliable and responsive nature.

Whilst almost half the Squadron were deployed and working closely with the Victoria Department of Health and Human services and other government agencies, providing general duties support to their contact tracing and logistics planning and performance, the other half continued the six week training program. This training program culminated in a Move, Shoot, Communicate and Medicate Squadron field exercise. The field exercise RHINO RUSH 2020, designed to train and test soldiers and junior leaders in the tactical employment of transport, was a much-needed opportunity in 2020. Allowing the Squadron's soldiers and junior leaders to practise their SOPs and skills in the field environment.



The conduct of a distribution point whilst deployed on Exercise DIAMOND CATALYST 2020 – Oct 2020

As the COVID numbers continued to decrease in Victoria, the deployed contingent operating down in Victoria for the past 9 weeks returned home and after conducting mandatory quarantine were integrated back into the Squadron main.

This period of return coincided with battle preparation for 7 CSSBs force element deploying on the 7th Combat Brigade's Exercise, DIAMOND CATALYST 2020.

7 CSSB deployed two CSSTs as part of DIAMOND CATALYST 2020, deploying to Shoalwater Bay Training Area (SWBTA) in early October. This was an opportunity for junior leaders and commanders to practise deployment and occupation as part of a CSST in a tactical environment whilst providing real life support to the 7th Combat Brigade. The exercise also gave another occasion to practise the Move, Shoot, Communicate and Medicate package at the troop and Squadron level, seeing the transport contingent conduct distribution and exchange points by day and by night utilising the integration of flat racks.

Upon return from DIAMOND CATALYST and the completion of refit, the Squadron moved into the busy period of handovers and takeovers. With a new Officer Commanding and Squadron Sergeant Major coming in for 2021, the Squadron has truly proved itself to be ready, reliable and responsive in a unique and challenging year and are well placed for another successful and busy year ahead.

Driver Training Cell

The Squadron continues to refine the introduction of the LAND 121 vehicle fleet into service, with the Squadron receiving new Bulk Fuel and Bulk Water platforms as well as the first six of 14 HX81 prime movers and accompanying Medium Equipment Trailers. With the continued introduction of LAND121 platforms, it is imperative for the Squadron to modernise and adapt to an Army in Motion. To support this fluidity the 5th Transport Squadron hold and operate a Driver Training Cell, which plans, supports and conducts Battalion and Brigade driver courses, ensuring our soldiers receive and maintain vital trade skills.

Throughout the year, the Squadron's Driver Training Cell has significantly enabled capability across the 7th Combat Brigade and ensured a restricted and difficult year was maximised. Throughout the year, the cell has planned and run a multitude of driver courses for the Battalion and the Brigade. Noting the difficult year of COVID-19 restrictions, the driver training delivered in the first half of the year was limited; this meant the team had to work extremely hard to achieve the outcomes needed to keep the qualifications and level of training appropriate across the 7th Combat Brigade. As Squadron members returned to work at the start of July, Driver training ran courses including ILHS, Bulk fuel, HX77 sustainment, 40M sustainment, G-wagon, TM's and DI courses. During November and December, the Driver Training Cell has worked with the Army School of Transport (AST) to conduct the first ever exported SUBJ 4 CPL course in South-Queensland and a Driver Testing Officer course in the last quarter of 2020. All of which has ensured our soldiers and NCOs are upskilled and can continue providing capability to the Australian Army.

Training Modernisation Team

Similar to the Driver Training Cell, the 5th Transport Squadron operate a Training Modernisation team, which is established to enable training support to the three Troops and to ensure the training delivered across the Squadron is to the required standard for an Army in motion. During 2020, the Training Modernisation team has development and executed online training whilst members were restricted to working from home. Whilst the team was able to shift priorities in a changing and challenging environment, they had four key focuses for 2020. These were the further development and implementation of a Transport/Combat Service Support specific Move, Shoot, Communicate and Medicate continuum, the further enhancement of the 7 CSSB Tactical Combat Causality Care (TCCC) facility, enabling TCCC, Army First Aid (AFA) and Combat First Aid (CFA) training across the Garrison. Enhancing the transport training implementation at the modern Driver Simulation

Centre, and developing modernised distribution methods with the LAND 121 fleet and equipment. Throughout the year, the Training Modernisation team has developed a repeatable Move, Shoot, Communicate and Medicate training package, which has seen the team lead and support section and troop level training in barracks and within the field environment whilst on Exercise RHINO RUSH 2020 and Exercise DIAMOND CATALYST 2020.

The Training Modernisation team also invested significant effort to enhancement of the 7 CSSB TCCC facility, promoting and facilitating the use of the facility across Gallipoli Barracks. This saw its continued use throughout the second half of the year from various Units, including 6 RAR, 8/9 RAR, 1 REGT, 20 REGT, 2 GHB, 1INT BN, 11 CSSB and HQ 1 DIV.

Community

Together with supporting the civil community whilst deployed on OP BA 19/20 and OP C19A, the Squadron has maintained a social and interactive spirit within the community. Outside of the Squadron the soldiers have excelled, highlighting some of the soldier’s achievements outside of the work environment is both CPL Kate Lutkins and PTE Julia Robinson who represented the Brisbane Lions and Brisbane Broncos respectfully. CPL Lutkins going on to win the Brisbane Lions Player’s player award and runner up in the team’s Best and Fairest for 2020 and PTE Robinson wining the Grand Final with the Brisbane Broncos and going on to represent Queensland in the State of Origin.

7th Transport Squadron

4th Combat Services Support Battalion

LCPL Jamie Templeton, PTE Jason Jackson and PTE Major Singh

Year 2020 will go down as a very unconventional year not only in world history, but also in Australian, and especially in Victorian history, due to Bushfires at the start of year and later COVID 19. Effects of these major disasters will last forever in our memories due to direct or indirect Political, financial and emotional impact on individuals.

On the 4th January 2020, in what would be a history making first, the Governor General of Australia, at the request of the Prime Minister, called up 3000 Australian Army Reservists to assist with the bushfire efforts. The gravity of the situation required Reservists to assist the communities of country Victoria, NSW & SA. In an operation in which we would have members deployed for up to 2 months, we were primed and ready to answer the nation’s call.



Burnt road side



Inside HMAS Choules

For 7th Transport Squadron the trucks started rolling to pick up supplies, to move troops and to provide support to all the government organisations and the Victorian people. All the members of the Squadron knew what they had to do and acted in a professional manner. They all packed their bags, said goodbye to their families and moved to support just as they were trained to do.

Initially based at RAAF Sale, before relocating to Bairnsdale Secondary College and finally Bairnsdale Airfield, 7 TPT SQN was in the thick of the action from the outset. Taskings included hay

bale deliveries to farms, bulk fuel refueling for CFA & Army, ration / equipment runs to Orbost, bulk water deliveries to rural areas as well as supporting other agencies in the field. We also spent time building rapport with local community groups such as the scouts, showing them our vehicles and describing what we do as drivers. Although living in a tent during 40 degree days and mosquito infested evenings is hardly ideal, morale was high due to the rewarding nature of the work.



Loading truck - PTE Harry Dixon-Jennings



WO2 Brian Campbell (HQ 4 CSSB)

We also had members attached to the Victorian Incident Control Centre where they were assigned to the Victorian Emergency Services. Taskings included assisting with damage assessments on homes & properties, weather monitoring, livestock & wildlife welfare responses, welfare agency co-ordination, as well as comforting and consoling locals.

Maygar Barracks was also a hive of activity, as those assigned had to support the operation by keeping supply lines open. Tasked with daily runs of stores to Bairnsdale & RAAF East Sale, picking up and dropping off troops to various Victorian locations, water deliveries, green fleet vehicle rotations and vehicle maintenance, these were just some of the duties enthusiastically completed. Diggers were rotated in and out to spend time at the Bairnsdale FOB and for junior members to gain invaluable field experience.

When Operation Bushfire Assist wrapped up for the final handful of members still force assigned in March, the year looked promising. A new OC for 7 TPT SQN began his posting, a challenging range of training opportunities for the squadron were presented and morale was at an all-time high. Diggers were committing to upcoming exercises and training parades with enthusiasm, and then COVID-19 struck.

A small taskforce consisting of a section was raised at the end of March to offer logistical support to the 4th Brigade should the requirement arise to assist the greater community with COVID-19. Initially we were not required to a large extent, however we utilised our time by improving our



Lunch in the yard - PTE Ayrton Costanzo (Left) and PTE Antonios Theodoropolis (2nd from Left) (7 TPT SQN) and members of 2 FSB

the Squadron remained committed and proud of the work we were doing. The Squadron has maintained the highest standards, applying preventative COVID measures and leading by example for the greater community.

weapons skills with new CMC drills, TACOP driving skills & general vehicle knowledge. Additionally, we obtained codes in driving Mitsubishi Rosas, Toyota Coasters and white fleet trucks. We made use of our time by making ourselves better prepared for any requested assistance.

As the virus began ravaging the community, we were force assigned to OP CA19. Tasked with setting up tents at checkpoints for Victoria Police, running supplies to hotels housing ADF members and collecting hire vehicles for ADF medical officers to commute to testing sites,



OPCA19 - Members of 7 TPT SQN and 2 FSB

So far year 2020 has been a very successful year for 7th Transport Squadron, we created unbreakable bonds, and morale is at its best. As members of 7th Transport Squadron we stand beside our mates and are proud to support the Australian people. We now focus on the road ahead with new opportunities on the horizon and will be grabbed and welcomed with open arms, as the new fleet of trucks will be rolled out in near future.

8th Transport Squadron

9 Combat Service Support Battalion

WO2 Wayne Murphy, TRG WO – An unreserved perspective to commitment

2020 has, without a doubt, been a year that has seen the true grit of the SERCAT 5 soldier put to the test. As such, the soldiers of 8 TPT SQN continue to prove that they are very much equal to the task.

Since early January of 2020 part time soldiers across the country were called upon to provide ADF first response support to both the bushfire crisis and the operations against the spread of COVID-19.

8 TPT SQN, being the largest ARES RACT TPT SQN in Adelaide SA, provided on going sustainment through a variety of road transport operations in both Kangaroo Island, the hills of South Australia and more recently along the borders to SA.

The SQN consists of approximately 98 trade qualified drivers with an additional 18 IETs. In addition to their commitment as drivers, these soldiers also have a commitment to their families and their primary employers as industry professionals, self-employed business owners, emergency services professionals and volunteer workers for non-profit organisations. We walk past these people on the street every day, not knowing that they are also a committed and professional soldier.

The commitment and the can do attitude displayed by the RACT SERCAT 5 soldiers have proven to be the foundation to the success of those operations deployed on during 2020. Operations that saw the soldiers themselves having to deal with the challenges of juggling their civilian employment, their family's needs and in some instances their own losses of family and / or property during the bushfires. Further evidenced again more recently during the pandemic lockdowns, the loss of personal income.

Along with the commitment to past and present operations the soldiers of 8 TPT SQN have also augmented promotion and trade courses that have been run by other 9 BDE units through provision of both trade and non-trade support.

What I have seen as the most outstanding attribute of these soldiers is not their ability to drive a truck or pass a BFA in order to remain AIRN compliant, it is their ability to identify every moment of their spare time in order to commit to putting their hand up in support of national effort and to do so without complaint.

Apart from the commitment shown, the SERCAT 5 soldier also brings additional skills to the role of soldiering. There are instances of beyond being a “truckie” where soldiers have also provided additional support as veterinary assistants in support to the bushfire effort, or as counsellors to members of communities who have lost everything. They have used their skills gained in civilian roles in order to be able to better support their deployed effort that would not be expected of the average digger.



8 TPT SQN

The obvious desire to serve as a soldier in the Australian Defence Force sets the “average” reserve soldier apart from most other Australians who are happy just being happy.

The soldiers of 8 TPT SQN have easily proven their worth as a versatile and skilled soldier who brings so much more the ADF than just being a “truckie” and are certainly more than equal to any task.

Wildlife Warrior

PTE Bree Day

In early January as the “call out” occurred across Australia, I deployed to Kangaroo Island as part of OP BUSHFIRE ASSIST.

Not long after arrival, I found myself working at the Wildlife Park, located just out of Parndana, in response to a local support request as a GD (General Duties). The initial request was to assist with new enclosures and sorting through donated medical supplies. As the tempo rapidly increased, the Park evolved into the central drop off point for burnt and injured Wildlife.

The Park was soon inundated with new arrivals and experiencing a severe lack of medical support. As there were only two qualified vets based at the Park, I was quickly trained on how to treat a range of injuries specific to the wildlife (mainly Koala's), including: the treatment



Koala repair.

of burns and the assessment and treatment of dehydration. Sadly, part of our job was also to euthanise badly burnt and injured Wildlife.

Before long, a team of ADF Medics joined us, along with a number of NGOs, including: SAVEM, RSPCA and a specialised team from Australia Zoo. Our days were long, and at times very tough.

Although we would receive Echidnas, Kangaroos, Wallabies, Lizards and birds, Koalas were our main patient variety. In addition to the numerous types of wild life, we would receive up to 70 new fire affected Koala's each day. We worked tirelessly to treat each new arrival before the end of the day. They all had varying degrees of burns and injuries. Many were badly dehydrated and nearly all needed IV lines to administer fluids.

Most days there were waterbombers flying overhead. Sometimes the smoke was thick in the air and at other times, ash would be falling from the sky. We knew when the roads nearby were closed to the public as the endless stream of Koalas would briefly cease.

As the weeks passed my role changed. I was placed in charge of making sure the Koalas were caged appropriately, that they were microchipped, and that their medical files were up to date. I checked their dressings daily and made sure they were changed; I quickly learnt how to pick up on different behaviours and signs that a Koala may need to be seen by a vet. I liaised with Park owners daily and provided update briefs on the welfare of all patients. I provided oversight and management of all volunteers workers and ensured that they understood their role and responsibilities. I also managed the never ending procession of media and when time afforded, provided an interview, on approval through my chain of command.



Koala on the mend



Road to recovery

After 5 and a half weeks my role at the park was complete. Over 800 Koalas had been treated during my time there. The once endless stream of new patients had ceased and the ongoing task of caring for the wildlife was handed back to the Park staff.

Having had the opportunity to assist with this Operation, as well as being placed in a role that is not my normal field, is by far the most rewarding task I have had the opportunity to be involved in. As a Solider serving in the Australian Defence Force I am honoured to have had this experience and will remember it for the rest of my life.

9th Transport Squadron

3 Combat Service Support Battalion

MAJ Vanessa Hickey, OC

2020 has been a year of unprecedented change for the Squadron and for wider Army. Through the challenges of natural disaster, including bushfires and the COVID-19 pandemic, the Squadron has adapted with a focus and commitment to innovate, modernise and remain prepared.

The Squadron has delivered technical training, driver training, undergone a complete restructure amongst other activities, and has continued to deliver dedicated support to the Brigade and other units. As I reflect on all of the achievements of the Squadron this year, I am pleased to say that the Squadron has risen to all of the challenges presented, ensuring that we remain equal to the task.

B Troop Commander - LT Ryan Munro

2020 has seen the 9th Transport Squadron present itself as a dedicated and professional logistics force providing integral support to 3 Brigade. This year has seen unforeseeable complexities which has allowed the Squadron the opportunity to rise to the occasion often. Denoted as a "Readying / Ready" year, it has seen a busy combination of support to the Brigade, Domestic Operations whilst balancing integral logistics training in the field environment.



Op BUSHFIRE ASSIST SUPPORT – en route to Townsville

Soldiers from the 9th Transport Squadron began the year with a rapid deployment to Victoria as a part of Operation Bushfire Assist (OPBA) 2020. This task encompassed many soldiers volunteering to return from the well-deserved reduced tempo period to transport Engineer and Plant equipment down to those areas ravaged by fire. Furthermore, a handful of dedicated JNCOs were attached to Engineer Units in order to provide integral water and fuel support to enable the further sustainability and influence of Engineer Units in the most fire torn areas of Victoria. The Squadron was also called upon to support the disbandment of the OPBA and conduct the transport of PMV Bushmasters back to Lavarack Barracks. OPBA demonstrated the reactive nature of the Squadron whilst highlighting the dedication of its soldiers who strongly desired to assist where they could.

With the Bushfires in the past, the 9th Transport Squadron looked to integrally develop the skills of both soldiers and officers in the field, this saw Exercise Mammoth Walk take place. Mammoth Walk allowed the Squadron to act independently from a standard CSST organisation and allowed specific skills training pertinent to those in the Royal Australian Corps of Transport. This exercise involved simulated distribution operations in a tactical environment whilst traversing difficult terrain. UAVs were embraced as a part of the exercise which allowed insight to the signature given by a transport squadron in the field. This further developed the concept of camouflage techniques and highlighted discussion points as to the practicality of survivability techniques. With larger quantities of digitised vehicles, section commanders were able to practically employ ‘move, shoot, communicate’ in order to further combat the simulated enemy. This exercise concluded with an integration with 2 Cavalry Regiment’s Admin Coy V5. V5 personnel provided essential lessons to the Squadron with regards to engagement area development in a defensive position. This lesson, aimed at JNCOs was received well and helped to embed armoured tactics into logistics operations. This concluded with a mounted live fire from 40M and HX77 vehicles with the F89 and MAG58 Machine Guns.



Mounted practice rehearsals

The conclusion of this exercise bought concerning news regarding the development of COVID19 in Australia. Significant changes were felt among the work environment and the impending possibility of border protection tasks saw the 9th Transport Squadron become ready to undertake all tasks at short notice. The Squadron stood up a ready reaction force whilst the command teams sought to develop COVID safe methods of completing training whilst at work. The peak of COVID saw dispersed battle preparation which included professional military education being conducted to improve soldiers’ knowledge of technical vehicle data, field standard operations procedures and military history.

Regional Presence Deployment 20 provided an opportunity for a Section of PMV operators to join 2RAR aboard HMAS Canberra. This saw the PMV Crew’s integrate with the Royal Australian Navy over a period of two months which in turn demonstrated the interoperability of the Squadron. This also provided a unique opportunity for Australian soldiers to work alongside the US Navy and Japanese Navy. Back on land, and during the same period, the 9th Transport Squadron conducted an internal restructure to align capability in order to support Battle Group Kapyong and Battle Group Coral with a readily deployable CSST. This saw the Squadron shift vital equipment between Troops, to specifically force assign assets, based on the requirements of its dependency.

This realignment of capability was trialled and tested during Exercise Brolga Run which saw both CSST’s deploy for a duration of ten days. CSST Kapyong sought to trial both camouflage nets accompanied with dispersion to remain undetected from simulated enemy forces and UAV. This choice in tactics saw the transport elements from the 9th Transport Squadron work independently, proving the communications plan and standard operating procedures. CSST Coral remained light which saw the Squadron’s contribution in their element, as they were enabled to move frequently whilst sporting a light camouflage ensemble. This tactic saw that CSST moving daily whilst transport elements provided real time support to 3 Brigade elements throughout.

This exercise provided transport elements the opportunity to work hand in hand with their RAEME and RAAOC brethren in a tactical setting.

Furthermore, this saw the forming of two specialist troops with one providing a BSG capability in anticipation for the receipt of Bulk Fuel and Water assets, whilst the other reorientated towards the raising of Driver Training Courses. The Training Troop within the Squadron raised, ran and provided support to twelve Brigade level courses between the periods of August through to November. These included multiple BNVD courses, HX77 and ILH Trailer Courses, 23 Tonne Trailer Courses, Driving Instructor Courses and G Wagon Courses. These courses, run by 9th Transport Squadron driving instructors allowed an opportunity to impart valuable knowledge onto young soldiers from within 3 Brigade.



Truckie Olympics – HX77 pull (SHQ Tp) and timed flat rack assembly

Within the latter half of the year, the Squadron sought to continue its esprit de corps with the reinvigoration of the ‘Truckie Olympics’. This activity which had not been run since 2017 was reintroduced to the Squadron with the merits of building a friendly but competitive aspects to day to day work among the individual Troops. The competition saw a timed G-Wagon tyre change, a timed Flat Rack Canvas assembly, Inter- Troop tug of war, HX77 pull and a food eating/ run relay. Overall ‘morale’ points were awarded for the team with the best spirit. The Truckie Olympics saw Bravo Troop emerge as the victors and claim the first ‘Truckie Olympics’ trophy.

