



Royal Australian
Corps of Transport

Equal to the Task



Par Oneri - Australian Army Transport Journal

The Official Journal of the Royal Australian
Corps of Transport - *Collectors Edition No 8*

Issue 53, 2021

RACT Celebrating 48 Years



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Corps Conference 2022

RACT Corps Conference & Tobruk Dinner

The 2022 Corps Conference and Tobruk Dinner will be held at the Army School of Transport during the period 21 - 23 September 2022.

Sequence of Events

Arrival Day

1700h 21 September 2022

Circle the Wagons - Combined Happy Hour & Buffet Dinner TBOM

Day One

22 September 2022

Corps Conference

Day Two

23 September 2022

Corps Conference

23 September 2022

Tobruk Dinner

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





HOC Foreword - 2021

BRIG Jason Walk

As 2021 draws to conclusion I reflect upon how adaptive Army and our Corps continues to prove itself to be. The year has witnessed further demands upon us as part of the Defence contribution to the National response to COVID. While providing this support, we have simultaneously adapted to COVID restrictions, still conducting fulfilling and challenging training at all levels, up to and including Exercise Talisman Sabre earlier this year. We have also continued to support Operations and I wish to take the opportunity to recognise the efforts of 1 Joint Movements Unit and their contribution to the ADF evacuation of personnel from Afghanistan in August.

Our adaptive qualities were also called upon in the conduct of the Corps Conference on the 9th September. With travel restrictions preventing attendance at the

planned Conference at Puckapunyal, the Deputy Head of Corps and his team showed great versatility, pivoting to the conduct of a virtual Conference. This enabled strong attendance, and participation by personnel that may not otherwise have been able to attend. It is an excellent adaptation we may seek to retain to maximise participation in future Conferences.

The theme of the Corps Conference was *RACT and the Army Objective Force*. This focus provided insight to the Corp's pivotal role and function within the Army Objective Force. Also evident was the innovative thinking that is occurring throughout the Corps to manage extant challenges such as training liability, but also ensure we are *future ready*. An excellent brief was received on LAND 8710 Army Littoral Manoeuvre. Delivery of new equipment through this project will realise a steep change of impressive proportion in terms of the capability enhancement of our Water Transport force elements.

This is my final communication as Head of Corps. I have recently handed over the responsibility to Brigadier Sue Graham. She is a most worthy steward of our Corps moving forward. It has been a great honour and my privilege to serve as your Head of Corps for over three years and my tenure has been very rewarding. I would like to thank all members of the Corps for your support. The Corps is a vital component of Army and has an exciting future before it. I wish you well and trust you will remain equal to the task.

Par Oneri



Deputy Head of Corps 2021

LTCOL Clarke Brown

Despite promises of normalcy, 2021 was again a year defined by COVID. COVID continues to impact how we recruit, train, exercise and live; forcing us to reconsider structures and processes to ensure the continued delivery of capability. Notably, we are having to consider these changes in an environment of significant modernisation and against a backdrop of growing regional competition; and so the stakes are particularly high.

In recent years we have seen the introduction of L121 capabilities, which as I mentioned in the 2020 edition of Par Oneri, provide significant advancement in the capacity for distribution elements to operate and survive in an environment of threat. These capabilities have continued to mature with further Introduction Into

Service training and have benefitted from refinement through major exercise serials. Beyond L121, Army's watercraft replacement project (L8710) continues to gather momentum and will deliver well overdue modernisation to support future littoral manoeuvre. This new capability is critical to enabling the Army Objective Force and will ensure Army's capacity to project and sustain forces in our region.

Beyond modernisation of equipment, a number of RACT trades have also been impacted by recent change. With the creation of the new ECN444 Aerial Delivery Technician there remains ongoing consideration of corps allocation and the new ECN035 trade structure has commenced implementation. Another important activity through 2021 has been the conduct of the Land Force Support Capability Establishment Review. This review will ensure that our logistics capabilities are best organised and structured to support the full range of new capabilities to be delivered over the next decade. While I recognise that these workforce changes have created disruption and uncertainty for some, and while our Corps history and traditions remain important, delivery of capability will remain the central consideration in the generation of our workforce structures.

As others have previously observed, the real value of our Corps is in its people. Throughout my time as Deputy Head of Corps I have been fortunate to observe the professionalism and commitment of many of these people, especially in the instructors and students as they pass through the Army School of Transport. I am confident that our Corps continues to focus effort in the right areas and we continue to provide valued contribution to Army. Finally, it has been a pleasure to serve as your Deputy Head of Corps, thank you to those who have assisted me over the past two years and I wish the new Deputy Head of Corps, LTCOL Philippa Cleary, all the best in 2022.



