



**Royal Australian
Corps of Transport**

Equal to the Task



Par Oneri - Australian Army Transport Journal

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IMPORTANT INFORMATION

The RACT Head of Corps Cell is located in Puckapunyal within the HQ Army School of Transport. The primary point of contact for any RACT matters will be the group email inbox ract.hoccell@defence.gov.au which will be checked periodically.

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Keep up to date with RACT matters:

RACT website:	www.ract.org.au
AST Facebook page:	www.facebook.com/Army.school.of.transport

Key Head of Corps Cell Appointments 2017

Head of Corps:	BRIG Jason Walk
Deputy Head of Corps:	LTCOL Sally McClellan
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RACT CELEBRATING 45 YEARS



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Head of Corps 2018

BRIG Jason Walk

As this is the first occasion I have contributed to the Journal as your Head of Corps, I wished to take the opportunity to outline my priorities and where I shall be focussing effort in this role. The heart of the Corps are the people of which it comprises, both past and present. We will celebrate the quality and calibre of our serving personnel through the reinvigoration of the 'RACT Soldier of the Year' awards. Nominations will be requested shortly and awards announced within the 2020 RACT Journal. We will also seek to re-affirm the role of the RACT Regional Representatives. These positions support regional RACT events and most importantly act as a conduit for ex-serving member associations. These associations provide a linkage to our history and heritage. Mutual benefit can be gained through the interaction between our serving and ex-serving membership. I will encourage this engagement through the revitalisation of the Regional Representative.



Currently, Army is conducting a series of Employment Category Reviews (ECR) as a component of the Chief of Army's strategic guidance, Army in Motion. The RACT Workforce is under consideration as part of the Distribution ECR. The purpose of these reviews is to undertake a rationalisation of our Workforce and ensure we are building optimal teams that are adaptive and meet future capability requirements. Change will come through this Review. As serving members of the Corps it is our obligation to contribute to this professional conversation that will shape our future. We have commenced this contribution through the conduct of a Corps conference on this topic and I thank all attendees for their input. This does not form our only contribution. I invite all Corps members to participate in this conversation in the spirit of a contest of ideas. You are welcome to provide input through the Head of Corps cell.

The Corps is fast approaching its 50th Birthday. To ensure we appropriately recognise this occasion, we have begun preparation of the activities that will be conducted in celebration of this event. As preparation matures, information on these activities will be disseminated to the Corps membership.

Par Oneri.

Deputy Head of Corps 2018

LTCOL Sally McClellan

'Phanta Rhei' - All things change

Heraclitus c.500 BCE

Army arguably embodies the assertion that 'change is the only constant' as we strive to innovate and modernise our people and equipment to maintain currency with the emerging threats on the modern battlefield. The RACT training delivery at the Army School of Transport (AST) has been exposed to significant change over the last 12 months, specifically related to the transition in equipment fleets and the commencement of sustainment training from the legacy Unimog and Mack fleets to the new LAND 121 Phase 3B Rheinmettal MAN fleets. I would like to acknowledge the work of the previous DHOC, LTCOL Paul Rogers, for setting the conditions for this significant transition for both the RACT and AST. As a Corps we now need to focus on how we adapt our training and doctrine to enable us to operate these new protected fleets to best effect. The AST staff and instructors have committed a great deal of time, energy and expertise in ensuring that the training of our future drivers is first class and that the RACT can remain 'equal to the task'.

The transition to new modern protected vehicles has not only required us as an Army to adapt to the physical changes that a new fleet brings, but also a change in the mindset of our soldiers and officers to embrace new concepts and develop how we will fight in the future. The new protected mobility vehicles allow us, as logisticians and RACT, much more freedom to provide our own protected convoys using internal trained assets as opposed to the legacy reliance on escorts from the combat arms. The maxim 'move, shoot, communicate' continues to drive our development of doctrine and TTPs, however there are many challenges still to tackle, not least the lack of additional assets that transform a platform to a full capability.

The ability to 'move, shoot, communicate', relies on the provision of effective communications equipment and weapon systems. The LAND 121 3B project provision was to deliver 'fitted for' not 'fitted with' vehicle platforms, the reality of this is that many of the key components that allow us to 'move, shoot, communicate' are not readily available for us to 'train as we fight'. However, this has meant that units have had to be innovative in their training and many great ideas have emerged from our young operators that enable us to bridge the capability gaps and drive forward



regardless. The HOC Cell will be encouraging tales of innovation to showcase in future editions of both the newsletter and Corps Journal. The reinvigoration of 'RACT Soldier of the Year' will also consider innovation as one of the judging criteria.

Another challenge we face is the increased governance around the management of heavy vehicles and the considerations that now need to be applied during planning and prior to any vehicle move. Previously this expertise was constrained to our OSV drivers, in the new environment all drivers, supervisors and managers of the new medium or heavy platforms are required to operate within the strict parameters of the National Heavy Vehicle Law, permits and the Chain of Responsibility. This has required the rapid acquisition of new skills and knowledge across Defence. The Driver Training System Review (DTSR) commenced in early 2018 and has identified key LOE to focus our endeavours towards 'road worthiness'. The implementation of 'Regional Driver Training and Safety Teams' across our geographical areas will commence in 2019 as part of the findings from this review. More detail on the DTSR can be found later in the journal and on the AST Share Point Page.

It is up to us as professional members of the Corps, not only to be receptive to modernisation and change, but to remain intellectually involved in the discussion and contest of ideas to ensure that the RACT can remain 'equal to the task', whatever shape that may take in the future.

Par Oneri.

Corps Regimental Sergeant Major 2018

WO1 Justin Cocking

As 2018 comes to a close I look back over my previous two years as the RACT Corps RSM and continue to be impressed by the calibre of soldier within the Corps. Once again our soldiers have excelled on operations, exercise and in barracks. My congratulations to those who have been promoted thus far in 2018 and those already identified for promotion in January 2019.



I wish to thank the current DHOC LTCOL Sally McClellan for her support during the second year of my appointment, and others within AST who provided invaluable assistance to the HOC Cell which was unmanned for the majority of 2018. Below are some key points to wrap up the year.

L121 fleet

Distribution of the HX77 and 40M vehicles and associated trailers to ARA Brigades has been completed, and most units have now successfully conducted multiple exercises utilising this equipment. Unfortunately governance issues will continue to frustrate many in the medium term, however the creation of a Heavy Vehicle Management Cell within AHQ in 2019 should greatly reduce these issues.

It is great news that exported courses for 40M are now available with the HX77 ILHS course in trial. Sustainment courses for our newest Corps members will commence at AST in 2019.

Chain of Responsibility

On 01 October 2018 amendments were made to the Chain of Responsibility Laws to align more closely with workplace health and safety provisions. This now means that all parties in the heavy vehicle supply chain are now obligated to reduce risks related to the safety of transport tasks.

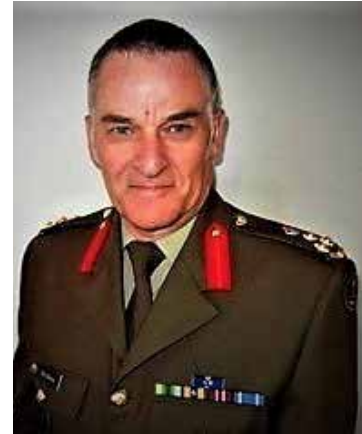
Being an ignorant uniformed member will not protect you from the new penalties which can only be imposed by a court. If you are unaware of these changes I strongly encourage you to visit the National Heavy Vehicle Regulator website IOT educate yourself.

I congratulate Warrant Officer Class One Paul Frawley on his appointment as the RACT Corps RSM WEF January 2019. I wish you all safe travels and success in the New Year.

Representative Colonel Commandant 2018

BRIG Tim Hanna, AM

It is a great honour to hold the appointment of Representative Colonel Commandant of the Royal Australian Corps of Transport. What has struck me since I assumed the appointment in October 2017 is how much the units and capabilities of the Corps have evolved to meet the demands of current operations and future national threats.



The increasing sophistication of the vehicles and equipment we operate – protection, load carrying capacity, weapons and battlefield communications – and the supporting tactics and procedures are a quantum leap from my generation. Nonetheless, the fundamentals of the how we train, prepare and operate remain consistent with the past. Relevant, timely and well-constructed individual and collective training ensures that all elements of the Corps are ready to undertake their jobs, wherever they may be. My attendance and that of many of the other regional Colonels Commandant at conferences and exercises confirms to us that the Corps is in good hands.

Over the last five years we have all reflected on the Centenary of ANZAC and its importance to today's Army. However, we must be diligent about remaining relevant and ready by displaying agility in our thinking and execution. We must always be willing to lead in the debate about how logistics should be undertaken. We no longer have formal Corps directorates and so your support to promote our Corps and to participate in these debates is enormously critical to our success. My predecessors have always stressed the importance of the 'Corps Family' whether you be a current serving member or you retired many years ago. There is considerable ongoing interest in Corps matters as is evidenced by the various Corps associations which exist around the country and the events and reunions which they hold. I encourage the continued connection between the generations so that the family remains vibrant and useful.

Lastly, planning is underway for our landmark 50th birthday in 2023. The Corps Committee, of which I am a member, would like to hear your thoughts on how and where we should celebrate this important occasion. It is very likely that we will hold a ceremonial parade and major social event but you may have some excellent ideas for memorabilia or something which will make our birthday unique. Please let me know.

Par Oneri.

Colonel Commandant South Queensland 2018

COL Lesley Woodroffe

The combination of the year passing too quickly (I am told that that happens as you get older) and the units being constantly busy means that it has been difficult to engage with current members of the corps in 2018. There have however been some noteworthy and enjoyable formal opportunities.



The Corps Conference, as usual, was a great way to start the year. I am sure that the other COL COMDTS would agree that this is a wonderful opportunity for us, being somewhat out of the mainstream loop, to catch up with what is happening in the Corps. It was also a great opportunity to catch up again with members who have moved out of our respective regions. I am always particularly interested in new equipment. Thanks to WO2 Darren Fox, I was given a personal look over the new vehicles - although it was made clear that I was not able to drive anything.

I have been privileged to have attended two significant parades in the last twelve months, featuring South Queensland's main road transport units. At about the time that the 2017 journal was being compiled (and as I reported at that time) I was once again a host officer for a 7CSSB parade (having performed the role the year before for the re-raising of 2 Tpt Sqn). This time it was for that squadron's disbandment. Unfortunately the heavy rain that preceded the day of the parade meant that the format that had been rehearsed, and included a drive past of the vehicles (on the oval), had to be rethought. The adjusted parade was still a credit to the battalion. The event went very smoothly with even the rain holding off right until the end. As emphasised by MAJGEN Mulhall DSC, AM, CSC, who had reviewed the parade, no matter how the members of the squadron may have felt about the disbandment so quickly after the re-raising of the squadron, they should be proud of what they had achieved in that time.

On 1st August, 9 FSB marked its 20th Anniversary with an equally impressive parade. This also marked the disbandment on that date in 1998 of the 9th Transport Regiment, the last of the RACT transport regiments. This parade was a recognition of the wide range of logistics capabilities within the battalion and it was a delight to see the RACT banner on parade with those of RAEME and RAAOC. It was a perfect sunny day and the soldiers on parade (including 26 Tpt Sqn of course) can be very proud with how they turned out. The parade was well supported by the Army Band Brisbane and preceded by a welcome to country and smoking ceremony by local Ugarapul people.



Participants in the South Queensland Circle the Wagons Competition-Amberley 8 November.

Circle the Wagons competitions have continued in South Queensland, this year being hosted by 26 Tpt Sqn who managed to programme it for the first mild day for a couple of weeks. (The day before had been 37 degrees at Amberley.) As is commonly the case, the day was very well organised with a range of challenging and fun activities for the four teams that participated. (For the record, you can fit 29 soldiers into the cabin of a Mack Fleetliner Prime Mover.) There was a healthy mix of friendly competitiveness and inclusiveness and good humoured banter. The competition was rounded off with a barbecue lunch.

I have maintained regular contact with the Army Transport Association committee and attend the key events including marching with them on ANZAC Day, the Corps birthday



Corps birthday 2018 Bob Aley and Doug Oliver cut the cake with COL Woodroffe.



COL COMDT SQ, COL Lesley Woodroffe with OC 26 Tpt Sqn, MAJ Bobby Phan and LCPL Georgia Beard.



Will they fit Only 26 members from the host team.

lunch and very soon the Christmas lunch. This association, which I hope features elsewhere in this journal has maintained a solid membership base of past members of the corps. Every now and then there are new members introduced. Two faces familiar to some readers are Bob Aley and Doug Oliver who attended the ATA birthday lunch this year and of course were 'signed up'.

The ATA committee has worked hard to cement connections with the younger serving members and the RACT units. This is a work in progress but has seen a few serving members attend ATA functions and ATA members being invited to events such as the Circle the Wagons.

Inevitably there have been funerals of past members again this year. What is heartening is to witness the network of people making sure that everyone is informed and also to offer support to those left behind.

That final point aside, it has been another good year for RACT in South Queensland as I am sure the articles submitted by the respective units will demonstrate.

Par Oneri.

Colonel Commandant North Queensland 2018

COL Adrian Overell

What a great privilege it has been to have been given the opportunity to visit RACT units and force elements in the region. In my first full year as COL Comdt NQ, I was honoured to have been invited to several units and ceremonial occasions with RACT units. Each occasion reminded me once again of the professionalism and high quality our soldiers and officers display each and every day.



Clearly, the far north remains an active and extremely busy posting for all ADF personnel and especially for the RACT units supporting 3rd Combat Brigade.

My year started with a meeting with COMD 3rd Brigade, BRIG Scott Winter, AM who was both complimentary and enthusiastic about the support provided by RACT elements to the Brigade. He was very conscious of the relationship of 10 FSB and JMCO Townsville who provide constant and almost habitual support to the Brigade simply through colocation. It was great to see the regions senior commander understanding and acknowledging the important role the Corps plays across the north from our units within and outside of the 3rd Brigade.

This year has marked several significant events for the Corps and I was able to attend most of these. 10 Force Support Battalion celebrated its 25th birthday and to mark the occasion, the battalion conducted several activities including a sports competition, ceremonial parade



6 & 9 TPT Sqn march on.

and combined regimental dinner. Obviously the two RACT sub-units, 30 TML Sqn and 35 Water Tpt Sqn were well represented in all events. I was able to visit the battalion and meet with the Command Team at all levels to discuss the roles and tasks and future developments of the unit. I was impressed with the cohesiveness and solid integration of 10 FSB being a true 'logistics' support unit that includes officers and soldiers from all logistics

Corps not only RACT. I was also able to briefly visit and meet key staff at the Army Maritime School and the SAD for HMAS Adelaide when it made a port visit to Townsville. I look forward to returning to these units as well as our Movements and Postal units early in 2019.

3 CSSB was the main CSS unit I enjoyed supporting this year and especially 6 and 9 TPT Sqns. The year was also another birthday milestone for 9 TPT SQN celebrating its 50th year. Clearly this includes the early years from 1968 as an RAASC Transport Company changing to RACT in 1973. The event did however coincide with the disbandment of 6 TPT Sqn and this was marked with an impressive ceremonial parade, that combined the 50th birthday celebrations of 9 TPT Sqn. All in



50th Reunion Flag presented to OC 9 TPT Sqn by Peter Jones from the Sqn Reunion Association.

all it was an amazing weekend that saw over 120 veterans of 9 TPT Sqn come from all over the nation to join the celebrations. For the veterans it was an amazing get together arranged by the local association birthday committee. The 50th reunion commenced with a gathering at the Diggers Motor Cycle club on the Friday night. The veterans enjoyed many tall stories and rekindled old friendships in a great atmosphere.

Saturday morning saw the veterans

attend the disbandment parade of 6 TPT Sqn followed by the open day, where soldiers of 9 TPT Sqn showed off not only their brand-new units lines, but also their newly arrived Land 121 MAN vehicles. All the veterans were amazed at the capabilities of the new vehicles and the fantastic new facilities they work in at Lavarack Barracks. The open day included several fun and road-transport related competitions, which the veterans firmly believe they won!! The celebrations concluded with a dinner at the 3 CSSB 'Wapitis' Club where the Sqn Association presented two mementoes to the unit. One was an impressive handmade brazier for use in the Club and the 50th Birthday Sqn Flag signed by all the veterans who attended.



Commemorative Brazier presented to 9 TPT Sqn.



Some of the 9 TPT Sqn Veterans at the open day displays.



The Troop Truck Pull competition. Veterans and serving soldiers working together.



COMD 3 BDE, Sqn veterans and guests view the 6 TPT Sqn Disbandment parade.



Talking with LCPL O'Rafferty on the pros & cons of the new MAN vehicles.

One of the last activities I was able to support, was to attend the 3 CSSB Offrs, WO and SNCO Regimental Dinner. It was very pleasing to again mix in a formal but social setting with the RACT and other logistic Corps leaders. CO 3 CSSB, LTCOL Charmaine Benfield, CSC invited several speakers to provide some brief thoughts on leadership and these were delivered between courses to provide a more relaxed but receptive atmosphere. I thank her for the opportunity touch on leadership in the contemporary logistics battlespace, in 5-7 minutes!



With OC 9 Tpt Sqn prior to joining his unit supporting Land 121 Trials in High Range.



With CO 3 CSSB at the Combined Regimental Dinner, Oct 18. L-R. LTCOL Charmaine Benfield, CSC (RACT – CO 3 CSSB) COL Adrian Overell (COL Comdt NQ).

In summary, what a great year for the RACT in NQ. Our units and other Corps elements continue to provide amazing and professional service to the entire breadth of ADF formations and units in barracks and in the field. I remain so impressed with the very 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 only received 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 visiting more of our Corps in NQ in 2019.

Colonel Commandant Western Region 2018

BRIG Stephen Cain, ADC

The largest contingent of RACT soldiers in Western Australia, 10 TPT COY of 13 CSSB, continues to be a major force in supporting Defence in the State. Not only do they provide integral CSS to the 13th Brigade, but they also provide the bulk of the instructor capability for driver training at the West Australian University Regiment. After transitioning from the ready year to readying in July, training has again become the focus as they grow and develop the next generations of drivers in the Reserve environment.



The TPT COY is also very proactive in the recruiting space as well having recently participated in the recent Four Wheel Drive and Camping Show in Perth. They were able to showcase some of the new fleet of Defence vehicles available to Reserves as well as show off some of their skills whilst negotiating the 4 Wheel drive circuit set up for the show.

13 CSSB is currently in an RACT cycle with the CO (LTCOL Kym Parry) and RSM (WO1 Matt Fuery) both RACT. Having taken over the reins of the Battalion from LTCOL Mike Stewart at the beginning of the year, LTCOL Parry is taking the Battalion from strength to strength growing the capability to support our future tasks. In addition to growing capability, she is also focused on developing relationships with all of the logistic corps associations in WA to ensure their longevity and support of the current and future generation of soldiers.

ANZAC Day once again brought out members of the Association to proudly march behind our banner through the streets of Perth. This is a special day for Association members and the tradition of gathering to remember past comrades is always appreciated. Unlike last year, we managed to find a pub with beer after the march!

Thanks also need to go to our Association President, MAJ Tony Smith for his continued organising skills. We held our traditional Corps dinner this year at the Palmyra RSL; this was well attended by past and serving members of the Corps. It was particularly pleasing to see young serving members seated alongside retired members and sharing stories of the present and past activities.

To mark the Centenary of the First World War Armistice, the Commander 13th Brigade Combat Service Battalion organised a joint event with the Association at the West Australian Army Museum. Walking through the museum's extensive collection was the perfect entrée to this sunset remembrance event. The commemoration was followed by a social activity for the unit and Association; many thanks to LTCOL Kym Parry for organising this.

With Christmas upon us and most able to enjoy a break over this festive season, it is timely to recall that not all members of the Corps will be off-duty. Deployed personnel from the Special Air Services, as well as those on standby for domestic response tasks will remain on heightened readiness. While that's what is expected of us, it shows our people continue to be 'equal to (any) task'!



10 Tpt Sqn recruiting 2018.

Colonel Commandant Eastern Region 2018

COL Simon Tuckerman, AM, CSC

This year has flown past with a mixture of pride, comradeship and sadness. Overall, the Corps in the Eastern Region continues to be strong and the ties to the community enduring.

On 7 July, I had the pleasure of representing the Head of Corps at the 16th Transport Squadron 70th Birthday Dinner at the Wallsend Diggers Club. It was a fantastic evening and as former member of the Squadron, it was a great opportunity to catch up with current members and colleges, and learn from the current Officer Commanding, Major Peter Green, that the Squadron is doing well.



I also had the privilege and honour of attending the memorial services for two of our finest:



WO2 Gordon 'Tiny' Body.

Our former RACT Pipe Major, WO2 Gordon John 'Tiny' Body, was farewelled by family, friends and comrades at a service that celebrated his life in the Pettigrew's Chapel, Wallsend, on 18 September 2018. Tiny was held in such high regard that the congregation overflowed the Chapel onto the driveway.

As his nickname would suggest, Tiny was a larger than life character who served the Corp with zeal, determination and pride for over 30 years. He joined the RACT Pipes & Drums in 1964 and retired as the Pipe Major in 1996. He was the longest serving Pipe Major in the Australian Army and for many years he was the driving force behind the RACT Pipes & Drums.

Tiny was a talented piper, mentor, leader and enjoyed a 'wee dram of whiskey' and a good yarn. He was a staunch representative of the Corps and proudly led the

Pipes & Drums at innumerable events around the country, including military parades, dinners and ceremonial occasions. While there were many highlights during his career, one of his most notable achievements occurred in 1986; having worked closely with the Corps Committee over

several years to raise the funds, he took the RACT Pipes & Drums to tour the United Kingdom and Scotland, participated in the Edinburgh Royal Military Tattoo, and toured Germany and Belgium as they visited units in the British Army on the Rhine.

Tiny lost his long battle with cancer at the age of 71 and passed away surrounded by his family on 9 September 2018. He is survived by his wife Frances, sons Justin and James and family.

WO2 Mark Edward Lang passed away on 23 October 2018. He was 41 years old, a dedicated husband, father and 'good mate' to many. Mark, often referred to as 'Langy', grew up on the NSW Central Coast and joined the Army in 1996. After an initial posting as a Gunner in the 4th Field Regiment in Townsville, he transferred to the RACT to become an Operator Movements. His postings included:

1999 - 2001: Joint Movements Coordination Centre

2001 - 2003: Army Recruit Training Centre (Kapooka)

2004 - 2005: Joint Movements Control Office Townsville

2006 - 2008: 4th Battalion Royal Australian Regiment (Commando)

2009 - 2010: Joint Movements Control Townsville

2011 - 2012: Joint Movements Coordination Centre Brisbane

2013 - 2015: Joint Movements Control Office Sydney

His deployments included:

1999 - 2014 – six tours of the Middle East Region

2011 – one tour of East Timor

2011 – support to Queensland Flood Assist

2011 – support to Cyclone Yasi Assist

During his Army career Mark was held in high regard across the Corps and in the Special Forces community, for getting the job done, supporting the troops, using his initiative, strong positive leadership, and his larrikin sense of humour. Somehow he always seemed to have an extensive network of mates that owed him a favour. I had the privilege of working with Mark in 1st Joint Movements Group throughout 2012 - 14 and he excelled, particularly in the highly demanding and taxing appointment of Movements Detachment Commander Tarin Kowt, during the redeployment of the Australian Task Group. He transitioned out of the Army in 2015-16 due to deteriorating health and returned to live on the NSW Central Coast with his wife Kim, sons, mother Deb and family. Mark worked briefly in the road transport industry and became an active member of the Davistown RSL. A memorial service was held in the Greenway Chapel, Green Point, on 2 November - the Chapel overflowed with Mark's family, friends and comrades. He was an inspiration to many.

While their careers were vastly different, both Tiny and Mark were more than 'Equal to the Task'. Rest in peace.