As the year ends the 9th Transport Squadron is continuing to support courses, Brigade tasking and preservation of its force for any future tasking. It has been a busy and fulfilling year for the premier Transport Squadron. With sights set on 2021 the Squadron is poised ready support all tasks that lie in wait.

10 Transport Squadron

13 Combat Service Support Battalion

LT Damien Harbison, 2IC

‘We Deliver’

This year at 10 TPT SQN we farewelled some fantastic full time and reservist staff and welcomed some new blood into the SQN. We said goodbye to our OC MAJ John Hawke and OPSWO WO2 Bruce Adams and welcomed newly appointed OC, MAJ Rod Vinning; OPSWO, WO2 Andy Avery; and OPS SGT, SGT Dave McCabe. We set about putting training plans in place with some lofty training goals aiming to qualify a high percentage of our members in TACOPS with our ever-increasing fleet of 40M's. Cue Op Bush-Fire Assist and OP COVID19! Training plans were re-scheduled as our new Tp SGT, Tim Howell and members of our Troop departed to assist with the bush fire-fighting logistics management/support.



TACOPS



10 TPT SQN with new 40M

SGT Howell returned to the SQN having performed his role well with some great knowledge that he immediately passed on to the SQN and in particular our brilliant Tp Comd, SGT Ed Coates, that was implemented in support of OP COVID19. Squadron members were called on to provide a number of driving and logistics roles as Western Australia's hard borders came into effect and the transport of ADF staff/civilians and supplies required round the clock support. Our OPSWO, LCPL Jayme Underwood, and other key staff were seconded into full time support positions, stretching the SQN team, requiring many to pick up others workloads to keep the wheels turning on the day to day running of the SQN. The ability to stay 'flexible', share the workload and meet the needs/demands that 2020 has thrown at us has made me most proud, that along with the ability to offer numerous work hours and pay to members who had lost their jobs/had hours cut due to COVID19.

Despite the demands from both the bushfires and COVID19, we were able to recently qualify another 12 SQN members in TACOPS, perform numerous TSRs, promote three soldiers to JNCOs, deploy members on TSE, amongst other day to day achievements. 10 TPT SQN remains postured to provide service and support wherever needed and as required, consistently endeavouring to embody our sub-unit motto 'We Deliver'.



PTE Pinfold with BDE COMD coin

Finally, I would like to share a story of one of our members, PTE Kieran Pinfold. On the 17 Oct 20 at approx. 1300h at Lake Leschenaultia, Mundaring, Western Australia, PTE Pinfold observed what he identified as a person in the water in distress and drowning approximately 20m from shore. PTE Pinfold yelled and swam to the person, recovered him to shore with the assistance of a member on a kayak and commenced First Aid. He identified the person was breathing however weak and had an extremely light pulse. PTE Pinfold placed the member in the recovery position, called '000', and retrieved oxygen from a nearby café to assist the man to breathe until further care arrived.

PTE Pinfold remained with the person monitoring and reassuring while it took approx 30 minutes for the paramedics to arrive. PTE Pinfold then conducted a handover with paramedics who reported to him that the man had sustained secondary drowning and that PTE Pinfold had saved the man's life.

With complete disregard to himself, displaying courage and conviction to his duties as an Australian Soldier, PTE Pinfold rescued a member from potential death. Demonstrating skill in first aid and care for the wellbeing of other's was the decisive factor between life and death for a member of the public. PTE Pinfold had only just completed an AFA course in the preceding two months and stated with words to the effect "Thank god I did the AFA course".

PTE Pinfold received a Brigade Commanders coin for his actions from BRIG Brett Chaloner on 10 Nov 20. *PAR ONERI*

16th Transport Squadron

8 Combat Service Support Battalion

WO2 Kellie Woods, SSM

The 2019/2020 fire season impacted the Nation severely, 16 TPT SQN, 8 CSSB was called upon to provide numerous DACC tasks around the Northern Rivers region. On the 5th January 2020 the Governor General released an unprecedented mandatory call out to all Army Reservists. The SQN came together quickly and re-grouped at Holsworthy Barracks where Operation Bushfire Assist (OPBA) was formed. 8 CSSB joined forces with 5 CSSB and 5/8 CSSB was raised for OPBA, an amalgamation that proved to be very successful and many new mateships were formed.

The SQN members were deployed to different regions along the South Coast from Holsworthy Barracks to Bega. The SQN was briefed well and prepared to support any task order given; one task required SQN members to operate Distribution Points in support of displaced personnel offering water, non-perishable goods and clothing, things that in normal time are taken for granted but in crisis become absolutely essential. Additionally, the SQN were tasked in clearing routes, delivering food to livestock and liaising with local town officials. All SQN members, regardless of rank shall never forget the stories shared by the local community, many of which were devastating.

16 TPT SQN members who contributed to OPBA were rewarded with a huge sense of achievement and showed themselves to be a highly professional force who were able to promptly respond to the call for support. The response and support from the local population was amazing, the communities were often relieved to see Army and quickly became comfortable seeing uniformed Army personnel in their townships and often gave our team a 'pat on the back'.



Aug Trailer Training in prep for Land 121

As OPBA was wrapping up, COVID-19 hit our shores and we were required to stand up another task group in support of COVID-19 operations which remains ongoing. Many promotional and development courses were impacted and we quickly learned to navigate our way through on line learning portal ADELE. Training could not stop.

Exciting news came in August/September when we were informed the first LAND 121 vehicles were to be delivered, the SQN now holds seven 40M vehicles. The SQN TRGWO co-ordinated their arrival and has concentrated driver training around the DI, moderation, Mack, MR2, 8T Trailer and 20T courses in preparation to train members on the 40M conversion course

On behalf of the 16 TPT SQN OC, MAJ Lynn Farmer, I would like to thank all SQN members for their selfless dedication this year. We welcome 2021 with open arms and will remain vigilant and poised throughout the High Risk Weather Season. Best wishes for Christmas and the New Year, we look for seeing all SQN members in 2021.



First 40m Arrives



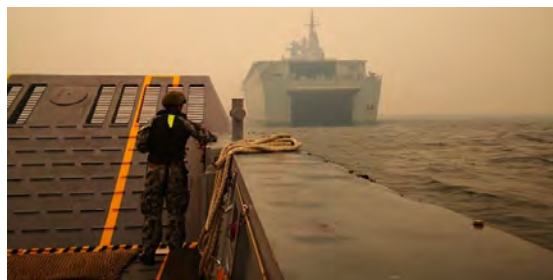
The latest batch to arrive

26 Transport Squadron

9 Force Support Battalion

LT Aaron Pretorius, LT Jared Altmann, LT Liam Power, TP COMDs and CPL Rachel Hazeldine, TP TPT Manager

While 2020 has proved to be a demanding year, 26 Transport Squadron (26 TPT SQN) has shown it is more than equal to the task, rising to overcome the numerous trials by providing effective, hands on support for those in need. The Squadron has used these challenges as an opportunity to test our transport capability and improve our personal soldiering skills.



HMAS Adelaide pictured sailing from Sydney Harbour to Eden

Operation Bushfire Assist

HMAS Adelaide

2020 began with members of 26 TPT SQN being recalled from leave on 06 Jan 20 to deploy to various parts of the country on OP Bushfire assist. 26 TPT SQN was faced with extremely short timeframes to prepare and transport equipment into position for embarkment onto HMAS Adelaide, but through good coordination and teamwork were able to deploy without delay.



The Timber Mill at Eden was a consistently burning structure, however 9 FSB alongside 6 ESR was able to provide critical support to the local RFS in containing the blaze

6th Engineer Support Regiment boarded HMAS Adelaide alongside 9 Force Support Battalion (9 FSB). As part of 9 FSB, 26 TPT SQN provided a heavy lift capability of bulk fuel to support 6 ESR projects such as using bulldozers to conduct road clearing and providing electricity to bushfire affected communities through diesel generators. The Squadron also provided a heavy lift capability of bulk potable water to provide to communities whose water was being used by New South Wales Rural Fire Service. In some cases, 26 TPT SQN's bulk water capability was utilised to resupply the RFS directly.

HMAS Adelaide sailed to Eden in Southern NSW in preparation to evacuate civilians from the town, where Army personnel prepared hundreds of stretchers as well as water supplies for as many evacuees as the ship could take. 26 TPT SQN then provided ground support in Eden by providing blankets and sleeping equipment to those in the community who had been displaced as a result of the fires. In addition, jerries of potable water were provided to the township. Firefighters stationed at Eden and Wonboyn were also provided for, with food, water, and fuel being delivered to them.



Recovery of a crashed helicopter is one of many abnormal tasks 9 FSB handled during the course of OP Bushfire Assist



PTE Armitage, in red, after competing in the Bega local park run on 11 Jan 20

After the situation at Eden deescalated, 26 TPT SQN personnel disembarked within the Bega Valley region to provide support to local communities. The most common tasks involved transporting potable water to various communities and sleeping equipment to those displaced as a result of the fires. Furthermore, teams from 9 FSB often had to be quick thinking and react to situations outside of their normal job, such as the recovery of a crashed helicopter within the Ben Boyd Reservoir.

26 TPT SQN was also involved with community engagement across the region, which was key to making light of a bad situation. Personnel

were able to provide emotional support to families that were distressed and discouraged, be it through quiet personal chats to engaging with communities to increase morale. One such example is PTE Armitage, pictured, who made a great impression finishing 4th place in the local park run, all while wearing his combat boots.

The FST re-embarked onto HMAS Adelaide and disembarked at Jarvis Bay on 22 Jan 20 where the team deployed to Holsworthy Barracks for further tasking.

Kangaroo Island

26 TPT SQN personnel were not only deployed to Southern NSW, as some members deployed to RAAF Edinburgh in South Australia to provide critical support to rural communities, particularly in Kangaroo Island.

The personnel were operating day runs, utilising the ferries to Kangaroo Island, to deliver crucial water to the South Australian Country Fire Service. Another major task undertaken was the delivery of stretchers, tents, and other sleeping



Civilian ferries were often used to transport troops and vehicles to Kangaroo Island

equipment to soldiers stationed on Kangaroo Island. This equipment was critical to establishing and sustaining longer term operations directly out of Kangaroo Island, so as to minimise transit from RAAF Edinburgh. Some transport personnel from 26 TPT SQN were later stationed directly on Kangaroo Island to provide close support in the region. Some common tasks involved providing diesel for engineering vehicles and equipment, as well as delivering hay to displaced farmers to support their livestock.

Puckapunyal

Other personnel from 26 TPT SQN were also deployed to Puckapunyal in regional Victoria in the latter stages of the operation to provide a long distance heavy lift capability. The soldiers conducted road moves of equipment for engineers located in various rural areas of Victoria. Movements of food and supplies from the Salvation Army and Victorian Foodbank were also distributed by 26 TPT SQN to bushfire affected communities. 9 FSB provided critical support to multiple states’ Fire and Emergency Services throughout Operation Bushfire Assist which concluded on 26 Mar 20.

Operation COVID Assist

Christmas Island

The outbreak of COVID-19 has seen 26 TPT SQN undertake a number of assignments that vary greatly from typical tasks the Squadron faces. There has been two key operations where members from 26 TPT SQN proved themselves as being ready, relevant and regarded by performing in rapidly changing environment and conducting tasks to protect Australians.



Working in a call centre in Tasmania was another unusual job soldiers from 9 FSB had to take on in 2020

As the majority of the SQN was already deployed on OP Bushfire Assist, a section was raised and deployed within 48 hours to Christmas Island. Once on the Island the Joint Task Unit (JTU) was given only 24 hours to have facilities ready before evacuees began to arrive. The deployed section was responsible for moving key equipment and resources to the facility utilising the few vehicles available. Once evacuees began to arrive, the transport section had the critical role of moving them to the facility to be quarantined. Throughout the next month the section continually provided transport support to OP Pincer ensuring that resources and food were in the right place at the right time.



9 FSB personnel being briefed before the arrival of the first Australian evacuee flight

The COVID-19 Pandemic saw members from the SQN deploy to Christmas Island to assist and support the Australian Border Force conducting Operation Pincer. OP Pincer was the Australian Government’s effort to remove Australian citizens from the pandemic epicentre of Wuhan and return them back to Australia after a quarantine period on Christmas Island.

Tasmania

26 TPT SQN was again called forward to conduct COVID-19 Assist tasks within Burnie in Tasmania. An outbreak of confirmed cases within 2 Tasmanian hospital saw members from 26 TPT SQN rapidly deploying within 24 hours as part of a joint effort to assist in the operation of these hospitals. The members involved were required to conduct tasks such as driving as couriers for the hospitals and acting as orderlies. The array of tasks which they conducted in difficult terrain showed the level of flexibility in which the soldiers in the Squadron possess. They demonstrated a high level of readiness and proved an ability to work effectively with not only other services but government and non-government organisations as well. This conduct of the soldiers deployed in Tasmania set an example for the rest of the SQN and set the tone for the remainder of the year.

Army Reserve Presence and Modernisation

Reservists provide a flexible capability that can be used to enhance the high readiness permanent forces of 26 TPT SQN. In accordance with the Army’s modernisation plan, 87 Transport has been re-raised as an Army Reserve Troop to provide the versatility of SERCAT 5 soldiers to the Squadron. The troop currently consists of 2 sections managed by a SERCAT 7 Troop Sergeant.



A new HX81 transporting an ASLAV to DSG Rockhampton

Throughout the year, members of 87 Troop have actively participated in driving tasks and range activities in addition to general employment duties. 87 Troop has seen a significant increase in participation in Squadron activities as well as attendance throughout the year. In addition, the Troop’s AIRN compliancy has been steadily growing, directly influencing the squadron’s capability. Moving forward, the Squadron is looking to increase the size of the reserve troop and continue to grow the attendance for activities. In addition to this, 26 TPT SQN is aiming to develop the Troop to provide a manoeuvre support capability that can then be integrated with the Squadron to expand the scope of tasks available.

The rollout of Land 121 Phase 3B vehicles to the Squadron has continued in 2020, with 26 TPT SQN more modernized than ever. To keep up with the arrivals of these vehicles, driver courses have been run throughout the year for Squadron personnel to attain the appropriate ADF license codes. The new vehicles are replacing the ageing Unimog, Mack, and S-Liner vehicle fleet. The vehicles also come with next generation modules and trailers to increase versatility and enhance 26 TPT SQN’s capability.

Throughout 2020 26 TPT SQN has faced a great number of diverse challenges, ranging from large scale tasks that require quick organisation and movement of vehicles, to jobs that test the individual soldier skills of Squadron personnel. 26 TPT SQN has faced these challenges directly and has provided effective hands on support to Australian civilians in their time of need.

hotel quarantine to prolong seeing their families and loved ones. Similarly, our FSE-12 soldiers saw significant disruption with a reduced hand over window and no ability for leave whilst deployed. Whilst significantly restrictive, the COVID-19 measures also provided an opportunity for the Squadron to focus inwards and dedicate a large portion of the year to trade and cultural reform.

OC 30 Terminal Squadron heavily emphasised the importance of the Squadron's vision of being 'Easily recognised as the SMEs in nodal operations and MHE in the ADF'. This has resulted in a cultural shift towards professional mastery and has seen a vast increase in number of recorded MHE hours from 2019. Much to the delight of the soldiers, it also saw an enhanced focus on adherence to WHS policy and saw the introduction of a 'pocket' Safe Working Method Statements as well as the development of an MHE checklist – which has the capacity to increase the safety of MHE operations across Defence.



C19 course at MTA



Kalmar course at MTA



Section at CBTA L to R: LCPL Samuel Hitchenson, PTE Samuel Bale, PTE Hayden Moses, PTE Melissa Jackson, PTE Maddison McGowan, CPL Daniel Norrie and PTE Sebastian Wright in the crane



SNCOs and Officer Dining in Night L to R: WO1 Dale Reeves, CAPT Alison Wilson, LT James Wilcox, CAPT Ash Busatto, SGT Tim Blad, LT Caleb Hammond, SGT Chris Moore, MAJ Clint Carter and SGT Brendon Fox



Seniors Dining in Night L to R: WO1 Dale Reeves, SGT Tim Blad, SGT Chris Moore, SGT Brendon Fox and SGT James Hall

The last portion of the year has seen the Squadron put through all-Corps training as part of the Battalion's EX AUROCH RUN 20 whilst continuing to develop depth in our MHE codes. Significantly, 30 Terminal Squadron received its first introduction into service of MHE from project L8120, with the Squadron now holding five 2.5T Manitous. This supported the Squadron's heavy

30 Terminal Squadron

10th Force Support Battalion

CAPT Ash Busatto, OPSO

The 2019 training year was significantly disrupted by the Townsville floods and 30 Terminal Squadron was looking forward to the 'return to normalcy' that 2020 was expected to bring. After concluding 2019 with the conduct of beach operations training at Cowley Beach Training Area and providing assistance to 1 Bde's rail move, 2020 was postured to start routinely with our commitment to OP ANTARCTICA.



Unloading the HMAS Canberra

supporting the Australian Transport Safety Bureau at the crash site of the US contracted C130, providing transport support to all three Joint Task Forces, and caring for koalas, these detachments were set to redeploy. All elements finally returned home to Townsville by mid-March.

It was at this time when significant COVID-19 lockdown measures were put in place, seeing the Squadron once again on reduced notice and prepared to deploy Terminal Sections. All trade and field training was halted and soldiers were required to work from home every second week – providing them ample opportunity for professional military education that likely included playing Call of Duty. It also significantly complicated the return to Australia of our Force Support Element 11 (FSE) soldiers, with many false starts and a two week stint in

However, just days into the New Year, a significant portion of the Squadron had been recalled from Christmas leave on 5 Jan 20. By 8 Jan 20, 30 Terminal Squadron deployed three sections to three different states in support of OP BUSHFIRE ASSIST 19-20 for what was initially thought to be a deployment that would last a few weeks. After varying experiences that included loading and unloading hay bales,



Container lift at RIB

emphasis on trade training, with over half the Squadron's ECN 171 soldiers being qualified by the end of the training year. It also enabled us to provide support to 3 Brigade prior to them receiving the machines, cementing 30 Terminal Squadron as SMEs of MHE.

2020 provided a short lived, but much needed opportunity to stop and re-posture the Squadron. A chance to focus introspectively and define the future of the Squadron that will present an exciting direction for the future.

OPERATION ANTACTICA 2020

CPL Chloe Blue, SECT COMD

PTE Basso (another member of 30TML SQN) and I were fortunate enough to deploy on OP Antarctica at the start of 2020 for seven weeks. Both PTE Basso and myself were attached to the New Zealand Army and worked with the US Navy and the US Army to unload two container ships of cargo for the United States Antarctic research centre-McMurdo Station and the New Zealand Antarctic research facility-Scott base. Both located at Ross Island near Mount Erebus in the New Zealand Ross dependency territorial claim.



Dogging picture

The food at McMurdo station was amazing, waffle stations and pizza on tap. In our down time we had the opportunity to explore the huts and learn about the history of the South Pole, hike, visit the laboratories, and most importantly hang out with the penguins. This was definitely a once in a lifetime experience that enhanced my skills as a Terminal Operator I would definitely recommend to anyone.



International partners L to R: PTE Goldsworthy, CPL Blue, PTE Morrison and PTE Viljoen

We unloaded and loaded a total of 800 20ft shipping containers and 400 40ft shipping containers. In addition to this we unloaded a total of 43 trucks, MHE, Kalmars, cranes, front end loaders, dump trucks and rock crushers all while battling the elements. 24hr sunlight made it hard to establish a sleep routine, but working 12hr shifts really helped with that. No day was the same, one day you're working in a sunny warm 4 degrees next to seals and whales, and the next day you're working in -27 with sideways snow next to a penguin.



Penguins

30 Terminal Squadron's support to Operation Bushfire Assist

LT Caleb Hammond, TP COMD

Earlier this year, 30 Terminal Squadron played a crucial role supporting Australians in a time of need.

In support of the Australian Defence Force response to the 2019/2020 Bushfire Crisis, 30 Terminal Squadron deployed 32 members to three locations as part of OP BUSHFIRE ASSIST 19/20. The sections deployed as part of the Force Support Group, supporting three different Joint Task Forces (JTF) in New South Wales, Victoria and South Australia respectively.