Corps Regimental Sergeant Major 2021

WO1 Robert Gentles

2021 has proven to be another year heavily impacted by COVID. COVID has had a significant impact on members of the Royal Australian Corps of Transport, as well as Army in a broader sense. As a Corps we continue to support both international and domestic engagements during these challenging times. Collectively across the Corps this is extremely pleasing to hear that we continue to execute everything placed before us to an excellent standard.

Once again COVID impacted the Corps conference for a second year in 2021, which saw the cancellation of the physical conference, however showing agility and adaptability a one day virtual Corps conference was held where both incoming and outgoing HOCs along with members from all regions, and visiting lecturers were able to dial in via virtual means. The Corps conference is an extremely important event, allowing for central messaging across the Corps, articulating where the Corps is currently focused and what the future holds, particularly in the context of the Army Objective Force and more generally the logistic community.

The Army School of Transport continues to work on training transformation, as well as finding ways to streamline current ECN 274 driver training. Blended learning has been well received, as well as an increase of remote virtual courses across all facets of the RACT training continuum. The OPMOV trade transitioned into their new trade model as of July 2021, which saw the cessation of the current IET continuum. Marine Specialists are working hard behind the scenes as the new capability under L8710 starts to gain momentum for the replacements of the LARC-V and LCM8s with the Littoral Maneuver Vessels (Mediums, heavy and patrol versions) planned currently for 2026. Cargo Specialists see L8120 replacement fleet of C & D fleet over the next few years introducing three tele-handlers and crane variants with introduction due for completion in 2026. Air Dispatchers will transition to ECN 444 following the recent trade review.

Opportunities to travel and engage with the wider RACT community have been severely hampered by State and Territory COVID restrictions. Planning for the 50th birthday celebrations in June 2023 are well underway with expectation of an exceptional celebration and recognition of the Corps' 50 years in Army. This year we have reinvigorated the RACT Awards for Excellent and it was outstanding to see so many high quality submissions, recognising the outstanding work of our junior soldiers.

Units wanting to request the RACT Corps Banner and or centerpiece for a suitable event, please request through racthoccell@defence.gov.au for availability. Corps policy statements can be found at www.ract.org.au.

I would like to thank BRIG Walk for his time as the RACT HOC and look forward to the time we can come together as a Corps and appropriately show the Corps appreciation for his efforts; subsequently, I welcome the new HOC Brigadier Sue Graham CSC to the role.

Lastly, 2022 sees the DHOC and CO of AST changing over from LTCOL Brown to LTCOL Cleary. As the CRSM I thank LTCOL Brown for all his dedication, professionalism and commitment to RACT and the Corps is in a healthy state due to your leadership.



Representative Colonel Commandant 2021

BRIG Tim Hanna, AM

Thirty years ago I was serving in the Middle East as a Military Observer with the United Nations Truce Supervision Organization (UNTSO). My role was to patrol, observe and report on the uneasy truce between Israel and its various Arab neighbours - primarily Lebanon and Syria. In doing so I worked with military officers from many countries.

However, my greatest thrill was to retrace the battlegrounds over which so many Australians had fought during both World Wars. Following in the path of Assyrians, Romans, Crusaders and Napoleonic French, I was able to trace in detail the battles also fought by Australians and their allies.

While the focus for much of our analysis of Australian military history is Gallipoli and the Western Front in World War I and North Africa and New Guinea in World War II, the campaigns against the Turks through Palestine and Syria (1915-18) and then against the Vichy French in 1941 are less well known.

Tactics required in these various Middle East theatres evolved as the campaigns developed. The importance of effective supply lines into and within theatres was reinforced during the First Gulf War in 1991 when Iraq paid a heavy price for miscalculating the West's resolve regarding Kuwait.

The Australian Army's current doctrine uses the 'Army in Motion' concept whereby all elements of the Army need to be ready now for any contingency while also being ready for future unpredictable requirements. How to manage the challenge of being ready now and ready for the future is not new but change is accelerating and converging across all aspects of military conflict. This 'accelerated warfare' is occurring at a faster rate than was imagined when many of Army's current processes, concepts, capabilities and structures were designed.

We see the increasingly vigorous rise of China (including its efforts to influence our immediate region), ongoing instability in the Korean peninsula, rapidly evolving and increasing cyber threats, the dramatic effects of local droughts and bushfires and the coronavirus/COVID-19 pandemic. State border lock downs and assistance to Australians in isolation are all areas hardly believable two years ago but have become part of our daily life. Closed borders at an international level and uncertain supply chains have forced us to consider the need to rebuild some industrial capacity lost overseas in the last few decades.