WO2 Mark 'Langy' Lang.

Colonel Commandant Victoria and Tasmania 2018

Colonel Catherine (Bunny) Carrigan

2018 was been a busy and exciting year for the RACT in the Vic/Tas region.

As COL COMDT I was privileged to attend the RACT Corps conference in Puckapunyal earlier in 2018. This was focussed on RACT trades for the upcoming Employment Category Review and also provided an excellent insight into what is going on in the Corps. It was an excellent opportunity to see the vibrancy of the RACT and the high calibre of people we have in the Corps, and to hear about the experiences with the new LAND 121 fleet of vehicles.

The RACT Association of Tasmania was particularly busy in 2018, the highlight being the RACT 45th Anniversary Dinner which was celebrated at the Anglesea Barracks Officers Mess in June. I was privileged to attend as a guest along with the HOC RACT, BRIG Cam Purdey CSC, and 70 past and present members of the Corps.

The Victorian RACT Association had a changing of the guard in 2018 with MAJ Bruce (Stretch) Jarvis handing over the reins to MAJ Tony Kelly. I would like to take this opportunity to thanks Stretch for his excellent work in stewarding the Association and congratulate Tony on his election to the role of President. The Vic Association also had an active year. This included the celebration of the Corps birthday, hosted by 7 Tpt Sqn 4 CSSB, at the Broadmeadows Officers and Sergeants Mess, and attended by the HOC RACT, BRIG Cam Purdey.

I look forward to attending more events in Victoria and Tasmania in 2019, and meeting and reconnecting with members of the RACT.

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Trade Updates

ECN 035 – Operator Movement Trade

LTCOL Brett Huggins, STM

2018 has been busy year for the Australian Defence Force (ADF) supporting multiple concurrent deliberate and contingency response operations, international engagement activities and major exercises. As a critical command and control enabler, the ECN035 Operator Movement trade has been central to their success.

This year alone, more than sixty OPMOV soldiers and officers drawn from across the 1st Joint Movement Unit (1JMU) and Forces Command units have been deployed throughout the Middle East, South East Asia and the South West Pacific. Dedicated OPMOV support to the Department of Foreign Affairs and Trade's (DFAT) Humanitarian Response, Risk and Recovery Branch was again provided through a dedicated OPMOV liaison officer, thus ensuring timely ADF strategic lift support was facilitated.

On 15th January 2018, Captain Fiona McNaught, RAN was appointed Commander 1JMU over a three year tenure, and as such custodial responsibility for the Joint Movement Capability (JMC). Having previously served within the Headquarters from early 2002 through to mid-2004, she has been well positioned to do so. To date much of her time has been dedicated to developing and implementing strategic reform measures addressing the outcomes of the 2017 Chiefs of Service Committee (COSC) submission into the sustainability of the ADF's Operational Joint Movement Capability (JMC).

Throughout the year participation by ECN035 personnel to support Army's *Distribution Employment Category Review* has been impressive. Notably, the 2018 Royal Australian Corps of Transport (RACT) Conference was attended by over twenty five Sergeants through to Lieutenant Colonel 'Movers,' making up approximately 16% of total attendees. This was a significant number noting the relatively small size of the trade and demonstrates the commitment the senior members have in ensuring the future direction of Operator Movement is united.

During the conference those OPMOVs in attendance identified a number of opportunities for improvement. Acknowledging effective *movement* control and coordination of *transportation* effects is best achieved through a broad knowledge base; the current strength of the JMC is that it is generated by a Joint workforce affording diversity of skills and experience. With this in mind it was proposed Army consider its Movement capability as a skill at the rank of Private through



WO2 Strutyński (3 RAR) deployed to Taji, Iraq as part of JMCO-MER rot 35.



WO1 Steve Charlett (centre) and members of JMCC conducting CBRND training.



Movers from JMCO DAR support the clean-up effort post TC Marcus.



PTE Palmero, of JMCO ADE, during an Indigenous engagement activity.



Members of JMCC enter the Mask Test Facility, Enogerra Barracks.



Members of HQ JMCO-MER Rot 34 and MC DET Gulf States.

Corporal and a specialisation through trade recognition from the rank of Sergeant. By doing so, each soldier would gain exposure to a unique node (ECN 099 / ECN 171) or modal (ECN 218 / 274) career at the junior level prior to specialisation as a SNCO.

Whilst several benefits were identified it is the anticipated broadening of the OPMOVs technical understanding of transportation considerations including, but not limited to chain of responsibility requirements associated with the introduction of L121 platforms, RAN and RAAF platform

familiarisation as well as air and maritime port operations were seen as a significant benefit to the Capability. Whilst final analysis continues, the enhanced capability the future career model offers and the broader employment opportunity it affords both movers and the wider RACT community is exciting.

This year has also seen a heightened focus on operational preparedness. The Joint Movement Coordination Centre (JMCC) has enhanced its relationship with the Deployable Joint Force Headquarters (DJFHQ). Improved operational assimilation was developed during the Integrated Sea and Land Series (ISLS) with HQ JMCC participating 'inside the box' as part of the Joint Task Force (JTF) Headquarters. This proved invaluable as the JMCC subsequently successfully supported DJFHQ execute all phases of OP APEC 18 ASSIST and deploy as part of OP Indonesia Assist 18. This year also saw members of JMCC undertake Chemical, Biological, Radiological and Nuclear Defence (CBRND) training, thus ensuring they are commensurately trained to the same standard as the dependencies they are identified to support on operations.

After more than thirty rotational deployments to the Middle East Region an enhanced Mission Specific Training package was rolled out. Acknowledging the already exceptional level of technical competence those members identified to deploy maintain, the package was developed to ensure the soldiers, sailors and airman are also psychologically prepared to do so. The new package includes an extended certification exercise, weapons training, mental health training, team building activities and service aircraft / air movement awareness.

Having supported over fifteen operations, more than twenty major exercises, several key strategic engagements as well as local dependency support, the role of the OPMOV providing a crucial command and control enabling function remains as vital now as it ever has. The future of the Operator Movement remains certain.

ECN 099 Air Dispatch Trade - SMA REPORT - AMTDU 2018

WO1 Sean Needham

Most people in Army have never heard of Air Mobility Training & Development Unit (AMTDU), let alone understand its role within the ADF. AMTDU has been the historical home for every Air Dispatcher that has ever been awarded an AD Brevet. It is a RAAF unit with an Army element, with AMTDU's XO being the senior Army member. It has been an integral part of the RACT's capability



Terra-Bus.

since the Units creation in 1966.

AMTDU is not a large organisation with just over 70 personnel posted to the Unit. It has 26 Army personnel embedded within from four different Corps. AMTDU is probably most known for its delivery of load certification through Air land, Air drop or External lift clearances. AMTDU services a variety of customers within the ADF and civilian organisations, most notably the Australian Antarctic Division (AAD). A variety of requests



Hawkei trials.

(BAD) course, Crew Commander, Supervisor Aerial Delivery (SAD), Air Logistic Officers and Unit Emplaning Officer (UEO) Courses. In 2018, the Army Training Flight Component was incorporated into Air Mobility Training Flight. The organisational change expands the number of aerial delivery courses the Flight has responsibility for conducting.

As we know, Defence is undergoing significant changes in its equipment. We have new trucks, armoured fighting vehicles, helicopters, planes and ships; all of which will require the ADF to adapt its thinking. Aerial logistics has changed significantly as a result, therefore, Air Dispatchers are finding themselves in a variety of different situations. Army Training has had to adapt in order to ensure that their training and courseware remains relevant and viable. The driving force expects more efficiency without necessarily giving up more resources. The BAD course has been redeveloped and modularised, increasing from 5 to 10 weeks. The objective for this reform is to turn out qualified BAD soldiers fully prepared and job ready to meet operational demands. The revised course will take responsibility for training elements that were previously conducted at the posted unit (176 AD SQN). In early 2019 a pilot course will be conducted IAW this new program, and the courseware will be refined.



ADRIIB loaded onto a C-17A.

come through the pipeline, with requests to move everything from a Terra-bus to the AAD to sick marine animals for 'Sea-World', even some V8 Supercars.

AMTDU has two major components. The lesser known element is Training Flight. A lot of people will be familiar with the Air Portability Team Leaders (APTL) course, but did you know that AMTDU conducts training on Dangerous Goods, Basic Air Dispatch

The lessons learnt from modularising the BAD course will be applied to the other courses and the intention is to harmonise the training so that the packages all have a similar look and feel. The advanced courses (APTL/UEO) will include modules from the Crew Commander and SAD courses, with the Instructors simply building the courseware from the aligned packages. Aerial delivery training is very technical in nature and aviation safety is a key component. Aviation safety will be included as the Air Dispatch trade falls into line with the Defence Aviation Safety Regulations (DASR). It is anticipated that the APTL and UEO qualification's will be required to comply with the DASR, so, AMTDU is already incorporating elements into the training curriculum.

2018 has been a busy year for the Air Dispatch trade. The trade is seeing the effects of the new capabilities being introduced into the ADF and the complexity of integrating into conventional



Super Cars.

operations. We have been involved in external lift operations conducted from the LHD as well as a number of overseas airdrop exercises. The positioning of the trade under the Aviation Support System category has presented challenges as the trade understands how to manage trade currency requirements, Airworthiness Boards and Aviation Hazard Review Boards.

AMTDU has been busy providing technical information to Aerial Delivery Equipment (ADE) Working Groups, researching new technologies and developing relationships with the aerial delivery rotary wing community. Momentum is building within all three Services for ADE Modernisation, both improving upon current equipment and introducing new capabilities such as Precision Aerial Delivery (GPS-guided airdrop), or, a newer generation of external lift equipment. AMTDU has adopted the viewpoint that as an organisation, we can no longer isolate ourselves by the service uniform we wear. A recent example is the close relationship

between the C27J and the CH-47F. AMTDU has been exploring efficiencies of working with our International/Coalition partners continuing to build a robust International network that we can leverage information and data from. This will make AMTDU more responsive to the ADF's needs and reduce overall project delivery timelines.

AMTDU and the Air Dispatch Trade have a bright future. The emergence of the new capabilities is exciting; the challenges that come from littoral warfare and projecting a capability offshore will continue to test the ADF. Integration of Air, Land and Sea capabilities are inevitable and the challenge will be ensuring that both AMTDU and the Air Dispatch trade can meet its obligations in providing enhanced capabilities to the ADF.

STM and SMA ECN 171 Cargo Specialist

Senior Trade Mentor (STM) - LTCOL Luke Condon, SO1 Support and Force Modernisation, HQ 17 Bde, Sydney, (luke.condon@defence.gov.au). LTCOL Condon will retain this role in 2019; and

Subject Matter Advisor (SMA) – WO1 Ian Sojan, SMA – Cargo, HQ AST, Puckapunyal (ian.sojan@defence.gov.au). WO1 Sojan will hand over this role in 2019 to WO2 Michael Moody, on promotion to WO1 into the position of SMA Cargo, HQ AST (michael.moody@defence.gov.au)

In 2018 I took over from LTCOL Nathan as the ECN171 STM and thank him for his commitment and diligence over the last several years. I will also take this opportunity to congratulate WO2 Moody on his upcoming promotion and express my gratitude to WO1 Ian Sojan for his

commitment to the trade as the SMA over the last five years. WO1 Sojan will post into the WO1 Cargo Specialist position within the HQ Amphibious Task Group (ATG) in 2019.

2018 has been an important year for the Cargo Specialist Trade with a number of significant developments impacting the trade, both in personnel and equipment. Principally the distribution employment category review (ECR) which sought to amalgamate ECN171 into a broader distribution ECN. The following are some key areas impacting the trade:

- **Equipment.** L8120 continues to progress with the project currently going through several stages of introduction with initial Release – FY 19/20, Initial Operational Capability – FY 22/23 and Final Operational Capability – FY 25/26. The project will see all C vehicles and off-pavement D vehicles replaced. Further, the project will see three telehandlers introduced into service (2.5T, 8T and 18T) as well 40T and 80T cranes. Introduction of the MLT-625 Telehandler (2.5T) on-board the amphibious platforms from mid-2018 and selected units has occurred which is a positive step in the modernisation of legacy fleets.
- **ECN 171 focus working groups.** The first of many ECN 171 focus working groups was conducted in 2018, with good attendance by the broader ECN 171 community. The working group provides a suitable platform to discuss trade matters and the exchange of information, aiding in identifying solutions to issues and informing the broader trade. Further working groups will be conducted in 2019 with all input greatly appreciated.
- **Manning.** 30 new Termites were welcomed into the trade in 2018, however, the trades' health for the year is still assessed as marginally unhealthy, which is an improvement from the 2017 assessment of 'unhealthy'. Separation rates for ECN 171 remain above the Army's average (14.7% compared to 11.1%). The trades poor health result will likely continue in 2019 as the directed training requirement (DTR) for the ECN 171 basic course is returning to 16 students per course (total of 32 for the calendar year). This is further compounded by discharge rates continuing to remain above Army's average.
- **Distribution ECR.** It was noted from the Land Based Distribution Workforce Review and Army Employment Category Management Steering Group (ASSG) held on the 18 Sep 18, the ECN 171 trade will not merge with ECN 296/298 in stage 1, however will be reassessed in stage 2. Further analysis will be conducted to review ECN 171 responsibilities and roles. This will include consultation with Navy and the broader Army capabilities, including future Army Amphibious roles and air dispatch (ECN 099). Both risks and opportunities exist for the trade over this period, notably the provision of greater employment and posting opportunities leading to possible increased retention rates.
- **Separation.** The current separation rate of ECN 171 is causing challenges in maintaining trades Skills, knowledge, and experience. This is leading to a multitude of issues within the trade especially with qualified instructors and assessors for HRW courses. As of 01 Apr 19 all instructors and assessors will be required to hold units of TAE10 and for assessors TAE16. ALTC is providing training for selected Cargo Specialists to ensure no disruption occurs in 2019. If you have any questions in relation to TAE10/16 drop the SMA an e-mail.

- **ECN 171 documentation.** OC 30 TML SQN (MAJ A Boyd) has the lead on reviewing the LWP-CSS 4-3-5 Cargo Specialist and Terminal Operations Handbook. Input and feedback to the OC is encouraged. This document along with other key documents (capability statements, CONEMP) and references can be found on the SMA share-point page. All trade documentation will continue to be reviewed in 2019 to improve how we conduct training into the future.



Crane and Larcs Amdt.

It is anticipated that 2019 will continue to see significant developments within the trade, in particular the ongoing investigation into the future of the trade and further exploration into the feasibility of the amalgamation with other logistic ECN's. Ongoing reviews into the conduct MHE training will also continue.

A reminder, if you have any questions or wish to discuss any issues in relation to the Terminal Trade please phone or email the either the STM or SMA. Further, in order to better capture the history of the 'Termite' any personnel with photos or video of Termite's at work or play, please forward them to the SMA.

More information on the roles and responsibilities of the STM and SMA can be found in the RACT Policy 44.

ECN 274 - Road Transport

WO2 Kylie Doyle, Chief Driving Instructor – Army

The CDI-A top ten tips for road transport operations and training:

1. G-wagon is a light rigid (LR) vehicle, it does not fall outside the allowable dimensions for heavy vehicle limits, and therefore it does not require a permit to access public roads.
2. CoR is part of the safety management system, it overlaps the WH&S planning considerations. The liability is no longer only with the driver for a breach of safety: <https://www.nhvr.gov.au/safety-accreditation-compliance/chain-of-responsibility>
3. Driving a vehicle in dusty conditions with poor visibility, requires a larger following distance between vehicles. Travel outside the "dust cloud" for better visibility. This is to be briefed in convoy orders or movement orders.
4. All vehicles should be weighed prior to departing Defence establishments, this ensures compliances with vehicle GVM limits and permit requirements.

5. Defence Military Drivers licence transfers for separating members must be submitted to the CDI-Cell Army four weeks prior to the separation date. This timeframe allows for liaison with the civilian transport authorities and due process of RPL/RCC to occur.
6. Before conducting any difficult terrain driver training all routes to be utilised are to have a detailed recon completed. All instructors are to drive the routes prior to taking any trainees out. This is to be incorporated in ADI moderation training package at this link: <http://legacy/TeamWeb2010/ARMY/forcomd/trainingcentres/ALTC/AST/CDI-ARMY/SitePages/ADI%20Moderation.aspx>
7. When changing a flat tyre, all vehicle operators are to be conversant with the correct jacking points. These can be located within the vehicle User Handbook. "Do not place any part of the body under the vehicle when it has been jacked up"
8. Driver testing officers are not to conduct testing on MHE course unless they have been given authority through the SMA-Cargo AST.
9. All fuel operators driving a bulk fuel module and TPA, must have completed the course 214108 Surge training prior to driving the fuel vehicles.
10. Course Managers are not to be instructors for exported driver's courses, they must be allocated to two separate members.

2018 RACT Postal Update

WO2 David Beckman, SMA-Postal

The postal function is a critical capability for the ADF, whether on major exercises in Australia or deployed overseas, that quickly cripples the morale of a deployed force if not well implemented. A small team of RACT personnel based at Headquarters Australian Forces Post Office (HQAFO), Townsville, provide the vital link to family and friends for deployed personnel. The function is an RACT responsibility and open to all RACT personnel. Prospective Postal Operators are required to complete the four week Postal Operator course which has been quite challenging for some to complete. HQAFO also provides the training for RAAF and RAN personnel to deploy to conduct a postal capability on operations such as OP MAZURKA, ASLAN and PALADIN and as such 24 ADF personnel have been trained in postal roles in 2018 to maintain ADF postal capability.

HQAFO has a manning of 15 personnel. These personnel conduct the duties of a Postal Operator/Manager within Australia or overseas at a deployed AFPO. The following members deployed throughout 2018;

WO2 David Beckman – FSE7
 CPL Mick Sasser – FSE7
 LCPL Ella Jones – TGT 6
 LCPL James Pearson – FSE 8
 LCPL Joanne Simpson-Lyttle – FPE 9
 SGT Jessica Mansfield – FSE 9
 CPL Jo-Anna Johnson – FPE 10

CPL David Radunz – FSE 7
 CPL Tina Holdbrooks – FPE 8
 SGT Michael Watts – FSE 8
 LCPL Shannon Ashleigh – FSE 8
 CPL Hayley Neville – TGT 7
 CPL Vanessa Raz – FSE 9



Farewell for CPL Rice who transferred to the Reserves.

As you can see above, like many units, 2018 has been extremely busy for Postal. HQAFPO has seen personnel deployed, training Postal Clerks and Operators to deploy and trying to conduct Unit activities.

This year we will farewell the following members: SGT Michael Watts, CPL Cassandra Rice, CPL Joanna Johnson, CPL Daniel Bakewell, LCPL Ella Jones and LCPL Joanne Simpson-Lyttle.

If any RACT Commanders or Supervisors seek further information regarding one of their subordinates becoming a Postal Operator/Clerk, then please get in contact with the SMA - Postal.

Army School of Transport

Command Training Wing (CTW)

Operator Movements Troop (OMT)

CPL Pavel, OMT Instructor

Operator Movements Troop (OMT) has had yet another busy year in 2018 with the successful completion of eight courses ranging from IETs to Subject 4 Warrant Officer. OMT staff have trained a total of 71 Army personnel during the year including three Fijian Military Forces members.

2018 saw the commencement of integrating ADELE as a training tool into the courses. The modernisation of training will continue in 2019.

CPL Pavel and PTE Johns were fortunate enough to embark on HMAS *Choules* for an AST Sea Ride activity over the period of 02 – 04 Oct 18. This short activity gave both members valuable exposure and an opportunity to speak with the SAE personnel and gain an understanding how HMAS *Choules* currently operates without Operator Movement personnel on board.



OMT staff.

OMT would like to thank all assistance provided from visiting instructors. Their assistance and input was appreciated, and contributed to the development and training of ECN 035.

Non Commissioned Officer Troop (NCO TP)

WO2 Kevin Dunn, NCO TP COMD

Non-Commissioned Officer troop (NCO troop) had another very busy year in 2018. NCO Troop delivering all RACT promotion courses including; Transport Managers, Driver Testing Officer, Subject 4 CPL and Subject 4 SGT RACT Road Transport courses.

The year saw NCO Troop continually updating and improving course content and lesson delivery. The focus of 2018 was incorporating a “move, shoot, communicate” ethos into the SUB4 CPL/SGT courses. ADELE was successfully implemented as part of the Transport Manager and Driver Testing Officer courses. The ongoing use and development of simulation during the courses, using The Protected Mobility Tactical Trainer, has been an outstanding success since being introduced in 2017.

NCO Troop would like to thank all external units who have provided support throughout 2018. All visiting instructors have provided invaluable input, skills and experience from across wider Army.



SUB4 CPL RACT students conducting a mission scenario in the PMTT.

Communications Troop

WO2 Preston Harry Starr, COMMS TP COMD

2018 saw the continuation of BCCC training for all IET's passing through, and further development of the implementation of BMS training. No changes to the BCCC with our instructors qualifying 235 people. The year had us attending many L200 project meetings and training implementation

meetings with ALTC focusing on how BMS training will be delivered. This year has also seen eight L121 FOV fitted with radios, which will greatly assist communications in the field and allow trainees to put their training into practice.

Our focus for 2019 will be introducing BMS Mods 1 and 2 to the IET courses and Mod 2 and 3 to the promotion courses. 2019 will also see our existing classrooms upgraded for the BMS training, and two new classrooms built as part of a PMA shared facility. With the construction of the classroom also comes new equipment BTA's for the IET courses and Syndicate Kits for the Subject courses so digitised TEWT's can be conducted. Providing BMS qualifications IET's and those attending promotion courses at AST will allow us to create additional capability for RACT and wider Army.

Army School of Transport – The Protected Mobility Tactical Trainer. Protecting the future of training Protected Mobility

MAJ Baldacchino (OC CTW), WO2 Conolly (NCO TP Comd) and SGT Landel (TP SGT)

The Army School of Transport continues to lead the way in refining the future concept of training tactics and crew procedures for the ADF fleet of Protected Mobility Vehicles. In conjunction with AVS completing the upgrades to VBS Version 18.3 in May 19, the Protected Mobility Tactical Trainer (PMTT) continues to enhance training for the students and instructors at the Army School of Transport. The PMTT serves as the bridge between the classroom environment and the conduct of field training. This capability enables students to practice their procedures in a safe and controlled environment before transferring these skills to field training, saving on resources and time spent in the field.

The PMTT continues to grow from 2018 into 2019. The trainer is currently employed on the respective Subject 4 promotion courses for corporal and sergeant by NCO Tp. It also features as part of Road Transport Wing training. The PMTT will also be integrated as part of the revised LOBC under the Suite of Logistic Officer Courses (SOLOC) review being conducted by Army School of Logistic Operations. The RACT Technical Trade Training, which is a two week course that is conducted as part of the final phase of the Logistic Officers Basic Course, will be rolled out in September 2019. The successful integration of the PMTT continues to enhance the level of training provided by the Army School of Transport and further the development of the blended learning environment.

The flexibility of the PMTT attracts the attention of external organisations that recognise the value of the PMTT. AST is currently supporting the development of training for Army School of Electrical and Mechanical Engineers. The Subject 2 CPL RAEME trial is scheduled to be conducted in QTR 4 2019 and aims to improve the skills of the Forward Repair Teams C2 skills. In addition, 4/19 PWLH also conducted training in March 19, developing the skills of crew commanders and JNCOs. The continuation of expanding the PMTT to support the training of external organisations assists in promoting the value of the PMTT in how it can improve the level of training that can be offered to soldiers.