These sections were employed in both a trade specific terminal role and a general support role. Each section had varying levels of responsibility, supporting JTFs of different sizes and areas of operation. Responding to the immediate needs of state and territory authorities, the termites supported various civilian and military agencies in the prevention and recovery phases of the effort. This included the provision of hay to affected farmers, nodal logistic support to Emergency Services including Rural Fire Agencies and the delivery of cargo and transport solutions to respective JTFs.

Each section utilised different forms of Material Handling Equipment and Land 121 vehicles in the conduct of their duties. The sections were well travelled, moving from Townsville to Sydney, Puckapunyal and Adelaide respectively. Over two months, the termites lifted various military and non-military equipment, totalling in excess of 1 million tonnes of cargo.

The sections performed to an excellent standard, and their technical expertise, professionalism and determination provided a crucial logistic effect. Their efforts were instrumental in supporting the vital work that was conducted, enabling theatre level sustainment to all. The soldiers did their trade proud.



30T crane and L121 vehicles on the ferry to Kangaroo Island



30T crane lifting generator on Kangaroo Island



JCB loading hay on Kangaroo Island

35 Water Transport Squadron

OP Bush Fire Assist

NO REST FOR THE WICKED

LT Declan Michell, TP COMD

As is customary for first year Lieutenants, I was getting ready to bring in the New Year as Duty Officer. Having had a blissful two week break in Sydney over Christmas, I was feeling refreshed and optimistic about the next year of Troop Command. I had lofty ideals of spending my downtime on Duty preparing for 2020, working on my welcome brief and setting up a water-tight training plan so that we could hit the ground running. I hoped the duty period would provide me with some structure around which I could ready myself for whatever the year had in store. However good, bad, or foolishly optimistic my intensions, they never came to fruition.

As 1600 came and went on 31 Dec 19, I found myself getting anxious about what the night had in store. Would someone get into a fight and need the Duty Officer to come and bail them out? Were there to be a litany of Drunk and Disorderly disturbances in the coming hours? If there were, I cannot say I had the pleasure of dealing with them. Instead, my Squadron 2IC called me and asked if I was tracking the fire situation. ‘What fire?’ I thought to myself. Was someone having an absolute rager on Lavarack Barracks? Of course, she was instead referring to the fires engulfing much of Victoria and southern New South Wales: it had just been stated on Twitter that HMAS Choules (CHO) would be responding in support of effected communities. This tweet played the part of a WNGO: as 10 FSB contributed an Amphibious Beach Team (ABT) and landing craft (LCM8) to the High Risk Weather Season (HRWS), the implied task was that 10 FSB members were going to be sailing with CHO – with me as the ABT COMD.

As CHO was the operational vessel for the 19/20 HRWS, elements of 35 Water Transport Squadron (WTS) were pre-positioned ready to respond. At least equipment wasn’t going to be a problem. People are the other half of the capability coin and - unfortunately but unsurprisingly - it proved quite difficult to get people to answer their phone at 1700 on New Year’s Eve. Luckily I wasn’t alone. There were people to help me make calls and issue snap orders, there were people to assist with the booking of movements; everyone who could help kicked into overdrive. But why the rush? Whilst 10 FSB HRWS elements were on a reduced NTM posture, CHO was sailing out of Sydney harbour at 0900 on 01 Jan 20. This meant getting to Townsville airport at 2100 for a 2200 flight, IOT meet the 0900 timing the next day. That left 4 short hours from the first person called to bodies out the door, for a task of unknown complexity and duration. Miraculously, 11 RACT members – consisting of Marine and Cargo Specialists – were able to board the 2200 flight out

of Townsville and we were on our way to Sydney. Not much sleep was had that night – or in the nights to come.

Upon arrival in Sydney, our small team met up with another soldier who had been spending his leave in Sydney, and another soldier from 3 CER to man the ABT plant equipment. When we embarked CHO, the ABT had enough manning to crew a skeleton LCM8, a skeleton LARCV section, and a skeleton Cargo section – but, we were operational (although not without limitations)!

Over our adventurous evening of travel I was able to further educate myself on the fire situation down south; it wasn’t good. I had read of the situation in Mallacoota, VIC, where residents and holiday-goers had fled to their boats or the beaches to escape the flames that had reached their homes and camp grounds. As it happened, Mallacoota was the first destination for CHO, with a primary objective of evacuating those in need. Again, time was of the essence as the community of Mallacoota was without power, cut-off via road, and had been breathing heavily smoke-polluted air for days. That left 01 Jan 20 to plan on transit, with boots on the ground from 02 Jan 20.



A fiery smoke cloud settles around Mallacoota, Victoria

On the morning of 02 Jan, I led a recon of the boat ramp and the near beaches. One of the attractions of Mallacoota and the surrounding region are its surf beaches. Whilst 35 WTS had conducted surf training in the months preceding the HRWS that was in a controlled environment; Mallacoota was anything but controlled. The beach approaches were very shallow and riddled with ever-changing rips, holes and troughs, making it impossible to gain an accurate understanding of what was beneath the surface. There were also rocky outcrops that could damage an LCM8 and sink a LARCV. To add further friction into the AO, visibility was extremely poor – down to approximately 50m.

Even buoys were shrouded from observation until you were almost on top of them. Navigating the one nautical mile to and from shore was done entirely off bearings – which is fallible. However, as luck would have it, we stumbled upon the Mallacoota boat ramp and jetty without incident. Using a hand held depth sounder, my Cargo section CPL and I set about surveying the approaches.

While the use of a hand held depth sounder is the go-to-method of conducting a beach reconnaissance – and the only asset we had at hand – I can retrospectively state that it is not fit for purpose. In the surf zone, your survey vessel is constantly being pushed and moved off your bearing to shore, making is impossible to accurately plot your position from shore. Further, the output of your vessel outboard can disrupt your depth sounder, providing a nil or inaccurate return on depth. Idling the outboard leaves the vessel completely at the whim of the surf. Lastly, the swell height results in inconsistent depths depending on vessel position on a wave. Using the doctrinal approach was not going to cut it. Therefore, we turned to local knowledge to confirm some assumptions. Indeed, the beaches were either too shallow or too dangerous for landing craft to access. The boat ramp had a sea wall to protect entry and exit, however caused sediment to be deposited around its end as waves shaped around it. Fortunately (or so I thought), I was assured the mouth between the sea wall and rocky outcrops had been dredged leading up to the Summer holiday period IOT better deal with the greater volume of boat-goers over the Summer period!

I reported back to CHO that beach approaches were not tenable, but that our landing craft – up to LCM8 – would have no tidal restrictions on use of the public boat ramp. This was wrong.

While the recon was conducted, CHO concurrently sent a community engagement detachment into the Township, and commenced taking names of personnel requiring evacuation, and establishing a movement plan to get people to the Sea Point of Embarkation (SPOE; the boat ramp). Off my recon report, CHO Ship's Army Establishment (SAE) commenced working on a Surface Assault Schedule (SAS) – working off nil tidal limitations that I had reported.



CPL Coleman and Marine Specialists of 35 WTS manoeuvre an LCM8

Come the morning of 03 Jan 20, CHO was postured to commence the evacuation of Mallacoota. As I moved to the SPOE in the early hours with my LARCs, Cargo section, and some attachments from CHO Ship's Company, I noticed our LARC wheels touched ground as they surfed around the sea wall entrance. Now an LCM8 has a greater draft than a LARC, without having the luxury of wheels with which to drive over any surprise sandbars. On infill, we were also on an ebb tide, meaning it was only going to get shallower – and less accessible for landing craft. With the aid of Marine Specialist SGT Mark Halpin, I re-evaluated and made the difficult radio call to CHO correcting my earlier error and relaying accurate tidal restrictions. While it would mean not employing the LCM8 – our largest pers-carrying asset – directly to the SPOE at all hours, it wasn't a war stopper. Flexibility at all levels enabled a revised SAS, and some creative accounting ensured that timings for evacuation packets weren't delayed. The long story short is that LARCs became the indomitable asset in the AO, with a crew of eager Marine Specialists and a Marine Engineer working long hours to enable both land-based transport and surface means. That is not to say the LMC8 was not critical. With limited windows, the crew had to be efficient and precise.

As shown the employment of the LMC8 required masterful command by the Vessel Master (Marine Specialist CPL Jarrod Coleman) and crew, IOT ensure both vessel and passenger safety in truly testing conditions.

Throughout 03 Jan 20, the ABT facilitated the evacuation of over 1000 Mallacoota residents, tourists and their pets. This was only made possible by each individual owning their duties and performing them to the highest of standards. The social interactions between evacuees and all soldiers of the ABT demonstrated compassion and consideration. The soldiers were ready to help anyone and everyone providing water and sharing food with evacuees – and their animals – as they awaited their transport to CHO.



Cargo Specialists assist evacuees embarking the LCM8

This was further evident aboard CHO during the transit to Western Port, where members of the ABT – sleep deprived themselves – were observed giving up their sleeping spaces to the evacuees – even if it was only to play with some dogs while their owner slept.

In just over a day, from first contact to disembarkation of pers at Western Port, members of the ABT – of RACT – were able to establish a rapport with evacuees and alleviate the stressors of Mallacoota. However, the work was only just starting.



LCPL Richters taking a well-deserved break aboard HMAS Choules



LARCV ready to prove approaches to a beach

Four days into 2020 and RACT members from 35 WTS had already been involved in one of the largest ever civilian evacuations in Australian history. However, after disembarking evacuees at Western Port, CHO went straight back to Mallacoota to continue evacuation operations.

Whilst smaller in scale – some 300 firefighters

and civilians were evacuated – the return to Mallacoota set expectations for future tasks.

Concurrent to continued evacuation operations, the ABT and LCM8 supported the lodgement of relief personnel and equipment. SES vehicles were rotated out, members and equipment from Forestry VIC were moved ashore IOT commence restoration activities, and LARCs supported further beach reconnaissance activities in preparation for enduring support tasks.

The second evacuation over 6/7 Jan 20 would complete CHO primary objective, and signal the transfer to a new main effort.



LARC heads back to HMAS Choules to take more fuel ashore

From 09 Jan 20, ABT support to Operation Bushfire Assist (OP BA) shifted into the ‘restore’ phase. With roads into Mallacoota still closed, an ever-growing sandbar prohibiting the lodgement of transport assets over water, and persistent poor air quality limiting aviation operations, means to resupply and restore Mallacoota were limited. It was time for the LARCs to shine – again. With some creativity from CHO Ship’s Company and our RAEME brethren, fuel pods were sourced and loaded onto the LARCs. Over 09-17 Jan 20 the LARCS consistently worked in excess of 12 hour days, running fuel to Defence installations ashore and resupplying local infrastructure

Each night the LARCs underwent maintenance in readiness for the following day’s tasks. Overall, some 50,000L of diesel was supplied to the Mallacoota community through LARC support alone, and proved critical in the restoration of normalcy to the region.

Throughout both phases of operation in Mallacoota - between 01-17 Jan 20 - Marine Specialists would have averaged 16 hour days (their Cargo Specialist peers not far behind), with the only rest to be taken on transit days.

18 Jan 20 saw CHO conduct a logistic visit to Sydney, affording the ABT soldiers a much-deserved opportunity to rest and relax. With roads now open into Mallacoota, CHO shifted to a ready-response posture. Soon after, the decision was made to allow ABT soldiers to return home and see their families on 48 hours NTM. A second NTM crash occurred on 31Jan 20 as CHO was tasked with support to the Kangaroo Island effort. Despite another short turn around, no other tasks came to fruition. Eventually, the Mallacoota ABT ceased support to OP BA on the 21 Feb 20, and found themselves home before March.

35 WTS’ busy start to 2020 was off the back of a busy 2019, including support to Joint Warfighter Series 19, Indo Pacific Endeavour (IPE), the INTERFET Anniversary, assistance to Vanuatu, Operation Render Safe, and Operation Resolute (just to name a few). It set the pace for another busy year with enduring support to Operation Resolute and the Regional Pacific Endeavour. No one can be sure what the 20/21 HRWS has in store, but having battled the Queensland floods in 2019 and the bushfires in 2020, the RACT soldiers of 35 WTS are equal to any task asked of them. The tireless efforts of the ABT soldiers within 35 WTS are a credit to themselves, their Corps, and the Army. Their trade mastery, dedication to duty, and positive attitudes garnered favour with the people of Mallacoota, and the entirety of HMAS Choules Ship’s Company. Their actions serve as an exemplar of Army Ethos to me, and make me proud to have served alongside them.

44th Transport Squadron

2nd Force Support Battalion

MAJ Mick Hartwell, OC

The 44th Transport Squadron (44 Tpt Sqn), or 44 as we are affectionately known in both military and civilian circles in Tasmania, has been inundated with firsts over the last 12 months. New pattern uniforms, EF88s and of course 40Ms and HX77s have all rolled in with the Squadron wasting no time in integration through live fire, field exercises and support to recruiting and Ops BUSHFIRE and COVID ASSIST. Through all of the ups and downs of the last 12 months I have observed the Troops getting on with job, even when uncertainty was at its absolute peak, to deliver professional capability where it was needed. Enough from me, Tp Comd’s 160 and 172 Tp discuss the year that was below.

160 Troop – A TIME OF TRANSITION

LT Matiu Chamberlin, TP COMD

RACT and indeed the broader Army finds itself in a time of significant transition. This has been felt by 160 Troop in a number of areas this year.

During Op BUSHFIRE ASSIST half of the Troop volunteered and were immediately integrated into JTF 1111.2. Whilst this force wasn’t required for extensive tasking it showed that our people are ready to actively serve at the drop of a hat, particularly if Australian lives are at risk or in desperate need.



A 40M recovering a PMV that became bogged on soft ground

For Sustainment Modes, receiving the new Land 121 vehicles has dramatically changed our supply and tactical capability. No longer are we limited to operate like previous generations of logisticians have. This is a new era where general and close support elements have the ability to provide their own integral security. Our trucks are heavier, protected, cross country ready with much greater lift. Our equipment now bristles with muscle and mass.

A greater framework for accountability and compliance for public road use is another addendum to this change. Thankfully, Tasmania is one of the most flexible states to accommodate our L121 fleet on its roads. This encourages a precedent for training in Tasmania being the best, in my opinion, on all classes of roads and off road.

In terms of enhanced weapons systems, receiving the new EF88 has been an exceptional boost to our war fighting capability. Increased by 100% more lethality, it has been a highlight to see and use this new rifle, its advanced sight and bipod mounting. It was a mistake of mine to challenge the Troop to all lower their groupings to below 100mm with the reward of a drink at my expense. The EF88 is far more accurate, as my wallet found out.

In terms of interagency cooperation, as with BA-20 and COVID-19, the Army is suddenly being utilised extensively with various governmental, health and emergency services. Again 160 Troop responded with a large percentage of personnel being used for contact tracing and associated call tasking.

The changes seem to keep coming thick and fast but I’m very proud of how our people are tackling it all in their stride.

172 Troop

SGT Kathryn Hibbert, TP SGT

172 Troop has had a busy year in 2020. In January most troop members were in Victoria completing their 40M and HX77 conversion courses in preparation for the arrival of the L121 vehicle fleet into Tasmania. At the same time, Operation BUSHFIRE ASSIST commenced, and the remaining available troop members in Tasmania started a month of full time service as part of 2 FST under JTF 1111.2. The transport team supported personnel and equipment movement, route reconnaissance and contingency preparation activities in Tasmania. PTE Emma Garth provided her expertise as bulk fuel operator in Victoria for most of January, distributing fuel to camps and vehicles across the region.

March saw the start of COVID-19 lockdowns in Tasmania and the troop moved online for two months, completing virtual training in a range of trade and soldier skills.

In June six 40Ms and two HX77s arrived in Tasmania. Private Daniel Newman from Hobart was the first to drive one of the new vehicles off the ship on delivery to Burnie. Private Newman said “It was an exciting moment to get the new fleet onto Tasmanian soil. I can’t wait to operate and train on the vehicle here, and see what they’re capable of.”

Since then the Troop has been improving their skills with the new vehicles, and learning how to operate them in Tasmania. CPL Ben Hibbert participated in the early L121 trials, and has been watching them enter into service ever since. The Tasmanian permitting system is based on a live online mapping system, and can be accessed from any DPN or mobile device, anywhere. CPL Hibbert says “the Tasmanian permit system is very well-organised, and means we can operate the vehicles on a greater variety of roads than those available in other states. We can drive them across the mountain ranges on the West Coast, through the windy coastal roads on the East, and nearly everywhere in-between. This means that we can maximise our driver training here in Tasmania”. That driver training has already started, with the first course being run in August to qualify more soldiers on the 40M, and more planned for early in 2021.



Members of 44 Tpt Sqn after unloading the new vehicles.
L to R – PTE Geoff Coles, PTE Mason Colgrave, CPL Brendan Sargent, PTE Daniel Newman and LCPL Claire Mathias



40Ms negotiating the 4WD nursery at Buckland Military Training Area as part of the conversion course.

176 Air Dispatch Squadron

9 Force Support Battalion

CPL Daniel Cochrane, Crew COMD

176 Air Dispatch Squadron (176 AD SQN) have had a busy and complex year stepping through a variety of different challenges. The SQN has eagerly capitalised on these opportunities to support the ADF and the wider Australian community on operations at home and abroad. The RACT elements of 176 AD SQN include two ARA Air Dispatch Troops and one ARes Troop. 1 and 2 AD Tp have a combined posted strength of 2:80. Whilst not part of the RACT, it would be inappropriate not to mention our RAAOC Parachute Rigger brethren of 39 Aerial Delivery Equipment (ADE) Maintenance Platoon or more commonly known as 39 Rigger Pl. Without their efforts and expertise in ADE, particularly cargo and personnel parachutes, the Air Cargo Delivery (ACD) capability would not be possible.

Support to National Operations

2020 started abruptly with the recall of personnel to deploy on Op BUSHFIRE ASSIST. A small AD team departed RAAF Richmond in early January lead by CPL Joshua Molloy and CPL Jesse Ablett to support the resupply of cutoff townships, notably Mallacoota, Orbost and Kangaroo Island. This involved the resupply of vital fuel and other essential stores by the conduct external air lift (EAT) loads unslung to rotary wing aircraft to sustain townships and resupply firefighting teams. The team worked with 5 AVN SQN's CH-47 Chinooks and Malaysian helicopters to provide much needed support. Not long after, 8 Troop personnel conducted a relief in place so the ARA crew could return home.

In mid-March, the SQN was once again called upon to support the NSW Police for Op COVID-19 ASSIST. A large element of SQN consisting of Air Dispatchers and Riggers



External Air Transport of a Drum Fabric Collapsible being lifted by a CH-47 Chinook, rigged and attached to the aircraft by Air Dispatchers from 176 AD SQN during OP Bushfire Assist

and members of 145 Signals Squadron formed 'B Coy' under the command of our own CAPT Andrew McGrath. We were tasked in Sections to assisted NSW Police throughout Sydney CBD to conduct welfare checks on isolated travelers. During both these operations members of 176 AD SQN conducted themselves in a highly professional and courteous manner.

Support to RAAF

A large portion of 176 AD SQN tasks are in support of raise, train and sustain (RTS) serials for RAAF flying squadrons including 35 SQN (C27J Spartan), 36 SQN (C17 Globemaster) and



External Air Transport of a Drum Fabric Collapsible being lifted by a CH-47 Chinook, rigged and attached to the aircraft by Air Dispatchers from 176 AD SQN during OP Bushfire Assist

37 SQN (C-130J Hercules). This equates to approximately 150 days of airdrop throughout the training year to support the currency or loadmaster and pilot initial qualification courses. In the COVID climate, both 1 and 2 AD Tps were able to quickly come back online to support RAAF RTS and force generation tasks. In particular, the support to 37 SQN's Loadmaster Initial Qualification Course saw the provision of airdrop loads including 12 x Light Equipment (LE), 12 x Container Delivery Systems (CDS) and 6 x heavy platform loads. The heaviest of these loads were two, 16-foot platforms weighing approximately 13,000 lbs. Now that's a payload!