While our strategic picture can change in an instant, none of the need for an agile military capability should come as a surprise. Over the proud history of the Royal Australian Corps of Transport and its predecessor corps we have seen how successfully we can adapt to different environments, threats and strategic circumstances. Efforts in support of the bushfires and other natural disasters, COVID-19 border policing and with the Navy during off-shore patrol boat operations are very

different from that which truck drivers, landing craft operators and 'biscuit bombers' in the Middle East, Europe or the South Pacific or South Vietnam undertook.

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

The efforts of the Corps' various elements in overseas theatres and on the domestic front - full-time and Reserve - are of the highest order. I can assure you all that those of us whose careers have ended look on with pride and sometimes astonishment at what we look like today and what we deliver. We face many challenges but are ready to play our part in the 'Army in Motion'.

I am sure the different and varied work undertaken over the last year will assist us in being ready when asked to step up, regardless of the circumstances!



Colonel Commandant Western Region 2021

BRIG Stephen Cain, ADC

There was a sense of déjà vu on 25 April 2021 as West Australian's, like so many of our fellow citizens, stood at the end of their driveways to remember the fallen. The Association had been preparing to march through the streets of Perth, having been denied this opportunity last year due to the first of our COVID lockdowns. While we were unable to march, the sense of pride veterans would have felt as they looked up and down their streets seeing their neighbours with candles in hand would have been reassuring. For many the driveway events may have been their first ANZAC Day experience; dawn seems a cold and lonely time, with the lure of our bed covers more inviting. We all hope to return to the 2022 march.

The Association's only gathering this year was to celebrate the Annual Logistic Corps Associations Dining-In Night. With numbers not high across many of the Associations, a joint gathering makes for a very convivial evening. The Commanding Officer 13th Combat Support Battalion, Lieutenant Colonel Luke Condon, provided the guests with an overview of the transition going on in Army; something we all found of interest. Modernisation of any organisation is a constant challenge and the ADF has shown its capacity to do just that. Guests were advised of the work undertaken by members of 13th Brigade as they responded to the national emergencies of fire, flood and pandemic.

This year also marked the loss of one of our previous Colonel Commandants and a stalwart of the Corps. Colonel Walter Riley. Wal as he was affectionately known, or 'Riley' whenever he answered the phone, had a distinguished career in both the NZ and Australian Transport and Army Service Corps.

Wal had graduated from the Royal Military College in 1951, one of only two Kiwi graduates that year. His cadet days soon fell behind him as from 1953-54 he saw active service in Korea. I recall Wal once telling me that it was common for many of the graduating class to sleep outside in winter as they knew they were shortly headed to the snows of Korea.

In the late 1960's he would go on to serve with the Australian Army's logistic base in South Vietnam. The Aussies were located next to the main US base, whose base sign proudly read 'Second to none!' Not to be outdone Wal had a sign made for the Aussies that simply read 'None!'

Wal was seconded to the Australian Army Headquarters in 1969 and chose to transfer from the NZ Army into the Australian Army Service Corp in 1970, with no loss of rank. While he had numerous senior appointments in the years that followed, Wal's most enduring achievements were after his military service to various community support organisations. For four years he was the Director of the state-wide appeal for the Princess Margaret Children's Hospital; he then took on the role of

organising the Red Cross Door Knock appeal for 7 years; and he was a long-term supporter and fund raiser for Legacy.

Wal held the appointment of Colonel Commandant Western Region for 7 years. He loved the times he could visit 10th Transport Squadron in the field. Never being afraid to take on a challenge, he was a man that embodied the Corps motto "Equal to the Task".

Vale Colonel Walter Riley



Colonel Commandant South Queensland 2021

BRIG Cris Anstey, CSC

It was with great pleasure that I assumed the role of Colonel Commandant for South Queensland in March this year.

I acknowledge the tremendous work of my predecessor, Colonel Lesley Woodroffe, who fulfilled the responsibilities of the position in outstanding fashion for the past 10 years. I know that all serving and former members of the Corps who had the good fortune to meet and work with Lesley would recognise her tireless service to the RACT, both here in South Queensland and more broadly across the Corps.

I have been grateful for the very warm welcome provided by the commanders and members of the RACT units located in South Queensland as well the members of the local Army Transport Association.

During my visits to our regional units this year it is clear that the tempo of training and external support has been particularly high. Ongoing support to operation COVID-19 Assist in South Queensland, while appreciated by the local community, has added to this challenge. I have been impressed with the determination of all ranks to simply get the job done.