The Army School of Transport continues to promote the value of the PMTT and it is featured as part of official visits to the school, usually after Road Transport Wing demonstration of 40M, HX77 and Hawkei. The PMTT has already hosted DCA, COMD FORCOMD, DGTRADOC,

DLMSP-A & RSM-A as well as international representatives from the NZ Army in 2019. During these demonstrations, the future of the PMTT is discussed and this has generated positive discussion into what the future of the PMTT could potentially look like. There has been interest in the potential to introduce a PMTT to each of the Combat Brigade locations as a walk-in facility to enable training. This capability would prove an exciting opportunity to enable training to occur without the expenditure of resources and without the need for risk assessments and administrative instructions. In addition, the outcomes of the ALTC led analysis of the Protected Mobility Vehicle Training Framework for understanding the future training required for the future fighting force may shape the employment of the PMTT to allow this training.

The continued development of the PMTT and integration of the PMTT into Protected Mobility driver training will determine its future. Simulation is an emerging trend in training for Army capability and the delivery of L121 5B may assist in the realisation of this training system reaching the Combat Brigades. The Army School of Transport will continue to develop the PMTT and promote the benefits of simulation to driver training.

A Glimpse of Road Transport Wing in 2018

LT E Brown, LT A Hollamby and LT L Fermino

January 2018 saw Road Transport Wing welcome the new CO, LTCOL SA McClellan and OC, MAJ M Nelson, to the school and commence what promised to be yet another high tempo year imparting initial skills to trainees and providing license codes to qualified soldiers. With many new vehicles, hangers and staff; the new opportunities certainly came with new challenges.

Basic Driver Course Troops led by newly posted lieutenants, sergeants and corporals commenced mass training on the new L121 fleet of vehicles to a standard not previously seen. LMP reviews saw the shift of training move from being a proficient vehicle driver to being a proficient vehicle operator able to move, shoot and communicate in an ever changing conflict environment. The new fleet did bring with it an exciting new capability such as mobility, weapon mounts and communications systems,

however it is a new capability that had not been utilised by many of the instructors before. Spatial awareness, as an example, due to the size difference between fleets, had instructors remaining vigilant and adapting new teaching methods in order to provide better training for the new generation of soldier. The fleet managed to enhance not only the capability provided by the most junior RACT soldier, but it also enhanced the knowledge attained by AST's NCOs, WO2s and Officers. The staff have developed dynamic scenarios that are flexible and are adaptive to what has previously occurred. This was used to increase the realism of the scenarios and to reduce the complacency that can occur within training. The trainees were exposed to CSST drills and patterns of life whilst also being introduced to the characteristics of logistics on tasks, particularly flexibility. All Troops proved to be *Par Oneri* with the execution of vehicle tactics culminating in an activity appropriately name 'highway to hell'; testing weeks' worth of employment training at the conclusion of the field phase. Now equipped with the knowledge and understanding of how to tactically implement such a diverse range of CSS vehicles, the current generation of RTW instructors support the Army with an advanced skillset.



DGTRADOC BRIG Ben James and WO2 Luke Connolly discuss the PMTT training.



L121 vehicles in convoy on TACOPs.



A trainee returning fire during TACOPs.



Demonstrating what the new vehicles have to offer.

PMV Troop had a busy year, with five All Corps Commander courses and two All Corps Driver courses with a total output of 170 trained soldiers from all Corps of Army. Some lessons were more interesting than others, with celestial navigation as a stand out lesson as students, in the classroom, craned their necks to find stars and determine North using mobile phones as learning aids. PMV Troop also provided SME advice to Forces Command in the investigation into PMV Bushmaster rollovers, with some key recommendations provided for consideration. As winners of the inaugural CO AST Innovation Day Competition with #ASTQuickClips (and a cheeky Bunnings Voucher prize), PMV Troop look to improve and maintain the knowledge of the Corps through RACT related Soldier's 5's that will have an enduring effect into the future.



PMV ACDC recovery training at Puckapunyal Range.



The celestial navigation theory lesson uses mobile phone applications to explain a difficult concept to students.

September saw the completion of the huge construction works by *Lendlease* within the training compound of RTW. The relationship between AST and *Lendlease* during this construction has been exceptional; with timely decision making and problem solving leading to a better end state for the unit and, more importantly, for training soldiers. The key focus for 2019 will be the push for the refurbishment of the roads in the RTW compound and Safe Driving Area to better sustain the significantly heavier vehicles. With new hangers established for the HX77 and 40M vehicles, new maintenance and loading ramps to support vehicle husbandry and training; RTW is well placed in infrastructure for the provision of initial employment training.



A new hanger to house the L121 fleet.



The new vehicle maintenance ramps to assist in vehicle husbandry for the L121 fleet.

Due to what has been a busy year, RTW now finds itself in November having trained approximately 1100 trainees in 45 courses, the focus has now shifted to preparing for 2019 with the re-commencement of the Basic Drivers Course TACOPS in mid-January as well as continue the transition from the legacy fleet to L121 vehicle training. Overall, it is shaping up to be another challenging year of training for instructors and students alike. *Par Oneri*.

Land 121 Training Wing

Columns written by MAJ Adrian Cherry (OC), WO2 Merryl Pringle (WSM/STDWO), WO2 Jeff Bruhn (RMT), SGT Wes Syme (TP SGT DTT-P), and SGT Leah Maher (RACT TD SGT)

Foreword

The Land 121 Training Wing of Army School of Transport has grown a new arm in 2018 with the introduction of the Hawkei training in Puckapunyal. In addition to this the teams in Amberley, Bandiana and Victoria Barracks Melbourne have been developing and delivering training as it has been doing since 2011. We now have a team delivering HC1 and Hawkei training from the newly constructed facility in the RTW yard. The key positions this year included the OC, MAJ Adrian Cherry, the WSM, WO2 Merryl Pringle, 2IC and Troop Comd Amberley, CAPT Nathan McCartney, Troop Comd Puckapunyal, CAPT Solomon Birch, the Recovery and Maintenance Training Team leader, WO2 Jeff Bruhn, in Bandiana and WO2 Peter Rogasch leading the TD Cell in Vic Bks Melbourne. The Wing Instructor of the Year award went to one of our RAAF CPLs, CPL Ian Robinson, who stays in the Wing next year but moves to Puckapunyal, as our first RAAF Instructor to join the Heavy team for HC1 and HX81 training delivery. The Wing was also very proud to present a Soldier's Medallion to CPL Jessy Murphy who is off to 7 CSSB in 2019. Every element

of the Wing has been working hard either developing or introducing something new this year, although, much of the Land 121 equipment is yet to be introduced, so there are more changes to come.



HX77 Dump Conversion training conducted at Greenbank safe driving area by Instructors from DTT-Amberley.



HX77 Dump Conversion training working out of 6 ESR Dustbowl by Instructors from DTT-Amberley.

Driver Training Team - Amberley

The focus of the Driver Training Team – Amberley has been on North Qld learners since Apr 18. The team has continued to develop the good work of those who have worked in the team previously. Ongoing improvements to training has resulted in the introduction of training materials to progress the way we deliver training; some new inclusions have been Chain of Responsibility lessons, more hands on training with the use of portable scales, weighbridges and the introduction of a Moodle based pre-course that our learners are required to complete prior to attending our courses. These inclusions have had positive reviews from our learners, and the Wing will continue to develop and improve the way we train into the future.

Our military members have been traveling to support Townsville and Darwin based units with the rollout of the two day 40 M and HX77 Tipper conversion courses and the three day Heavy Recovery Plant trailer courses. The instructors have thoroughly enjoyed assisting our brothers and sisters of RTW with the inclusion of MHC into IET. This has allowed our instructors to pass on their

well-developed knowledge and instructional techniques to the instructors in Puckapunyal which has been very rewarding. Our civilian instructors have continued to provide outstanding MHC training in Amberley and the Greenbank Safe Driving Area as shown in the pictures. It was great to hear that their contract has been extended by 12 months to deliver training with us into 2020. The military positions have also been extended but there are changes coming.

In 2019 a number of DTT-A positions are moving from Amberley to Puckapunyal to provide the Hawkei training team. Those military staff moved will be replaced by civilians from the same company providing the current MHC training in Amberley. All of the military instructors and a handful of civilians, along with some of our Training Development Cell, will form a new team providing Module training including Bulk Water, Bulk Fuel, Medium Maintenance, Combat Engineer

Stores as well as Medium and Heavy Stores Modules. This will be provided both regionally and locally. The team knows that 2019 will be a different and very challenging year.



CPL Ian Robinson (RAAF) and members from Medical Rescue Team conduct Recovery Operations at Greenbank.



Recovery Operations at Greenbank Training Area.

Driver Training Team – Puckapunyal

It has been very exciting for the team in Puckapunyal with the recent introduction into service of Hawkei (PMV-L), with vehicles delivered in February for the trial course. Members from our Puckapunyal team ventured south to the coastal town of Anglesea to get their first taste of Hawkei training through Familiarisation And Safety Training on the PMV-L.

With the first trial course fast approaching, the instructors were keen to gain further experience and drive time on the Hawkei as learners. The panel of 12 was from various back grounds and corps including four members from AST. A special mention here goes to SGT Adam Menteith who provided the course with invaluable protected mobility knowledge and contributed significantly to the implementation of the TACOPS package to be delivered on future courses. Thanks to 3 CSSB for releasing SGT Menteith at short notice for the task.

The Hawkei is a great asset but it is still under development so RODUMs have kept the team busy. The User Trail was conducted in North Queensland late this year and it is understood to be an intention to include Hawkei in TS19. The 19 day course is currently being delivered by civilian trainers except for the live shoot and TACOPS components. Drawn by the excitement of this new bit of kit, Driver Training Team – Puckapunyal found a new member in CPL Nathan McLean who filled a void after CPL Andrew Willis unfortunately decided to discharge; although he has been working back with the team in Amberley recently in a civilian instructional role. CPL McLean has been a very valuable member of the team and has shown that he is more than capable to step into the role of course manager and Troop Sergeant. Unfortunately, CPL McLean is due to separate from the Army in 2019, he will be sadly missed for his great knowledge, skills and excellent team work. We wish him all the best for his future endeavours along with CPL Willis.

As we approach the end of a busy year, DTT-P will have conducted five PMV-L courses, four Driver Heavy Combination Semi Trailer courses on the S-Line, and HX81, Medium Equipment Trailer, Medium Dolly, Heavy Equipment Trailer and Bulk Heavy Fuel Trailer ramp up training. We also have

supported tasks throughout the year such as Chong Ju, family days, the Avalon Air Show and various other courses.

Next year will be extremely busy with the continuation of Hawkei and S-Line training, the HX81 trial course in February, eight new members posting in, including an internal transfer of a Troop Commander from RTW, LT Ashley Hollamby who will come in on promotion to CAPT. Welcome aboard Ma'am.



Hawkei's parked in their new facility at Puckapunyal.



Hawkei (PMV-L) ready for action.

Recovery and Maintenance Team – Bandiana

The LAND 121 Recovery and Maintenance Team (RMT), Army School of Transport is located in the picturesque town of Bandiana in the Albury/Wodonga Military Area. It has had a very busy year, as we continue to conduct Introduction Into Service (IIS) Maintenance Training. By the end of 2018 a total of 582 Vehicle Mechanics and 146 Tech Elecs will have been qualified with the skills and knowledge to inspect, repair and maintain the Land 121 Medium Heavy Capability Vehicles and Trailers.

With the MHC VM Maintenance and TE Maintenance Courses both in full swing, the Nth Bandiana facility is now supporting the commencement of the IIS 45M Heavy Recovery Vehicle Operator Courses which commenced on 31 Oct 18. Because of the successful 45M Trial Course conducted



Recovery and Maintenance Team-Bandiana starting PMV-L maintenance course trials.

in May/Jun 18, there will be a total of 14 Recovery Mechanics qualified to drive and operate the 45M HRV and Recovery Trailer by the end of 2018.

To ensure the RMT staff members are kept busy, they have also been preparing for the PMV-L (Hawkei) Trial Maintenance Courses that commenced with the Tech Elec Course in late Oct 18. Both the Veh Mech and Integral Computing System (ICS) Courses were also conducted in Nov 18. The Learning Implementation Board in Dec 18 is likely to approve RMT to begin IIS PMV-L Maintenance courses in the New Year as well as the trials for the Maintenance Training associated with the 45M and the huge new Heavy Equipment Trailer that are planned. All of a sudden our perfectly set up little facility seems over-run with activity.

Training and Development Cell

In 2018 the Training Development Cell, located at Victoria Barracks, Melbourne, hit the ground running with the posting cycle introducing several new members including WO2 David Corocher, SGT Leah Maher, SGT Paul Weir and CPL Brenden McDonald to the existing staff of WO2 Geoffrey Rolph, WO2 Peter Rogasch and SGT Royce Allen. With induction training completed, and the new members presented with their roles, the cell quickly moved on with business.

The cell finalised the IIS development of equipment into Defence including the HE trailer, 40M and HX77 Tippers and the 45M Heavy Recovery Vehicle. We have also worked on both Operator and Maintainer learning materials for the HX81, Haulmark Low Loader Medium Equipment Transporter and Trailer Converter Medium Dolly Low Loader, which is replacing the Haulmark 60 ton Tank/Plant Transporter (in service since 1991 just after the OC enlisted) and not forgetting the new Haulmark Heavy Bulk Fuel Trailer which are all well-developed with the team set for Operator trial courses in early 2019.

Other tasks including the development of Fuel and Water Modules both with and without pumping systems and the Bridge Boat Interface (BBI) by WO2 Peter Rogasch, with these being introduced in 2019.

It is an exciting time to be a member of the Defence Force especially for RACT for its 45th year and moving towards a new era with some excellent assets to carry the ADF. The TD Cell is able to contribute strongly to the future of land mobility so the work is hard but very rewarding. *Par Oneri.*



TD Cell conducting ramp up training on the Low Loader Medium Equipment Transporter and Trailer converter Medium Dolly Low.



TD Cell conducting ramp up training.



Maritime Wing

MAJ Scott Brown, OC/SI AST MW

This year has been extremely challenging within Army School of Transport – Maritime Wing (AST-MW) with the deployment of the OPSO, ongoing course development, the RACT Employment Category Review, modernisation submissions, Army Watercraft replacement review of information and course delivery to over 30 courses this year. This would not have been achievable without the excellent work done by the key staff, including the OPS Cell and STDWO whose efforts have been commendable, within the wing and support of AST HQ.

One of the main discussion points for the year has been about the ongoing Army Watercraft replacement project. There has been some progression to date but there are still many decisions to be made, which remain in the hands of the project team and senior officers. The capability that the project aims to support is here now, or about to be, and the current Army watercraft will not be able to achieve the amphibious support that will soon be required of it. That said, the LCM8 has proven itself time and time again and we should not forget the capability it provides. The ability to operate independently with a low signature, commanded by a CPL, in a variety of situations has been a reoccurring strength of the current fleet.

Maritime Specialist Training Section

2018 has again been a busy year with new but highly experienced members joining the section, putting their spin on training and future development of the section. Courses run this year stem from the Marine Specialist Basic Course (Deckhand) up to the SUB 4 SGT Supervisor Marine Course. Big steps have been taken with the identification of required changes to lessons and training material, in order to align ourselves with relevant up to date procedures now carried out in the Maritime stream.

The section simulation experts SGT's Stuart Black and Dave Whitehead along with Course Manager SGT Chattington have worked hard developing the NAUTIS system to enhance the SUB 4 SGT course operation phase. This was achieved by utilising virtual vessels, live watercraft tasking and information feedback to a mock operations room. Split in two groups with one conducting watercraft tasks, the other controlling the OPS Room, plotting and marking vessel locations and movements onto ECPIIN (electronic) charts. This gave us the ability to see an overall picture of tasking's taking place in live time. Example tasks were, live soundings of an uncharted creek and the tracking of a search and rescue activity off the Palm Islands. Both being relayed and inserted into the electronic charts for OPS to have visual on live watercraft tasks being conducted.

During the year we have been asking ourselves the question "where does our future lie, and what are future watercraft for Army"? The project team from LAND 8710 came to visit giving member's news none of us wanted to hear, uncertainty towards an LCM8 replacement or an exact date of new vessel arrival. The team also informed the trade of a possible life extension to 2036 for the LCM8. If this is the case then what upgrades will the LCM8 require or be given, considering its age and the weight of new LAND 121 vehicles such as the HX77. If we are to go down this road then we still won't have a capability to move the M1 Abram Tank. In service LLC Navy vessels are currently unable to complete this role, due to unforeseen circumstances, leaving defence with only the Mexy Float to move this asset in a maximum of sea state one from ship to shore. The future remains unknown.

Shortly after completion of the SUB 4 SGT's course the Watercraft Watch Keepers course commenced and with rapid changes to technology, modernisation and progressive teaching methods by SGT Shugg. Selected International Code of Signals and Sextant have now been removed from instruction significantly reducing the duration of the course. The Watch Keepers course focuses on providing students with enhanced manual and electronic navigation techniques associated with commanding a watch on Army watercraft in addition to the administrative and corporate governance necessary to assist the watercraft commander in the day-to-day operation of Army watercraft. The course concludes with a 7 day summative assessment phase in and around the Whitsundays Island group where learners can demonstrate knowledge and attributes required to be a watercraft watch keeper.

SGT Armstrong managed the Sub 4 CPL Watercraft Commanders Course conducted in the Hinchinbrook area with training taking place during both night and day. An elaborate night navigation exercise conducted throughout the creeks and channel of the island IOT put learners under pressure and give them an understanding of difficulties operating at night.

Cargo Specialist Training Section

"The only thing harder than getting a new idea into a military mind is to get an old one out".

B.H Lidell Hart-

Cargo Specialist have been operating in the same fashion for the past thirty years and beyond, set up a Transit Area (TA) have a few Transshipment Points located at a beach or close to a rail head or MSR. Nothing has changed much over the years with the exception of heavier MHE and now the new fleet of vehicles to be able to provide the support necessary. It takes a lot of planning to move equipment through an AO or even to an exercise training area. We have all heard of the saying "magic move" that seems to be the norm for positioning logistic elements for exercise to support the land force or a task force overseas but is it necessary to move all that equipment, personnel and stores into one location just to have it sit on the ground waiting to be called forward when needed.

As for the amphibious capability, we have come a long way since the Landing Platform Amphibious (LPA) Manoora and Kanimbla as well as our old faithful Landing Ship Heavy (LSH) Tobruk with the introduction of the LHD's HMAS Adelaide and HMAS Canberra. The new amphibious capabilities have come with their own various challenges due to having multiple decks loaded simultaneously and having multiple embarkation points can be challenging. Normally a ship is a one shot deal with the ability to take a large force and conduct an amphibious lodgement, discharging the Embarked Forces ashore. Once the ship has discharged its cargo decks remain empty; but it doesn't have to be that one shot deal or does it? The ship will more than likely stay on station for a period of time or it may stay a lot longer. With the assets it already has such as the four LHD Landing Craft (LLC) and rotary wing we should be able to come up with a way to use the space to assist with resupplying the forces ashore when they need it and with what they need. Can this redefine the TA and reduce the LOC as we know a ship can move and a TA will need more assets to relocate the equipment?

How can we redefine what we do and how we do it without all assets on the ground?

How do we develop the Cargo Specialist to meet the ever changing technology and to meet future needs?

Do we keep doing the same old processes because it worked in the past but is that good enough to meet the future needs?

These are some of the Cargo trade challenges that will be intimately explored in the next round of Employment Category Reviews planned for 2019.

Marine Engineering Training Section (METS)

METS has continued with tradition and had yet another busy year training future RAEME Marine Engineers in all aspects of watercraft maintenance. With new staff members, the upgrade to windows 10, TAE 16 and MOODLE qualifications, promotion / trade courses and the Objective upgrade, the section has had its obstacles to overcome, and through hard work, diligence and dedication by staff members all METS instructional duties were met without any negative impact to training.



SGT Nathan Hoddy delivering classroom instruction on the WMC.

Comprising of one WO2, three SGTs, two Fitter Armament and one Technician Electrical, METS has been able to deliver training on the following courses for 2018: one x Air Breathing Apparatus Maintainer Course – six students, one x LARC V Maintenance Course – eight students, two x Small Watercraft Maintenance Course – 19 students, three x Watercraft Maintainer Course - 25 students, one x Watercraft Specialist Course – eight students and one x Supervisor Watercraft Maintenance

Course – six students. These courses enable learners to further develop their technical trade skills, as well as being able to provide Army with very capable marine equipment maintainers/ tradespersons.

In addition to the listed courses, METS has also provided instructional and engineering support to other sections to ensure all Maritime Wing training outcomes were met. Whether instructing on confined space or engineering an LCM8 on short notice, METS could always be counted on to provide professional and timely support regardless of the sections own commitments and workload. METS also took the initiative in providing Maritime Wing with opportunities to compete in unit funded sporting activities to challenge member's physical and mental strength, as well as strengthening Wing cohesion. This proved to be a very successful venture with excellent participation from members and as such, more activities are being planned for next year.

We would like to welcome our new SMA Marine Engineering, WO1 Duane Maggenti. Although only new to the marine stream and not technically part of the Marine Engineering Training Section, he has provided plenty of advice and guidance in regards to training requirements and all aspects of the Technical Regulatory Framework. WO1 Maggenti had a shock to the system when he was



Students on the Watercraft Maintainer course conducting 8V92 engine diagnostics.



LARC V training.

panelled for the Small Craft Maintenance Course at the beginning of the year, but as expected, learner Maggenti performed to an excellent standard and gained valuable insights into the world of marine engineering. It's also time to farewell the METS section head WO2 Craig Kibble who after three years is posting at the end of 2018, his knowledge and demeanour will be sorely missed and he is leaving behind some big shoes to be filled by the incoming section head. Also leaving on posting at the end of the year is SGT Jake Nicholas, SGT Sean Bevan and CPL Clinton Luxford (On promotion), losing the experience and work ethic of all these individuals is a great loss to the section, however, we wish them both well in their new positions.

Watercraft Support Section (WSS)

In 2018 SGT Luke Noyes was in charge of WSS, which is manned with a small team to maintain and operate watercraft assigned to AST-MW in support of MSTs, CSTS & METS to ensure training outcomes are met. The support provided includes the provision of vessels and crews to support course programs, supervise tasks on unit watercraft, assist unit instructors with training on weapons and small craft, craft maintenance in accordance with current directives, as well as the provision of vessels and crews to external requests and Seaworthiness requirements. WSS has been under manned throughout the year with members deciding to go another path within defence and outside of defence which has left a hole which has not been filled. The members that were left worked hard to fill the gaps and have done well as all training was supported with no lapses.

At the beginning of 2018 and on several occasions throughout the year Seaworthiness Board compliance was conducted by SGT Luke Noyes to ensure safety requirements were met under directed governance policy in the Maritime space. Seaworthiness certifies Vessel Masters and crews to operate safely and adhere to SOPs within AST-MW. Seaworthiness covers craft handling and emergency drill such as "Man over Board" scenarios as well as basic fire drills that crew may be exposed to whilst operating Army watercraft. This ensures all vessel's crew and equipment are competent, legally compliant and suitable for the conduct of training.

The end of the year has now come and farewells to Vessel Masters CPL Steven Dobbie and CPL Sydney Lillis and Vessel Engineer CPL Brendon Bosworth who are all off to new units. In conclusion, I would like to thank the Wing and HQ AST for the support they have given me over my tenure as OC, it has been a pleasure working with you all. With the new posting cycle about to take effect, we will once again see a large turn over in key staff with myself posted to 10 FSB, OPSO CAPT Amy Duncan posted to AHQ, WSM WO2 Jason Parrish posted to 3 CSSB and WO2 Craig Kibble posted to 7 Sig REGT. For all staff, I thank you for your professional approach, dedication and hard work during your time at AST-MW. For those others being posted or transferring from Defence, we wish you the very best in your next endeavours.

RACT on Parade

The introduction of the new LAND 121 MAN Fleet meant a requirement to update the RACT IET BDC course to include qualifications on the new vehicles. Thus began the commencement of Session 0001 RACT IET utilising the MAN HX77 and 40M vehicles and the farewelling of the Unimog and Mack R Series.