Due to COVID restrictions, 2 AD Tp provided DZ support while 1 AD Tp loaded the aircraft thereby assisting the training of the Air Force's newest Loadmasters in the conduct of joint aircraft inspections on these platforms. Once all loads were on the ground the DZ crew reconstituted the ADE, collect the stores and return to base. These loads include CDS, LE and more Mass load drops. Since the outbreak of COVID-19, 176 AD SQN continues to rise to the challenge and is set to support our dependencies like qualifying new Loadmaster crews.

Support to SOCOMD

176 AD SQN enables force projection and sustainment for the SOCOMD community. With support from 39 'Rigger' Pl we can conduct complex training scenarios for both land and marine operations. Members of the SQN have the opportunity to completed Parachute Jump Master (PJM) course which enables them to dispatch parachutists from aircraft and call in personnel DZ. The multitude of personnel parachuting skills by AD and Riggers is highly sought after as we look to continuing our support to SOCOMD elements in the ADF.



External lift of two Rigid Hull Inflatable Boats by CH-47 Chinooks

Support to Operations and International engagements

176 AD SQN has deployed members in support of operations in the Middle East Region as part of the Force Support Element. These members ensure cargo moves around the AO in a correct and professional manner. Looking into the near future, 176 AD SQN will be deploying a contingent on FSE-13.



An Air Dispatch, Crew Commander, from 176 AD SQN prepares to dispatch a door bundle from a C-17 Globe master onto Londonderry drop zone

1st Armoured Regiment

OPERATION BUSHFIRE ASSIST

LCPL Dylan McLay, TPT TP

Coming off a busy year in 2019 that saw the Transport elements conduct high level support to the Regiment in Cultana and Shoalwater Bay, members were recalled mid-leave in early January 2020 to respond to the bush fires devastating Kangaroo Island. This was a challenge of its own given the dislocation of soldiers during Christmas RTP and some soldiers still in transit after relocating from interstate. The Regiment was officially recalled, including new members posting in and members on leave interstate. Everyone was preparing at short notice for the unknown tasking that we would receive. Initially Support SQN only had our OC MAJ Tindale and a small SHQ. We had limited NCOs in the troop due to postings and people away. Leaving us with one NCO and seven diggers available in Transport that were ready to deploy to Kangaroo Island.

Due to the high tempo year of 2019, the majority of our specialist modules being the Bulk Fuel Pump Storage (BFPS) and the Bulk Water Pump Storage (BWPS) were in trade repair, presenting us with a new unique challenge and obstacle to overcome. With the unknown nature of the bush fires we were posturing to be able to provide a lift capability, fuel and water for farmers and emergency responders. With the hard work the members of Transport and RAEME we were able to have a task force ready to depart in less than 48 hrs.

Finally the first elements of 1st Armoured Regiment being an ASLAV troop departed for the Cape Jervis ferry to make the 55 minute Journey to Kangaroo Island. Transport was due to follow shortly after but were delayed because of permits due to unique route and locations required to be reached. The required permits for the task were organised in less than 24hrs. On the 10 January 2020 Transport stepped off to Kangaroo Island with Land 121 being four HX77s and two 40Ms doing multiple runs to drop stores onto the island. Carrying everything from the Q store, the MHE to unload it as well as the new LAND 121 modules. It was a new experience working with the Sea Link ferry crew who managed to fit all our vehicles on to the point it was a challenge to leave the cab as it was so tight.



Loaded vehicles preparing to depart Cape Jarvis on the Sea Link ferry and Vehicles landed on Kangaroo Island

After settling into Kangaroo Island we were moved to Parndana Oval where we were able to integrate easily with the 9 CSSB element, with the OC making a CP out of a sheering shed, which to be honest was pretty comfortable compared to a PMV. The Transport element was quickly assigned a fellow transport section from 9 CSSB to assist in achieving tasks such as delivery of feed to farmers in need. It was a good chance to show them what the new transport fleet can do which they were excited to see. We were able to integrate easily with 9 CSSB and the Land 121 vehicles provided additional lift capacity for large bales of hay that could not be moved on 9 CSSB's Unimogs.

The HX77 was able to carry three times more hay than the Unimog and it was a great opportunity to test the new fleet outside of a field environment. The flat racks were able to deliver the feed and not require MHE at the delivery point as we could drop the flat rack. Our fuel operators were able to support multiple elements throughout the island ranging from engineer call signs all the way to Country Fire Service (CFS) trucks in need.

We deployed the new Land 121 BFPS modules and a Truck Pump Assembly (TPA) MKII to help in the more remote places of the island. It was a great opportunity to really test the new fuel assets as we were partially relying on legacy Mack TTFs most of 2019. With limited fuel stations operational it was a great help being able to have rapid Kerbside Refuelling Points (KRP) on stand by for the large amount of vehicles we brought to the island. Given the name "TASK FORCE POSEIDON", the members delivering bulk and packaged water across the island never stopped. Due to the local water plant suffering damage and requiring Army medical personnel purifying water for the island there still wasn't enough for those in the worst struck areas. This saw us pushing vehicles to the limits to get clean drinking water to those who had no access.



PTE Pierpoint filling a locals 1000Lt ICB from a BWPS up after his property was hit by fires



PTE Pierpoint and PTE Dorante filling up jerries from a BWPS in the forward staging area Parndana



A BWPS receiving more water from a BWS on a local farm



LCPL Joyce with rescue Koala

It was a humbling experience, we took the task force across the island to the most remote locations, meeting the most extraordinary locals with amazing stories. The main assets used were the new LAND 121 bulk water storage pump and a storage unit as well. We had some assistance from 1 CSSB providing a water operator and a Mack TTW.

We found ourselves trying to find new ways to operate the vehicles on the island as most of the locations were not built to have the large HX77 roll through their front gate. Which saw us get creative and at one point had to connect all the hoses available to pump to a tank 100 meters away but gravity was on our side. Lucky for us most of the time the resupply locations were easy to reach.

We were always welcomed and the locals were always excited to look at and chat about what we do and the equipment we use. Other than fresh drinking water we also delivered bulk water to farmers for their livestock. As feed was slowing arriving to the island a lot of farms gave their water to the CFS when it was needed to battle the ongoing fires which left a lot of farmers without water for their animals.

After a few weeks on the island and having a massive impact on the overall effort the Regiment began to plan for our return to unit. We saw more units begin to arrive from the ARES but luckily the worst of the fires was beaten and saw local infrastructure being repaired. It was a great experience to work with so many other elements from Army and local authorities coming together at such short notice and be able to work together seamlessly. Within the space of 72 hrs we were able to redeploy the entire unit back to Adelaide, including all our ASLAVs, PMVs and Land 121. Ready and postured to commence annual induction training in preparation for what we thought would be a busy training year!



T55 OP BUSH FIRE ASSIST. From the left PTE Lipshus, PTE Pierpoint, PTE Dorante CPL Hills, LCPL McLay, PTE Joyce, PTE Cobbo, PTE Watts

OPERATION COVID-19 ASSIST

LCPL Dannika Joyce, TPT TP

For the second time in 2020 Transport Troop, 1st Armoured Regiment was called upon to support the people of Australia during a disaster. Transport Troop was one week out from deploying to Cultana for EXERCISE PARATUS RUN when we were informed of our need to support OPERATION COVID-19 ASSIST in Melbourne, Victoria. Within three days of receiving our first warning order, the troop shifted focus from Cultana field prep to finalising Non-Technical Inspections in order to maintain our governance requirements, completing all pre-deployment courses and inspections and finalising all administration in preparation for our departure.

The Regiment deployed its advance party to Melbourne on Wednesday 15 July, followed by the remaining members of the Regiment two days later as the main body. Support Squadron and members of Transport Troop were bolstered with attachments from 1 Combat Service Support Team. On arrival it was immediately clear that we were operating in an environment never experienced in our military careers; the Regiment was accommodated out of Pullman Albert Park (FOB PULLMAN). The Accommodation and facilities were impressive, especially compared to what we would have been staying in had we deployed to Cultana as planned. The excitement was short lived with the Regiment being task assigned to JTG629.2 as “Task Unit Two”. We immediately commenced the required RSO&I and document checks in order to be deemed “Operational” and ready for tasking. Our new platforms for reporting and communication become Signal and Govteams, smart phones become a must have item especially as not all soldiers had personal laptops or access to Dreams. Task Unit Two comprised of Army, Navy and RAAF personnel from all over Australia. At one point we had over 600 members assigned to Task Unit Two with everyone being accommodated between FOB PULLMAN and FOB SOFITEL. Due to the high risk of exposure and the Victorian government mandatory restrictions we remained quarantined in our hotel room unless directly on task or moving through the meal hall to collect our food, once collected all meals then had to be consumed in your individual hotel room.



PTE Cobbo online learning

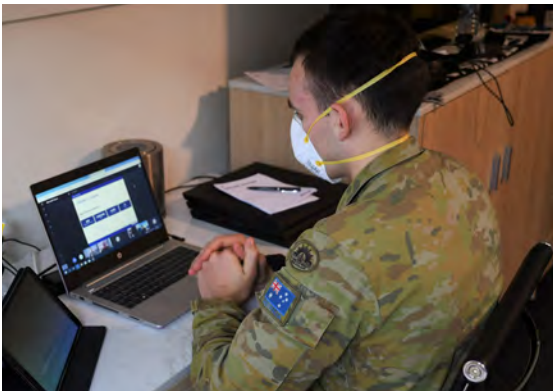
In preparation for tasking, Task Unit Two received Hertz hire vehicles from the JTG HQ in order to move around the identified AO. At its peak Task Unit Two managed over 260 white fleet hire vehicles, ranging from Kia Carnivals to Holden Calais. Operating in a tri service environment with Defence hire cars required some additional control measures, ensuring all drivers conducted a Victorian state road law assessment proved difficult due to the Hotel environment and quarantine



Task Unit 2 plaque from Ambulance Victoria

requirements. It was quickly fixed when it was identified soldiers could conduct a “learners trial” assessment online and submit a screen shot of their successful completion via signal. As soldiers, sailors and airmen/airwomen were operating the Defence hire vehicles on their civilian licences additional training and “how to guides” were created along with some new TPT SOPs to assist with vehicle management and documentation. Due to contact tracing requirements every vehicle had a “contact tracing” sheet for drivers to record all passengers and contact numbers that travelled in that vehicle. Refuelling was also an adventure with some vehicles clocking over 600km per day, requiring multiple refuels throughout the task period, all fuel locations had to be recorded in detail on the AD049 with exact address and times, with only the driver allowed to enter the premises to pay for the fuel in order to limit our exposure to the general public and prevent any possible close contacts.

For the first week deployed on OP COVID-19 ASSIST, the Troop was involved in door knocking based scenario training to prepare us to support the Department of Health and Human Services (DHHS) in conducting welfare checks on close contact and positive COVID-19 cases.



PTE Lenartowicz online learning

Over the following month two-man teams of uniformed members would partner with an Authorised Officer from DHHS and visit up to 30 residences a day to check up on the wellbeing of the person, confirm all information was correct and answer any questions they had about their case. One of the roles was to provide a safety escort to the Authorised Officer from potential confrontations. The scenario-based training helped prepare members for these situations and how to act accordingly and appropriately in the public eye.

As our time in Melbourne progressed so did the high number of cases, it was announced by the Premier Daniel Andrews that all residents of metropolitan Melbourne will now be required to wear a face covering when leaving their homes for essential reasons. Stage 4 restrictions quickly followed and increased tasking to Task Unit Two, including a support task to Ambulance Victoria for additional ambulance drivers.

Due to a surge in positive COVID-19 cases Ambulance Victoria experienced an increase in patient transfer requests, therefore Task Unit 2 provided reinforcements to assist Ambulance Victoria in meeting their patient transfer requirements. Ambulance Victoria training involved a combination of online, face to face and practical driver training utilising Ambulance Victoria’s current in service ambulance fleet. Several Transport Troop members conducted intensive training with Ambulance Victoria in both driving in emergency situations as well as providing clinical assistance to their paramedic partners.



Notification Team



Task Unit 2 and Ambulance Victoria personnel



Task Unit 2 CPR training



Ambulance Victoria classroom lesson



Training with Ambulance Victoria



Ambulance Victoria training

Being involved in OP BUSHFIRE ASSIST at the start of the year has helped members of the Troop build up resilience to the stressful situations in support of DHHS and Victorian Ambulance during OP COVID-19 ASSIST. It was a great experience for members of the Troop and Regiment to work with a civilian agencies and see how they operate. The members within the Troop demonstrated great teamwork amongst the sections they were involved in, which was a mix of Transport, Armoured, Ordnance and Workshop personnel. Throughout 2020, Transport Troop has shown the 1st Armoured Regiment how flexible and dedicated we are in supporting OP BUSHFIRE ASSIST, OP COVID-19 ASSIST, field exercises, driver courses and day to day duties.



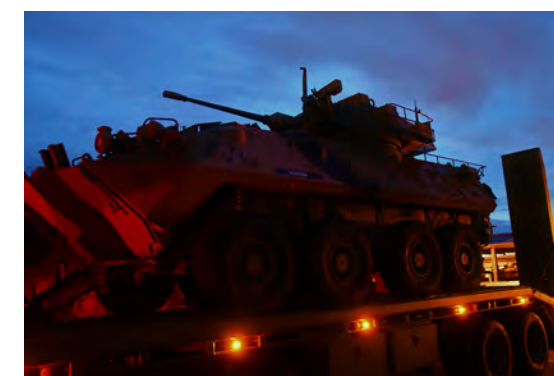
Ambulance Victoria and Task Unit 2, group 1

The role of an OP MOV during 2020

CPL Matthew Evans, HQ SQN

I was relaxing with family at Glenelg beach in Adelaide on a leisurely summer's day in early January, when I received the phone call that all Army members yearn for; "Are you in the local area? How soon can you be at work?" This set the precedence for the year 2020, with 1 ARMD REGT deploying on OP Bushfire assist from Jan – Mar, OP COVID Assist Jul – Sep, as well as maintaining battle readiness with field exercises in Cultana to meet requirements as Army's Ready Brigade.

Two hours after being recalled in January I was in the 1 ARMD REGT Ops room, and within six hours we had six fully crewed ASLAVs on the road to board the Kangaroo Island ferry as part of OP Bushfire Assist. Over the next week the Regt deployed a total of 35 vehicles to Kangaroo Island, including ASLAVs, PMVs, HRVs, HX77s, 40Ms and white fleet. This required a number of time critical tasks in the Movements space, including many after-hours calls to JMCO ADL to arrange ferry bookings and on forward movement. Ferry travel was a new experience for 1 ARMD REGT and the booking process was new to myself, with JMCO support invaluable to efficiently ship the maximum amount of vehicles to the Island on each trip. To achieve this, all Movement Requests for the ferry needed exact weights and dimensions of the loaded vehicles. The short notice to deploy our heavy trucks, the HX77 and 40M, included preparing a precise route for the RSD from RAAF Edinburgh to the ferry terminal, ensuring all travel would be via permit approved roads and would meet time restrictions. Completing these tasks within a matter of hours from being recalled was a challenge, and the successful outcome highlights 1 ARMD REGT's readiness and ability to respond as part of the Ready Brigade.



Vehicles loaded for road move to Cultana

Following the redeployment from OP Bushfire assist at the beginning of March, we began to move A and B SQN into Cultana for a Regt Exercise, EX PARATUS RUN. Once most of the vehicles had been heavy lifted to the Training Area, we received the order to redeploy due to the COVID-19 pandemic. The redeployment not only had to be time critical and efficient, it also had to comply with new social distancing regulations. This meant we were unable to have the member escorting the armoured vehicle travelling in the heavy vehicle with the driver,

and instead had to source additional vehicles for our escorts. Liaison and support from 1 CSST was critical to achieve the task, who further assisted us by providing additional pilot vehicles for our escorts. Within just over a week our 37 light armoured vehicles, and 10 heavy armoured vehicles, had been successfully and safely redeployed.

After the return from Cultana, 1 ARMD REGT members began working reduced hours as per the ADF response to COVID-19. By June we were back at work as usual, planning our second attempt at a Regiment Exercise in Cultana. By the start of July we were days away from the movement of the vehicles when the Regiment was tasked to deploy to Melbourne



Vehicles loaded for road move to Cultana

as part of OP COVID Assist. 227 members from 1 ARMD REGT were deployed to Melbourne that week via RAAF C130-J as well as the contracted A340. The short notice deployment required the PAX and cargo manifests, pre-deployment forms and medical clearances to be completed within days. This was successfully achieved with support from JMCO ADL, who arranged feeder/clearance transport and provided subject knowledge IOT compile paperwork required for the civilian A340.



Vehicles loaded for road move to Cultana

Overall, 2020 was a challenging year in 1 ARMD REGT, containing many short notice tasks and deployments to assist the community. The quick reaction by 1 ARMD REGT to successfully provide support when required, highlights that they are “Ready”, with time critical tasks in an ever changing movements environment displaying the need for all OP MOVs to remain “Fluid and Flexible.”

1st Aviation Regiment

Transport Troop

CPL Matthew McCabe, SECT COMD

The year 2020 has been a demanding but exciting year for the transport troop of the 1st Aviation Regiment (1 AVN REGT). Losing half the training calendar to COVID-19 restrictions, the helicopters and pilots doubled their flying hours once restrictions were eased to make up for lost time. This meant the transport troop, who in reality are the size of a section minus, have had to double their support to the regiment.



HX77 & Kenworth

This year we currently have WO2 Matt Ryan (SSM), WO2 Darren James (TOCWO / S34), SGT Adam Alderman (TPT SGT), CPL Matt McCabe, CPL Brad Ewen and five drivers posted to the Regiment.

With restrictions easing from COVID 19 it saw 162 SQN detached to HMAS Canberra and deploy on Regional Presence Deployment 20 to the South China Sea. This saw 1 AVN REGT TPT conduct operations with Charlie Troop, 1 CSSB to move essential stores from Robertson Barracks to the Darwin Wharf. Due to the wharf not being able to accommodate the side loading of HMAS Canberra we were heavily reliant on cranes being operated by the 10 FSB attachments.

Transport troop was presented the opportunity to conduct a large Explosive Ordnance (EO) move from RAAF Base Darwin to Larrakeyah in support of 162 SQN, HMAS Canberra and 2 RAR. For many of our drivers this was their first time working with EO and allowed the NCOs and TPT drivers to assist in the route planning, staging areas and other requirements that came with transporting

EO. Due to HMAS Canberra moving into the bay this saw us working alongside 10 FSB water transport.

Our drivers and 40Ms where loaded on to LCM8s and then transported to HMAS Canberra for unloading of the EO and then returned back to RAAF Base Darwin for a second collection of EO.

Throughout this year we have been responsible with building the capability within 1 AVN REGT and have been conducting a number of Land 121 courses. This posed a challenge due to our lack of driving instructors and qualifications, we were extremely grateful for the support we have received from 1 BDE units in achieving our driver training requirements.

With the end of 2020 fast approaching tasks are not slowing down for us as we are readying to conduct a road self-deployment from Robertson Barracks to RAAF Base Townsville to assist 161 SQN and 5 AVN REGT with EX VIGILANT SCIMITAR, once again this will be the first long distant convoy drive for many of our new drivers.



40M and LCM8



HX77 & Kenworth

1st Combat Engineer Regiment

Operational Support Squadron, Transport Section

PTE Lachlan Wyatt

In Aug/Sep, the transport element deployed to Mount Bundy Training Area (MBTA) in support of Exercise Goanna Sprint which saw the members providing bulk fuel/water for the entirety of the regiment and conducting multiple Distribution Points (DP's) to ensure they can keep moving forward and operating their large earthmoving assets as well as the water purification system (WDPS).

The 1 CER Transport section were lucky enough to gain the opportunity to attend Exercise Panther Assist, a community engagement deployment in East Arnhem Land, in the far North East of the Northern Territory. Over the period of Oct, the members drove a 40M and TPA to where most people would not normally get the opportunity to see. Without the permission from the traditional owners, and custodians of the land, these areas are not accessible. The purpose of this engagement was to build on Defence's reputation within the civilian communities in the NT, the township of Ramingining has a long history of NORFORCE members and the island of Milingimbi was used as a RAAF Base during WWII. The level of exposure to the indigenous culture was a great experience for the junior members of 1 CER, it was also a great way to test and enhance the unit's capability in operating in challenging environments.