The linkages between former members of the Corps and those currently serving remains strong. In June, the OC and members of 5 TPT SQN provided a very warm welcome to former members when they visited Gallipoli Barracks, Enoggera for a guard of honour welcome, a tour of the unit and BBQ. It was apparent to me that while the equipment and the roles of the unit have changed significantly in recent years, the professionalism and dedication for which the unit has always been known have not.

At the time of writing, I am looking forward to attending a similar event in November when 26 TPT SQN welcomes former members of the unit to their lines at Amberley.



1-5 TPT SQN reunion. L to R Roger Jorgenson, Kevin Davis, Gerry Fagan and Larry Jorgensen

The Army Transport Association is well supported locally by a dedicated committee and enjoys the enthusiastic participation of its members. I had the good fortune to join members for the ANZAC Day march through Brisbane and, not long afterwards, for a lunch to celebrate the Corps Birthday. After missing out last year due to COVID restrictions, the members enjoyed the opportunity to once again represent the Corps on ANZAC Day. The Corps birthday was celebrated in fine style and the presence of the CO and RSM of the 9th Force Support Battalion, LTCOL Bronwyn Thomas and WO1 Peter Morritt, was appreciated by all.

COVID restrictions have taken their toll on a number of events this year, and I make special mention of the multiple attempts by JMCO Brisbane to get their members together for a formal dinner. I look forward to joining them soon. As members of the Corps would know, the Corps Conference was also a casualty with the planned conference at Puckapunyal reverting a single day virtual event. While it was disappointing to miss the normal gathering, it gave me the opportunity to join the 9 FSB command team at Amberley for the occasion. I definitely learnt as much from the off-line discussions in the room as I did from the excellent presentations.

I look forward to meeting more members of the Corps as I continue in the role in 2022.



Corps Birthday at Geebung RSL, LTCOL Bronwyn Thomas and BRIG Chris Anstey



Colonel Commandant Southern Region 2021

COL Catherine Carrigan

In the challenging circumstances of 2020 and 2021, RACT members across Victoria and Tasmania have again proved themselves to be 'equal to the task' providing important support to Whole of Government efforts to deal with bush fire, severe storm and COVID 19 emergencies.

The COVID-19 pandemic has imposed significant challenges which has meant RACT members have been restricted in their ability to get together. This has been particularly challenging in Victoria. Despite this it has been a busy and exciting year for the RACT in the Vic/ Tas region with RACT soldiers providing critical support

to operations (OP COVID 19 ASSIST and severe weather event response operations) and adopting new ways of undergoing training.

These challenging times also remind us of the importance of the 'Corps Family'. There is considerable ongoing interest in Corps matters and I encourage current and former serving RACT members in Victoria and Tasmania to maintain the continued connection between the generations by joining the RACT Associations in these States. It is important to maintain these links to ensure that the RACT family remains vibrant and useful.

The Victorian RACT Association has been busy restructuring and undergoing some re-branding to ensure it remains relevant to all member needs. This started last year and has continued to evolve. Some key initiatives include a new Association name, a new web-site and the establishment of arrangements with a The Kelvin Club in Melbourne CBD to offer members somewhere to visit, have a meal or catch up and a drink during the week. For ANZAC Day this year, whilst a smaller number marched, the Association were fortunate to meet at The Kelvin Club for post ANZAC Day drinks and food.

The RACT Association of Tasmania continues to provide an important connection for RACT members in Tasmania. Their annual Anniversary Dinner remains an important connector for RACT members in Tasmania and, after having to cancel in 2020, they were able to conduct a successful dinner at the Devonport RSL on Sat 29 May 21 also attended by the Mayor of Devonport, Alderman Annette Rockliff. Many past and present members of the Corps were also present. Congratulations to PTE Colin Roy Hardwicke, 9 Combat Service Support Battalion for being awarded 'The Top Driver' for 2021. Congratulations also to PTE Tim Berwick, who was recently presented with the 5th bar to his Reserve Force Medal and a Federation Star to his Reserve Force Ribbon for forty years' service in the ADF Reserves

As COVID restrictions ease, I hope to be able to attend events and visit training activities in Victoria and Tasmania in 2022 and look forward to meeting and reconnecting with members of the RACT.

Par Oneri



Colonel Commandant North Queensland 2021

COL Adrian Overell

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

The year did kick off well where I was again able to meet the majority of new unit and sub-unit commanders with their Sar 'Majors at a social gathering at the Townsville Casino, affectionately known as 'The Ville'. The opportunity allowed fellow RACT leaders to meet in a relaxed atmosphere before the year truly started.