Session 0001 of the RACT IET Course commenced on 08 August 2018. The first phase of training was licence acquisition where learners were taught how to operate both the 40M and HX77 on and off road. Conducting training of both the HX77 and 40M at the same time saw the running of the course likened to the similar fashion in which the old Land Rover and Unimog basic driver's course were delivered. Teaching both variants at the same time came with its own set of challenges, however due to the similarities in the cabins the learners assimilated the instruction very well.

At the completion of the licence acquisition phase it was time to put the vehicles and learners through their paces on the tactical operations phase of the course. With all vehicles manned with three learners and mounted F89 Minimis the training quite quickly adopted a more aggressive and progressive approach. The learners were tasked to conduct a myriad of tasks including utilising the integrated load handling system (ILHS) to conduct load transfers in a tactical environment. This type of activity was new to most staff and created a new level of training that benefitted all involved.



Members Conducting the Parade: LT Eric Brown, SGT Nicole Davies, CPL Chris Johns, CPL Ryan Cunningham, CPL Aaron Ford, CPL Joel Doig, CPL Nathan Bell, CPL Corey Williams, CPL Clint Tippet, CPL Robert Oakroot, PTE Jorja Sweeney, PTE Libby Raspoort, PTE Kirsty Hart, PTE Madison Parrello, PTE Emily Keith, PTE Clarence Mitchell, PTE Jonathan Clarke, PTE Samantha Hope, PTE Mikayla Wells, PTE Emily Hartley, PTE Georgie Kelly, PTE Jayne Poulos, PTE Rahne Rogers, PTE Charlie Lebois, PTE William Macky, PTE Jake Greer, PTE Jarod Roughley, TPR Mitchell Creek, TPR Chloe Iddon, TPR Daniel Free, TPR Jake White, CPL Gerardo Di Salvio. Reviewing Officer: LTCOL Sally McClellan CO AST. Host Officer: MAJ Nelson. Guests: Mr Marco Van Lieshout of Rheinmetall MAN Military Vehicles; LTCOL Paul Rogers CO AST 2016/2017.

Generally an IET BDC session is concluded with the Troop conducting a simple boots and saddles parade and the awarding of the student of merit. The significance of this session being the first RACT IET course to be conducted utilising the MAN fleet of vehicles deserved to be marked with something a little bit different. As such the completion of the session was marked with a commemorative celebration and parade on the AST parade ground.

All members and staff of Session 0001 conducted the parade, with the noted guests Marco Van Lieshout from Rheinmetall MAN and the previous CO AST LTCOL Paul Rogers from Rheinmetall MAN. Two HX 77's and two 40M's mounted with MAG 58 machine guns provided overwatch. All participants executed the parade to an exceptional standard.

Reviewing Officer – LTCOL SA McClellan CO AST Address to Session 001 of 2018 and Guests

I would like to welcome and acknowledge our principal guests Mr Marco Van Lieshout Chief Operations Officer at Rheinmetall Defence and LTCOL Paul Rogers, former CO of AST now working in the L400 project at the Capability Acquisition and Sustainment Group. Both have provided significant input to Army's transition to the new Rheinmetall Man vehicles and I would like them to thank them for their support in getting us to this stage and for being here today.



Reviewing Officer LTCOL Sally McClellan receives the salute from CPL Doig during the drive past on parade.

I would also like to welcome the families of some of our trainees who have joined us here today. It is great to see you here and I hope you have enjoyed the parade. A huge thank you to WO2 (WSM) Daniel Duncan for his considerable efforts in organising such an impressive parade today in such a short space of time.

(Heraclitus) Change is the only constant in life and Army is changing dramatically through a period of unprecedented modernisation and today we recognise a key change and important milestone in the basic driver training on our heavy B vehicle fleet.

You as Session 001 of 2018 are the first course to complete your IET Basic Drivers Course on the new Rheinmetall Man Military vehicles. As such you have secured your place in the history books of the Army School of Transport, the Royal Australian Corps of Transport and the Australian Army.

The last time this happened was nearly 40 years ago in the 1980s (1982) when the legacy Mack and Unimog fleet were introduced into service.

You have embraced the 'move, shoot, communicate' maxim throughout your training and I witnessed first-hand your enthusiasm and commitment during the TACOPs phase of the course. You should all now be fully confident of operating effectively in an environment of threat in these modern protected mobility vehicles. Much of your achievements are down to the skill and expertise of your instructional staff and want to personally thank them all for their devotion and hard work in ensuring that your course was run in such a professional manner. They too are working with a new fleet and they have dedicated considerable time and effort in developing their own skills and the course material to ensure that your training was first class. You should all be justly proud of your efforts both throughout the course and today on parade. You have earned your bragging rights for the rest of your careers in Army as the first Basic Drivers Course trained with the new vehicles and demonstrated that you are 'equal to the task' as the next generation of Army drivers.



Parade commander LT Eric Brown receives the salute from Parade Sergeant Nicole Davies.



The parade members under command of the Parade COMD LT Eric Brown accompanied by a selection of the new vehicle fleet march past.



Reviewing Officer LTCOL Sally McClellan and Mr Marco Van Lieshout of Rheinmetall MAN inspect the parade. From L to R Mr Lieshout, LTCOL Sally McClellan, PTE Rogers, Tpr White and PTE Kelly.



Marco Can Leishout and LTCOL Sally McClellan congratulate the Student of Merit from the Course PTE Poulos.



Royal Military College – Duntroon

WO2 Matt Ryan

RACT has been very well represented within the College over the last couple of years and individuals of the Corps continue to be the influence for tomorrow's RACT officers.

Currently RACT is represented by a selected handful of CAPTs, WO2s and SGTs. All these members of RACT are under constant observation from the hundreds of cadets who attend the College undertaking training to be a commissioned officer within the Australian Army. It is very important that everyone who is posted to the College adheres to the highest of standards which sets the example to the cadets who have decided to serve their nation in one of the finest organisations in Australia.

To be selected for such a role, you must be knowledgeable and provide personal and professional experience relating to the all- corps environment. A posting to the college will provide you with many opportunities to continue your professional mastery and will set you up for success into the





future. You will be evaluated and assessed amongst your fellow peers from other corps; however, the good news is that RACT has very little issues demonstrating our ability to shine when there is a need to equal ourselves to the task.

Depending on your role allocated within the College, RACT has great representation in the all-corps environment across a variety of roles conducted. Currently we have RACT personnel employed in RMC-D Operations Cell, Training and Development Cell, Trainee Management Cell, as Small Group Instructor, DSGTs, CSMs and OC roles. All roles have some uniqueness in which they may take you

away from RMC-D at times. This may be through supporting a class in Puckapunyal, St George or Adelaide. Otherwise, it could be attending professional military education interstate or visiting a combat brigade.

All trades within RACT are currently represented at the College. This has had a significant positive impact in maintaining and increasing the competitiveness for the RACT at Corps Allocation Board. Additionally, it provides a hub of wealth of knowledge on the current and future capabilities and roles that RACT contribute to Army and joint service environment.

The College staff in 2018 consisted of the following personnel:

CAPT Zak Looker	WO2 Matt Ryan
CAPT Ryan Barwick	WO2 Ken Smith
CAPT Alexis Pullen	WO2 Meagan Bressow
CAPT Justin Langford	SGT Ben Kilgour
WO2 Terry Penrose	SGT Matt David

A posting to the Royal Military College – Duntroon provides you the ability to influence and mentor tomorrow's leaders. It is a very rewarding experience and I encourage anyone contemplating a posting to the College as a preference to engage with one of the above listed members who can expand and answer any questions you may have.

Representing RACT at this level provides first and lasting impressions of what tomorrows leaders can expect when providing leadership and command to RACT personnel. It is our youth of today that will bring leadership tomorrow. Knowing that you have the opportunity to directly influence these future leaders will bring you much gratitude to the Australian Army and RACT. Further, it will give you a thorough appreciation for the training that the officers within RACT have undertaken.

Transport Squadrons

1st Combat Service Support Battalion

1st Transport Squadron and 1st Combat Service Support Team

LT Laura Padgham, 1st Transport Squadron and LT Nathaniel Kennedy, Transport Troop, 1 Combat Service Support Team

Despite being in the RESET period, 2018 proved a very busy year for both the 1st Transport Squadron (1 Tpt Sqn) in Darwin and the 1st Combat Service Support Team's (1 CSST), Transport Troop, down in Adelaide.

The year kicked off with an onslaught of NPSRs which necessitated 1 CSSB providing road transport support all around the country. Coupled with a never ending demand on the Heavy Transport Sections, along with the Darwin and Adelaide based training teams running a myriad of driver's courses, we were lucky to see a Corporal in either yard throughout 2018. Despite the tempo and manning challenges, the Squadron and Transport Troop successfully supported all 1st Brigade tasks and courses throughout the year, with every mission/task completed successfully and on time.



In addition to the relentless tasks, 1st Transport Squadron also welcomed a steady flow of new soldiers throughout the year. The soldiers hit the ground running, filling NPSRs, jumping on courses to upskill onto the new L121-3B fleet and preparing for upcoming field exercises. The new members quickly adapted to the high tempo of the Battalion and integrated seamlessly into the Squadron and Troop, becoming valuable members of the RACT.

During May, the 1 CSSB Transport elements deployed on the first of the PREDATOR series of exercises, EXERCISE PREDATOR'S WALK in support of the 1st Brigade. This exercise was a great first shakeout for the truckies in the new fleet of L121-3B vehicles and allowed the 1st Transport Squadron and the 1 CSST Transport Troop to deploy to Mount Bundy and Cultana respectively, supporting the Brigade with three individual CSST deployments. It was the first opportunity for drivers and vehicle commanders to practice newly developed SOPs and TTPs, with the section and vehicle commanders given plenty of opportunity to develop their new skills, orders process and convoy procedures. The exercise placed our operators on the road to mastering the 'shoot, move, communicate' theory. This first hit out also allowed the junior members of both the Squadron in the North and Troop in the South the opportunity to test themselves driving and operating the new fleet in a field environment.

EXERCISE PREDATOR'S RUN was the culminating activity for the year and enabled 1 TPT SQN and 1 CSST elements the opportunity to marry up in CUTA with the remainder of 1 CSSB as part of a Brigade level exercise. Despite the hurricane winds, relentless heat from the sun and freezing nights, the Battalion's Transport elements proved themselves to be 'equal to the task' once again and achieved another milestone in the rapid development of the Battalion's L121 transport capability. Of note, 1 TPT SQN was able to achieve a single one time lift of the Battalion's Darwin based elements from Darwin to Cultana.

On exercise, 1 CSSB's RACT members were provided the opportunity to provide close logistic support to Combat Teams of the 1st Brigade. The focus of the truckies was on Battlefield Clearances Team tasks, drop-zone clearances and a never-ending stream of replenishment tasks. By mid-way through the exercise night distribution points were being set under NVG in rapid time, signifying how far our new RACT operators had progressed in 2018. The exercise proved a great opportunity to share expertise between the truckies of the North and South and enabled the continued development and refinement of the Battalion's SOPs and TTPs.



Since redeploying, the work hasn't stopped for the Heavy Sections, both North and South. They will remain on the road until December, moving the remaining equipment and vehicles of the 1st Brigade back to their home locations.

In the training space, things kicked off almost immediately with two concurrent courses running in Darwin to upskill and qualify soldiers of the 1st Brigade on the L121-3B fleet. To date the transport training cell has run 21 courses and trained 313 soldiers with a further six courses and a potential of 96 more codes to hand out. Additionally, our Truckies have provided assistance on numerous 5 RAR PMV courses, provided DTO support to AST for Basic Drivers Courses and NCO TP courses and assisted with driver training for the 1 CER L121 Dump IIS courses. Down South, the 1 CSST Transport Troop has achieved a significant increase in capability. Prior to EXERCISE PREDATOR'S WALK only 25% of the Troop was qualified in a L121-3B variants. Through the tireless effort of the troops DTOs and CSST Ops team, this had risen to 90% of the Troop by September. This capability increase has allowed 1 CSST to provide greater support to our dependency Units of 1 ARMD REGT and 7 RAR in Adelaide.

In October 2018, the 1 TPT SQN re-raised its third troop, Charlie Troop. This troop will comprise of Heavy (OSV) and Specialist assets. Whilst Alpha and Bravo Troop will become two like-troops specialising in cargo and pax lift. Having the two mirror Troops enables greater flexibility for employment when deployed with CSSTs in the field environment.

It has been a huge year for both 1 TPT SQN and the 1 CSST Transport Troop with an even busier 12 months ahead as the 1st Brigade enters the READYING and READY phase. The Transport elements of 1 CSSB have achieved a combined effort of driving over 83 000 kilometres running up, down and across the country throughout the year. The transport training teams will have run 54 courses for the DCUs of 1st Brigade. It is safe to say that 1 CSSB's transport elements have successfully achieved SME status of the L121-3B fleet within the 1st Brigade. 2018 has been a tough year but one that has brought about many successes for the both 1 TPT SQN and 1 CSST's, Transport Troop.

Truckies of the North and South have again proven themselves to be "*Par Oneri*."

5th TPT SQN in 2018

LT Matthew Sanderson, Charlie Troop Commander (Spec) 5th TPT SQN 7 CSSB

The 5th Transport Squadron (5 TPT SQN), 7th Combat Service Support Battalion (7 CSSB) has had an extremely high tempo year in 2018 as it successfully completed its 'Road to Ready', loading of L121 on LHDs, contributions to OP ATLAS, APEC, OP ACCORDIAN, OP OKRA and OP HIGHROAD, support to international engagement in the pacific region as well as manning and planning for contingency forces.

The year began with the raising of a two additional Troops to total four. The SQN now comprised of Alpha and Bravo Troops employed as Cargo Troops utilising the HX 77 and Integrate Load Handling System (ILHS) Trailer. Charlie Troop with the specialist capabilities of fuel, water and heavy equipment transportation employing TTF, TPA, TTW and the Mack Superliner assets and Delta Troop with personnel lift employing the 40M vehicle.

The first quarter saw a mad dash to achieve driver qualification and conversions to L121 across the SQN, BN and BDE ensuring we could provide the capabilities required to support 7 Bde through the demanding 'Readying' cycle.

In March, 27 drivers from 5 TPT SQN formed a Tpt Tp commanded by SGT Jarrod Poxon tasked to provide personnel lift support to High Risk Search elements and a contingency PMV QRF in support of the Commonwealth Games (OP ATLAS). The operational tasking saw the drivers operating in 12 hour shifts, inserting and extracting search teams into 12 different sites within the Gold Coast Commonwealth Games precincts.

Back in barracks the Tpt Tps conducted a series of SOP development activities focusing on the use of the Land 121 FOV to effect distribution and to provide integral protection. Scenarios were developed to test drivers and commanders in their ability to communicate internally between driver and co-driver, externally between section vehicles and supporting vehicles such the 40M vehicles that were attached as gun cars to enhance convoy security.

In May, the Bn became the first unit to participate in Integrated Sea and Land Series 2018 (ISLS18) with the Land 121 FOV. The exercise was a joint exercise that logistically, saw a Land based CSSTs and a Sea based CSST deployed from 7 CSSB. Essential to Sea based CSSTs success 5 Tpt Sqn was involved in the testing embarkation of L121 Fleet aboard the Landing Helicopter Dock (LHD) HMAS Adelaide, confirming both 40M and HX77 variants were capable of forming part of an amphibious force.



HX77 boarding Mexifloat on Brisbane River May 18.

The start of ISLS18 saw the 7 CSSB embarked CSST join HMAS Cholue at Brisbane and for the first time use a Mexifloat to transport the L121 vehicles from shore to ship. HMAS Cholue sailed north and the embarked CSST was put through a rigorous Wet and Dry Rehearsal package (WADR) which was the first testing ground for the L121 FOV. This enabled disembarking onto a beach head from the full range of ship to shore connector vessels available to the Royal Australian Navy (RAN). 5 TPT SQN drivers, PTE Dean Harley and PTE Bradley Koolen were the first in Army to disembark and successfully cross a sand beach in the HX77.



40M disembarking from LCM8 during WADR.

Throughout the ISLS, drivers, co-drivers and Section Commanders were enabled by interim communication solutions utilising 50W amps in each vehicle able to communicate internally and externally enhancing the ability to react to the unknown. With enabled communications the test now would be the ability to provide security and if needed to suppress the enemy. Further scenarios were practiced where convoys were ambushed in unfavourable conditions such as natural choke points, narrow roads bounded by steep terrain and defiles. Section Commanders proved that they were able to effectively suppress the enemy through the use of Mag 58s and F89s firing from swing mounts whilst static to enable counter measures to be enacted.

Whilst continuing the 'Road to Ready' the SQN was tasked to deploy a Mobile Training Team (MTT) to The Kingdom of Tonga in June. They were tasked to provide an advise and assist mission to His Majesties Armed Forces (HMAF) who received 5 Mercedes Benz Unimogs. The Unimogs were a gift of the Australian Government to enhance the capabilities of HMAF response to humanitarian assistance, disaster relief and training as a part of EX Coral Warrior and the larger INDO-PACIFIC ENDEAVOUR 2018.



Land 121 FOV in Shoalwater bay during ISLS 18.



Members of the MTT with the Unimogs that were gifted to HMAF.

The MTT consisting of OIC LT Arron Ryan and DTOs CPL Danny Davis and CPL Terry Robinson participated in the gifting ceremony alongside the then Defence Minister, the Honourable Marise Payne and the 15 HMAF drivers and mechanics who would receive training.



The then Minister for Defence, Senator the Honourable Marise Payne with MTT members LT A Ryan and CPL T Robinson in the background.

The back half of the year has seen the SQN support 7 CSSB through assigned Force Elements (FE) to Ready CSST and other contingency forces. This has included members of the SQN in conjunction with other sub units of 7 CSSB to form a CSST to support 8/9th Battalion embarking on the Landing Helicopter Dock (LHD) to support the Asia Pacific Economic Cooperation (APEC) conference in Papua New Guinea.

Throughout 2018 the SQN continued to support the QLD TPT Association. The Association invited members of the 5 TPT SQN to march with them during the annual ANZAC Day march in Brisbane. Ten members of the SQN were released and marched with a variety of ex serving

members including those who had recently retired and veterans who served in Vietnam. The SQN was also able to participate in the 5 TPT SQN Members of the association reunion, this involved demonstrations of the current capabilities. With current soldiers to demonstrating the new Land 121 FOV and the capability it provides. The reunion concluded with a function at Kedron Wavell RSL. The turnout was impressive with many old RSMs and COs of the Corps. Due to the field commitments only a few current serving members were able to attend. A speech on current capability was delivered by PTE Ronelle Kriss. 5 TPT SQN thanks the QLD TPT Association for their participation in activities this year and looks forward to future events in 2019.

Moving into 2019 5 TPT SQN will temporarily disband Delta Troop due to the large amount of personnel deploying on operations as part of the 'Ready' force. Delta Troop has been a leading force behind the Land 121 implementation in 2018 and has made significant inroads with the 'Shoot, Move, Communicate' motto that has been associated with Land 121 FOV.

3 Transport Squadron - The Role of Reserve Transport Elements Supporting Battle Group Waratah

LT Jeremy Tucker, Troop Commander, 3 Transport Squadron

This year has been a big one and a great opportunity for 3 Transport Squadron to show that it is more than equal to the task in providing integral transport support to BG Waratah throughout the 'readying' phase of the FORGEN cycle. This busy period also allowed members of the Squadron to get to know fellow truckies from 8 CSSB, who are now also part of 5 Brigade after 8 Brigade's designation as the training brigade. I was extremely impressed by how the members of 5 CSSB and 8 CSSB could come together for significant exercises and get stuck in and get down to the important business of trucking and providing transport support to the battle group—these members are a testament to the Corps and the significant capability that the Army Reserve provides.

The 2018 calendar year began by capitalising on some good training that happened at the tail end of 2017 including a deployment of 5 CSSB as a battalion to Aerospace Paddock at Holsworthy in August, a convoy driving activity to the Blue Mountains in November and wrapping up the year with a range weekend in December. After kicking off 2018 with Force Preservation Training in February, the next month we were heading to Singleton for EX Telopea Run in March. This exercise would be the highest tempo exercise BG Waratah would conduct independently before deploying on EX Hamel.

EX Telopea Run was already intended to be a high-tempo exercise, however, due to the provision of fresh rations during the exercise, the exercise turned out to be even more high-tempo than expected for the drivers of Admin Coy. Every day the drumbeat of ration collections needed to be fitted in around all the other transport taskings. This really demonstrated the capability our drivers and the Corps delivers, because without us the battle group may well have starved! But, more seriously, the drivers conducted a range of tasks and we were constantly busy throughout the exercise and acquitted themselves exceptionally throughout. The transport troop was made up of members from 5 CSSB and 8 CSSB and worked together very well throughout the exercise.

After returning from EX Telopea Run a short period of reorganisation and reconstitution followed before departing for Rockhampton to put ourselves to the test at Shoalwater Bay for EX Hamel.

We were flown courtesy of the RAAF from Sydney north to Rockhampton. EX Hamel was unlike anything a lot of us had participated in before; ASLAVs and PMVs were moving around the battlespace, drones (friendly and enemy) were flying overhead, the US Army were exercising with us and it was common for Ospreys to fly overhead and Osh Kosh trucks were on the roads, which excited all of us truckies. We all agreed that these American trucks were nearly as impressive as the new Land 121 vehicles, the 40M and HX77, which we could also see moving around the battlespace. After seeing these new vehicles in action we are all eagerly awaiting our issue of the new vehicles. While individual experiences may vary, I think we all benefitted from learning how Army deploys and operates at scale and got to experience the excitement of a major exercise.

After completing EX Hamel we are 'now ready, now deploying' to quote my favourite Brigade commander, BRIG Bond, commander 5 Bde. It has been a busy year, but one in which we have proven we play an important part in BG Waratah, proven that we are ready to deploy on operations and proven that we are equal to the task (even if it is just the fresh ration pick-up).

6th and 9th Transport Squadron

MAJ Jared Nicol, OC

2018 was a period of change for both 6 Tpt Sqn and 9 Tpt Sqn, as we adapted to new faces, new facilities and new vehicles. The significant changes across both squadrons was a necessary step in modernising the transport capability within 3 CSSB in terms of its structure and equipment. This year has set a very strong foundation for RACT soldiers and officers within 3 CSSB, developing a tactical understanding of what it means to *move*, *shoot* and *communicate*, as we continue to master our operation of L121 vehicles within the CB environment. Our RACT soldiers have been professional in their approach to problem solving throughout our period of change, while displaying a strong desire to excel at their basic soldier skills, proving that 9 Tpt Sqn is heading in the right direction to remain the professional example of what a modern transport organisation is capable of achieving. 2019 will provide 9 Tpt Sqn the opportunity to consolidate as an organisation and refine its tactical and operational mastery of transport operations, before arriving at the READYING Phase, prepared and professional as always. It has been a wonderful year in command of two transport squadrons and over 200 soldiers, enabled by brilliant officers, exemplary SNCOs and resourceful hardworking soldiers, who I look forward to working with in 2019.

6th Transport Squadron

LT Matthew Johnson, PMV Troop Commander

This year the 6th Transport Squadron (6 Tpt Sqn), completed a significant period of cultural change, shifting from a protected and unprotected PAX lift mentality to becoming masters of the new L121 vehicles. The Sqn completed its transfer of 34 x PMV to 1 RAR in accordance with Plan KEOGH, culminating in its disbandment and integration into 9th Transport Squadron (9 Tpt Sqn). The beginning of 2018 saw 6 Tpt Sqn welcome its new OC, MAJ Jared Nicol. With the former OC, MAJ Kate Porter, deployed on FSE-8, MAJ Nicol was tasked with commanding both 6 and 9 Tpt Sqns. To set conditions for the disbandment of 6 Tpt Sqn, both A and B Tps had amalgamated to form a single PMV Tp, while C Tp was integrated into 9 Tpt Sqn to be renamed D Tp to set conditions for what was to follow.