Zodiacs on Milingimbi Island

units, which should improve accuracy and timeliness of Movement Support Requests, and reduce the frequency of issues arising in the handling of DG/HSI. This complements ongoing efforts within Army with respect to the carriage of DG by air. Parts of this line of effort will include:

- a push for training of UMO across all units who need to move (including RAN; RAAF and ARES units and formations)
- regular regional Joint Movements Professional Development sessions run through regional Joint Movement Elements to keep all personnel involved in the broader movements enterprise current and competent.
- A regular Joint Movements newsletter generated within the HQ, and pushed out to JMCO for distribution to their supported units.

On a final note, 2020 is my third and final year in Command of the extraordinary humans of 1JMU. It has truly been a privilege to be surrounded by a motivated team who have such a strong esprit de corps and capability-delivery focus. I will hand over command to Colonel Lara Troy (RACT) in December 2020, safe in the knowledge that 1JMU will be in good hands.

Yours Aye.

Warrant Officer Class One Richard Hardy

Senior Warrant Officer 1st Joint Movement Unit

2020 has presented many challenges to our organisation through the requirement to provide movements support to National disasters and as we continue to develop, refine and re-shape the way 1st Joint Movement Unit will look from 2022. The tragic start to the year with the raging bush fires across the Nation, resulted in enabling support from across the Unit and often at short notice. Our SERCAT 5 staff were fantastic, bridging capability gaps and stepping in over the reduced activity period where and when the support was needed. This was an outstanding example of the Total Workforce Model and the ‘1Team’ approach when providing effective and efficient movements support to Joint Operations Command and the Joint Task Force.

1st Joint Movement Unit has an exceptional number of individuals who constantly perform well above the standard expected of them when representing Joint Capabilities Group. Their outstanding performance has been recognised not only by Commander 1st Joint Movement Unit, but also other organisations with the ADF. 1st Joint Movement Unit personnel who have been recognised for their performance throughout 2020 are:

HONOURS & AWARDS

Commander 1st Joint Movement Unit Commendation

Corporal Michael Atkinson – Joint Movement Control Office Middle East Region Rotation 37
Private Carly Wiperi – Joint Movement Control Office Middle East Region Rotation 37

2020 Australia Day Medallion

Corporal Emilee Gormley (RAAOC)

1ST JOINT MOVEMENT UNIT

CAPT Fiona McNaught, RAN, COMD

What a year 2020 has been for 1st Joint Movement Unit. As you will read from the sub-unit articles provided, the movements challenges posed by the national Bushfire crisis and COVID-19 were many and varied. While the level of ADF exercise activity reduced, the complexity brought about by international and domestic border restrictions more than filled the breach.

Operating in such volatile and ambiguous environments highlighted the importance of remaining responsive and adaptive to change. As movers we were well prepared for this; my magnificent team responded brilliantly. They continue to make me proud.

As well as the hard work and achievements at the sub-unit level, HQ1JMU has also been busy. This year we have implemented the new and improved Unit Movement Officer training; updated the 1JMU Preparedness Directive, adapted our certification processes to meet COVID challenges and released the Joint Movement Support Directive by CJLOG (replacing the Schedule of Supported Activities). We have at times found ourselves in uncharted territory, including facilitating the purchase and movement of fire retardant from the US for Emergency Management Australia, and setting up a movements planning system for AUSTRADE to support the Australian export trade.

We continue to get key players together to address long-standing issues that impact the effectiveness or efficiency of joint movements, including: resolving issues around First Port Of Entry rotary wing wash-points; influencing a nationally consistent approach to biosecurity inspection requirements; organising translation of customs and quarantine documentation for visiting forces; and formalising recce activity along MSR in conjunction with Army and other key enablers such as E&IG.

Amidst all this activity, we were progressing 1JMU Reform and continuing the quest of strengthening the connective tissue between the range of enablers that comprise the joint movements network. By the time this goes to print, the establishment variation proposal will have been submitted, and we will be well on our way to the 2022 structure we have collectively designed over the past three years. This includes the initial establishment and “test and adjust” phase of Brigade Movement Cells in 1, 3, 7 and 17 Brigades. Next steps will include developing options for future support to JTF629 and the domestic contingency response.

Also by the time you read this, we will have released the Joint Movements Network, which will include practical guidance to Commanders on the selection, training and employment of OPMOV and Unit Movement Officers, and details on how and when to engage 1JMU for support. My aim is to over time increase awareness, currency and skills in movements across supported

2020 Soldiers Medallion for Exemplary Service

Private Luke Herbert - Joint Movement Control Office Middle East Region Rotation 37
Private Andrew Pekson - Operation BUSHFIRE ASSIST 19-20
Corporal Douglas Richards – Movements support to Regional Force Surveillance Group



Commander Regional Force Surveillance Group (RFSG), Colonel John Papalitsas presents Corporal Douglas Richards of Joint Movement Control Office Darwin with a Soldiers Medallion for Exemplary Service to RFSG during the period January – May 2020

Australian Defence Force Commendation – Bronze (JTF633)

Captain Ralph Huynh - Joint Movement Control Office Middle East Region Rotation 37

Chief Petty Officer Maritime Logistics – Supply Chain Sarah Hickling - Joint Movement Control Office Middle East Region Rotation 38

Australian Defence Force Commendation – Bronze (JOC)

Private Ashlee Sheen – Combined Task Group 634
Operation SOLOMON ISLANDS ELECTIONS ASSIST 2019

Private Caroline Walker-Campbell – Joint Task Force 646 Operation BUSHFIRE ASSIST 19/20



Chief Petty Officer Maritime Logistics – Supply Chain Sarah Hickling is the first Senior Sailor to be posted to 1st Joint Movement Unit and was selected to deploy with Joint Movement Control Office Middle East Region. CPO Hickling deployed into a traditional Troop Sergeant position within Movement Control Detachment Gulf States, and for her noteworthy efforts was awarded with a CJTF633 Bronze Commendation by CJTF633 Major General Susan Coyle, CSC, DSM

2020 PROMOTIONS (Posted out of, within or to 1st Joint Movement Unit)

RANK	NAME	POSTED TO
Major	Sandi Williams	JMCO DWN
Major	Dennis Bills	JMCO ADL
Lieutenant (RAN)	Eleanor Johnston	HQ 1JMU
Flight Lieutenant	Kirsten Nicolle	HQ 1JMU
Flight Lieutenant	Christopher Wilson	HQ 1JMU
Captain	Bethany Gallagher (AUST INT)	5 AVN Regt
Lieutenant	Nikhil Wakankar	JMCO DWN
Warrant Officer Class One	Lyndall Neill	HQ 1JMU
Warrant Officer Class One	Peter Brine	JMCO DWN
Flight Sergeant	Jesse Selby	HQ 1JMU
Chief Petty Officer	Sarah Hickling	JMCO SYD
Warrant Officer Class Two	Lee Pendlebury	JMCO DWN
Sergeant	Ben Degney	JMCO DWN
Sergeant	Colin Hume	JMCO DWN
Petty Officer	Ayla Hine	JMCO BNE
Sergeant	Shannon Brown	JMCO BNE
Sergeant	Chantel Shortland	JMCO BNE
Sergeant	Adam Hankey	JMCOBNE/Corps transfer to RAAOC
Sergeant (Air force)	Matthew Procter	JMCC
Sergeant	Samson McCabe	SASR
Corporal	Douglas Richards	JMCO DWN
Corporal	Harry Bates	JMCO DWN
Corporal	Jamie Thompson	JMCO SYD/Svc Transfer to Air force
Corporal	Jaye Hanna	JMCO SYD
Corporal	Shaun Boyle	JMCO TSV
Corporal	Theresa Thorpe	JMCO TSV
Corporal	Stephen Dwyer	JMCO BNE

RANK	NAME	POSTED TO
Corporal	Auburn Walden	JMCO BNE
Corporal	Ruby Halsall	JMCC
Corporal	Cheryl Bower	JMCO PER
Corporal	Leigh Long	JMCO ADL
Corporal	Chris Busic	AFG
Corporal	Aaron Khongwar	3 RAR
Corporal	Colin Pettit	2 Cav Regt
Corporal	Hayley Cogan	10 FSB (AFPO)
Corporal	Madeline Bell	7 RAR
Lance Corporal	Amber Nicol	JMCO DWN
Lance Corporal	Alicia Cann	JMCO SYD
Lance Corporal	Amy Wallace	JMCO SYD
Lance Corporal	Cassie Salucci	JMCO SYD
Lance Corporal	Anjoinette Lenzo-Milligan	JMCO SYD
Lance Corporal	Christopher Rapson	JMCO TSV
Lance Corporal	Kirrily Blakeman	JMCO TSV
Lance Corporal	Peter Gowman	JMCO ADL
Lance Corporal	Rachel Neil	JMCC
Lance Corporal	Ashlee Sheen	JMCC
Lance Corporal	Sharna Appleton	JMCO BNE
Lance Corporal	Jason Ashurst	JMCO MEL



Major Sandi Williams of Joint Movement Control Office Darwin promoted Lee Pendlebury to the rank of Warrant Officer Class Two, Ben Degney to the rank of Sergeant and Harry Bates to the rank of Corporal on behalf of Captain Fiona McNaught, RAN Commander 1st Joint Movement Unit



MAJ Nick Aplin of Joint Movement Control Office Sydney promoted Amy Wallace to the rank of Lance Corporal on behalf of Captain Fiona McNaught, RAN Commander 1st Joint Movement Unit

Successful Candidates at Army Officer Selection Board 2020

Warrant Officer Class Two Melanie Te Wake – HQ 1JMU (RAAOC) – Captain WEF January 2021

Corporal Michael Atkinson – RMC 2021

Corporal Harry Bates – JMCO DWN – ADFA 2021

UNIT FAREWELLS

10 September 2020 - Major Anthony (Cogs) Coughlan was farewelled from the Australian Army by Head of Corps Royal Australian Corps of Transport, Brigadier Jason Walk. Major Coughlan will transition to SERCAT 5 on 28 February 2021 after 34 years dedicated Service to Joint Movements, the Royal Australian Corps of Transport and the Australian Defence Force.



Brigadier Jason Walk presents Major Coughlan with a miniature Corps Banner, in recognition of 34 years' Service to the Royal Australian Corps of Transport

15 September 2020 – Warrant Officer Class One Roseann Smith was farewelled from the Australian Army by Representative Colonel Commandant Southern Queensland, Royal Australian Corps of Transport – Colonel Lesley Woodroffe. Warrant Officer Smith transitioned to SERCAT 5 on 15 September 2020 after 40 years dedicated Service to Joint Movements, the Royal Australian Corps of Transport and the Australian Defence Force.



Colonel Lesley Woodroffe presents Warrant Officer Class One Roseann Smith with a Certificate of Recognition, in recognition of 40 years' Service to the Royal Australian Corps of Transport

Joint Movement Control Office (JMCO) – Darwin

LT Nikhil Wakankar, TP COMD
SGT Ben Degney, TP SGT

2020 was a very interesting year not just for JMCOs but for Defence as a whole. With COVID-19 significantly impacting “business as usual”, JMCO Darwin had an extremely busy and unpredictable year. Whilst the usual suite of major exercises were cancelled, there were still many significant taskings for which JMCO Darwin provided critical MC support.

Before the pandemic began, Australia was hit hard with the bushfires which was especially hard as members’ families were affected. In early January, JMCO Darwin commenced support to Operation Bushfire Assist, which involved sending large numbers of troops and cargo via Service Air down to the bushfire affected areas such as Kangaroo Island in South Australia, and to New South Wales. While our Reservist, SGT Bridget Charlton, headed to Adelaide for February to provide support to JMCO Adelaide, other members, including PTE Louisa Taylor, continued to provide support from JMCO Darwin. Due to the dynamic nature of the natural disaster, PTE Taylor had MOVORDs to compile and movements of many people to co-ordinate under tight deadlines, which were fundamental for Defence to be able to provide assistance to the Australian population. As the impact of COVID-19 became a reality, a team of four, including PTE David Strazzari, were selected to travel to RAAF Learmonth in Western Australia in support of the evacuation of Australian citizens out of Wuhan, China. As well as enjoying the magnificent scenery, PTE Strazzari was able to interact with many civilian organisations in often complex situations. Due to the scale of the operation and unknown nature of COVID at that time, it was a very delicate situation giving PTE Strazzari a good insight into the complexities of a Joint Operation. When asked what he enjoyed the most from the Operation, he replied “the ability to actually make decisions, and see those decisions having consequences, both positive and negative; the majority of other Private’s [from other trades] do not get that level of responsibility”.

In addition to providing support at RAAF Learmonth, JMCO Darwin also sent SGT Ben Degney as an MC Rep to Christmas Island (CI) as part of the ADF Support to Whole of Government Response to Coronavirus. This was an interagency operation, whereby 270 Australian’s were evacuated from Wuhan, China to CI to undertake their 14 day quarantine period at the CI Detention Centre prior to being allowed to return to their home locations. During SGT Degney’s three and a half weeks on Christmas Island, MC DET CI supported the arrival and departure of three Ventures (two Australian and one New Zealand) from Wuhan, China. The MC DET CI worked alongside other Government and local agencies such as Australian Border Force (ABF), Department of Agriculture (DA), Australian Federal Police (AFP) and Australian Medical Assistance Teams (AUSMAT), allowing SGT Degney to network and strengthen ADF relationships with inter-governmental agencies. MC DET CI provided logistical and movement support to Other Government Agencies (OGA) and the 150 ADF members deployed as part of Christmas Island Joint Task Unit. This consisted of coordinating movement into and out of CI; delivering rations, stores and equipment from Christmas Island Airport to the Detention Centre; and



Venture flight lands in Christmas Island after transiting through RAAF Learmonth

sending biohazardous samples back to Darwin IOT allow for Coronavirus testing. At the time of drawdown, MC DET CI had provided support to 19 service air flights and 11 chartered flights.



PTE Mitchell at RAAF Darwin, looking on as Air Movements Section, 13 SQN, load Combined Task Unit vehicles on a C-17 bound for Christmas Island

The remainder of 2020 has revolved largely around supporting COVID-19 tasks (in conjunction with JTG629.7) all over Australia and supporting regional engagement activities that were still going ahead. This has included support to JTG629.7 border security task RiP, RCB RiP, Ex HAR’I HAMATUK (CER support in PNG) and Activity WANBINY, as well as continuing to support enduring tasks such as the Marine Rotational Force - Darwin (MRF-D) and the weekly MER Air Sustainment Service flights. 2020 has certainly been an odd and challenging year for JMCO Darwin but has also provided its members with many opportunities to develop and expand their skills and experience. All JMCO Darwin members have worked exceptionally hard this year supporting a wide range of stakeholders and are postured to tackle any challenge in 2021.



CPL Atkinson and PTE Dawson being "COVID Safe" during loading of 1 AVN Regt helicopters and equipment on HMAS Canberra ISO Activity WANBINY

Joint Movement Control Office (JMCO) – Brisbane

LT Sean Erasmus, TP COMD

2020 has been a year like no other for the Joint Movement Control Office (JMCO) in Brisbane. Despite major exercises being postponed due to COVID-19, the sub-unit has maintained a constant workload supporting domestic and international operations.

Operation Bushfire Assist saw our movers deployed to Victoria to provide critical movement support and enabling tasks, including the evacuation of Mallacoota Beach and other fire-ravaged areas. Our Movers, with support from the other JMCOs, were responsible for coordinating the strategic lift aircraft of the Royal Australian Air Force, namely the C-17 Globemaster, C-130 Hercules and C-27 Spartan to achieve deployments of force elements to support the operation, moving displaced civilians out of the affected areas and providing critical logistic support to all those that needed it.



PTE Michael Kayongo, the only mover on task, ushering civilians from a C-130 Hercules after being evacuated from their burnt down townships



PTE Michael Kayongo conducting COVIDSAFE movement support at Brisbane International Airport alongside Queensland Police, Department of Agriculture, Water and Environment and the Australian Border Force

With the bushfire emergency under control in late March, JMCO BNE found itself quickly supporting Operation COVID-19 Assist, conducting movements in dynamic ways that took into account a myriad of new hygiene and social distancing contingencies.

JMCO BNE's role in supporting the pandemic response efforts did not cease with tactical movement control, as we detached SGT Chantel Shortland, SGT Kellee Schoch and CPL Samantha Verry as Movements Liaison Officers to JTG629.3 in Brisbane, as well as WO2 Fiona Ramos to JTG629.2 in Melbourne. Their role has been dynamic in nature, ranging

from monitoring and supporting force elements deploying in support of police checkpoints on state and territory borders, to providing niche movements advice and coordination on behalf of the JTG commanders to best achieve their desired effects.



CPL Samantha Verry checking off the passenger manifest on behalf of JTG629.3 for members deploying as part of OP COVID ASSIST

It does however go without saying that our success through 2020 could not have been possible without immense support from our SERCAT 5 and 3 members. The small footprint of the sub-unit was often not commensurate with the workload, but a consistent level of support from our reservists ensured all commitments were upheld. From late night tasks at Brisbane International Airport receiving passengers from COVID-19 hotspots, to long days in the sun releasing convoys to Central Queensland, our reservists demonstrated an excellent work ethic with an ability to adjust to new and demanding situations.

In January 2021, JMCO BNE will officially relocate from Gallipoli Barracks to RAAF Amberley as part of the 1JMU Reform. The unit has been in the current location at Gallipoli Barracks since 1993 and will leave behind an ageing facility, albeit with a lot of fond memories.



1JMU sign outside of JLU-SQ HQ – RAAF Amberley

Notwithstanding the significant support provided for Defence Assistance to Civil Communities, JMCO BNE continued sustainment operations in the Middle-East Region (MER), providing movement support to Operations Okra, Accordion, Taji, Highroad, Aslan, and Mazurka from nodes in South-East Queensland, as well as deploying seven of our personnel to the MER.



LT Brendan Kilpatrick from JMCO BNE receiving his Operational Service Medal - Greater Middle-Eastern Operations, from Joint Task Force 633 Commander, Major General Susan Coyle CSC, DSM for his service on OPERATION ACCORDION

As we continue to progress through uncertain times JMCO BNE will continue to adapt and change, continuing to deliver tailored, dynamic support to the Australian Defence Force in 2021 and beyond.

Joint Movement Control Office (JMCO) – South

CAPT Aaron Porebski, OC

JMCO South (JMCO STH) experienced a whirlwind start to 2020. Despite being physically dispersed across three separate regions, supporting two major domestic operations and regular ongoing support to other domestic and international operations, JMCO STH performed beyond reproach. The entire team was able to adapt to constant changing conditions, usually in complex environments. Their hard work ensured all tasks were achieved and Defence reputation was maintained, not only with industry partners and foreign forces, but also with the general public (especially while providing direct support to them).

The staff at JMCO Melbourne (JMCO MEL) have demonstrated dedication and professionalism through the challenges faced throughout a tumultuous and challenging year. For OP BUSHFIRE ASSIST 19/20, JMCO MEL assisted in the movements of civilians out of regional Victoria through establishing Movement Control Detachments at Tallangatta, Wangaratta, Latchford, Orbost and East Sale, simultaneously responding to the inter agency support elements, such as Victoria Police, Department of Human Health Services and Country Fire Association, moving around Victoria. They were also dispatched to aid communities that were completely cut off, such as Mallacoota, to assist in the movement of basic life provisions.

Despite enduring through arduous movement limitations, ever changing cross border travel restrictions and curfews as a result of COVID-19, (including the lockdown of Simpson Barracks and working from home policies) effective movements support was provided to JTG629.2 for both intra and interstate personnel movement during OP COVID-19 ASSIST. The team also exhibited ingenuity and perseverance of creating alternate means of communication with dependencies as well as working split rosters to diversify the workforce and create redundancy. The ‘can do’ attitude of the team was admirable and certainly impressed external agencies, Foreign Forces and visitors.



PTE Andrew engaging civilians during OP BUSHFIRE ASSIST 19/20

For JMCO Perth (JMCO PER), shortly after the Australia Day long weekend, the deployment of a recon team to Christmas Island quickly became the advance element of a large scale Joint effort to support the Australian Border Force’s OP PINCER – the evacuation of over 200 Australian nationals from Wuhan, China as part of the Whole of Government response to the coronavirus pandemic. In just a little over 80 hours, OP PINCER saw the Wuhan evacuees come to Christmas Island using the Australian Border Force “Snowbird” Airbus A319 aircraft and move out to the quarantine facility at the Christmas Island Detention Centre.