Fortunately, North Queensland did not suffer the severe COVID19 restrictions that much of the country did. None the less, our soldiers still endured some reduced tempo and short-term lockdowns with the obvious impacts upon support and training. 10 FSB did however find itself responding to very short notice cyclone relief operations in Fiji. On 10 Jan 21, the unit deployed troops, vehicles and other equipment to support our near neighbours and help them to recover from devastating cyclone damage and associated flooding. This was especially poignant as this was in some way to returning the support the Fijian Defence provided Australia in the tragic bush fires of 2020.



10 FSB troops embarking on HMAS Adelaide for OP FIJI ASSIST

Most North Queensland units were able to conduct near normal training and this increased in tempo and complexity over the first half of the year leading up to EX Talisman Sabre in Shoal Water Bay once more. Most RACT units and elements were deployed for this important training cycle with 10 FSB once more spending considerable time deployed supporting all deployed forces.

With COVID19 restrictions being somewhat reduced, units were able to enjoy some more routine events and both 10 FSB and 3 CSSB were able to celebrate the corps birthday in a fairly traditional manner. I was very pleased to be able to visit the Battalion at Ross Island and join in Corps Birthday festivities and assist PTE Hayley Schaefer to cut the Birthday cake and join the unit afterwards.

Unfortunately, due to a fairly heavy training and exercise cycle, 9 TPT SQN had to delay Corps Birthday celebrations had to delay their celebrations until the 25th June where they hosted a combined sporting challenge and birthday celebration. Teams from several RACT force elements and 3rd Bde units were able to join in the festivities and challenged each other in European Handball, Volleyball and an interesting relay event, the egg & spoon obstacle course, that challenged most if only to fight off the extensive heckling that accompanied the players!



*48th Birthday cake cutting at 10FSB with
PTE Hayley Schaefer*



High stakes volleyball event



The egg and spoon obstacle course

Following the hotly contested sporting events, all ranks retired to the Battalion Club for the formalities of awards, farewells and the traditional birthday cake once more. 9 TPT SQN fielded several teams, but LCPL Gwatking's team triumphed taking home the silver (or plaque) on this occasion, with some very enthusiastic celebrations that ensued!



*Cutting the cake with
PTE Chenoa Weippert at 9 TPT SQN*



*Presenting the winning team plaque to
LCPL Gavin Gwatking*

I was also able to farewell and offer the Corps' thanks to two long serving and well-respected members of the Squadron. Both soldiers had provided very valuable support to the unit and were obviously highly regarded by the peers and superiors alike. PTE Keiran Faud supported 3 CSSB until the last possible safe moment on his final day in the Army through instruction on multiple driver's courses. As an experienced OSV operator he will be missed however is now working with his father, fishing in Far North Queensland. This effort was a clear demonstration of his high-level performance and professionalism. The second member farewelled was CPL Mitchell King who transferred to the Reserve and was posted to 2nd Force Support Battalion with the intent to become an apprentice in Regional Victoria. CPL King was keen to continue serving and elected to remain SERCAT 5.



Farewelling PTE Keiran Faud from 9 TPT SQN

Farewelling CPL Mitchell King from 9 TPT SQN

One of my final events of the year was to attend the mixed formal Dining in Night with Maritime Wing, Army School of Transport. The event was held to celebrate the members of the unit, their achievements through a very busy year and to conduct farewells and a very important promotion. One of the true pleasures in my role is to promote worthy people. On this night and in the company of his wife, it was indeed a pleasure to promote SGT Adrian Armstrong to WO2. It was a wonderful night where members of the unit were able to participate in an important custom and tradition with their wives and partners in the Lavarack Barracks Sergeant's Mess. Maritime Wing excelled in 2021 achieving all training objectives and completing all assigned courses. In addition to this heavy course load, they also supported numerous exercises and 10 FSB, deployed personnel on OP RESOLTE and provided crews and watercraft to support disaster relief tasks. For a small sub-unit focussed on a training mission, Maritime Wing can be justifiably proud of some outstanding achievements in a difficult 2021 training year.

Wherever I went and when speaking with some very senior commanders and senior public officials, I have been consistently advised of the extraordinary work our Corps delivers in peace time and on operations, in training and when helping the civilian community recover from disaster events. In my last year as the COL COMDT NQ I wish to thank those members of the Corps with



Maritime Wing Mixed Formal Dining in Night

whom I have interacted and shared some truly amazing times. Whether in the field, unit lines, in vehicle parks or classrooms, our soldiers stand above all in their professionalism and ability to meet any task head on. It has been my distinct pleasure and privilege to have been able to extend my service just a little more and to proudly represent our Corps on numerous occasions. By June 2022 I will have completed over 47 years in uniform and cherish so many memories of my time in the Corps.