6 TPT SQN conducts its PMV HOTO parade with 1 RAR.

Exercise Wapiti Shoot was a valuable exercise, particularly for experienced PMV soldiers to pass on knowledge of how PMVs operate within a threat environment. The less experienced PMV operators gained experience in driving whilst in contact. Drivers were able to experience driving under fire whilst another member was firing from the cupola, which will be a vital part of developing L121 TTPs and SOPs, moving 3 CSSB drivers closer to being able to move, shoot and communicate. The exercise provided an opportunity for rehearsal of, and familiarisation with actins on prior to Exercise Warfighter 18, Brolga Strike 18 and Hamel 18.

Exercise Warfighter 18 saw driver from PMV Tp attach to Combat Team (CT) Bandit of 1 RAR for a two-week exercise at Townsville Field Training Area. The weather tested the off-road capabilities PMV Tp could provide while conducting stability operations in an urban environment. The exercised provided valuable training and an opportunity to build professional relationships with 1 RAR, who were able to experience how the Transport Squadrons operated with PMVs in the tactical environment prior to accepting the vehicles.

Brolga Sprint 18 was the next activity supported by PMV Tp. The concept of the exercise was a practiced SOP to provide armoured transport for the visiting American Army soldiers. The experience allowed drivers to conduct combined arms operations, with PMV's integrated with American soldiers, using the M1A1 Main Battle Tanks (MBT) as protection. The PMV section also operated in an urban environment, acting as a screen in coordination with a MBT to support infantry and provide fire support.

Post Exercise Hamel 18, PMV Tp's focus turned to the transfer of its remaining PMVs to 1 RAR and ongoing tasks and courses. Our drivers worked professionally throughout



OC 6 TPT SQN, MAJ Jared Nicol, hands over the 6 Tpt Sqn pennant to COL COMDT RACT NQ, COL Adrian Overell, signifying its disbandment.

the year to ensure a fully capable platform was always handed over to 1 RAR, and that the working relationship remained intact between 1 RAR and 6 Tpt Sqn even during times of friction to complete the capability transfer IAW Plan KEOGH, generating capability for the 3rd Brigade.

On Saturday, 15 September 2018, 6 and 9 Tpt Sqns conducted a squadron disbandment parade. The 6 Tpt Sqn pennant was handed over from 6 Tpt Sqn SSM, WO2 Greg Orlicki, to the Parade Commander, who then presented it to the Colonel Commandant of RACT North Queensland, COL Adrian Overell. The history of the 6th Transport Squadron and its emblem are now held by D Tp of the 9th Transport Squadron. After its active history in World War One, World War Two and the Vietnam War, the short-lived period of 2015 to 2018 is the last active period of the squadron...until it is called upon again.

9th Transport Squadron

LT David Downham, Bravo Troop Commander

With 2018 now drawing to a close, the 9th Transport Squadron can reflect on what has been an exceptionally busy year. 2018 began with the amalgamation of the Squadron with the 3rd Field Supply Company into what became known as Distribution Company under the command of MAJ James Giess, a move made to mitigate some of the command gaps left by the force-concentration of Force Support Element-8. This was only temporary, as the Squadron re-separated when MAJ Jared Nicol took command in May 2018 as the 6th Transport Squadron began its disbandment. This also gave commencement to an exciting period of change for the Squadron, which took up residency within its new accommodation in the newly constructed facilities for the 3rd Combat Service Support Battalion, postured and ready to commence preparations for the upcoming series of field exercises and integration of L121 vehicles.

EX HAMEL 18 saw the Squadron contribute towards both WHITEFOR and REDFOR CSSTs with the REDFOR CSST being commanded by MAJ Nicol in support of elements from 3 Brigade including combat teams from the 2nd Cavalry Regiment, and the recently mechanised 3rd Battalion, Royal Australian Regiment. This exercise was however, bitter-sweet for some as the knowledge that this would be the last time the Squadron would deploy with vehicles from the Legacy Fleet was not lost on any of the drivers, many of whom have developed an affection for the aging Macks and Unimogs.

On the Squadrons return from EX HAMEL 18, preparations commenced for the removal of the Legacy Fleet as the first of the new Land-121 vehicles began to roll in. The new capabilities provided by the HX-77 and 40M represent the biggest change to the Squadron in recent history, and the first opportunity to utilise them within a field environment came when the Squadron was tasked to support LAND TRIAL 02/18. This trial saw the deployment of a CSST in direct support of Combat Team Charlie from the 1st Battalion, Royal Australia Regiment, acting as their A2 Echelon in accordance with the Plan Keogh structure. This was the first time that this had been done and it gave the drivers of the 9th Transport Squadron a chance to really get to know their new equipment, earning high praise and gratitude from both supported elements and the trial directors for the amount of support and capability that was provided.



9 TPT SQN prepared to support the PMV-L Trial.

With as much change as the 9th Transport Squadron has undertaken this year it seems almost appropriate that 2018 marked its 50th birthday. The Squadron hosted a reunion, attended by over 100 former serving members which was held within the 3rd Combat Service Support Battalion lines. The day included a disbandment parade for the 6th Transport Squadron to celebrate their achievements and welcome them into the 9th Transport Squadron. It was also an opportunity to show off the new equipment and reminisce on the older Legacy Fleet. The day concluded with a social function in the evening where the soldiers and officers, both former and current were able to share stories, celebrate the Squadrons successes and raise a toast to its future.

A very testing year has only confirmed the resilience, capability and fortitude of the Squadron who, now armed with new and enhanced capabilities with the same drive and determination to deliver outstanding performance, are postured to take on whatever 2019 throws at it as it enters the Ready phase of the Force Generation Cycle

7th Transport Squadron – 4th Combat Service Support Battalion

WO2 Shannon Dorahy, Squadron Sergeant Major

7th Transport Squadron has had an extraordinarily busy year in 2018 meeting our training requirements as we moved from the Reset to Ready phase of the FORGEN Cycle. At the same time, the Squadron has been heavily committed providing support to the BDE through Training Support Requests (TSRs), driver's courses and ceremonial activities.

This year also saw the departure of a long time member of the Squadron. WO1 Musgrove joined the Squadron in 1993. Making his way through the ranks, WO1 Musgrove held the position of SSM from 2004 to 2017, before his promotion to Warrant Officer Class One. WO1 Musgrove took

up his new posting as Senior Instructor, Melbourne University Regiment. A very dedicated member of the Squadron, he will be sorely missed by the troops.

We also lost another popular soldier this year. PTE John Ryan was a dedicated and passionate soldier, whom our younger soldiers looked up to as a guide and mentor. PTE Ryan enlisted on 21 Mar 2016, and served with the Squadron until he sadly passed away on 22 Jul this year following a short, but hard fought battle with cancer.

Our training this year focussed on providing effective capability to a Battalion sized Battle Group, known as Battle Group Jacka. Battle Group Jacka is the combined elements of the 4th and 9th Brigades, forming a Battalion sized group to reinforce the 1st Brigade. The JACKA series of exercises is a key enabler to the establishment of the Battle Group.

Our first major exercise of the year was EX JACKA CRAWL. The exercise was held in March, initially at HMAS *Cerberus* on the Mornington Peninsula, before redeploying to Puckapunyal Range. The main objective of this exercise was to shake out and rehearse our TTPs in readiness for EX JACKA WALK, held at Puckapunyal in October. This demanding, but rewarding exercise provided the Squadron the opportunity to employ their skills, supporting the Battle Group in a controlled environment, whilst refining our TTPs. EX JACKA RUN is the next in the series. This will be held in 2019 as we enter the FORGEN Ready Phase.



Transport Squadron on EX JACK WALK 18.

This year we continued our tradition of supporting the Coburg RSL by providing a Catafalque Party to the ANZAC Day and Remembrance Day services. In addition to the 100th anniversary of Armistice, this year marks the 100th Anniversary of the founding of the Coburg RSL Sub-Branch. The Squadron supported the RSL on this momentous occasion by leading a parade from the Coburg Town Hall, down Sydney Road to the Coburg RSL, for a service attended by MAJ GEN Gregory Garde, AO, RFD.



7 Transport Squadron support Coburg RSL ANZAC Day commemoration; Image 3 caption: CAPT Beau Stacey and WO2 Shannon Dorahy lay a wreath for the fallen at Coburg RSL.

On 12 Jun 2018 we celebrated the 50th Birthday of the Corps, and we were honoured to have our Head of Corps, BRIG Cam Purdy, CSC, join us for the celebration. BRIG Purdy and President 3MD RAASC/ RACT Association, MAJ (Retired) Stretch Jarvis, presented PTE Nicholas Bennett with the RACT (Vic) Association Soldier of the Year Award.



HOC, BRIG Cam Purdy, CSC, presents PTE Nicholas Bennet the RACT (Vic) soldier of the year award.

From the Troops

17 & 18 Troop

17 Troop is located at Maygar Barracks in Broadmeadows under the command of LT Chris Mawson, supported by Troop SGT Dave Warrenner. 18 Troop, under command of LT Aaron Holman and supported by A/Troop SGT CPL Joel Graham is split across three locations – Broadmeadows, Geelong and Oakleigh. Both 17 and 18 Troop are supported by some very dedicated and experienced Junior NCOs, including CPL Matt Harry and CPL Adrian Blond who have both worked extremely hard this year providing additional support to unit conducted training courses, including a Merlo Forklift Course (CPL Harry) and an Army Combative Program course (CPL Blond).

The dispersed nature of the Squadron provides some great opportunities for our Junior NCOs to step up and lead their respective sections. Of particular note, CPL Cameron Dickson, supported by LCPL Julian Vickers, commands his section to a high standard in a detached location at the Oakleigh Barracks. CPL Dickson has continued to support and train junior drivers, has developed an independent training program for his section and continues to deliver high quality support to the 4 CSSB Close Health Company, also located at Oakleigh.

17 Troop and 18 Troop also had personnel deployed on operations this year. PTE Nicholas Bennett, 17 Troop deployed on RCB 120 from Nov 2017 to Mar 2018, whilst PTE William Faraday, 18 Troop, is currently deployed on OP RESOLUTE (Transit Security Element).

48 Troop

48 Troop members from the regional areas of Ballarat, Bandiana and Shepparton have continued to support 4 BDE in NPS tasks and other activities. Of particular note, 48 Troop had two members serve on OP RESOLUTE – PTE Benjamin Simpson and PTE Michael Kelly, provided transport and logistical support to the Transit Security Element rotations conducting border protection operations. PTE Kelly, pictured below (second from right) stated:

“This experience has enabled me to gain a more holistic perspective of the Defence Force, specifically how the many different roles fit into the cogs that keep the engine running. I will return to my unit not only a more confident and competent soldier but I know that I will be able to utilise the experiences gained moving forward.”

In addition to providing support to 4 BDE, members of 48 Troop have also assisted in activities supporting Australian Army Cadets, which is Chief of Army’s #3 priority for support, such as EX EMU 2018. During this activity, PTE Laura Bysouth assisted in providing logistical support to almost 2,500 Australian Army cadets living in the field in BN locations at Puckapunyal Range.

CPL Marcus Brown also represented the Australian Defence Force at the 2018 Ironman World Championships in Kona, Hawaii. He completed a 3.8km swim, 180km bicycle ride and 42.2km run in 9 hrs 38 minutes and 55 seconds, in 481st position out of a total of 2,384 participants.



PTE Kelly (2nd from right) on OP RESOLUTE.

48 Troop members, along with the rest of the Squadron, have also thoroughly enjoyed convoy driving and practicing their trade skills throughout the National and State parks east of Marysville, north east of Melbourne and in the Yarra Valley. The opportunity to operate in areas where there was snow was definitely a positive experience, providing real challenges and testing the skills of our drivers.



7 Transport Squadron operating in Marysville State Forest during EX WHEELING WOMBAT 18.

Underpinning our capability as a second line transport squadron, are our Full Time staff. WO2 Justin Carpenter, as the Squadron Training Warrant Officer, leads our ARA staff, providing the background preparation and administrative support necessary to enable our part time members to train at their full capacity.

Overall, 2018 has been a challenging, but rewarding year for the Squadron as we prepare to move into the Ready phase of the FORGEN cycle. The Squadron is enthusiastic and committed, punching well above its weight for a part time unit in the percentage of Non-Platform Support requests supported, and the number of training courses run for the BDE throughout the year. We now look forward to another great year in 2019. *Par Oneri*.

10 TPT SQN 2018

MAJ John Hawke

We are pleased to report to the Corps that 10 TPT SQN continued to grow and expand capability during 2018.

Force Generation. This training year grew by 26%, with more trainees yet in the pipeline. Growth is a nice problem to have, and I am delighted to report the unit has stepped up. With 60% of the SQN at or below ECN 274-3 a large part of our focus has been providing our junior soldiers the right training and skills they need at this point in their career development.

Training. 13 BDE is now in the Reset stage. Consequently, training focus is on rank and trade qualifications whilst maintaining hard fought collective skills. The unit has delivered RACT skills along three lines of operations: Tier 3 Internal Courses, Sub-unit skills preservation, and Combined field exercises.



10 TPT SQN on Ex in WA 2018.

Internal courses qualifications have tripled. Our senior SQN members managed to fit in a variety of short courses throughout the year. As a force enabler, the SQN now has redundancy in Ambulance Drivers, Personnel Pod Operators, as well as the force generation skills of ADI and DTO central to our Corps. SGT Verren well done.

As a predominantly ARES organisation Sub-Unit skills have centred on Tuesday Night training leading up to monthly field exercises. Under TP HQ direction from CAPT Harbison and SGT Freeman regular night convoys, replenishment drills, vehicle concealment, and TTP's have been confirmed, and practiced. Traditionally attendance numbers in a Reserve Sub-unit can haver. Throughout this year attendance has grown, and we have on occasion been over subscribed resulting in parallel delivery.

Field exercises saw the unit deploy in cooperation with Infantry, Cavalry sub-units in a range of Combat Team setting. The quality of conduct in the field has been a direct result of the preparatory training. Improvements in vehicle craft, RTP communications, and command and control have been noteworthy.

Support. Each week the SQN sends drivers and instructors to courses, and tasks. The ongoing efforts by SGT Juratowitch and CPL May has been key. The SQN continues to punch above its weight.

Vehicles. Last year I reported that 13 Bde had just received the first of its G-Wagon Fleet. In less than a year sufficient drivers have been trained that we only rarely take out the old faithful Landrovers. 10 TPT SQN had a large part in this result. Again, we can report to Corps that the availability and technical governance of the vehicle fleet has been difficult to fault. Our NCO's in the yard continue to underwrite the Brigade's mobility requirements, well done.

Hindsight. Last year I foretold the "challenge of balancing tempo and achieving capability". We can report that for the soldiers of the SQN this balance was met. For the senior staff who made this possible, my thanks and appreciation, enjoy the stand-down period, ... more to follow in 2019.



10 TPT Sqn Unit Photo 2018.

86 Transport Troop

LT Craig Johnson

As was the case in 2017, 86 Tpt Tp has had a very high tempo year in 2018. The exercise period kicked off with Exercise Elephant Trail, with the focus for 86 Tpt Tp being the development of skills on the new Integrated Load Handling System (ILHS) HX77 and trailer for those qualified and familiarisation for those who were not yet licenced on the vehicle.

Following EX ET was the infill of AACAP, in Boggabilla, NSW followed by Exercise Brolga Strike (EX BS). 86 Tpt Tp detached a section of HX77 and ILHS trailer drivers to 37 FST to assist in the conduct of EX BS at Townsville Field Training Area. This saw the Troop involved in various tasks ranging from ration runs to the Brigade Support Group and picking up and distributing Artillery ammunition to the gun line in support of the 4th Field Regiment.

After the successful completion of EX BS the section deployed to SWBTA to meet up with the remainder of 9 FSB to prepare for Exercise Talisman Sabre 17 (EX TS17). After a few days off to spend time with families, it was back to SWBTA for another busy exercise. Members from 86 Tpt Tp were situated in different locations of Rockhampton and SWBTA ensuring all levels of support were able to be conducted.

EX TS 17 provided a great deal of training on the new vehicles introduced into Army as well as enabling commanders at all levels to gain a greater knowledge on what the vehicles are able to accomplish and what conditions and terrain the vehicles are able to manoeuvre.

After a break following to conduct of EX TS 17, all members of 86 Tp took part in an 8/9 RAR led range activity learning some more advanced techniques of combat shooting.

Although the main exercise period for the year is complete, 86 Tpt Tp is continuing to provide support to Army in other Exercises such as Diamond Run, Charging Bull and AACAP 17, as well as providing support to tasking for ALTC and focusing on the restructure of 26 Tpt Sqn for 2018. The Troop is looking forward to a well-deserved break over the Christmas period prior to returning for another busy year.

16 Transport Squadron, 8 CSSB 2018

CAPT Tim Reid, Squadron 2IC

16 Transport Squadron completed 2017 in the readying phase of the FGC and transitioned from 8th Brigade over to 5th Brigade.

The final activity of 2017 was Squadron members' participation in 5 BDE's training aboard HMAS *Canberra*. Members supported the ship's certification workups and conducted introductory amphibious and all-corps training. This was the first taste of life at sea the Navy way for most Squadron members.



Unimog HMAS Canberra.

In March the Squadron generated Transport Troop for Battle Group Waratah's Admin Coy in 5th Brigade Ex TELOPEA RUN. This was the last field collective training activity prior to Ex HAMEL. Members of the Squadron performed roles in Battlegroup Waratah HQ and BGW Admin Coy at Ex HAMEL, the road deployment from Holsworthy to Shoalwater and redeployment. Ex HAMEL marked the commencement of the ready phase of the FGC.



Ex HAMEL Unimog.

In July the marked the 70th anniversary of the Squadron celebrated with a dinner organised by the Squadron Association. The Squadron had the privilege of parading the RACT Corps Banner at the dinner.



CO 8 CSSB 70th Anniversary Dinner.

In August the unit participated in EF88 training including introduction to combat shooting, qualification in EF88 ancillaries, SL40 (GLA) and Binocular Night Vision Device and other all-corps soldiering skills revision.

As is the case through every year, the Squadron was heavily tasked with Non-Platform Support Request tasks to support SUR, UNSWR, Army Cadets, SOInf, SOTEC. Additionally, ongoing trade training such as DG/CE has had to be conducted and members sent on promotion courses. The Squadron also set up and ran familiarisation on the 2 DIV mobile sim suite. Squadron members participated in Op INVINCIBLE support to The Invictus Games in October. Squadron members are also currently deployed on Op RESOLUTE.

On behalf of OC MAJ Pete Green, thanks to the Squadron's ARA staff and good luck to members posting out at the end of 2018. *Par Oneri.*



PTE Guttie Dos-Santos EF88.

26th Transport Squadron

MAJ Huynh Phan

An exciting and successful year for the 26th Transport Squadron (26 Tpt Sqn). With the restructuring to two 'like Troops', known as the General Service Transport Troop (GSTT) completed, it was time to employ the new orbat to a busy schedule.

The Squadron started the year off with support to 7 Bde, EX BARCE conducted at Shoalwater Bay with the movement of M113 AS4 and M777, before concurrently supporting 2 GHB with EX GIANT VIPER and carrying out our own infantry minor tactics (IMT) training on EX SURUS RUN.



EX SURUS RUN proved to be a challenging but rewarding exercise, focusing on Section level Tactics, Techniques and Procedures (TTP) and command. Sections operated out of a troop defensive harbour and rotated through section level operational tasking, exposing them to a myriad of training scenarios from conventional warfare to search and rescue. The activity culminated with a troop tactical withdrawal by Troop Carrying Vehicles (TCV) and foot. The Musorian won that battle but their offensive only served to solidify our mastery of the combat arms, which saw each Section completing 16 discrete training objectives and up to 23 scenarios. The tough training and at times 'hellish' conditions constantly tested their resolve and often Section Commanders were pushed to breaking point, but in the end, it did wonders for their confidence and built immense camaraderie within the team.



The Squadron had a quick reset and managed to squeeze in adventure training with hikes up Mt Cordeaux and Mt Warning before refocusing to support OP ATLAS, Army Aboriginal Community Assistance Programme (AACAP) and the Integrated Sea and Land Series (ISLS) which incorporated EX HAMEL 18.

85 Tp, with attachments from 86 Tp, led the support to AACAP which focused on infrastructure development for the indigenous community of Yalata, South Australia. The support to AACAP saw the deployment of 33 vehicles over a 2 months period (infil and exfil) and collectively travelled a distance of over 300,000 km. Through the immense effort of 6 ESR and the 26 Tpt Sqn Force Element (FE), they have greatly improved the living standards and future of this little community for generations to come.

Meanwhile, 86 Tp focused their efforts on support to the ISLS, detaching to the 10 Combined Force Support Battalion (10 CFSB) and integrating into their assigned Force Support Teams (FST);



with HQ 26 Tpt Sqn established as the 26 FST based at RAAF Base Amberley. Their efforts during this exercise enabled the force projection of friendly FE, including the US Marines. Their presence was felt across the area operation (AO) with Protected HX77 conducting gun line resupply, Bulk Liquid

Section providing fuel and water, General Support Section providing delivery of general stores and foodstuff. From 3rd to 1st line, the 26 Tpt Sqn's FE was in the midst of the action – Ubiquitous we were.

Aside from providing distribution support, the 26 Tpt Sqn has facilitated the 9 FSB in challenging the status quo and pushing modernisation. The 26 Tpt Sqn has been heavily involved in the testing and trial of new capabilities such as Track 24, Teletrac Navman, Base Refuelling Capability, Joint Modular Intermodal Container (JMIC) and Container Roll Out Platform (CROP). These systems promises great enhancement for battle management (beyond line of site) and sought to improve efficiencies for distribution capabilities. EX HAMEL 18 provided the perfect testing ground for these new capabilities and to which they proved their worth.

In just over a month of the 26 Tpt Sqn returning from AACAP and EX HAMEL 18, we farewelled eight of our members who deployed on Force Support Element 9 (FSE-9); then rolled out the gate again. This time in support of the 1 Bde, EX PREDATOR RUN. The



squadron formed the 26 FST and task organised with FE from across 9 and 10 FSB. It consisted of seven capability bricks with elements from 26 Tpt Sqn, 176 AD, 8 Pet PI, 2 CSC, 9 LSC and 3 CATR PI; producing a manning of 116. Their mammoth effort allowed the successful force projection of 1 Bde and enabled their Direct Command Units (DCU) to conduct training up to ATL 5C – Combat Team.

While it has been a challenging and rewarding year with much of the Squadron stretched across numerous commitments, it provides a timely reminder of the calibre and dedication of the junior leaders and service men and women of the squadron who have worked tirelessly to make this year a success. The squadron would like to thank them, their family and all those who have facilitated and supported us over the course of the calendar year. We would also like to farewell the SSM 26 Tpt Sqn, WO2 Allan Edward Sheppard from the Australian Regular Army, after over 33 years of service.

The Squadron closed off the year by hosting and winning the 2018 Circle of the Wagons and participated in the Congo Cup and Vung Tau Cup competition before taking a well-deserved break. The Squadron looks forward to 2019 which will surely prove to be another busy and exciting year; with AACAP being planned for the community of Jigalong, Western Australia and EX TALISMAN SABRE 19.

85 Transport Troop

LCPL Jonpaul Baran and LCPL Georgia Beard

Once again, 85 Tp has had an extremely busy start to the year, participating in every major exercise.



Settling in to the new troop structure saw a change in what we once knew 85 Tp to be. As it stands, we are currently a troop of 62 soldiers, one of the largest troop structures in the Army consisting of both heavy combination (HC) and heavy rigid (HR) drivers. At first, the new troop structure was a shock for the senior operators, however as the year progressed, it was realised the change was for

the better; allowing the more experienced drivers to mentor and provide guidance to the upcoming operators of 85 Tp.