JMCO PER was soon heavily engaged in the provision of movements planning support to the West Australian government’s State Health Incident Coordination Centre (SHICC). JMCO PER helped plan and coordinate the movement of thousands of Australians returning from overseas to quarantine, in addition to the movement of over 800 German nationals from the plague stricken cruise ship MV Artania and the movement of over 200 South Africans to quarantine on scenic Rottnest Island.



Christmas Island recon team (L to R) – CAPT Aaron Porebski (JMCO Perth), LEUT Meeka Brooks (LSE-CI), LTCOL Ash Graham (HQ 17 Bde), SQNLDR Dave Weekley (382 Sqn), AB Matt Anderson (LSE-CI)



JMCO Perth providing movement control of Germans from MV Artania onto Trans Perth buses

For JMCO Adelaide (JMCO ADL), many of the staff were recalled from New Year's leave early to support OP BUSHFIRE ASSIST. Our SERCAT 5 members provided significant capability, especially supporting JTF1111 and maintaining the forward Movement Control Detachment at Kangaroo Island. This contribution highlights the capacity of the total workforce model in action as well as showcasing the implementation of the joint movement effect. With little respite, JMCO ADL rekindled the important relationships formed with HQ 9 Bde for the enduring support to OP COVID-19 ASSIST. Due to a reduced operational tempo, JMCO ADL was able to have a number of staff complete both Subject 1 and 4 Corporal courses in addition to upskilling with the Combat Marksmanship Continuum and Army Combative Program Gap Training. There were a number of personnel deployed to Joint Movement Element Middle East Region (JME MER) over 2019/20 with ongoing support by JMCO STH into 2021.



SGT Bohr and PTE Keynes as part of MC Det BDSC during ANZAC Day 2020



LCPL Gowman providing care to koalas during OP BUSHFIRE ASSIST 19/20



PTE Rose and PTE Munn as part of MC Det Kangaroo Island during OP BUSHFIRE ASSIST 19/20

JMCO STH is hoping for a swift return to a normal tempo, however is poised to face the challenges in the coming year. Most notably is the relocation of JMCO ADL from Keswick Barracks to RAAF Base Edinburgh and being collocated with JLU(S). Additionally, JMCO STH will commence transition to JME West as part of the 1JMU Reform.

Joint Movement Control Office Middle East Region – Rotation 38

LT Brendan Kilpatrick, TP COMD

JMCO Middle East Region (JMCO MER) rotation 38 deployed in March 2020 with 13 personnel bolstered by a civilian team. On completing their handover with rotation 37, rotation 38 needed to find their feet quickly, as the World Health Organisation declared the COVID-19 health crisis a pandemic. The global supply chain became heavily restricted and the international community swiftly closed their borders to minimise the spread of the infection. Deviating from a traditional deployment, rotation 38 faced unprecedented operational challenges and was required to steward new procedures to operate in what would become the new ‘norm’.



JMCO MER rotation 37 and rotation 38 combined group photo marks the finalisation of the handover to rotation 38. From left to right and rear to front: CPL Michael Atkinson, PTE Izabella Palmero, CPO Sarah Hickling, CPL Dan Peadon, SGT Bennett Idstein, PTE Carly Turner, PTE Carly Wiperi, PTE Elizabeth French, CAPT Hugh Johnston, PTE Jessica Layton, PTE Evan Aspinall, LT Brendan Kilpatrick, MAJ Zak Looker, LT Sean Erasmus, SQNLDR Jeremy Dyer, CPL Ronald Davis, LCPL Amber Nicol, CAPT Andrew Leung, WO1 Lyndall Neill, CPL Jaye Hanna, SGT Cait Bourke and WO1 Roseann Smith

The outset of the global health crisis saw dozens of ADF personnel on recreational leave grounded in Italy and the wider European region where cases of COVID-19 were growing exponentially and closures of airports and borders were commonplace. Supporting Joint Task Force 633 (JTF 633), JMCO MER moved into action to develop feasible solutions to repatriate personnel affected by the sudden change, often involving complex movement plans utilising multiple means of transportation while maintaining constant communication. The Middle East Air Sustainment Service (MASS) produced its own set of challenges but proved its utility. It was used to return Australians home who had been exposed to the virus using protective barriers and contact protocols to ensure the safety of all personnel involved.



JMCO MER rotation 38 celebrate the 500th Middle East Air Sustainment Service flight. From left to right: CAPT Hugh Johnston, WO1 Steve Charlett, FSGT Chris Watkins, Mr Aiden Higgins, Mr Bradley Turner, Mr Remmy Lalremsanga , Mr Andrew Boyce, LCPL Amber Nicol, PTE Evan Aspinall, PTE Elizabeth French, CPL Dan Peadon, CPO Sarah Hickling, Mr James Comber, Ms Emma Young, MAJ Zak Looker, Ms Joanne Haywood and LT Brendan Kilpatrick

On the afternoon of 04 August 2020, a large amount of ammonium nitrate stored at the port of Beirut exploded. Over 200 deaths and thousands of injuries catalysed the growing economic hardship faced by Lebanon and prompted an international response to the disaster. JTF 633 responded rapidly to provide support to the Australian embassy in Beirut, which had suffered significant damage in the blast. The Department of Foreign Affairs and Trade launched several missions supported by JTF 633 to deliver critical supplies to the affected area. Naturally, JMCO MER worked with HQJTF 633 to coordinate these missions both on the ground with the aircraft and in the Headquarters.



Movement Control Detachment Gulf States with a loaded C130 carrying DFAT stores in support of the Beirut humanitarian aid mission. From left to right: PTE Elizabeth French, LCPL Amber Nicol, LT Brendan Kilpatrick, CPL Daniel Peadon, PTE Evan Aspinall and CPO Sarah Hickling

While the deployment certainly had its challenges, there were many highlights as well. The RACT Corps birthday was a much-needed release from the drudgery of daily duties and the constant bombardment of COVID-19 media coverage. Bolstering esprit de corps and the interoperability of key support elements, each trade stream designed their own set of team challenges. This included activities such as makeshift parachute building, (Air Dispatch) and a pallet jack obstacle course showcasing the many challenges of Terminal Operations. The activity was broken up with a morning tea featuring an impressive cake sourced by local bakers.

The 500th flight of the MASS also marked an important milestone in the history of ADF operations in the Middle East and presented itself as an opportunity for supporting elements to gather and mark the special occasion.



RACT Corps 47th Birthday celebrated with social distancing and a big knife. PTE Walker of Force Support Element and MAJ Zak Looker of Joint Movement Control Office Middle East Region cut the 47th RACT Birthday cake

The deployment was one like no other. Personnel adjusted to the strict but necessary force protection measures while the maintenance of morale and personnel welfare became a chief concern for commanders. It goes without saying that the success of rotation 38 was largely attributed to the maturity, professionalism and dedication to duty demonstrated by every member of the team. JMCO MER could be depended on by the Joint Headquarters to achieve the task and the same tailored, dynamic support to ADF operations can be seen today with the now Joint Movement Element Middle East Region (JME MER) rotation 39 team.

1st Recruit Training Battalion

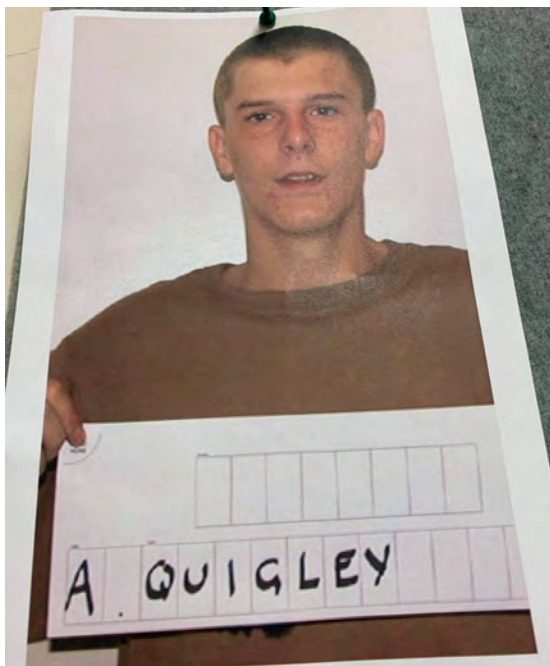
LT **Kassandra Hutchison**

THE WHEELS KEEP ON TURNING

The training at 1st Recruit Training Battalion (1 RTB) has had many challenges and successes over the course of 2020. However, without a doubt, members from Royal Australian Corps of Transport (RACT) have risen to these challenges and contributed to these successes whilst being apart of the team at 1 RTB. This article will provide a brief overview on the life at 1 RTB and the very unique challenges overcome from the eyes of RACT members.

All those of RACT heritage here at 1 RTB can agree that one of the biggest challenges faced this year is COVID-19 and implications surrounding this. Of course, Army has a priority to sustain the workforce, this can only be achieved on the integration of new soldiers and as such, “the wheels keep on turning”. It would begin with recruits having their first step off the bus, greeted and roll-called on the parade ground. A quick introduction speech by the Platoon Commander and then moved off the parade ground to be temperature checked by medical staff. Once this conundrum has been completed the fresh recruits and their staff move to be segregated, together, in an allocated Company building. Two weeks of excellent bonding time is achieved during this period of ‘segregation’. On conclusion of this, and only once cleared by medical staff, Platoons can then move out of segregation and training is carried on in their appropriate company lines. COVID-19 presented many difficulties, use of buses, social distancing requirements, there was even a stage a ‘circus tent’ was erected to allow social distancing guidelines be adhered to by recruits during mess times. Did 1 RTB stop training? No we adapted and overcame these precarious challenges as “the wheels keep on turning”.

One of the interesting points of transformation, deviating from the main challenge being COVID-19 was the significant changes that affected how training was conducted at 1 RTB. This involved that of the integration of combat behaviours in the shooting continuum. As RACT members know, ‘move, shoot, communicate’. However, the basics were introduced into recruit training, focusing on combat behaviours and combat mindset. Sergeant Aaron Quigley, the Operations Sergeant at 1 RTB, who for 18 months prior held an appointment in training as a Platoon Sergeant stated “most recruits that march out of 1 RTB would most likely be more capable and proficient at displaying the combat behaviours we talk about here, survivability and lethality, even more than most of the section commanders at the Initial Employment Training (IET) schools and within the units.” This indicates a clear progression in change and a positive integration in training needed for contemporary Army.



REC Quigley



SGT Quigley on parade

Corporal Bradley Madden has been a RACT section commander as part of the training Company's. He describes the weapon package delivered here as a positive change in training. Corporal Madden stated, "Having enlisted in 2009 the first major change in training I had noticed would be the weapon and shooting package. The drills for the EF88 Austeyr have been implemented for a few years, however there is still new practices and drills being squeezed into the already fast paced learning continuum. The stance, holding of the weapon and emergency and tactical reloads. These aspects were much more advanced than what I had been taught. After the recruits complete their weapons qualification test they move onto the qualification shoot,



CPL Lowe coaching REC Liam Feige
(Corps allocated to RACT)

gone are the days of laying on the 100m mound of the class range to gain the first exposure of firing the weapon. The first live shoot recruits experience is conducted at 25m in the standing unsupported position with the use of the combat behaviours. This rolling practice gives the Small Arms Coach the ability to focus more on the firer rather than rushing recruits through the practice to meet the OIC words of command. When the recruits complete this they move onto Grouping and Zero Practice. And with the introduction of the ECLAN Spector Sight grouping sizes have decreased from 200mm to 150mm with most recruits achieving well above the standard required and excellent combat behaviours transferrable to all following Range Practices (RPs)".

As an RACT member at 1 RTB it exposes you to the intricacies of the training environment and the progression in how we train civilians to become soldiers. It really is an exciting time to be apart of the training force and impart knowledge onto fresh minds. There have been many challenges during 2020, however, also many successes. The fact that we have added approximately 3000 more soldiers into the Army and had influence on these soldiers is highly pleasing.

PAR ONERI

10 Logistic Support Company Transport Section

PTE Dunbar

As expected 2020 began as an extremely busy year for all components of transport within 10 LSC. Although OP Bushfire Assist and OP COVID Assist were unexpected, 10 LSC Transport section was ready to support where required by having personnel and assets on short notice to move.

Mid-year, 10 LSC began restructuring. Most notably was the breakaway of Distribution platoon from 10 LSC. This reconfiguration saw the movement of the Transport section attached to Distribution Platoon move under the command of 10 LSC. To support the new found standalone section, ECN 274 coded personnel were transferred from 30 TML SQN in order to bolster the section strength and maintain its capability under one team. Two Superliners as well as two S-Lines were introduced into the section as well as five new section members. These additions have greatly enhanced the ability of 10 LSC Transport section to support the units operations.



International S-Lines transporting equipment to
CBTA for 35WTS



Super Liner transporting equipment to
CBTA for 35WTS

These new additions were soon put to the test on 10 FSB's AUROCH RUN. This exercise saw 10 FSB move to Cowley Beach Training Area (CBTA) in order to conduct foundation warfighting training. This saw elements from transport successfully integrate with other sub units and practice their ability to work within a tactical environment. Concurrent to this, the transport section was running road transport operations in support of the exercise, increasing the workload further. The delicate balance of using the Land 121 fleet at CBTA, as well as their physical capabilities was executed to great success. This effective management of transport section assets greatly aided how the unit was able to perform in the field.

With the new vehicles being the S-Line and the Super Liner, the ability of the transport section to lift heavy equipment has not only increased our ability to support the unit, but to successfully assist regional units in heavy equipment transport operations. With all ECN 274s in the same team 10 LSC can now conduct all planning internally without the risk of external failures inhibiting our training goals or abilities.



S-Liner transporting Kalmar for 30TML SQN to CBTA for Ex-Auroch Run 20

The beginning of 2020 saw 10 LSC transport section, under-staffed, under-equipped and requiring external support to reach training or work related tasks. Through the restructure, the transport section has undergone a rebirth. 10 LSC is now the sole provider of the integral capability of lift enabling 10 FSB to conduct effective operations.

10 LSC is now Par Oneri.



16 Regiment RAA, Combat Service Support Battery

Logistic Troop.

CPL Benjamin Ballinger-Transport NCO

16 Regiment RAA Transport section has had a very busy 2020 so far. We started the year with OP Bushfire Assist (OP BA) providing some unexpected challenges, which was shortly followed by the COVID-19 pandemic seeing us move towards a work from home posture and now we have commenced the transition back to a sense of normality with the conduct of SX-45 and Tyre Maintenance Shelter (TMS) courses.

Over the conduct of OP BA, I coordinated the bulk water assets to deliver water in and around the Adelaide Hills, encompassing a team from a variety of units including 1 CSST, 9 CSSB, 9 FSB and some New Zealand Defence Force attachments. Over the course of 2-months 16 Regiment Emergency Support Force, as part of Joint task Force 1111, delivered 1,342,000 litres of water to fire affected members of the Adelaide Hills community. It was a challenging but rewarding operation, requiring an increased amount of adaptability in order to achieve the tasks and aid our local community, involving development and implementation of procedures in a unique environment.

Shortly after OP BA, whilst planning for a year of driver training and force preparation, the COVID-19 pandemic kicked off and brought with it significant changes in how we conduct our day-to-day work. We moved into a work from home posture for a 3-month period, which again required us to be very adaptable. It was a good opportunity for all members of transport to refresh and refine skills on driver training and corporate governance, in preparation for our return to work and the driver training in the second half of the year. In short, 16 Regiment RAA, like most units, has had an unanticipated year that has required significant flexibility to over-come some unique challenges.

Par Oneri



Members from 16 REGT ESF conducting water resupply during OP Bushfire Assist

1 Troop, 15th Force Support Battalion

2nd Force Support Battalion

Lance Corporal Mathew Lylak

Well who would have thought that the year would turn out the way it has. First, we had the bushfires burning through the southern parts of Australia and consuming a good portion of north eastern Victoria, New South Wales and South Australia. Then we had COVID-19; a global pandemic that shut the world down including global tourism, as most forms of international travel was suspended and or cancelled. At one point, we thought we almost had COVID-19 beat and then the second wave hit Victoria and threw an already trying time into a state of chaos that decimated the state's financial stability. Everybody suffered. This year has definitely thrown us some challenges and in response to each of these disastrous elements, the Squadron has taken on some very important roles in supporting the Victorian community.

During the bushfires (Operation BUSHFIRE ASSIST), the Squadron adopted its role as a support element to the wider efforts in the war against the enemy, fires, and sent individual fuel operators to support places like Mallacoota and an additional larger element set up camp at Puckapunyal as a part of 91 Force Support Team. From Puckapunyal they were able to move essential stores and equipment out to those areas that needed those most. One particular task that demonstrated the versatility and necessity of our support was the delivery of feed and hay to livestock that would have otherwise starved in the areas that were unreachable by normal means.

During this time of National 'crisis' a call for help was sent out across the oceans and our neighbouring allies Fiji and Papua New Guinea answered with a supply of troops and equipment to supplement our already tired and weary soldiers. The efforts that the Republic of Fiji Military Forces (RFMF) and the PNG Defence Forces demonstrated did not go unnoticed. In an effort to say thank you, 15th Force Support Squadrons' Lance Corporal Mathew Lylak and Corporal Corey Finlay from the 2nd General Health Battalion, collaborated together in poem and artwork to put together an offering of thanks to the visiting nations for their help and support.



THANK YOU

Well I have never seen this country burn
The way it did this year
The chaos that it brought to us
Catastrophic, crystal clear



A call for help was sent to you
And you came to our aide
So I say to you a big thank you
For the difference that you made

From far and wide across the seas
You came to lend a hand
fighting a massive fiery beast
We were clearly undermanned

We proudly stood side by side
To fight the devil's glow
For hell on earth was the only thing
that described this evil foe

But we stood strong and together
we fought and fought right through
So to a best friend ever
Again I say thank you

Now not all the battles we fought
included fire and flame
But your assistance was duly noted and
And thanks given all the same

So in summing up all the things I say
both heartfelt and true
The Australian community says
With hugging arms a great and big thank you.

OP BUSHFIRE ASSIST 2020



PNGDF ADF

Poem by LCPL Mathew Lylak

Illustration by CPL Corey Finley

Poem to PNGDF.



LCPL Lylak reading the poem

We had only just got over the bushfires and then the global pandemic struck and brought with it such chaos that had never been seen before. Like dominoes, businesses fell to rules and regulations that were brought in to try to control the spread of the virus known as COVID-19. International travel cancelled and then even interstate and intrastate as Victoria fell to the second wave. Restaurants, pubs, clubs, gyms etc. were closed and then Metropolitan Melbourne went into complete lockdown; nearly every aspect of normality within Victorian society was sent into a dormant state.

During this time of much confusion, the Australian Army was called upon again to support the DACC task. 15th Force Support Squadron (15 FSS) joined with many other soldiers to become JTG692.2. The role of JTG692.2 was to support Department of Health and Human Services (DHHS) by providing capability through supply of manpower, equipment and supplies and other services where required.

Operating out of 4th Combat Service Support Battalion's (4 CSSB) depot at Maygar barracks, Broadmeadows, the members of 15 FSS and 4 CSSB came together under JTG629.2 and were able to utilise their skills as drivers to deliver essential stores like facemasks, gloves, disinfectant and water out to the testing sites around Melbourne and Victoria. Several hundred hire cars and other defence vehicles were also relocated by the members of JTG692.2 to multiple hotels in the metropolitan area in order to provide a transport solution for the members operating in the area.

In summary, this year has not been without its challenges; however the men and women of 15 FSS and 2 FSB have shown clear commitment, dedication and professionalism whilst working under the banner of RACT and have been proud to wear that badge upon their heads.

6th Battalion Royal Australian Regiment

Transport Platoon

CPL Christopher Crabbe

2020 has been another busy but successful year for Transport Platoon with continued support to Domestic Operations, Battalion training and raising our own capabilities rolling into 2021.