In closing, I warmly congratulate my successor, COL Michelle Miller, also a proud North



Presentation of the Certificate of Promotion to WO2 Adrian Armstrong



COL Michelle Miller

Queenslander, who will assume my role and duties with effect from our Corps Birthday in 2022. Like myself, COL Miller has a distinguished career in the RACT and continues to support Army in her civilian capacity and will be keen to meet many Corps members in her new capacity, welcome! I wish all Corps members a safe and prosperous Festive Season and Good Soldiering for the future.

Par Oneri

Trade Update: ECN 035 Operator Movements

Senior Trade Mentor (STM) - LTCOL Chris Duffy, HQ Joint Operations Command

Subject Matter Advisor (SMA) - WO1 Linda Crane, HQ AST

2021 marks another step in the journey of the movements trade, a step closer to a new future, but a year when we have still not reached the destination.



*PTE Caroline Walker-Campbell
OP COVID ASSIST*

Firstly, congratulations and thank you to all members of the trade for your amazing efforts in 2021. The global environment continues to present complex challenges that our movements capability is integral to solving. The past year has seen the movements trade heavily committed to supporting the joint force and a wide range of Defence and National activities. The response to the contribution of our movement workforce has been overwhelmingly positive. 2021 has underscored the importance of the movements trade, and it reinforces the central role that our experienced movements workforce will play over the coming years.

The central concern for the trade is the impact of the Movements Workforce Program (MWP). The MWP is the skills-based model for junior movements roles, employing members of other trades as Operator Movements soldiers. After some delay, Army has commenced this program. Advertising of this program has begun in 2021, with applications, selections, and training to follow in 2022. The concerns of trade members about Army's decision to

change ECN 035 and the movements workforce structure are recognised. However, now the MWP is upon us, it is time to embrace the program's opportunities. The new soldiers entering the MWP need experienced and enthusiastic ECN 035 soldiers of all ranks to help them get established. This contribution is essential to maintain the capability you have all worked so hard to create and maintain.

Beyond the trade itself, movements is an area of training and qualification that is undergoing growth. The Services have started mandating the appropriate training and appointment of Unit Movement Officers (UMO). Army has formally accepted the UMO course as an accredited training event. These steps are increasing awareness of the movements effect as an integral aspect of the logistics continuum within the ADF. All members of the movements trade should maximise this increased connection from across the ADF, as it will continually improve the work done by units to prepare themselves for movement.



Task Group Afghanistan Withdrawal

In addition to the workforce changes and the UMO role development, there is a significant amount of effort underway to optimise the organisational structures of the ADF in general and the employment of movements teams in particular. Organisational changes underway in 2021 include restructuring the 1st Joint Movement Unit and creating Brigade Movements Cells. However, this is only part of the story. The Services are considering changes to their force dispositions and their way of doing business. These considerations will develop further over the coming years and may have a series of impacts on the structure of movements teams into the future.

The key for the movements trade in this period of change is to continue delivering the outstanding results for which the trade is known. Building upon your excellent record of making valued contributions across the ADF and beyond is the best way each of you can help to ensure a vibrant and dynamic joint movements capability well into the future. To obtain more information on the MWP please visit the following collaborative page: <http://collab/army/altc/ectd/SitePages/OPERATORMOVEMENTS.aspx>

To obtain more information on UMO training please visit the 1JMU share point site: [http://drnet/JCG/JLC/1JMU/Pages/Unit-Movement-Officer-\(UMO\).aspx](http://drnet/JCG/JLC/1JMU/Pages/Unit-Movement-Officer-(UMO).aspx)

If you have any questions or wish to discuss any trade issues, please do not hesitate to drop us an email at ractmovement@drn.mil.au.

At the conclusion of 2021, both STM and SMA for Movements appointments will be handed over. We wish the incoming team all the best on their new roles, and a bright future for all members of the trade.

Par Oneri and Good Soldiering



Support to Afghanistan

Trade Updates: ECN 099 Air Dispatch

Senior Trade Mentor - LTCOL Bronwyn Thomas, CO 9 FSB

The ADF and Army are commencing an extended period of modernisation across capability, workforce and infrastructure to be postured to transform into the Army Objective Force of the future. The scale of the modernisation effort and the change that will be experienced by the entire workforce should not be underestimated. In last year's Trade update, the Workforce Segment Review of the ECN 099 and ECN 345 was first raised and now 12 months on the journey the ECN 444, Aerial Delivery Technician is progressing through to implementation. The first soldiers from each ECN have participated in each other's basic training continuum to aid the understanding of cognitive load and training overlap. The first steps achieved towards the trade which will support the future Force.