Continuing from previous years, 85 Tp commenced the year with the deployment on AACAP, aiding 6 ESR to deploy to Yalata, South Australia for both infil and exfil. Following this, saw the conduct of EX HAMEL 18 in Shoalwater Bay. The Troop was tasked to provide HX77s, Kenworth's and Fleetliners, which were relied on heavily to provide effective combat enabling support; the majority of which being bulk fuel and bulk water assets. Following EX HAMEL 18, as a supporting element, we rolled into EX PITCH BLACK, an exercise predominantly coordinated by the RAAF



and centred in vicinity of Bachelor, Northern Territory. Concurrently, EX PREDATOR RUN deployed and 85 Tp provided a section of road trains to assist the deployment and redeployment of the

1 Bde FE from Darwin and Edinburgh to Cultana. To maximise lift capacity the Section configured for single, double and triple road trains. The heaviest combination saw a triple road training hauling six vehicles with a gross mass just shy of 120 Ton. Upon return to Amberley, 85 Tp had little time to prepare themselves for the re-fit to fight stage, let alone spend time with their families and loved ones as AACAP in Yalata, South Australia was coming to a close. 85 Tp were on the road again, participating in the exfill to facilitate the redeployment of 6 ESR heavy plant equipment. This road move consisted of three return trips over 28 days, these trips were in excess of 10,000 km per truck.

For the members that remained at the Battalion, physical fitness was maintained at a high standard. This was displayed through the CO's PT Challenge and the results reflected our dedication. 85 Tp is now looking forward to the final CO's Challenge of the year, hoping to again test the limits of their physical ability.

This year, 85 Tp has also provided presence for a number of ceremonial events, inclusive of Remembrance Day and ANZAC Day; where all members of the troop marched alongside 85 Tp Vietnam Veterans, in the Brisbane CBD. 85 Tp hope to continue this tradition in the future as it was a great success and an honour to share stories with Australia's previous warriors.

85 Tp has recently participated in the Squadron's Boots and Saddles Parade, which marked a milestone for the completion of the re-fit to fight stage and completion of all major exercise commitments for the year. The year however was not yet over, with 85 Tp FE departing late October for over a month to assist equipment movement to units in Perth, Darwin, South Australia, Sydney and Townsville. As always, 85 Tp maintains the 9 FSB theme of being Ready, Relevant and Regarded.

86 Transport Troop

LT Ayden Grulke

Deploying on a number of major exercises, 2018 has proved a productive year for 86 Tp. Revised and reinvented, 86 Tp began the calendar year under a new guise as one of two like Troops within 26th Transport Squadron. Sporting a five section structure and a conglomerate of heavy rigid (HR) and heavy combination (HC) platforms, 86 Tp had a finger in every pie. As the Prime Mover section was detached to 85 Tp for the duration of the AACAP infill in May, 86 Tp main looked forward to the Integrated Sea and Land Series being conducted at Shoalwater Bay over the year's mid-section. Facilitated by the new structure, 86 Tp was able to attach to 10 Combined Force Support Battalion (10 CFSB) as the sole dedicated road transport capability within Force Support Group (FSG).

A massive effort by all involved, 86 Tp facilitated high tempo lift operations, supporting FSG and 7 Bde throughout EX DIAMOND STRIKE and EX HAMEL 18. While the green fleet conducted tasks in and out of Shoalwater Bay, the Prime Mover section, since having returned



from AACAP, enabled the daily infil of bulk stores between Brisbane and Rockhampton. The series facilitated further integration of the L121 fleet as commanders and operators continue to develop Tactics, Techniques and Procedures (TTP) and Standard Operating Procedures (SOP). Following stumps, the Troop committed itself to facilitating the redeployment home of the certifying elements. Supporting 10 FSB, 2 GHB, 1 SIG and 1 DIV, 86 Tp found itself spread up and down the Queensland coast.

In August, 86 Tp was again called upon to facilitate deployment of the 1 Bde to Cultana for support to EX PREDATOR RUN. As the Kenworth's made continuing trips from Darwin to Adelaide, the Troop main prepared for infil of the 26 FST. Deploying a half strength element of cargo and pax



lift, POL and MHE, 86 Tp members braved the powerful gulf winds to facilitate 1 Bde's training objectives. The Troop facilitated the movement of supplies between Adelaide and Cultana, as well as within the training area for the extent of the activity. Conquering the demons of the Defence Road Transport Exemption Framework (DRTEF), the redeployment of the main body in late

September was challenging, if not comical. Simultaneously, the Kenworth's returned to the road, back loading 1 Bde equipment following a month's well-earned break.

The tail end of the year has enabled the Troop to undertake some well needed training, growing a new cohort of HC operators and upskilling a vast number of members to work with the ever growing L121 fleet. 2019 will prove an exciting year for the Troop, with the introduction into service of the first HX81 and the ever looming AACAP and EX TALISMAN SABRE. That being said, the team that constitutes 86 Transport Troop has earned a solid break and I wish them well over the coming holiday season.

30 Terminal Squadron

LT Callum Moses

2018 has been a crucial period in demonstrating the enduring importance of the capability that 30 Terminal Squadron provides, and has raised issues that will be formative in its integration into the Land 121 equipped logistics force. Throughout the year, experience on exercises and support tasks has demonstrated that cargo handling will undergo important changes in site planning, execution through control measures and integration of traditional and emerging equipment.

30 Terminal Squadron's role has traditionally entailed handling containerised and palletised stores. This was the case during the 10th Force Battalion Shakeout held in March, where the squadron established nodes at the Port Staging Area, Lavarack Barracks and the Macrossan Training Area. The introduction of and dependence on Land 121 flat racks will change this role.

The squadron adopted a similar layout during Ex ISLS 18, with Transit Areas at Rockhampton, The Glenn and Samuel Hill however, this similarity threw the differences Land 121 poses into stark contrast. Cargo Specialist experimented with various methods of arranging flat racks to cohere with the layout of a traditional transit area, however this raised significant constraints. Expansion areas are increasingly important, as the ILHS will enable short notice stockpiling of cargo that must be accounted for which holds the potential to exhaust available space rapidly.



Articulating priority of transport is crucial. If mission essential equipment cannot be accessed without first handling lower priority cargo obstructing it, handling times will be extended. This constraint is mitigated by MHE that the Terminal capability provides, such as the 8T Manitou telehandler. There is no ideal layout; instead flat rack arrangement is affected by competing priorities. When ease of access to each flat rack increased, economy of space declines and vice-versa.

30 Terminal Squadron will face numerous emerging challenges. The employment constraints of the Kalmar Rough Terrain Container Handler are likely to compound due to the increased mass of the Land 121 platform intended to transport it. 30 Terminal Squadron was capable of deploying the Kalmar to deliberate tasks this year, however its constraints for opportune tasking raise serious questions about its place in an adaptive force.

30 Terminal Squadron's role in training and support tasks has demonstrated that traditional MHE must work in tandem with the Land 121 fleet, and each one is less effective alone. In the Terminal context, the ILHS excels in 'one-for-one' flat rack exchanges. Once a mission requires the employment of trailers or a combination of containers and palletised stores, the ILHS cannot match the speed or flexibility that MHE provides. All this is to say nothing of the importance of the contribution of mobile cranes, which diversifies cargo handling capabilities and builds tempo. The Army in Motion will continue to rely on logistics assets such as MHE with mobility that is not commensurate with its dependency.

30 Terminal Squadron has demonstrated its enduring relevance this year, but in an environment of rapid adaptation, the onus will lie with its core leaders and theorists to meet solutions to a myriad of emerging challenges.

Joint Movement Group

A Year in Review

Written by Members of 1JMU

2018 was another busy year for the 1st Joint Movements Unit, which saw our personnel dispersed across the globe in support of a multitude of ADF Operations and activities. With Movers as far flung as the Continental US, Indonesia, Papua New Guinea, Malaysia, Hawaii, the Middle East, Philippines, and at sea, it is evident the requirement for operational movement support is necessary now more than ever.



LCPL Davis (JMCC), along with RAAF personnel, assisted in the coordination and delivery of Australian, Indonesian, other contributing nations and non-government agencies humanitarian aid following the devastating Sulawesi earthquakes and tsunami that struck on 28 September 2018.

JMCO Darwin

The high risk weather season saw JMCO Darwin's (DAR) tasking increased in response to Tropical Cyclone Marcus hitting the Darwin region in March, resulting in DACC tasking and general clean-up around the region. JMCO DAR members got their hands dirty at the local RSPCA in a group clean-up effort, supporting the community and assisting in returning the region to its pre-cyclonic state.



Movers from JMCO DAR support the clean-up effort post TC Marcus.

This weather event was soon followed by the latest in Marine Rotational Force Darwin (MRF-D) arrivals, the largest rotation so far, with JMCO DAR movers providing pivotal support to the smooth movement of multiple modes and nodes. The smooth MRF-D transition was further enhanced by the early and constant liaison with the Australian Border Force (ABF) and Department of Agriculture and Water Resources (DAWR) by JMCO DAR, which ensured there were minimal issues with personnel, vehicles and equipment brought to our shores by the US Marines. JMCO DAR was also the first JMCO to lead movements support to Ex Pitch Black, a major RAAF exercise involving a multitude of international air force elements exercising in the Top End.

JMCO Townsville

With 3 Brigade the 'Online Brigade' for 2017/18, JMCO Townsville (TSV) has had a busy and productive year supporting all online activities. The Integrated Sea and Land Series 2018 (ISLS18) was conducted over June and July and required major movement support to embark and disembark the force. JMCO TSV not only provided ongoing support at Shoal Water Bay Training Area (SWBTA) and EI&G Rockhampton but also at various staging areas throughout regional Queensland, including towns such as Longreach and Mt Isa.

JMCO Brisbane

In addition to supporting the ISLS18, JMCO Brisbane (BNE) took the lead on several operational and international exercises, such as OP AUGURY, OP APEC ASSIST and EX BERSAMA LIMA. The high tempo ensured new march-ins and junior movers a great opportunity to step up and be an integral part of the planning process. JMCO BNE has also been providing support to the ARA and RAAF units as they RiP in and out of Task Group Taji, Force Protection Element, Expeditionary Airbase Operations Unit and Force Support Element.



WO1 Steve Charlett (centre) and members of JMCC conducting CBRND training.



Members of JMCC enter the Mask Test Facility, Enoggera Barracks.

JMCO Sydney

As with previous years, 2018 has seen JMCO Sydney (SYD) provide continued support to ADF exercises and operations, weekly support provided to the MASS and a number of JMCO SYD movers deployed to the Middle East region on OP ACCORDION, OKRA and HIGHROAD. 2018 also saw JMCO SYD support activities in the Philippines, with a number of movers deployed on OP AUGURY and EX BALIKTAN 18. The ISLS18 saw members deploy to Shoalwater Bay Training Area (SWBTA), supporting the infill and ex-fill for this major amphibious activity, which continues to

grow each year. The ANZAC spirit was alive and well within JMCO SYD, with the New Zealand Defence Force (NZDF) rotating two new members through JMCO SYD this year as part of the Cargo Consolidation Point (CCP) Detachment.

JMCO Adelaide

2018 saw movers from JMCO Adelaide (ADE), like the other sub-units, deployed across the globe on Operations ACCORDION, OKRA, HIGHROAD, MANITOU and INDONESIA ASSIST 18 as well as on Exercises BERSAMA SHIELD, RIMPAC AND RCB 120/121. Domestically there was also a strong presence from both permanent and Reserve staff on Exercises HAMEL and PREDATORS RUN 18.

In line with the Defence Reconciliation Action Plan, JMCO ADE commenced the implementation of what is hoped to be a long and mutually beneficial relationship with the indigenous community of Point Pearce. The Narungga mob are the traditional custodians of the Yorke Peninsula of South Australia, and this year invited JMCO Adelaide to attend NAIDOC Week activities and the 150 year celebration of the founding of the township of Point Pearce.



JMCO SYD 2018.



PTE Palmero, of JMCO ADE, during an Indigenous engagement activity.

JMCO Melbourne

The first major task for JMCO Melbourne (MEL) in 2018 was providing support to OP RESOLUTE with the deployment of Transit Security Element (TSE) 88 to Darwin in February. JMCO MEL regularly supports the deployment of the TSE as part of OP RESOLUTE and subsequently supported three other deployments throughout the year ending in November. Along with this, the sub-unit provided support to major exercises throughout the year such as the Integrated Sea and Land Series 18 and EX SUMAN PROTECTOR 18.

With a high percentage of SERCAT 3 members parading with the unit, a core focus for JMCO MEL was to establish a strong training program in 2018. The training to prepare members of the sub-unit was established through a weekly training program culminating in two sub-unit training weekends. One of these weekends consisted of reinforcing trade skills and this year focussed on route cards, route reconnaissance and staging areas. The second training weekend took personnel out of their usual comfort zone and into a field environment with Infantry Minor Tactics training. This training focussed on improving weapon handling, field skills and resilience training. These training



JMCO MEL supporting the deployment of TSE.

exercises thoroughly tested the wide range of Operator Movements trade and all corps skills and allowed the members of JMCO Melbourne to be confident in their ability in differing environments, which is particularly important, noting that four reserve members deployed on operations to the MER throughout the year.

JMCO Perth

The small but capable team from JMCO Perth (PER), consisting of ARA, ARES and APS members provided a year of large output. In addition to on providing movement support to operations and exercises, JMCO PER was also heavily involved with James Fisher Defence (JFD), the organisation responsible for submarine search and rescue within Australia establishing enhanced relationships enabling enhanced coordination when deploying via ADF strategic lift assets. JMCO PER worked closely alongside HQ 1JMU and JFD during a number of SMASHEX exercises, consolidating professional relationships and ensuring all submarine rescue drills were synchronised across the organisation.

JMCO Middle East Region

In addition to supporting Operation's ACCORDION, MANITOU, OKRA and HIGHROAD, JMCO Middle East Region (MER) took on a number of new and exciting tasks throughout 2018. With the requirement to ensure the operational movement effect is achieved in a number of new and emerging operations and exercises, the continuous deployment of personnel has resulted in an increasing pressure on the ECN035 workforce. In an effort to alleviate this pressure, eight Serco employees were integrated into the JMCO MER force structure in AMAB to support the weekly MASS operations. Rotation 34A were responsible for the training and mentoring of Serco employees, of which most have a background in ADF logistics, and ensured a smooth transition of Serco control by April 2018. This hand over of responsibilities allows JMCO MER to manage Service Air tasks in the MER more efficiently and allows 1JMU to better support other operations and exercises. 2018 also saw the retrograde of the RAAF Strike Air Task Group from OP OKRA,

HMAS *Warramunga*'s major maintenance activity, sustainment flights of South Sudan in support of OP ASLAN, and numerous RiPs for major formed bodies. Support to all of these activities would not have been possible without the close working relationships held with the Air Load Teams and coalition movers deployed throughout the MER.



Members of HQ JMCO-MER Rot 34 and MC DET Gulf States, including LCDR Nikola Ford, RAN (centre) the first RAN officer to command JMCO-MER and inaugural SERCO contractor staff.



PTE Walden (JMCO BNE), LCDR Ford (HQ 1JMU), WO1 Leayr (JMCO TVL), CAPT Cowan (JMCO PER) in Baghdad, Iraq.

DIGGERS PERSPECTIVES:

MC DET BAGHDAD

PTE Walden

MC DET BAGHDAD is a small three man detachment of Joint Movement Coordination Centre MER consisting of a Private/Corporal, a Sergeant from the New Zealand Defence Force and a Captain. We are deployed in Baghdad Diplomatic Support Centre (BDSC) which is run by American Department of Defence. The main role we play is movement control and support of Task Group 632 and also members of HQJTF 633 embedded in other locations, by both coordinating their ROCFTA-AS and ROCFTA-OS travel and travel throughout the AO. We provide reception to fixed wing and rotary wing aircraft, brief deploying and re-deploying defence members, assist in cargo preparation and palletising, and reporting of the aircraft. Liaison with other coalition forces, taking care in planning movement inside and outside the AO and utilising time management skills helps create a steady and organised work flow in a high tempo environment.



CPL Jones (JMCO TVL) deployed to Baghdad, Iraq.

EX RIMPAC 18

PTE Wiperi

JMCO TSV was tasked as the lead JMCO for 1 Joint Movement Unit (1JMU) movement support to EX RIMPAC 18. In this role JMCO TSV provided the deployed MC Det and facilitated movement requirements for participating Force Elements utilising Service Air (SVC AIR), Regular Public Transport (RPT) and Sea Lift in Hawaii, USA and its maritime surrounds over the period of 30 Jun 18 – 02 Aug 18. EX RIMPAC is the world's largest maritime exercise and is designed to develop interoperability between nations at a tactical and operational level. The MC Det were subject to a very high tempo throughout RIMPAC and successfully supported 2 RAR and Australian FE through their deployment/redeployment while also liaising with US support agencies and military branches and ensuring ADF compliance with complex Biosecurity processes and inspection regimes. In addition, MC Det Hawaii provided deployment/redeployment movement support on Indo Pacific Endeavour 18 (IPE18).

EX PUK PUK

PTE Turner

EX PUK PUK is an Exercise conducted in PNG involving a variety of ADF units and personnel, primarily led 3 CER. The purpose of the Exercise is to assist in the rectification of facilities and encouraging friendly force activities between ADF and the Papua New Guinea Defence Force. JMCO TSV was the lead JMCO for the deployment and redeployment of participating FE. This involved extensive planning and support for the movement of cargo and personnel by Service Air, Sea Charter and Regular Public Transport. The movement of deployed personnel was coordinated by JMCO TSV Desk Operators assigned to the task and in country by a deployed MC Det who very capably assisted in facilitating Charter Air at short notice when RAAF aircraft were reassigned to the Indonesian Tsunami Disaster Response.

OP AUGURY

PTE Blakeman

Op Augury is an Operation out of the Philippines involving a collective of units. The purpose of the operation is the assisting and training of the Armed Forces of the Philippines (AFP). JMCO TSV was the lead JMCO for the deployment and redeployment responsibilities in and out of the operational area. This involved cargo moves using SVC AIR, the movement of large bodies of personnel on SVC AIR, and the use of RPT to deploy and redeploy individuals for operational needs. 150 members of the PDF were based out of Lavarack Barracks for a small period of time earlier in the year, these troops along with 1 RAR as the OP Augury lead contingent were supported in their movement requirements by JMCO TSV and Air Movements Section (AMS) at RAAF Townsville.

Rifle Company Butterworth

CPL Anderson

Royal Company Butterworth (RCB) are deployed on a three monthly rotational basis to provide training in Jungle Warfare. JMCO TSV provided movement support to RCB Rotation 121(1RAR)/122 (1RAR) and facilitated the deployment of 1RAR from TSV to RMAF BUT and the redeployment of 1RAR from RMAF BUT to TSV over the period 22–30 May 18. 2/30 TRG Group provided excellent assistance and facilities for use and 1 RAR were very professional and supportive of the deployed MC Det during the deployment and redeployment of forces from Australia,

OP Resolute

PTE Davies

JMCO TSV provides support to 51 Far North Queensland regiment (51 FNQR) for OP Resolute. OP Resolute is focussed on Border Protection within the Torres Strait. JMCO TSV books the RPT and feeder transport for the deployment and the redeployment for the Operation and deploys members to support the movement requirements in these remote locations. JMCO TSV MC Reps facilitate DG checks of all passengers and cargo getting on the C-130J, along with ensuring the accuracy of cargo and passenger manifests for departing RAAF Aircraft. This exercise has enabled JMCO TSV soldiers to work independently in remote locations and expand their skill set and trade knowledge to ensure compliance with RAAF requirements where ground staff are not in attendance.

OP PNG Assist 18

FSGT Aaron Reynolds

On 26 Feb 18, an earthquake of 7.5 magnitude struck the Highlands region of Papua New Guinea, particularly Hela and Southern Highlands provinces affecting approximately 270,000 people. The ADF initially responded with a C130 already within PNG conducting reconnaissance of the areas affected, followed by flying aid supplies as requested by GoPNG and DFAT/AusAID (11 flights moving 127,000lbs of aid and 173 pax). The JMCC PLANS team was called up to 1DIV for planning of a wider ADF response on 6 Mar 18, at this stage it was only for the SRT to be deployed, I was added to the team due to my recent PNG posting and experience in the area. By the time we had arrived in Port Moresby the next day, we were upgraded to a JTE and I moved into the ALP role, liaising with ADF agencies, GoPNG, RNZAF, DFAT and NGOs. During this period

we deployed 3 x CH-47 Chinook aircraft to be based at Mt Hagen whilst RAAF and RNZAF C130s and the JTE were based in Port Moresby. We moved a total of 628,000lbs of cargo and 204 pax on the RAAF C130's as JTE 635 before being redeployed home on 28 Apr 18 by C130.

I was back in Australia for less than 12 hours before I was called up to return ASAP. I flew back to PNG on the 1 Apr 18 now in the role of Air Component Commander running the RAAF teams in Port Moresby until the arrival of the C130, where I handed over command to the Aircraft Captain. I reconnected with the agencies I had been working with the week previously and attended UN/DFAT/NGO meetings whilst also planning the loads to be distributed throughout the affected provinces in the highlands. There was no JTE raised for this deployment so command and control was more dynamic and we were able to achieve a smoother deployment of the aid. We RTA'd on 18 Apr 18 having moved a further 69 pax and 396,000lbs of aid utilising only 18 C130 flights, even achieving the record of three flights into the highlands on one day.

All in all, this was a highly successful mission, completed by a small team of professionals in austere working conditions. During the deployment I was extremely privileged to visit the rebuilt village of Hanuabada in Port Moresby which had been gutted by a fire earlier in the year and members of JMCO-BNE and JMCC had provided donations to assist in the rebuilding process. We had minimal downtime; however I still managed to lead visits to both Bomana War Cemetery and Ower's Corner at the head of the Kokoda track, educating both soldiers and airman on the history of Australia's involvement in PNG during WW2. The total cargo moved was 1.15 million pounds of aid stores utilising 60 C130 flights (not including the CH-47 tasks). My experience within PNG and understanding of DFAT people and procedures assisted in ensuring the smooth running of this HA/DR and I was honoured to return to PNG and assist my Wontok (PNG word for family).



FSGT Aaron Reynolds in PNG during OP PNG Assist.

ADF Sporting Representation

Outside of 1JMU's core responsibility of providing the movement effect to ADF Operations and exercises, our movers continue to kick goals on the sporting field. LCPL Hanna Reeve competed in the NSW Combined Hockey team; PTE Shania Allen was selected for the ADF Rugby Union and the ADF Rugby 7's team; PTE Rachel Neil was selected for the ADF Volleyball team; and PTE Savannah Taylor was selected for the RAAF Rugby Union Team and NSW Combined Mixed Netball team. PTE Taylor was also selected as the 2018 Invictus Games Nation Liaison Officer (NLO) for New Zealand.



LCPL Reeve (JMCO-SYD).



*PTE Allen (JMCO-SYD) and
PTE Taylor (JMCO-SYD).*

2nd Battalion (Amphibious) Transport Platoon

SGT Patrick O'Connor

Transport Platoon, 2 Battalion, Royal Australian Regiment (Amphibious) has had a busy year supporting the Battalion in its transition out of 3 Brigade and into 1 Division.

Our main effort for the year was Exercise Rim of the Pacific (RIMPAC18), this was conducted on the Hawaiian Islands of Oahu and Hawai'i (the big island). During the exercise 2RAR (A) became part of the world's largest multinational maritime exercise involving more than 25000 personnel from 25 different countries. 2RAR (A) sent a 120 strong force across for the conduct of training and integration with the 3rd Battalion 5th Marine, 4th Force Reconnaissance Company. The first 10 days were spent at Marine Corps Base Hawaii (MCBH), after leaving most of the Australian vehicles on HMAS Adelaide, the truckies were thrown straight into a right hand drive car and the unusual task of driving on the opposite side of the road.