This year commenced with our platoon providing members to assist the distribution capabilities of A Company for OP BUSHFIRE ASSIST 20 in the ACT. This involved assisting and repairing civilian infrastructure, working with the Rural Fire Service and clearing debris from bushfire affected land.



Linear Replenishment

Transport Platoon successfully supported a wide range of courses run within the Battalion, most notably with the assistance to the M113AS4 Driver's course, Subject promotion courses and the various trade qualification courses ran out of Support Company. This culminated in October with the majority of Transport Platoon participating in EX DIAMOND CATALYST 20, providing integral distribution support to the Battle Group and invaluable training to all members on the use of Land 121 vehicles out in the field. During this exercise, Transport Platoon continued to develop SOPs in conjunction with dependency call signs and take the lead on establishing Combat Team Replens.

Key training events within the Platoon involve ensuring all members are qualified in the Land 121 suite of courses and bolstering specialised driving codes such as ILH and Medium weight trailer courses, fuel and driver instructor qualifications to support training going into 2021. Transport Platoon continued to support the Battalion through the provision of governance with the conduct of BDE Tier 2 Governance Audits.



Kerb side refuelling point



Admin Coy convoy Exercise Diamond Catalyst

In Q4 of 2020, Transport Platoon will continue to provide integral distribution support to the conduct of Battalion refit prior to the commencement of the High Risk Weather Season. Next year will see our Platoon bolstered to full strength with the team ready to welcome new members on board in 2021.

Special Operations Command

Special operations are defined as military activities conducted by specially designated, trained and equipped forces using distinct techniques and modes of employment. Special Operations Command forms the core of the ADF's special operations capability with critical joint enablers being provided from all Services and Defence Groups. The command offers a variety of internal support roles and responsibilities that are open to a number of specialist trades, including members of the RACT.

Units conduct regular information tours in conjunction with the ADF School of Special Operations with a virtual tour being held via UC this year in May due to Covid-19. This provided logistic officers (RACT/RAEME/RAAOC), who had previously indicated a desire to serve in Special Operations Command with information regarding the range of jobs available, specific requirements and presentation from individuals highlighting their own personal experiences and perspectives.

The following unit articles highlight the broad variety of employment available for RACT personnel, kicking off with a personal perspective from the Special Operations Commander's driver.

For more information on ADF School of Special Operations and service in SOCOMD go to <http://drnet/Army/ADFSSO/> on the DPN.

More than a Driver for SOCAUST (Story by SGT Janine Fabre, Army News)



SOCAUST Driver

Driving a two-star general for a job is about more than keeping the car fuelled, clean and arriving on time. RACT driver CPL 'S' [protected identity] was posted in to SOCOMD in 2020 to be the personal driver for the Special Operations Commander for Australia (SOCAUST). CPL S said it was a challenging role and this posting has tested his resourcefulness and administrative talents. "It's a great stepping stone from corporal to sergeant," CPL S said. "It gives you a bit of time from the corps and troop role and leads you into the admin role as a sergeant.

"Potential candidates need to have a broad knowledge of everything and not just be driver-focussed, because there's a lot more to the job," he said. "To properly support SOCAUST and be

a part of the bigger team, I found I had to be flexible about my duties, because I soon became the go-to person for anything admin-related, dress and bearing, office purchases, as well as the typical driver-related tasks. “I manage the HQ SOCOMD suite of white-fleet vehicles and maintain them through SG Fleet plus I help out the executive office with admin’ and meeting preparation and look after the gift register,” CPL S said. “You need to be very flexible to do this job and have a family who is very understanding as it can be long hours,” he said.

In preparation for the role, CPL S attended the VIP driving course at the Army School of Transport, which covered defensive driving and learning what is expected of the VIP driver role, including dress and bearing, how to prepare the car and how to search the car for potential threats.

In a ‘normal’ non-pandemic era, the role would also see the driver regularly travel interstate with SOCAUST. However, this year, CPL S has been restricted to travel within Canberra region and to Holsworthy Barracks. Being the driver for a two-star general has exposed CPL S to interacting regularly with senior officers and executive-level staff which has given him the confidence to do well with his next posting to Special Operations Logistic Squadron (SOLS) on promotion to sergeant.

“I really enjoy this role, it is challenging and something different every day so it doesn’t get too mundane,” CPL S said. “But I am also excited about my next posting and moving onto bigger and better things.”

SOCOMD isn’t just looking for drivers from RACT Corps, there are also positions for unit movement coordinators, water transport operators and air dispatchers.

Transport Platoon, Logistics Support Company
1st Commando Regiment

The 2020 training year started at a fast pace with induction training transitioning rapidly to force preparation to conduct the 1st Commando Regiment specialist suite of courses in March. As the environment changed with increasing Covid-19 constraints, the regiment continued to deploy to regional NSW to conduct the annual training culmination exercise. Transport Platoon provided the primary movement effect, support by SOLS to preposition bulk cargo and stage SOF elements. This was the first employment of the L121 40M fleet and proved very successful, increasing the confidence of unit drivers and operations staff in the capability.

By mid-year, Transport Platoon recommenced training across the Holsworthy and Fort Gellibrand nodes. In July, they conducted a G-Wagon and P1 Conversion Course to qualify a number of Special Forces soldiers from the legacy Land Rover. During August they completed the 40M Conversion Course which had been postponed from March.

While 2 CDO Coy in Fort Gellibrand returned to COVID19 constraints in Victoria in late-July, TPT Sect 1 CDO Coy continued to support and enable a number of 1 CDO REGT and



1 CDO REGT HX77 ATV

Australian Defence Force School of Special Operations (ADFSSO) coordinated currency and reinforcement courses for commandos. This included bulk cargo distribution, movements and watercraft operations within the Sydney region and across Non-Defence Training Areas (NDTA). Of particular note, RACT personnel at the Sect and PI HQ level contributed to the successful conduct of the Commando Amphibious Operations Course, providing drivers for vehicle and vessel operations. This opportunity afforded recertification of ECN 218 and 274 personnel to operate in W2 roles, support safety afloat and familiarise in certain mission profiles.



1 CDO REGT Amphib



1 CDO REGT Noosa Cat

Throughout 2020, TPT PI conducted 5 RACT centric course packages for special operations forces, qualifying more than 40 personnel across Holsworthy and Fort Gellibrand nodes. Future intent for 2021 is schedule BDCs for G-Wagon and ATV platforms as well as continue support to 5 CSSB and pan-SOCOMD units within the Sydney region.

Transport – Small teams, discreet operations, quiet professionals.

The unique and diverse nature of the RACT is demonstrated nowhere better than at the Special Air Service Regiment (SASR), with representatives of the Land, Water, Air and Movements trades resident in the unit. Although small in number, the specialist Transport Corps personnel play a vital role in the distribution of critical capabilities, enabling the insertion and extraction of Special Forces into various operating environments in Australia and offshore.

Throughout 2020, the Road Transport team have continued to integrate L121 assets, evolved processes to comply with Land Vehicle Safety policy, and supported returned traveller and quarantine movements. Many training activities planned to be conducted interstate were moved to remote parts of WA, requiring large convoys to travel vast distances to ensure lines of supply were maintained. With many career courses either cancelled or postponed, Transport Troop took the opportunity to conduct a number of exported courses, upskilling people from all trades and ranks in the following courses: All-Terrain Vehicles, G-Wagon, MR1, Driver Instructor and SOV.

Even amid COVID19 restrictions, Air Operations Wing was still involved in a variety of joint certification exercises involving personnel parachuting and heavy cargo delivery from the full range of in-service aircraft. SASR was able to further integrate with AMTDU, conducting JPADS loads, and getting some previously unpractised and untested equipment certified for use. The conduct of joint exercises again strengthened the relationship between SASR, AMTDU and 176 AD SQN, ensuring continued progress of a rapidly developing and evolving capability.

SASR Marine Specialists are trained to operate a fleet of RPCs, RHIBs, and dive support boats in support of surface manoeuvre. They are a small, but dedicated bunch who operate and manage watercraft by day and night, in coastal waterways and on the open seas.



SASR SFADRHIB

The SASR Operator Movement started the year in a flurry, with a number of international and domestic exercises. This was quickly complicated by the introduction of COVID19 with the month of March proving to be a very challenging. After a few complex, drawn out redeployments and many isolation periods, the year settled into a steady pace focusing on operational rotations in conjunction with 1 Joint Movements Unit and exercises involving the use of RAAF assets domestically. Due to the flexibility of the RAAF Air Mobility Group and their willingness to work with the regiment and adapt to the COVID19 situation, the unit has been able to achieve its mission essential training for 2020.

The SASR RACT cohort punches well above its weight, providing huge capability. As quiet professionals, who are experts in their trade, they lead or contribute to small teams to achieve discreet special operations effects. Although 2020 has provided its share of challenges, transport has truly demonstrated that it is equal to the task.

Transport Platoon and Special Boat Team, 2nd Commando Regiment

The 2019–20 bushfires and COVID19 pandemic have forced adaptation in our existing practices and processes. They have done so by providing the RACT soldiers and officers of the 2nd Commando Regiment with a catalyst for critical self-reflection of the way in which we generate and maintain contributions to Defence capabilities.

During a year marked by instability and uncertainty, the ever-present need for reliable and responsive distribution and force projection options for operations has reinforced the value of our functions. Meanwhile, the Workforce Segment Review has provided us with the opportunity to take a fresh look at our form and fit. As we look to the future needs of multi-domain special operations, these critical evaluation skills will help us learn faster and adapt at a pace required to think big, start small and move fast in generating meaningful, operationally relevant change.

In 2020, both the Transport Platoon and Special Boat Team have seen time and again the relevance of our enduring principles of logistics and the solid foundation upon which our doctrine is built. Contributions to the Concept of Future Logistics provided us with the opportunity to analyse the means and ways in which we enable the Defence Logistic Enterprise and our place within it.

As the annual inflow and outflow of special forces support staff continues with the unstoppable march of time under an umbrella of a once in a century pandemic, we have embraced new ways of facilitating distributed work models through technology adoption which has accelerated our rate of change and fostered adaptability and foresight in our workforce. The decentralised management of a transient workforce has also enabled us to test and adjust existing welfare and support frameworks.

Our OPGEN and modernisation objectives have been directly enabled by our SERCAT 5 workforce in the conduct of driver training activities and reinforced relationships with regional regular and Army Reserve units. Our support tasks have remained at a level comparable to that of a non-COVID19 year amidst border closures and concurrent support to domestic COVID19 relief operations which speaks volumes to the resourcefulness of our workforce and the versatility of our leaders.

In summary, 2020 has provided us with a number of opportunities amidst the chaos to challenge existing paradigms and norms through critical self-reflection. We have commenced the journey to rationalise our form, fit and function in a changed strategic landscape to ensure the operational relevance of our contributions to Defence capabilities both now and into the future by thinking big, starting small and moving fast.

Land Vehicle Safety Cell

MAJ Andrew Boyd and Chief Driving Instructor - Defence - WO1 Kim Duke

Introduction

In 2019 the Land Vehicle Safety Cell (LVSC) was established within Army Headquarters, Logistics Branch as the centre of excellence for land vehicle safety and access to the national road network. The LVSC's key focus is on ensuring the safe and effective operation of all land vehicles and to ensure compliance and assurance with Defence policy, National and State and Territory regulation and legislation.

L121 Medium Heavy Capability (L121 MHC) rollout continues across Army and RAAF, delivering a full operational capability across a range of environments. The introduction of L121 sees the Australian Defence Force operate the largest number of Oversize and Over mass vehicles of any organisation in Australia.

Incident Analysis



HX77 Incident with red Toyota Corolla

Changes made to the reporting of vehicle incidents have created an accurate central repository of vehicle incident data within Sentinel. This data, combined with usage data from MILIS has enabled the LVSC to conduct quantitative analysis of vehicle incidents across Army, identify incident trends and identify high risk driving activities.

Over the period 01 Jan to 20 Nov 2020 Army reported and investigated 455 vehicle incidents. The key trends are:

- The majority of the vehicle incidents occurred on green fleet (GS) vehicles, 54% (248) with the 40M and HX77 incidents accounting for 62% of green fleet vehicle incidents. (Figure 1)
- Of the 455 incidents reported 40% (182) occurred on a range or training areas, 30% (136) incidents occurred on a public roads and 29% (131) occurred on barracks.
- Within GS vehicles the average rate of incidents across Army is 2.27 incidents per 100,000km travelled, the Combat Brigades all have similar incident rates and the highest incident rates are within training establishments. (Figure 2)



Figure 1 – Incidents by Vehicle type

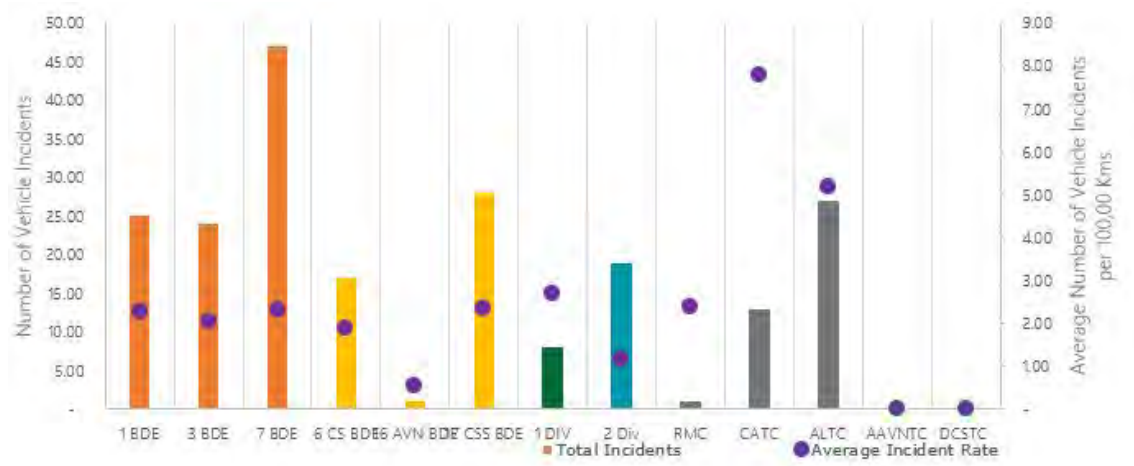


Figure 2 – GS Vehicle Incident Rates

The analysis conducted by the LVSC has enabled the identification of incident trends and enables data driven decisions regarding risk and targeted safety initiatives.

Policy Updates

The third edition of the Defence Road Transport Manual (DRTM) was released on 30 Jan 2020. The key changes were:

- a. The introduction of Chain of Responsibility (CoR) requirements to ensure Defence is compliant with Heavy Vehicle National Law (HVNL) legislation.
- b. The mandatory requirement to report all vehicle accidents/incidents using the hazard source Land Transport.
- c. Inclusion of driving currency requirement for Defence members to ensure they retain the skills and knowledge to operate Defence vehicles.
- d. Policy to allow appropriately qualified Defence logistics contractors to conduct familiarisation training for other contractors.

The DRTM is currently under further review following the feedback received from all Groups and Services. This review has primarily focussed on amendments to the Chain of Responsibilities (CoR) requirements to enhance alignment with the Heavy Vehicle National Law (HVNL) and reduce governance burden on Units. This update will also provide clarification for the payment of infringement notices, the requirement for flat towing on public roads and update of safe driving awards. The 2021 version of the DRTM is due for release in Q1 2021.

The introduction of the Army Land Vehicle Safety Governance Framework has in effect made the management of Defence B-vehicles an auditable technical stream. This Framework provides a tiered assurance mechanism to ensure that commanders and managers at all levels adhere to the required policy and will improve the safety of road transport operations throughout Army.

Modernisation Initiatives

Defence continues to innovate and adapt as technology continues to evolve. The LVSC is pursuing a number of modernisation initiatives to enhance the safe, compliant and effective operations of Defence vehicles.

Telematics is an industry best practice system that enables near real time monitoring of vehicle speed, driver fatigue and route compliance. The use of telematics systems have been proven in military and civilian industry to modify driver behaviour, resulting in safer driving practices, decreasing the rate of vehicle accidents. The LVSC has introduced telematics into a wide range of vehicles including G-Wagons, L121 MHC vehicles and PMVs. Telematics will enable junior commanders to mentor drivers on their driving behaviour, assist in small team training and enable the development of safer driving practices.



Telematics Device user interface

DIESEL is an AI enabled chatbot that is available on personal devices and the DPN to provide tailored answers to road transport policy related questions. DIESEL access a range of policy documents, including the DRTM, DRTEF and others, to provide near instantaneous answers and references to questions. Personnel at all levels are encouraged to access DIESEL on either the DPN or personal devices discover the benefit that this tool can provide.

Civilian Road Access

A large portion of the LVSC’s daily workload remains the application of permits on behalf of Defence, a responsibility the LVSC assumed from Joint Logistics Command (JLC). The LVSC have applied for over 1950 individual routes and maintains over 140 permits to facilitate heavy vehicle movement between major Defence Establishments, Training Areas and other non-Defence locations.

The LVSC is working with the National Heavy Vehicle Regulator to continue the development of an online mapping tool to enable the visualisation of approved routes. The current mapping tool can be found on the LVSC intranet page and can be utilised by Commanders and drivers as a quick reference to seek approved routes and to provide printed turn by turn navigation (route cards). This mapping tool is currently a guide only and the approved permit must still be carried in each vehicle. This mapping tool will continue to evolve and will be developed into an authoritative, interactive map and will replace the current permit and DRTEF system of turn by turn routes.



NHVR Defence Approved Routes Mapping Tool

Further details on modernisation initiatives, permits and policy can be found on the LVSC’s Intranet page at <http://drnet/Army/DLOGA/HVM/Pages/Defence-Heavy-Vehicle-Safety.aspx>

The LVSC welcomes feedback and suggestions from anyone in the Corps, please contact us at landvehicle.safetycell@defence.gov.au.

AIR DISPATCH ASSOCIATION AUSTRALIA - Inc.

2020, a year to remember for some not so great reasons. The association started the year well but soon succumbed to the terrors of the year.

We commenced with our normal fund-raising activities with the first one of the year being our small bit for the Bushfire Assistance program. We conducted our Bunnings Barbeque at Warrawong (which is 8 kms south of Wollongong, NSW) on 12 January and for a small community, we were pretty pleased with the outcome. The ADAA collected and donated over \$2600 to Wildlife Information, Rescue and Education Service (WIRES). The reason we chose WIRES was because of the concern about donations not being passed to individuals and communities by philanthropic organisations. Our volunteers deserve a mention and people like Snow Jansen, Phil Kaye, Rusty and Ros Towers, Denis McCann, Rob Ward and my “side kick” Joyce all pitched in to make the day a success.



Snow Jansen and Joyce Nicolai support to the Bushfire Appeal

February saw a gathering of the old and bold at Oberon RSL, where association members were treated to a casual Dining-In Night hosted by the members of the RSL Sub-Branch. The event was

organised by Keith Hancox (Ex 176 AD Sqn) and Vice President of the Sub-Branch. Our thanks go to Bill Wilcox, President (Ex RAE); Nev Stapleton, Secretary (Ex RAN); and Don Stephens, Treasurer (Ex RASig). We had association members from NSW, SA and QLD join us for this function. A great night was had by all and this looks like becoming an annual event.



Presenting Mr Bill Wilcox, President of Oberon RSL Sub- Branch with a photo from the ADAA

Our next venture was the International Air Dispatch reunion, hosted this year by the Kiwis. It was a little different as most reunions are land based and either before or after the reunion we do individual tours in and around the country we are visiting but the Kiwis decided to combine both. We were to go on a cruise around New Zealand stopping at various ports and seeing the countryside from the luxury of our vessel, the “RUBY PRINCESS”. The evening before the cruise, most of us met at the Cyren Restaurant in Darling Harbour where we caught up with the Americans, Brits and Kiwis for a welcome dinner. It was good to catch up with old mates again and renew old friendships.



*Wellington wharf waiting for the bus to start the tour
L - R Harry, Bill and Lucy Hayes, Yogi Hanson (NZ), Grant and Christine Foster*

Sunday, 8 March 20. We made our way to Circular Quay and sat around at the Rossini Restaurant watching with interest the goings and comings of Sydneysiders and travellers. We also met up with Lonna Opie (our widow) and her daughter Alanna. Load commence was supposed to be at 1445hr but the NSW Dept of Health held up boarding time till about 1830 hr. It wasn't till 2330 hr, we slipped our moorings and headed down the harbour leaving the lights of Sydney in our wake. Well at least we were underway.