Aviation Safety continues to progress within the Aerial Cargo Delivery (ACD) system. Participation in Airworthiness Boards, Audits and the transition to reporting to the new formed Aviation Command has shaped the focus of the system within FORCOMD. All stakeholders are supporting the efforts of the officers and soldiers conducting operations to ensure the safety of the system for those conducting the tasking and for those elements which are being enabled. Aviation Safety will remain a priority into the future and it requires all individuals to be invested and proactive to ensure operations are safe, tempo and fatigue is managed and that we analyse trends for future reference.

Finally, the Land Support Force CER will seek approval to continue planning the Force structures to support the Future Ready Army. As the plan evolves, we can expect that all Corps and trades will have structural and geographic modifications which will commence from 2023/2024. Within ACD, these changes will be closely monitored in line with the ECN 444 implementation to ensure that there is an understanding of the new structures, trade and tasks prior to execution.

This has been a challenging year within the ACD system, Aviation Safety and COVID restrictions have influenced focus and operations. I thank the Officers and Soldiers within the trade for their endurance and initiative during 2021, and look forward to the opportunities of 2022.

Subject Matter Advisor: WO1 Anthony Eddie, AMTDU

2021 has been another very busy year for the Air Dispatch trade whilst enduring the COVID pandemic and all of the life challenges it has presented us all. I will be very glad when it's all over and things get back to some level of normal. 176 AD SQN and AMTDU personnel have continued to support the COVID Task Force and many members have endured lengthy periods of time in quarantine and or away from home (sometimes both). The ongoing individual and collective ADF sacrifice to support Australia has been exceptional and every individual should be proud of their involvement regardless of the positions filled during this time.

176 AD SQN and AMTDU have both continued to provide respected ADF capability at short notice and with excellent results. The Air Dispatch trade is in a great position and the prospective amalgamation to ECN 444 is rapidly approaching with a renewed energy and positive participation from the tribal elders never before observed. I personally believe that the amalgamation will be our greatest opportunity to modernise and become the respected ADF capability that so many have strived for in the past, we are going through exciting times and I encourage all trade members (ECN 345 and ECN 099) to be part of the success through optimistic contribution when you can.



M777 155mm Howitzer being prepared for air lift by CH-47 Chinook aboard HMAS Choules

My sincere congratulations to all members who have been promoted and or received awards for their great work in 2021, I really wish that I could have been there to congratulate you in person. Additionally, I would like to thank WGCDR Clark and MAJ Stanford for all of their humble guidance and support for the past two years, without their enduring commitment we would not have achieved so much together - 'Par Oneri de Caelo' (Equal to the task, from the sky).

Trade Updates ECN 171 Cargo Specialist

Senior Trade Mentor (STM) - LTCOL Luke Condon, CSM, CO 13 CSSB

Subject Matter Advisor (SMA) - WO1 Michael Moody, HQ AST

The ongoing efforts and dedication of the Cargo Specialists and the officers managing, commanding and leading these personnel continues to impress. Of note is MAJ Clint Carter the current OC 30 TML SQN who is posting to ACSC in 2022. MAJ Matt Pszczolinski the new OC designate, will be posting in WEF CMC22. Clint on behalf of the SMA, myself and the soldiers and officers of the wider terminal community, thank you for the effort and dedication you displayed over the last two years. Throughout 2021 the ECN171 soldiers and officers posted to both 30 TML SQN and on board Navy vessels have remained flexible in their support to exercises and operations despite the ongoing challenges of COVID-19.

The following paragraphs provide an update on key areas impacting the trade.

Training Transformation. As discussed during the 2021 Corps Conference, AST have continued to develop better methods for training delivery including Big Blue Button session courses using ADELE for the subject four courses to using contactor support for the delivery of MHE and HRW licencing. Future exported training for D vehicles could see more lesson delivery conducted remotely using IT with only the practical aspects as face to face learning further reducing the time required attending exported training. Further focus on a greater use of simulation systems (MHE, dogging and crane) are continuing to be investigated.

Equipment. Project LAND 8120 will replace the ADF fleet of Class C (earth moving) and Class D (material handling) vehicles, collectively known as Engineer Support Platforms. These platforms are employed in Australia and deployed in overseas operations spanning the full spectrum of conflict as well as Defence Assistance to the Civil Community (DACC). The new fleet will be operated by Army and Air Force, with smaller fleets held by Navy and National Support Base providers. By 2026 LAND 8120 Phase 1 will consolidate the fleet, delivering modern, reliable and supportable Commercial Off-the-Shelf (COTS) platforms, supplemented by short term hire options where required. The Life of Type (LOT) for these platforms is planned for 10 years, with LAND 8120 Phase 2 scheduled to further modernise and upgrade the fleet from 2030.