2 RAR at RIMPAC.

Transport Platoon was able to liaise with the 3 Combat Logistics Battalion and the transport component of the 3 Battalion, 5 Marines. We were able to work closely with each other and learn how both countries manage the logistic requirements such as troop movement and the replenishment of consumables. The next phase was the Battalion deploying on the ship again and sailing to the Island of Hawaii and settling into Pohakula Training Area (think of Puckapunyal but with volcanic rock as the ground). It was here the Infantry conducted various range practises, and transport moving around the range in both US and AU vehicles. That lasted for another 10 days before embarking on the ship again and sailing with the Navy during RIMPAC.

After that concluded it was time to sail back to Pearl Harbour and four days of leave and site seeing around Waikiki.

Returning from the deployed period and refit to fight the unit moved into its training period allowing the conduct of infantry specialist support courses such as Recon, Sniper, Signals and ASCO (advanced small craft operators course), being held as far north as Cairns and as far south as Brisbane, requiring Transport Platoon to move unit equipment and personnel, this was supported again by drivers from 3CSSB to assist the unit with conflicting course schedules.

At the end of every year its posting and discharge time and unfortunately we have to say good bye to a number of key Transport members. CPL Paul Thomas will be heading to Puckapunyal, LCPL Brent Murray is heading to 7 CSSB, PTE Jasset Adams is off to 3 CSSB, PTE Spence Forsey has gone to see if the grass is greener on the other side. We have had a number of members posted mid-year to the platoon PTE Oliver McCarthy, PTE Curtis Barker and PTE Fabrizio Barratucci.

At the beginning of 2019, 2RAR (A) started rather wet with transport supporting the Battalion with North Queensland flood assist. We then sent or three DTO's over to Perth to conduct the Navy SOV and ATV courses to enable the unit move to into the DIV Recon space.

Not long after this guys became qualified 2RAR (A) had six new SOV in the transport yard, now the hard work begins running courses to get the unit up to the required number of drivers to employ these vehicles.

2nd/14th Light Horse Regiment (Queensland Mounted Infantry)

WO2 Robert Reid, Transport Operations Control Warrant Officer



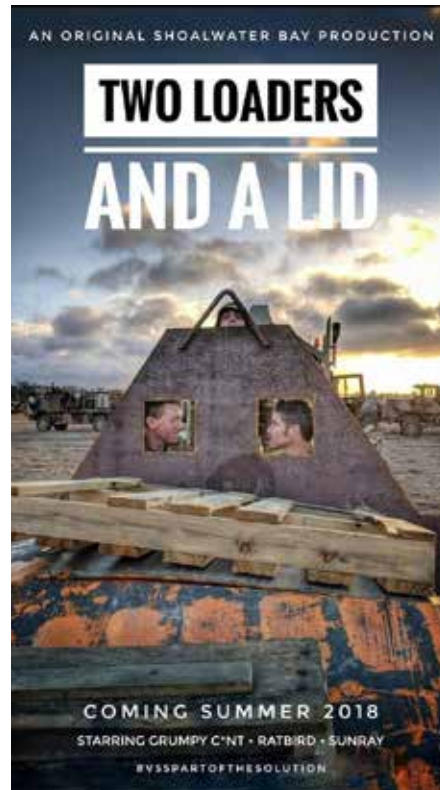
2018 commenced with many new faces, more vehicles, less drivers and qualifications, and a high distribution tempo. But as they say, less is more! With the major exercise period looming and the knowledge of what holdings we were likely to require, the first of our troop training activities included the multi-million dollar convoy up the Bruce Hwy (new vehicles, not the amount of travelling allowance paid) IOT pre-position 15 Flatracked loads within the Camp Growl TA over three days just prior to ANZAC Day commitments, so we could do it all again a week later for the EX Koster River RSD.



EX Koster River was the beginning of a new relationship between V55 and our seemingly always high maintenance (only wants to go for a ride when we want to be asleep) arch nemesis 'Steel Targetry.' This was an excellent training activity within an activity as it required operators to think outside the box to load, secure and manoeuvre them around SWBTA.



Next came BG War fighter and another unique opportunity - to work with the USMC drivers attached to V5. This saw some close bonds formed in a short period of time in the field, which were lifelong cemented during social events held in the rest period pre-EX Hamel.



As they say, (even though JMOV Gp said the FSG would take care of it) 'what goes up...must come down. This is also apparently the case with Flatracked loads - up and down the Bruce Hwy. So again the TA birds were chirping and another unofficial on-the-road Tp Function plan was in action. This time it included the purchase of new Tp caps – courtesy of the Great Western Hotel in Rockhampton (where most of us happily deposited our allowances).



Before we knew it we were back on the road for the buy-now, pay-later (TA) EX Chauvel Cup in TFTA. Back home in mid-September, just in time to conduct driver training sessions to prepare the regiment for next year's challenges.

I would like to express my gratitude to the NCOs for their efforts and wish those moving on at year's end (NASA, Jacob, Jay, Jarrod, Fui, Annie, Brandon, Brodie, Dimitri, Kiara, Pidge and Victoria) all the best with your new postings and positions.

#V55partofthesolution



Projects: Land 8710 and 8702 – Littoral and Riverine Modernisation

MAJ Josh Prucha - Staff Officer Grade 2 Army Littoral Capability, Land Mobility Systems Program – Army, Platforms Branch, Land Capability Division, Army Headquarters

‘Rapid, protected manoeuvre is key to Army’s ability to fight and win the joint land battle in the littoral environment’.

The Government has approved the ‘re-prioritisation’ of Army Watercraft projects, which will see the Army Water Transport capability (LCM-8 and LARC-V) replaced by the mid-2020s and an Army Riverine Patrol capability ‘re-established’ by the early 2030s.

Land 8710 Phase 1 (Independent Landing Craft and Amphibious Vehicles) will replace the current ageing Water Transport fleet (LCM-8 and LARC-V) - as an important element of the ADF’s battlefield logistic support capability. Whilst this capability’s primary task is conducting tactical resupply in the littoral environment, it can also conduct littoral manoeuvre of the Joint Force by day and night, on inland and coastal waterways and open seas, as well as complement the ADF’s amphibious capability, through augmentation of ship to shore operations.

Land 8702 Phase 1 (Riverine Vessels) will re-establish a fleet of lightly armed small patrol boats to provide increased tactical mobility in the littoral zone. It will provide sufficient capacity to embark a force element that is capable of effective combat operations in a wide range of estuarine environments and could be used to transport small mobility assets such as all-terrain vehicles.

Land 8710 Phase 1 has recently presented to the Investment Committee (Q4 2018) for Gate 0 (Strategy and Concepts phase) approval. The Land 8710 Phase 1 Business Case was approved, allowing the Project to proceed to Gate 1 (Risk Mitigations and Requirement Setting phase). There will be numerous activities which will assist in risk reduction and capability development of the future Landing Craft and Amphibious Vehicle capability - leading up to Gate 1 approval.

USASMA, El Paso Texas

WO1 Trudy Casey and WO1 Andrew Killen

Did you know that there are two Australian Army Warrant Officer Class One (WO1) posted to the United States Army Sergeants Major Academy (USASMA)?

So what is the USASMA? The Academy is an institution that provides education and training to the U.S. Army NCO corps, based at Fort Bliss, El Paso, Texas. The Academy can be likened to our WO&NCO Academy as it trains all corps soldiers for promotion. The Academy was established by General Order in July 1972 and started educating Sergeants Major in 1973 with Class 1 consisting of 105 students. Australia was the first country to provide an international student for each class since 1974 and we were the first to provide an international instructor in 1976.



The USASMA, is an institution of military higher learning, where the United States Army's promotable Master Sergeants (WO2(E)) complete a 10-month course before they are promoted to Sergeants Major (WO1(E)). The 2018/19 class is Class 69 and it consists of 632 students, including 55 international students from 35 countries, two students from the United States Airforce, two students from the United States Marines, and one student from the United States Coast Guard.

There are two Australian Army WO1s posted to the Academy, one filling the student position and the other filling the instructor position. The criteria to post to the Academy requires DSCMA to select a Regimental Warrant Officer Class One from Tier A to Tier B through the PAC process with approval from the CA.

Did you know that two RACT Warrant Officer Class One soldiers are currently filling the Australian Army positions at the USASMA?

In May 2016, WO1 Trudy Casey commenced her posting as a student in Class 67 and graduated in June 2017. In July 2017, she was appointed as an instructor in the Department of Force Management for Class 68 (2017/18) and Class 69 (2018/19). WO1 Casey is due to return to Australia in July 2019. WO1 Andrew Killen commenced his posting at the USASMA in May 2018 as a student in Class 69 and will graduate in June 2019. He will then transition into an instructor position and teach students in Class 70 (2019/20) and Class 71 (2020/21). WO1 Killen will return to Australia in July 2021.

DOCM-A Update

MAJ Matthew Weldon

The DOCM-A mission is to deliver career management to Army personnel, on behalf of the Chief of Army, in order to maximize capability and support the chain of command to meet its obligations to Army personnel. Career Advisors support this mission by providing tailored career advice to balance and align the requirements of the service, the professional development needs of the officer and the personal preferences of the officer.

There were a number of key developments during this career management cycle that are particularly worth capturing in this DOCM-A journal entry. The Junior Officer Sustainability Plan (JOSP) was issued by Chief of Army in 2016 and sought to rectify asset versus establishment hollowness across Army at CAPT and LT. This was to be achieved through a change to an average time in rank of 10 years from LT to MAJ. This directive (CA Directive 27/17) is now cancelled. Since the directive was released, Army has increased officer recruiting, reduced officer trainee wastage, reduced establishment, and evolved our order of battle which has resulted in greater LT asset. Rather than a time based promotion policy like JOSP, Army needs to be flexible and dynamic in the way we manage our workforce to meet the service need. A principle based promotion policy that is fixed on balancing the service need and relative merit (Values, Performance, Experience, Qualifications, and Potential) is how Army is best enabled to mitigate our establishment hollowness. What this means is that promotion is not a right or a guarantee. Promotion is based on merit.

Workforce Planning Data

The information in the following table is drawn from strategic workforce data provided by the Directorate of Strategic Workforce Planning and Analysis (Army) and is correct as at 01 Oct 18. The RACT foundation group asset versus establishment remains very healthy in an overall sense. Most foundation group RACT MAJ, outside of those in SUC, remain employed in CC55 and CC00 appointments. Competition for non-corps appointments at the rank of MAJ is strong, and promotion from CAPT to MAJ and MAJ to LTCOL continues to be very competitive. RACT is a corps that has benefited from sideways recruiting (ASWOCS, OLTS, SERCAT Transfer etc) and will continue to do so in the future.

The Total Workforce Model (TWM) is designed to help secure the ADF's supply of quality people. It provides Defence with greater organisational flexibility, as well as providing members with enhanced access to flexible service arrangements to facilitate a balance between their

personal circumstances and career needs. It enables mobility between the full-time and part-time components of the ADF and enhances the ability of the Services to draw efficiently upon different workforce mixes to meet capability demand. It is encouraging to see an increased uptake of RACT personnel using TWM options and the benefits it provides back to capability.

RACT (Officer) Asset and Liability

	Total Asset by Gender		Trained Asset	Total Asset	TF Estab	Any-corps alloc	Total Req'd	Trained Headcount Gap
	M	F						
LT	42	15	57	57	44	10	54	+3
CAPT	77	27	104	104	60	43	103	+1
MAJ	94	32	126	126	33	50	83	+43
LTCOL	40	7	47	47	4	11	15	+32
Total	253	81	334	334	141	114	255	+79

Farewells, Honours and Awards

Farewell from the Australian Army Reserve - Major Annette Wyatt

After serving over 47 years in the Australian Army, Major Wyatt retired on the 14 January 2019.

Major Wyatt enlisted into the Australian Regular Army on the 21st of February 1971 and following recruit and trade training at the Women's Royal Australian Army Corps School, she was posted to the Movement Control Office, Victoria Barracks, Paddington, New South Wales, as a movement clerk.

In February of 1975, Major Wyatt discharged from the Regular Army and returned to Tasmania. She joined the Australian Army Reserve in October 1975 and was posted to 44th Transport Company, Devonport, as the Chief Clerk.



MAJ Annette Wyatt.

Major Wyatt qualified for an in-service commission for promotion to Lieutenant and was commissioned as a Lieutenant on the 9th of March 1984. She performed the duties of the Administration Officer and later as Operations Lieutenant of 44th Transport Squadron.

In 1987, Major Wyatt performed Full Time Service at the District Support Unit at Anglesea Barracks, Hobart, in the role of Administration Officer, and after promotion to Captain remained on Full Time Service as the Quartermaster (DSU) until July 1992. Following the transfer back to the Army Reserve she was appointed as Officer Commanding 111 Combat Supplies Platoon until December 1994.

On promotion to the rank of Major, she performed the role of OC Army Reserve Recruiting until April 1999. Major Wyatt was then posted as 2IC Training Wing, Regional Training Centre, Tasmania prior to her appointment as the OC 44th Transport Squadron from July 2002 until December 2005. Her husband, Lieutenant Colonel Doug Wyatt, OAM, RFD (Retd) had previously held this position.

In 2015 she was awarded the 2nd Force Support Battalion Commanding Officers Commendation for *"exceptional service as the Officer Commanding the 44th Transport Squadron."*

Major Wyatt was then appointed as the Operations Officer of the 2nd Force Support Battalion, Derwent Barracks, Glenorchy, from December 2005 until December 2011.

In 2010 she was presented with the 17th Combat Service Support Brigade Commanders Award for “*outstanding achievement in carrying out your duties as Operations Officer.*”

In January 2012 she was appointed as the Safety Officer, 2nd Force Support Battalion until December 2013.

In January 2013, MAJ Wyatt was appointed as Officer Commanding 44th Transport Squadron for a second time until December 2015. With her strong ties to the RACT of Tasmania Association she thoroughly enjoyed the unexpected opportunity to fulfil the role for a second time.



Defence Long Service Medal with six clasps and the Australian Defence Force Service Medal.

During November 2010, Major Wyatt deployed to Singapore as part of 17th Combat Service Support Brigades participation on EXERCISE SUMAN WARRIOR 2010.

In 2016 Major Wyatt was posted as the OC Contract Management Cell, 2nd Force Support Battalion. Major Wyatt's final posting was as the Officer Commanding 6th Logistic Support Company, 2nd Force Support Battalion.

In recognition of her outstanding contribution in developing and conducting the role of Theatre Gateway in Rockhampton on EXERCISES HAMEL and TALISMAN SABRE over many years, Major Wyatt was awarded the Commander Forces Command Bronze Commendation on 18th August 2014. In addition, Major Wyatt has been awarded the Defence Long Service Medal with six clasps (two Federation Stars) and the Australian Defence Force Service Medal.



Commander Forces Command Bronze Commendation.

There is no doubt that Major Wyatt's contributions have met with the Royal Australian Corps of Transport motto '***equal to the task***'.

Honours and Awards



COL K. Skinner, CSC

Conspicuous Service Cross awarded 11 Jun 18

For outstanding devotion to duty as the Staff Officer Grade One 1 Postings, Directorate of Soldier Career Management Army.



LTCOL C. Benfield, CSC

Conspicuous Service Cross awarded 11 Jun 18

For outstanding achievement as the Staff Officer Grade One Selections and Appointments with Career Management Army over 2016-7.



Corps Birthday Dinner 2018



Crowd shot in ante room.



Farewell CAPT Mark Williamson with HOC and DHOC.



Farewell SGT Lenard Blair with HOC and DHOC.



Farewell WO1 Stafford Kelly with WO1 Peta Dawe and HOC.



Introduction of BRIG Tim Hanna.



MAJ Cameron Elston, LT Laura Padgham, CAPT Kerridwen West and CAPT Sandi Williams.



MAJ Plain was farewelled at the dinner. Pictured here with his wife.



WO1 Justin Cocking and LTCOL Sally McClellan.



SMA appointment of WO2 Kylie Doyle CDI-A.



WO2 Darren Fox, COL Catherine Carrigan and COL Lesley Woodroffe.

Essays

Reflections on being an RACT Officer

LTCOL Charmaine Benfield

In November 2018 I have returned to the Tobruk Barracks Officer's Mess, the place where my journey as an RACT Officer started. Being back in Puckapunyal in the Corps Officer's Mess has given me the opportunity to reflect on the RACT officers I have known and worked for, and their respective strengths and characteristics. On reflection it seems that the officers within the RACT share common personality traits, even if it is expressed differently. These reflections are my recollections only and I appreciate that this article may seem to have a rose-coloured tint, so perhaps it is also aspirational for the Corps' officer culture.



LTCOL Charmaine Benfield.

My distillation of who we are as successful RACT officers comes down to three key character traits: we are practical, brave, and always place our soldier's welfare first. I will list some of the expressions that I have heard RACT officers use over the years to illustrate my points – readers in my generation may be able to determine the speakers' identity.

Practical - "That's just dumb, d-u-m, dumb." While this reminds me of Homer Simpsons' 'SMRT' song, there is little tolerance within the officers I have known for taking actions that lead to no outcome – or worse, waste the time and resources of our workforce and equipment for no gain. I have seen, and used this myself, to back away from otherwise silly ideas.

Upon being back briefed on an especially complicated plan, one RACT officer remarked "We're not here to fornicate with arachnids." Albeit, he may have used more colloquial words. This has stuck in my mind – keep the plan simple and understandable by all. The less moving parts and complication, the more likely it will succeed.

After spending our LT years physically on the job with our soldiers I find that we are very practical in our problem solving – we have learnt to conduct a proper appreciation of the time and space it takes to achieve a task; factors that our peers wish away in simulated battles.

Brave - "Transport are the Armour of the CSS Corps." This was meant as a compliment by the speaker, but I suspect alludes to the shark tank environment that young RACT officers find themselves in when providing CSS to other Army sub-units. As a result of the early exposure and experience in practical CSS operations, RACT officers learn to deal with plans going awry, unhappy customers, unhelpful weather and terrain conditions, and become like small ducks and just let the water run off their backs. This formative experience gives us the ability to lead in difficult circumstances and builds our resilience – which is likely not how you characterised the experience at the time.

Often, RACT officers have learnt the hard way to have the moral courage to speak up in the face of flawed planning. I think that we have a responsibility to lead the other CSS Corps as CAPTs, MAJs and beyond to support and protect them when we encounter future flawed plans.

Soldiers first – all Australians understand that the road is a dangerous workplace, and not many drive the distances that Army expects of the RACT to support and conduct annual exercises and tasks. We are acutely aware of the risks to our people and the need to protect their safety. I find that this translates to the barracks environment as well where the welfare of our soldiers and their families is critical – how else can you ask them to be on the road or in the field for months, let alone deploy?

"At the end of the day, you've got to be able to talk to your people." This is my father's advice, which I try to follow daily. I value the genuine relationships that we as RACT officers are able to form with our soldiers and NCOs. I observed this in my first unit, 26 Tpt Sqn, at a staging area in Longreach enroute to AACAP where I was very impressed with a young CAPT who sat with his NCOs and senior soldiers, discussing how to approach future tasks and using their experience to best effect.

As a Corps, I think that this respect between the ranks enhances our capability. I expect and encourage RACT soldiers to speak up about their ideas, solutions and concerns confident that they will be heard. Trust is the key to our positive relationships within the Corps, and to our integrity as an officer Corps.

Move, Shoot and Communicate - Not in 7 CSSB, Not with L121 (Yet)

CPL G.A. Amey - 5th Transport Squadron, 7th Combat Service Support Battalion

INTRODUCTION

LAND 121 (L121) is a multi-phased programme that replaced the legacy B-vehicle fleet. This project delivered its entitlement of L121 to the 7th Combat Service Support Battalion (7 CSSB) in February 2017. The introduction into service (IIS) of L121 provided many opportunities for 7 CSSB through new capabilities; however, 7 CSSB still has significant challenges that it needs to overcome with L121 before it can effectively employ the 'move, shoot and communicate' theory.

The current understanding that L121 was introduced to provide a hardened logistical asset that is able to protect and defend itself, reducing reliability from the arms Corps.

7 CSSB did not fully implement the use of L121 in 2017, it did however fully deploy with L121 fleet on both Ex BGWH/HAMEL 2018. Throughout these exercises it was identified that 7 CSSB still has a considerable training gap to bridge prior to being able to effectively utilise the L121 capability.

Scope. This paper will define what is 'move, shoot and communicate' and the challenges 7 CSSB face as they attempt to conduct it. This paper will also define the challenges 7CSSB face with the delay in communication technology, the training for soldiers and the lack of Standard Operating Procedures (SOPs) and Doctrine. This paper will provide recommendations for how personnel employing L121 can be enhanced enough to be effectively utilised in the conventional tactical environment. The focus of this paper will be at the Troop-Squadron level.

AIM

The aim of this paper is to outline why 7 CSSB cannot 'move, shoot and communicate' with L121.

MOVE, SHOOT AND COMMUNICATE

Move. Move is considered the ability to manoeuvre and deliver a commodity throughout the battle space, traversing difficult terrain and being able to effectively move from point A to point B.

During Ex HAMEL 2018 7CSSB had a significantly reduced ability to manoeuvre throughout the battle space compared to the Legacy fleet due to the weight and size, particularly with the HX77s vulnerability to terrain and climatic conditions. To add to the challenges, the lack of driver experience also hindered the manoeuvrability and employability of the fleet.

To be able to manoeuvre L121 variants in the tactical environment, drivers need to be able to quickly conduct terrain appreciation whilst on the move. This can become difficult when drivers have varying training/experience and this challenge can be multiplied when adverse weather conditions are applied to the situation.

Shoot. Shoot is considered the ability to engage the enemy utilising the platforms main mounted weapon systems. L121 does not afford the ability to decisively engage targets with precision and accuracy due to the unstable weapons platform.

To date L121 operators within 7CSSB have not been assessed engaging targets from L121 platforms, individually or as a section. This highlights a weakness in supporting the shoot theory. Assessment at the individual crew and section level must be conducted IOT be deemed current in line with the RAAC gunnery tables. This was not supported or assessed in the 7 Combat Brigades 'Road to Ready'.

Ex Hamel 2018, did not afford L121 operators from 7 CSSB opportunities to engage enemy engagements however; if 7 CSSB did encounter frequent enemy engagement the lack of appropriate weapon mounting equipment (swing mounts) would prove to have a significantly negative impact on the accuracy and precision of the mounted firers.

It is assessed that to be able to effectively engage with precision and accuracy from a mobile L121 variant you need to have a stable firing platform. Currently the swing mounts attached to the L121 variants do not provide a stable platform and firers have extreme difficulty in firing accurately on the move due to the volatility of the swing mounts.

Communicate. Communicate is considered the ability to maintain commentary throughout the battle space through a digital information network between all assets including your higher headquarters, from varying distances without fault.

During Ex Hamel 18, 7CSSB designed and implemented a local modification IOT secure communications within the L121 variants. This system was set up utilising the Land Rover battle whip, 20 watt dismount amplifier and an unsecure Harris 152 radio. This Communications suite afforded 7CSSB communications reach, enabling personnel to transmit and receive orders on the move. As 7CSSB vehicles have begun modification IOT fit the communications sweet, the interim solution appears to be relatively permanent.

TRAINING GAP

Shortfalls. Currently 7 CSSB has a shortfall in training on the L121 fleets. Whilst drivers are qualified to operate the platform, there is a significant gap between being able to operate in a barracks environment, compared to being able to effectively operate in a tactical environment.

The training gap can be solved; greater emphasis needs to be placed on mounted minor tactics and mounted gunnery. This training can be conducted at the NCO level, but needs to be reinforced by having all ECN 274 NCOs qualified as crew commanders. Currently 7 CSSB relies on the experiences from members who have deployed overseas and/or operating in Bushmaster to pass on their knowledge of operating within a tactical environment.