Monday/Tuesday, 9/10 March 20. At sea for two days it was a little bumpy but bearable. You could feel the sea change after we cleared the Sydney Heads. Harry Hordern recced the area and found the "Wheelhouse Bar" a convenient watering hole. Some people had gained their sea legs by now and were taking the bumpy sea conditions in their stride.



The Ruby Princess, Wheelhouse bar, Patsy and John Cussick (US), Mark Wahlen and Joyce Nicolai

Wednesday, 11 March 20. The ship entered Milford Sound. Apart from the stillness of the water and the cool air the thing that was noticeable was the wind tunnel effect the steep walls of the Sound had. It seemed we had headed into a gale coming down the gorge and it was blowing about 40 knots. The scenery of the Sound was magnificent and the steepness of the ice carved cliffs quite spectacular. The ship turned around and headed back to the open sea then ventured into some of the fjords and channels as we snaked our way through the southern passages towards Dunedin.

The next week was punctuated by stops and tours mainly through the South Island, Dunedin, Akaroa. The scenery was spectacular and impressive. We were also aware of the COVID -19 issues going on around the world and there was talk of Australia closing its borders to cruise ships, which, if it had eventuated would have left us in an interesting position. However, on the evening of Friday 13 March, after leaving Akaroa, a message came over the PA from the Captain. "We were going to finish our cruise on time as planned and would return to Sydney on Saturday 21 March". You beauty we would finish the cruise, no worries!

On to Wellington and the rest of the North Island. The Kiwis had organised a tour of Wellington and a visit to the National War Memorial. Unfortunately, the museum was closed so we made the most of photo opportunities, then back to the ship and on to Napier.



The Reunion Group at Wellington War Memorial

We arrived in Napier and jumped on the mandatory tour bus for a sight seeing trip. There had been activities planned but with COVID-19 rearing its ugly head, these were cancelled. Back onboard mid- afternoon and now sailing for Auckland, or so we thought! The Captain had another important announcement for us about 2000 hr. "It has been decided our cruise is to be cut short and we will be returning to Sydney immediately". Ummm why? Well, obviously because of the COVID 19 even though there were no reported cases on board the ship. Oh well, best we start self-lubricating, err, I mean, hydrating, because we only have two days left to make a hole in the alcohol supply.

Tuesday night, we organised two photo shoots that evening, one in our association attire and one for the formal night and a Farewell Dinner. Our second last evening meal before leaving the vessel.



The Reunion Group, the formal photo

Thursday, 19 March 20. Apparently, the ship berthed about 0100 hr and some people who were identified as having “flu like” symptoms were off loaded. We got up about 0600 hr, had breakfast finished packing and congregated in the departure lounge. They called our discharge code and we were off loaded without any hitches. This was the fastest I have been processed through an International Gateway in my life. It took about 10 minutes from stepping off the ship to being in a cab.



Sydney, Circular Quay, 19 Mar 20

The Aftermath. None of us on board the vessel were notified that there were suspected cases of COVID -19 on board the ship but we were aware of people with “flu like” symptoms. This may or may not have been a good thing. We were all told we were required to self-isolate for at least 14 days. This wasn’t a problem for my wife and I but we had people from all over Australia, US, UK and New Zealand.

Since leaving the ship, there have been over 130 passengers, including our association members test positive to the virus. We had 12 out of 23 Australians and 6 of the 10 Kiwis also tested positive for COVID -19. Of the Aussies, four were hospitalised and unfortunately, we lost Janet (Kiwi) Lieben, wife of Gerry Lieben an Ex Air Dispatcher.

ANZAC Day this year was definitely different with the driveway service, still very sombre and respectful.

With COVID, we were forced to cancel our Myola Ball and our AGM. We look forward to conducting both next year.

This year has been quite extraordinary, let’s hope we don’t see anything like this pandemic in the near future.

Until next time.

Clear skies and gentle breezes



This article is dedicated to the memory of Janet (Kiwi) Lieben

RACT Association in South Australia (Incorporated)

Jottings from Adelaide MAJ John O’Grady

There is no doubt that 2020 will be remembered as an interesting year! From an Association perspective, our central purpose is to assist with maintaining a connection between current and former serving RACT personnel (our predecessor Corps) and their partners. However, the various Commonwealth and State government restrictions imposed on social gatherings for most of this year due to COVID-19, has meant that the committee needed to either postpone or cancel our usual activities such as the AGM, Circle the Wagons and the Annual All Ranks & Partners RACT Corps Birthday Dinner. The good news, is that these COVID restrictions have been eased in SA over recent months and at the time of writing, some members have recently attended the Combined Logistics and Health Services Dinner and we are now looking forward to safely conducting our next Circle the Wagons gathering in November, at the Combined Ex Services Mess, Torrens Parade Ground, Adelaide. The Association committee during 2019-20 has included MAJ (Ret) Rob Kenny, MAJ Beryl Rowe, MAJ Esther Satterley, WO2 (Ret) Tich Tyson, WO2 (Ret) Blue Wonacott, WO2 Graham Holt, SGT (Ret) David Duncan and LCPL (Ret) Cliff Kerwin, my thanks to all of them for their efforts.



RACT Banner which is displayed at Corps and other functions in South Australia and carried during the Annual ANZAC Day Commemorative March (Photo taken 30 October 2020)

Sadly, this year has also seen the loss of two former RACT personnel in South Australia who will be known to many. Terry Zajer (in Mar 20) a former RAE (Tn) Mover who served in Malaya and Vietnam and Butch Daly (in Aug 20) a former RAE construction engineer who also served in Vietnam. I had the privilege of attending the memorial services for both Terry and Butch, where among other family and friends, former COL COMDT Central Region, Bill Denny provided a wonderful eulogy to each, tracing their outstanding lives and contributions. At Butch’s memorial, Jodie Clark also spoke touchingly, about how Butch had influenced her early development as a driver, then again later in life, through various local community activities.

Among many other achievements, in more recent years Terry was manager of the Marion Sports Club and in that capacity, he was also a great friend of the Association, supporting our conduct of Annual RACT Corps Birthday Dinner at the club.

From both Terry and Butch’s funeral orders of service, some quite moving poetry emerged, authored by both Ted Horlock (a former Mover) and Butch Daly. One of Butch’s poems is shared with readers below:

“Have you Seen my Mate”

By Butch Daly

We charged out from the Landing	The RSM spoke softly
Barge into the sea of red	And I began to cry
Then over the sandy beach	My mate had gone before me
Where many men lay dead	To the Parade Ground in the sky
My mate was right beside me	I'm sorry mate, forgive me please, I
His words rang loud and true	don't know what to do
Have no fear my cobber	I didn't do the job I promised
I am here with you	I didn't look after you
A deafening blast, a blinding flash	While I lay there wracked by guilt
Then blew me through the air	My mind began to sway
I lost all sense of reality	I saw a band of angels
I didn't have a care	Carry him away
The RSM came up to see	As the medics raced to save
Just what had been my fate	my life
Please tell me Sergeant Major	My eyes were growing dim
Have you seen my mate?	Then my mate reached down from heaven
	And I reached up to him.
He was running right beside me	
Before that awful blast	
He must have ducked for cover	
By God he can move fast	



Honours and Awards

2020 AUSTRALIA DAY HONOURS

Member in the Military Division of the Order of Australia (AM)

Brigadier Michael Charles Ashleigh

For exceptional service as Director Logistics – Army, Director General Strategic Logistics and Commander Australian Army Cadets.

Brigadier Ashleigh has led reform and accountability in strategic logistics and youth development for the Army and Australian Defence Force, resulting in improvements in procurement and sustainment processes, audit and cadet leadership development and youth safety. Brigadier Ashleigh is a proven and influential strategic change leader. His service represents the highest ideals of the Australian Defence Force and reflects great credit upon himself and the Australian Army.

Conspicuous Service Medal (CSM)

Brigadier Paul Michael Nothard, AM, CSC

For meritorious devotion to duty as the Deputy Commander of Joint Task Force 633 whilst deployed on Operation ACCORDIAN from November 2017 to August 2018.

Brigadier Nothard’s meritorious devotion to duty and leadership as the Deputy commander Joint Task Force 633 significantly improved the operational capacity of the deployed force. His application to develop headquarters staff at task force and task group levels improved the operational capacity of the Joint Task Force. Across eight countries and a force of up to 1900 personnel, he carefully and successfully led change in a significant year of operational transition that included the force extraction of the Air Task Group strike element and reduction of the Special Operations Task Group.

Conspicuous Service Medal (CSM)

Lieutenant Colonel John Charles Sayers

For meritorious achievement as Commanding Officer of the 2nd Force Support Battalion.

Lieutenant Colonel Sayers has demonstrated meritorious achievement as the Commanding Officer of the 2nd Force Support Battalion. Through his leadership, he has developed an inclusive culture which has seen part time soldiers and officer participation rates increase, resulting in a commensurate strengthening of the unit's ability to meet operational commitments. Through his dedication, he has also developed a robust deployable amenities capability; an initiative that directly enhanced the morale of soldiers deployed away from their homes on Joint and Army training exercises.

2020 QUEEN’S BIRTHDAY HONOURS

Conspicuous Service Cross (CSC)

Lieutenant Colonel Neil Graham Peake

For outstanding achievement as the Commanding Officer of the 10th Force Support Battalion.

Lieutenant Colonel Peake’s command presence and inspirational leadership created an environment where subordinates were professionally developed and the unit’s true potential were raised. His outstanding dedication to duty and exceptional achievements have brought great credit upon himself and are in the finest traditions of the Australian Army and the Australian Defence Force.

Conspicuous Service Medal (CSM)

Warrant Officer Class Two Shane Paul Cox

For meritorious achievement as an Indigenous Recruiting Specialist within Defence Force Recruiting.

Warrant Officer Cox has shown superior foresight, strategic planning and commitment whilst serving within the Defence Force Recruiting as an Indigenous Recruiting Specialist. His achievements in fostering positive relationships with Indigenous communities and supporting Indigenous candidates through their recruitment journey have been paramount to the growth of Indigenous participation rates for the Service. His performance and devotion to duty are in accordance with the highest ideals and standards of the Australian Defence Force.

RMC Awards – June 2020

CAPT Peter McCarthy RACT Prize

LT Nikhil Wakanka

RMC Awards – December 2020

CAPT Peter McCarthy RACT Prize

LT Amber Conroy

Army School of Logistic Operations Awards 2020

Logistic Officer Basic Course RACT Student of Merit

LT Jacob Rowson

Army School of Transport Students of Merit 2020

IET Basic Drivers Course:

28 Jan – 4 May 20	PTE James Brennan (ECN 274)
10 Feb – 12 May 20	PTE Sean Payne (ECN 274)
23 Mar – 16 Jun 20	PTE Peter Hastie (ECN 274)
11 May – 11 Aug 20	PTE Jasmine Jackson (ECN 274)
01 Jun – 04 Sep 20	PTE Samuel Salvair (ECN 274)
29 Jun – 24 Sep 20	CFN Jesse Mierish (ECN 226)
26 Aug – 22 Oct 20	PTE Natasha Hitchens (ECN 274)
31 Aug – 10 Nov 20	PTE Nicholas James (ECN 274)
10 Sep – 19 Nov 20	PTE Kyle Foster (ECN 226)
29 Oct – 9 Dec 20	PTE Ryan Smith (ECN 274)

ECN 274 Sub 4 CPL:

2 Nov – 24 Nov 20	CPL Stefan Mazzeo
24 Feb – 19 Mar 20	LCPL Brendan Barber

ECN 035 IET Operator Movement:

19 Feb – 3 Mar 20	CPL Bradley Russell
6 Jul – 14 Aug 20	PTE Laura Burgess

ECN 218 IET Maritime Basic Course:

30 Jan – 24 Mar 20	TPR Chelsea Devlin
12 Oct – 04 Dec 20	PTE Benjamin Otto

ECN 218 Sub 4 CPL:

28 Aug – 29 Sep 20	PTE Samantha Donaldson
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ECN 171 IET Basic Cargo Specialist:

30 Jan – 20 Apr 20	PTE Maddison McGowan
14 Sep – 18 Nov 20	CPL Benson Smith and PTE Toni McGill

Air Mobility Training Unit Students of Merit 2020

ECN 099 IET Air Dispatch Course:

07 Apr – 26 Jun 20	PTE Ryan Leschke
06 Oct – 7 Dec 20	PTE Kiara Parks

ECN 099 Sub 4 CPL:

12 Oct – 19 Nov 20	PTE Andrew List
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ECN 099 Sub 4 SGT:

10 Aug – 04 Sep 20	CPL Alexander Beaumont
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KEY APPOINTMENTS for 2021

COL Eric Modderman	Commander Joint Logistic Unit East
COL Lara Troy	Commander 1 Joint Movement Unit
COL James Matchett	Commander Army Logistic Training Unit
LTCOL Gabrielle Raffin	Commanding Officer Queensland University Regiment
LTCOL Dean Clarke	Commanding Officer 1 Combat Service Support Battalion
LTCOL Bronwyn Thomas	Commanding Officer 9 Force Support Battalion
LTCOL Errol Christian	Commanding Officer 2 Force Support Battalion
LTCOL Luke Condon	Commanding Officer 13 Combat Service Support Battalion
WO1 Robert Gentles	Regimental Sergeant Major Army School of Transport
WO1 Greg Orlicki	Regimental Sergeant Major 11 Combat Service Support Battalion (ext)
WO1 Daniel Duncan	Regimental Sergeant Major 2 Force Support Battalion
WO1 Roger Nixon	Chief Driving Instructor Defence
MAJ Rick Lockwood	Officer Commanding /Senior Instructor Land 121, Army School of Transport
MAJ Shawn Cowan	Officer Commanding / Senior Instructor Maritime Wing, Army School of Transport
MAJ Justin Pacione	Officer Commanding 35 Water Transport Squadron, 10 Force Support Battalion
MAJ David Hindmarsh	Officer Commanding 5 Transport Squadron, 7 Combat Service Support Battalion
MAJ Michael Caddy	Officer Commanding Joint Movement Control Centre, 1 Joint Movement Unit
MAJ Joshua Wilson	Officer Commanding Joint Movement Control Office Sydney, 1 Joint Movement Unit
MAJ Danette Lee-Sapwell	Officer Commanding Logistic Support Squadron, 7 Combat Signals Regiment
MAJ Jessica McKinnon	Officer Commanding Operational Support Squadron, 2 Combat Engineer Regiment
MAJ Kathleen Adams	Officer Commanding / Executive Officer Air Mobility and Training Development Unit
MAJ Christian Thurecht	Officer Commanding Southern Company, Army Compliance and Assurance Unit



RACT CENTRAL FUND SUBSCRIPTIONS

Subscriptions to the RACT Central Fund are open to all RACT serving members and friends of the Corps.

The Corps funds are generated primarily internally and as members of the RACT you can assist the Corps in generating funds that ultimately go back to supporting your Corps and your endeavours. Planning for the celebrations for the RACT 50th Birthday are already well underway and the Corps needs to finance this accordingly, your subscription will ultimately assist in ensuring we celebrate our 50th Birthday appropriately.

With regards to Corps subscriptions, many have asked ‘what’s in it for me?’ This is not what the subscription is about. It is about giving back to the Corps and enabling the Corps to assist members and ex members where needed. You may not realise what these funds allow us to do. In fact the RACT fund provides assistance to Army wide RACT functions, is able to deliver gift packs to our operational servicemen and women and provide fitting tributes to our members who have fallen. For a very small sum you can assist in more ways than you think. The Corps does not generate any other income, less a very small grant from Army, and the Corps funds will not currently be able to provide much of a celebration for the 50th Birthday without a substantial increase. With your help we can work as a wider team and allow our small individual contributions to become a larger group effort. For just a small contribution each pay, or an annual payment, you are able to contribute to sustaining the Corps ventures stemming from looking after our people when they need it most, to ensuring that the Corps history can be documented and recorded for prosperity.

We encourage you, if you are not already a member to join now, and we ask you to also encourage those RACT members around you to contribute to the Corps in this small way. All Corps fund members will receive the coveted numbered RACT badge along with their own copy of the Corps Journal ‘Par Oneri’ and a chance to win a cash prize from the badge draw held annually.

Thank you for your already significant efforts as members of the RACT, if you are not already, please go one step further and become a Corps subscriber and allow the Corps to prosper into the future.

Par Oneri

RACT CENTRAL FUND SUBSCRIPTIONS FORM

Subscriptions to the RACT Central Fund are open to all RACT serving members and friends of the Corps.

PMKeyS _____ Rank _____ First Name _____
Last Name _____ Unit _____

Payment Method: Is by Electronic Funds Transfer (EFT) only and can be paid on an annual or fortnightly basis. It is strongly recommended that a reoccurring EFT is set up to prevent missed payments.

Is this a new subscription? (Please Circle Yes or No)

Yes No

If No: Please provide your badge No: _____

Annual Subscription: (Please Circle Below)

PTE - CPL: **\$26** SGT -CAPT: **\$52** MAJ: **\$78** LTCOL and above: **\$104**

Fortnightly Subscription: (Please Circle Below)

PTE - CPL: **\$1** SGT - CAPT: **\$2** MAJ: **\$3** LTCOL and above: **\$4**

EFT Bank Details:

Bank - Defence Bank
Account Name - RACT Central Fund
BSB - 833205
Account Number – 20587823

EFT Instructions: You must include your last name, initial, PMKeyS No and badge number (if you have a badge) i.e. **Smith B 8240781 1011** in the reference/description area of your EFT in order to be identified on the RACT Central Fund Bank Statement:

.....

Please email your completed form with EFT receipt to:

Email: ract.hoccell@defence.gov.au

Please Note: For new subscribers, your badge will be forwarded on receipt of payment.

The Last Post

335082 COL Peter William Blyth, MBE

On the 05 Jun 20 COL Peter Blyth, MBE passed away peacefully at Noosa.

COL Blyth enlisted into the Army in 1952 and discharged in 1982. COL Blyth served with distinction until his retirement. Postings included 55 Company RASC (Air Dispatch), Australian Army Staff with the British Army at their School of Transport, Logistic Staff, Headquarters 1 Australian Task Force – Vietnam. During this operational deployment COL Blyth was awarded the Member of the British Empire (MBE). COL Blyth's significant service was with the Army Office within the personnel, material and logistics branch where he served from 1977 to 1982. COL Blyth was the Head of Corps from Jun 78 to Mar 82. On retirement from the Army COL Blyth was appointed as the Colonel Commandant Queensland and Northern Region from 1983 – 1989. He also served as the Representative Colonel Commandant from 1983 – 1987. COL Blyth was an active member of the Army Transport Association as well. COL Blyth was inspirational leader who had a stellar career.

COL Blyth was the much loved father to Greg and Christina, husband to Julia and a friend to many and will not be forgotten. *Par Oneri.*



8262871 WO1 Kelvin Colin Harris

On the 22 Jun 20 WO1 Kelvin Harris passed away peacefully after a long battle with cancer.

WO1 Kelvin Harris enlisted into the Army 13 Feb 1979 and discharged on the 22 Jan 20. WO1 Harris was initially allocated to Infantry however he saw the light and Corps transferred to RACT in 1991. WO1 Harris had served in the ARA for 40 years. Some of his postings included: 1 AVN REGT, 1 CSSB, Norforce, ALTC, 9 CSSB, 13 CSSB, CDI-A and 17 SUST BDE. WO1 Harris was a reliable, hardworking soldier who will never be forgotten. *Par Oneri.*

8487959 CAPT John Gordon Ian Wing

On the 08 Sep 20 CAPT John Wing passed away after a long battle with cancer.

CAPT Wing enlisted into the Army on the 22 Jan 2004. After completing ADFA and RMC CAPT Wing was allocated to RACT and his first posting was to 1 CSSB. Further postings included 1 RTB, 2 CDO REGT, HQ FORCOMD and 17 SUST BDE. CAPT Wing was bright, enthusiastic and a reliable officer.

CAPT Wing was married to his lovely wife, Georgia. To his family and friends he will never be forgotten. *Par Oneri.*





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