Initial Employment Training (IET). IET for ECN 274 is currently lacking in the ability to provide a tactical skillset for soldiers on the L121 fleet. Qualified IET soldiers are expected to be able to operate the L121 in a tactical environment, which includes manoeuvring, engaging the primary mounted weapon systems and being able to effectively use the communication systems.

DOCTRINE AND STANDARD OPERATING PROCEDURES (SOPS)

Implementation of SOPs and Doctrine. To date there is no specific tactical SOPs or doctrine developed for the use of L121. Currently 7 CSSB utilise mounted minor tactics SOPs developed for the use of armoured vehicles. The development of new doctrine for L121 is required to standardise the employment of these vehicles in a tactical setting. Noting the size and weight of the L121 vehicles, it cannot be expected that armoured SOPs can be utilised effectively.

The lengthy process for developing doctrine will be a challenge for 7 CSSB to overcome. The lack of L121 doctrine means that unit SOPs will differ and there will be a significant difference in the operating procedures of the new L121 vehicles, thus causing further confusion when doctrine is finally developed and released.

CONCLUSION

The L121 fleet offers Army a range of capabilities beyond that of the Legacy fleet. In order to employ these capabilities lateral and creative thinking needs to be employed IOT develop a robust SOP that is aligned across the Combat Brigades. The ground truth is that 7CSSB are not supported by the digital communication package and/or gunnery and tactical knowledge IOT meet the Move, Shoot, Communicate from RACTs perspective.

Recommendations

It is recommended that:

- a. Units target qualification pathways IOT meet requirements such as assessed gunnery tables ISO the shoot theory.
- b. The fleet is fitted for a digital communications suite, an interim solution should be agreed upon IOT standardise the communication ability with the fleet until the digital fit catches up.
- c. A combined RACT working group from the three Combat Brigades form an initial draft of the L121 Mounted Minor Tactics SOP lead by the 7th Combat Brigade.
- d. AST assesses and moderate SOP effectiveness IOT standardise access the Combat Brigades.
- e. Future SOP be incorporated into IET until Doctrine and AST place greater emphasis on mounted minor tactics for ECN 274 IET.
- f. Combat Brigades agree to exercise logistic effects on the 'Road to Ready'.

SM and CDI-A

LTCOL C. Benfield and WO2 K. Doyle

The future is heavy

In June 2018 the 3rd Combat Brigade commenced the receipt of their initial complement of L121 Phase 3B vehicles, aligned with the Force Generation Cycle as the Brigade moved into Reset. The later months of 2018 and throughout 2019 will see the issue of the remaining L121 vehicles, trailers and modules across Army. The 3rd Brigade supported the CASG led trial of the PMV-L in October, learning valuable lessons which will be shared across the Corps. The removal of all legacy fleet by mid 2019 (less bulk liquids) will require RACT Road personnel across every unit to become conversant with the requirements of operating heavy vehicles on a daily basis.

While many in the Road trade have been managing heavy vehicles and the associated permits and restrictions throughout their career, the impact of the L121 vehicles across Army is taking time to develop. As Road trade experts, you will be the SME for Bn and Bde staff to deal with more than the obvious implications. I encourage you to consider innovation in the use of L121 vehicles within your units, clearance and safety to operate in support of DACC tasking after a natural disaster, and the impact on base and training area facilities.

As the last CSSB to receive the L121 Ph3B vehicles, 3 CSSB's innovation journey on how to employ them in the field has just commenced. We are fortunate to transfer a number of personnel directly from the 'move, shoot and communicate' philosophy of the PMV-M directly to L121 in 2018, and to PMV-L trials, with PMV-L issue expected mid 2019. There are important lessons learnt available from our sister CSSBs that we should not seek to re-learn. 7 CSSB has been particularly active on The Cove in releasing articles for all to read – I encourage all to seek and provide your knowledge across the Road trade to reduce repeating the same, sometimes expensive, lessons.

You should expect that after the initial period of concern about the fines appropriate to failures in the chain of responsibility for heavy transport operations, there is a danger that planners and

operators will fall into the trap of thinking that briefs on L121 vehicle permits do not apply to them. If you are finding this concern in your unit, reach out to your local RACT Regional Representative for assistance. In North Queensland, for example, this is OC 9 Tpt Sqn.

The next version of the DRTEF, version 6, is expected to be released in Nov 18. There are very clear rules surrounding the use of each variant and the impact of containers/flatracks and trailers on their authorisation to drive on public roads. I encourage you to work with your Bn operations cells to develop clear control measures to ensure all tasks are appropriately checked before leaving unit lines.

During DACC tasking there may be an expectation that because one civilian government agency has sought assistance from Army, they have sought exemption from other government agencies controlling road safety and permits. Prior to entering a high risk weather season, the relevant Bde or Bn operations cell should confirm requirements for permits while on DACC tasking for your state or territory. As the Road trade SME, you need to ensure that your drivers are not placed at risk by direction to traverse areas the vehicles are not capable of/there is uncertainty as to the safety of the route. This could include the confirmed ratings on bridges in your AO, the ability of vehicles to move offroad into a staging area, and the height of the vehicle to expected obstructions.

For those posted to units or areas with armour you will be familiar with the routes built to allow their movement – usually paved. Facilities and roads appropriate to the use of our legacy B vehicles may not support your new mission systems. From a facilities perspective, I encourage all to understand the heavy vehicle routes on your barracks and training areas. You may need to look carefully at bridges, culverts, and secure locations to ensure they are suitable – and if not, raise them for facilities upgrades. As our vehicles become larger, so too their turning circles.

More than we have in the past, the Road trade needs to look outside its own boundaries and tasks to inform Army and Defence more generally of the impact of our heavier future with the highly capable L121 FOV. Your role in the innovation, safety and use of road transport remains critical.

Lessons on Leadership

LT M.B. Chamberlin, 2nd Force Support Battalion, 44 Transport Squadron

As a newly commissioned RACT officer I relished the opportunity to provide an article for the RACT Journal. Having little experience in the Corps I have decided to share from my experience completing the General Service Officer Commissioning Course (previously called the First Appointment Course) and what I observed regarding leadership along the way. This reflection will hopefully not only give insight to other junior leaders, officer and NCO's but will act as a guide for those aspiring to be leaders.

During the course I noticed many OCDT's excelled whilst others struggled. The attributes of the ones who did well had a consistent and recurring theme, here is what I observed.



*TB5 culminating pack march –
This is me conducting the final
march out.*

As a leader you reproduce who you are

If someone is lazy as a digger they won't motivate others easily when they lead. On the other hand, if you have a work ethic that isn't afraid to work, push and fight hard for those in your section you will immediately generate momentum when you lead. If you are reliable and consistent with your character, then others will tend to trust you and respect your judgement. Who you are as a leader is just as, or even more important as your ability to make intelligent and timely decisions.

Erwin Rommel once said 'Be an example to your men, in your duty and in private life. Never spare yourself, and let the troops see that you don't in your endurance of fatigue and privation. Always be tactful and well-mannered and teach your subordinates to do the same. Avoid excessive sharpness or harshness of voice, which usually indicates the man who has shortcomings of his own to hide.'

Use your failures

The real essence of failure is when you fail to try. Many people attempt to stay safe by only doing what they know they can do well. But then they don't grow. Learn from your messes. I often saw intelligent young OCDT's defend what they did when being corrected by staff but then in the process of doing that they miss what they could've learned from the experience. I was corrected many times throughout the course and often I wasn't fully to blame but I looked for what I could gain from the correction and not focus on trying to protect my pride. There is certainly a time to communicate clearly if something is incorrect, but the majority of what I saw was people worrying that their pride was hurt. They then lost a great opportunity to learn as a result. I found the lessons I learned, especially when I was tempted to blame someone else, had enormous value for me. Decisions I made on later missions that were excellent often had previous failures and a staff member's rebuke to thank.

Work life balance

There were several OCDT's that struggled or dropped out due to stress and pressure on the home front. This dynamic is often missed or underestimated. I noticed for myself that when I had all my ducks lined up personally and relationally that I excelled, but when there were relational problems to sort or painful issues to deal with, it would potentially impact my ability to prepare and progress through the training. It's important to recognise this and take preventative or restorative measures if necessary. This principle is also observable with children and school. If the home front is solid they can excel but if there is tension or stress they can miss opportunities to learn because subconsciously they aren't thinking about what's in front of them. Take time to rest and prioritise time for those relationships that are important to you. It is also very important to resolve toxic or hurtful experiences so that you aren't carrying them into your leadership. I've seen good leaders become erratic or 'trigger angry' not because the circumstance they were facing were exceedingly stressful but because they were carrying a lot of unresolved stress already.

Take responsibility for your progress

The course is a fantastic opportunity to learn but the initiative to learn and develop as a soldier and a leader lies with you, not the training environment around you. We can complain about a lot of things and expect everything to be handed to us on a platter, but to really learn you need to take something by the scruff of the neck and make it yours and not worry so much how it is presented to you. If you struggle with a certain aspect of soldiering, don't blame your peers, instructors or your leaders. Do something constructive and wrestle through the issue yourself. Get hungry for change and ask people for input or source resources, study and practice till it's subdued and

you're starting to conquer. Constructive criticism is good but complaining or winging doesn't generate anything for your own development. Stay the course and don't waste your energy on sticking your bottom lip out.

Knowing team

It is really important to know how to be an effective team member. It's one of the key aspects of life that the Army esteems highly. Why is that? On the missions that I did extremely well it was really the team around me that made it happen. When you have strong support and effective unity you start punching into a much higher capacity than if you are disjointed as a team. Communication, trust, respect and understanding flow so much better when we aren't so self-centred in our mindset. If you give your best with your best attitude you will affect everyone around you positively and then vice versa. This dynamic grows when you work it. Perhaps that's why morale is one of the key principles of war.

Thinking bigger than yourself

It can retard a team when someone is genuinely wrapped up in themselves and how they are perceived rather than simply doing the job to their best ability. Better to be a team 'work horse' or even a donkey than a show pony. There is a saying that 'one should not boast putting his armour on as one who is taking it off.' This is a good saying to me because it's really saying let your actions speak louder than your words because boasting has a tendency to deflate! Leaders who under promise and over deliver garner more respect than those who speak big but don't follow through.

The Commissioning Course

It was an enormous privilege for me to have the opportunity to apply and be accepted into the course. The quality of the training and trainers, the hands-on experience, challenging circumstances, comradery and invigorating field phases made for one of the most memorable and challenging experiences I've been through. I loved every minute, even the very difficult times. The financial, human and logistical resources required to equip one officer, especially since many do not graduate, would be enormous. For that I am thankful. It was important to remember this when I was being stretched and challenged. Now that I have graduated it is time for me to start giving back.



Graduating dinner as a newly commissioned LT 3rd from right. Gathered with fellow AUR graduates (LT Lange 2nd from right also posted to 44 Transport Squadron), CO - LT COL McFarlane and OC - MAJ Harron.

Reflections

A look back at our beginnings as we move forward. It has been said many times the we can learn from our past as we posture for the future, but do not let the past strangle our future.

Anon

HIS EXCELLENCY THE GOVERNOR'S ADDRESS AT THE INAUGURAL PARADE OF THE ROYAL AUSTRALIAN CORPS OF TRANSPORT, TOBRUK BARRACKS, PUCKAPUNYAL.

SUNDAY 3rd JUNE, 1973.

Brigadier Bunting

Lt Col Douglas

Lt Col Darlington

Officers, Non-Commissioned Officers and Men of the Royal Australian Army Service Corps.

"This is indeed an historic day". Here and in Northern, Eastern, Central, Western and Tasmanian Commands, and the Northern Territories, there are parades to mark the beginning of the end of the 70 year old Royal Australian Army Service Corps.

As many of you know, just over a year ago the Cabinet approved a Defence recommendation that the Army should be reorganised on a functional basis with a Field Force Command, Logistic Command and a Training Command. Logistic Command consisting of three services, namely transport, supply, and maintenance engineering.

This decision affects most of the major logistic Corps in one way or another. But the decision to establish one Corps - The Royal Australian Corps of Transport - to be solely responsible for the transport support of the Army - was the most far reaching decision of all.

It has involved a number of officers and men being transferred from one corps to another, in particular from the Royal Australian Engineers to the Royal Australian Corps of Transport, and from the Royal Australian Army Service Corps to the Royal Australian Army Ordnance Corps.

I know no one likes changes and many are doing this after long and loyal service. However, these changes are inevitable if there is to be proper balance, maximum efficiency with the greatest economy of manpower.

You symbolise the traditions of two famous Corps named variously:- The Commissariat and Transport Corps, The Army Service Corps, The Australian Army Service Corps, now Royal, and The Royal Australian Engineers (Transportation), Water Transport and Docks Operating Companies, Terminal Squadrons and strangely the Australian Army Transportation Corps.

Your tools have been varied and various, be they on land, on water, or in the air: but there is something which does not change. That is the Spirit, Esprit de Corps, call it what you will. I know there has been the greatest spirit of goodwill and co-operation between the two Corps concerned. I know that this will continue and that all concerned are determined to establish your new Corps as one of the best, most efficient, and loyalist in the Australian Army.

Naturally you can look back with pride on the past, but what is much more important is that you should look ahead. You are now The Royal Australian Corps of Transport on which the Army will rely for every form of transport in peace and war.

To achieve this you will be called upon to operate a very wide range of road vehicles, large and small ships, amphibious vehicles, as well as to operate and manage ports, airfields and airheads, and to be flexible enough to meet the vast changes in the mode of transport operations and management which are taking place in the world today.

Sir Winston Churchill once said: "Victory is the beautiful bright-coloured flower. Transport is the stem without which it could never have blossomed". You are that stem. Be strong and virile.

We, who watch, have every confidence that you will prove yourselves worthy.



*GOVERNOR OF VICTORIA
Major General Sir Rohan Delacombe KCMG, KBE, CB, DSO, KStJ
(25 October 1906 – 10 November 1991)*

RACT Associations

Army Transport Association Queensland

Mr George Hunter

Over the past year since the last Corps Journal was published we have had a 2017 Christmas Luncheon, which was attended by serving members and retired army personnel. This function had an attendance of 96. February saw our Association having a get together at the Movers Inn, Enogerra. It was not greatly attended but a good time was held by all. April saw the association march on ANZAC Day through the streets of Brisbane. We had 8 serving soldiers from 5 TPT SQN and 4 from JMCO/JMCC and they joined our get together at the Hilton Hotel. June saw the 47th Birthday of the RACT held at Coorparoo RSL with 85 people attending. October saw our Annual General Meeting where 2 committee members did not stand for re-election. Fortunately we had 2 members come forward to replace them. If anyone within the Corps is interested in becoming the Editor of our Newsletter please contact the Committee. On 8th November we joined with representatives from 5 TPT SQN, the transport sections from 2nd/14th QMI and 6 ESR at 26 TPT SQN, the hosting unit, for this year's Circle the Wagons. A great day was had by all. December will see our Christmas Function again being held at the Coorparoo RSL and hopefully well attended as previous years.

Unfortunately over the last 12 months we have lost several of our older members. The following members have passed away Keith Innes, Jock (Ewan) Kennedy, Ken Purdy, John Liston, Don Noy, Mike Harris, Peter Angus, Peter Conway, and John Reynolds. RIP PAR ONERI

Our Association, as you can see, is starting to dwindle. We have a programme to try and recruit new members who have left the Army in the past 15 years. We have had some success in this but we are following it up the best we can so as to keep the Association afloat. Any RACT Members leaving the Army and settling in South East Queensland are more than welcome to join us here and enjoy the comradery. The Association has 3 major functions per year ANZAC DAY, CORPS BIRTHDAY and CHRISTMAS. We also try to get together every second month. The Association is on Facebook under Army Transport Association Inc. If anyone wishes to join our Association please contact Kerry Cooper or George Hunter.

RACT Association of Tasmania

**LTCOL D. M. Wyatt, OAM, RFD (Retd), President,
RACT Association of Tasmania**

During the past 12 months the RACT Association has successfully arranged or conducted the following activities:

- AGM at Ross
- Various ANZAC Day and Remembrance Day activities.
- RACT Anniversary Dinner at the Anglesea Barracks Officers Mess.
- Presentation of the Top Driver award.
- Production of the Tassy Furphy No 17 & 18.
- Maintenance of the web site at www.ractassn.com as well as the Facebook page at <https://www.facebook.com/pages/Royal-Australian-Corps-of-Transport-Association-of-Tasmania/1496810760583054>



ANZAC DAY 2018



L/R WO2 De Bomford, SGT Kupiers, PTE Coles, CPL Fitkauu, PTE Hyland, PTE Brown.

RACT 45th Anniversary Dinner

The RACT Anniversary Dinner was celebrated at the Anglesea Barracks Officers Mess with 70 past and present members of the Corps in attendance. The VIP guests included the HOC RACT, BRIG Cam Purdey, CSC and the Colonel Commandant TAS/VIC, COL Catherine Carrigan.



BRIG Cam Purdey, CSC
HOC, RACT

COL Catherine Carrigan,
Colonel Commandant
RACT (TAS/VIC)

RACT Association's 'Driver of the Year'



RACT Association's 'Driver of the Year' was PTE Rohan Polanowski, 172 Transport Troop, 44 Transport Squadron, 2nd Force Support Battalion.



Top Driver Certificate 2018.

RACT Central Fund Membership



RACT CENTRAL FUND SUBSCRIPTION FORM

Subscriptions to the RACT Central Fund are open to all RACT serving members and friends of the Corps. Funds raised through subscriptions are used for the benefit of serving Corps members.

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: _____

If Yes: Please email ract.hoccell@defence.gov.au for a badge number before completing your EFT.

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 and badge number (if you have a badge) i.e. **Smith B 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 or

Please Note: For new subscribers, your badge will be forwarded on receipt of payment.

The Last Post



WO2 Mark Lang
29/9/1977 – 23/20/2018

WO2 Mark Edward Lang passed away on 23 October 2018. He was 41 years old, a dedicated husband, father and 'good mate' to many. A memorial service was held in the Greenway Chapel, Green Point, on 2 November - the Chapel overflowed with Mark's family, friends and comrades. He was an inspiration to many. His wife Kim, sons, mother Deb and family, survives Mark.
Par Oneri



SGT Anthony Brook
28/1/1972 – 15/1/2019

SGT Anthony Brooks tragically passed away on 15 January 2019 in Puckapunyal. Anthony was a reserve soldier with almost 30 years' service and was an integral part of 128 Transport troop, 15 Transport squadron in Horsham throughout his career. Anthony joined the Chief driving instructor cell-Army at the Army School of transport in January 2017 and provided much needed support and mentorship to the junior members. Anthony was also the Horsham RSL Manager in his full time career and was dedicated to both Army and the RSL. Anthony was the much loved father to Brea and Corey, husband to Tamara and mate to many and will not be forgotten. *Par Oneri*



CPL Ben Johns
03/04/1981 – 28/12/2018

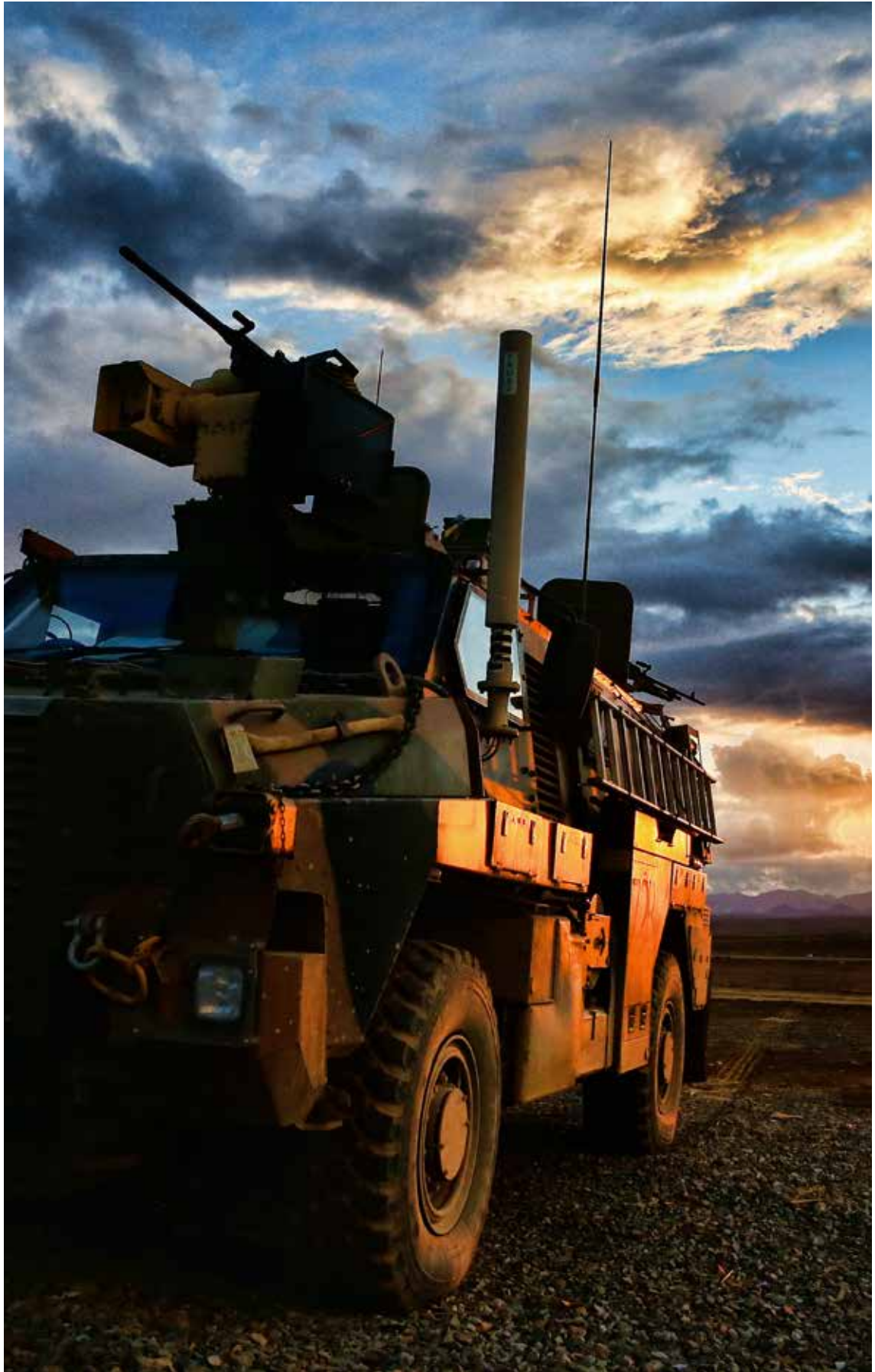
8215641 CPL Ben Johns (Johnsy) tragically passed away on 27 Dec 2018 while on leave in Queensland. Ben was a dedicated and respected instructor at AST and was in the process of transitioning from Defence, commencing a new role with the Port Operations and haulage Company in Groote Eyelandt. Ben served nearly twenty years in Army with the RACT, the majority of the time as an OSV driver. Ben served in 7 CSSB, 9 FSB, 1 CSSB and 2 CDO and deployed on several occasions. CPL Ben Johns was a first class soldier and always 'equal to the task', all his mates and all who served with him will fondly remember him. Ben was the much-loved son to Gwen Johns and his brother Rob. *Par Oneri*



Gordon "Tiny" Body
16/01/1947 – 9/9/2018

Our former RACT Pipe Major, WO2 Gordon John 'Tiny' Body, was farewelled by family, friends and comrades at a service that celebrated his life in the Pettigrew's Chapel, Wallsend, on 18 September 2018. Tiny was held in such high regard that the congregation overflowed the Chapel onto the driveway. Tiny passed away surrounded by his family on 9 September 2018. His wife Frances, sons Justin, James, and family survive him. *Par Oneri*







CPL Grant Devonport, with a stowed Kalmar Reach Stacker, admires the sunset in Shoalwater Bay.

DPS: MAY017-19



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