What does this mean for the ECN 171 trade?

Consolidation of seven telehandlers down to three (and that's across Defence). This will address fleet management by aligning tri-service requirements and providing versatile platforms and attachments which will extend the trades capability. The current in-service fleet has been in existence for 23 years. The modernisation of MHE will address obsolescence by acquiring minimally modified COTS platforms with a 10 year life of type. Phase two replaces MHE from 2030. Further, the trade will see three new telehandlers (the first light telehandler (2.5T)) already rolling out across Defence. The heavy telehandler (15T) will start rolling out mid-2023 and the medium telehandler (8T) mid-2025. The medium crane (50T) will start replacing the in-service 30T by the end of 2022.

LMP Rationalisation for ECN 171 Skillsets. With the introduction of a newly revised IET course the LMP is moving from a 56 day course to an optimised 48 days. It is anticipated that this will further result in enhanced qualifications of soldiers, with AST-MW teaching relevant skills sets

required by Cargo Specialists while contractor support will enable training for MHE and HRW, including doggers and mobile slewing crane. Utilising contractor support lessens the TSR burden and allows 30 TML SQN to continue support across Defence while still receiving well qualified Cargo Specialist soldiers with minimal outstanding training burden. Of note the second IET course of 2021 is anticipating a panel of 15 personnel. A continuation of increased panel sizes is anticipated to enhance the throughput of ECN171 PTE numbers into TY2022.

Doctrine Review. The current SOVO Vol 3 C and D Veh was supposed to undergo a review and update; however, due to the Land worthiness directives being amended, new Land worthiness directives are now anticipated to be released by Jun 2022. These new directives will form the basis of all ongoing development for all vehicles across DRTM and SOVOs.

The LWP CSS 4-3-5 Cargo Specialist and Terminal Operation Handbook is overdue a re-write having last been published in 2011. Detailed key changes that impact on the currency of this publication include the introduction into service of the Canberra class ships, the significant changes in the amphibious CONOPS, the evolving role of the ABT, changes to the training continuum of ECN 171, and the release of WHS legislation and HRW licencing requirements. A rewrite of LWP CSS 4-3-5 Cargo Specialist and Terminal Operation Handbook will be led by the SMA Cargo located at AST, Puckapunyal. The rewrite will update both documents to ensure the content is current and technically correct as well as ensuring the publication reflects current doctrine standards.

A reminder to the new soldiers and officers of the Corps. Every year the STM and SMA promulgate a bi-annual Cargo Specialist information bulletin that provides a range of updates across areas that impact the ECN171 trade. These bulletins can be found on the SMA share point site below. For more information regarding the ECN171 trade, training and key policy documents personnel can visit the SMA share point site: <http://collab/army/altc/ast/SitePages/AST-SMA%20Cargo.aspx>. For questions relating to the trade please phone or email the either the STM or SMA. Alternatively further information on some of the roles and responsibilities of a cargo specialist can be found at the following DFR link: <https://www.defencejobs.gov.au/jobs/army/cargo-operator>.

Trade Update: ECN 218 Marine Specialist

Senior Trade Mentor (STM) - LTCOL Paul McClellan, AHQ

Subject Matter Advisor (SMA) - WO1 Michael Marrinan, HQ AST

2021 saw the Marine Specialist trade gain a new Senior Trade Mentor, LTCOL Paul McClellan, who received the mantle from LTCOL Grant Shottenkirk. LTCOL Shottenkirk was appointed STM in January 2018 and in the three years in the appointment he provided advice, guidance and out of the box ideas to many significant trade conferences and events. His forward thinking and passion for the soldiers of the Marine Specialist trade was inspiring and he will be missed.

The trade welcomes LTCOL McClellan to the STM appointment. Although not having served in an Australian Army watercraft unit, his experience in the British Army stands him in an excellent position to undertake the appointment and understand the complexities inherent to a trade that operates in the littoral and maritime domain in direct support of the Land force. There are also significant advantages for the trade having the STM intrinsic to the Army Littoral Manoeuvre projects; not only is he responsible for the emerging capabilities but also has a duty to the personnel who are to operate them.

With the endorsement of the Army Littoral Manoeuvre sub-program in FSP20, the Marine Specialist trade is in an enviable position of future certainty and growth. Until a few short years ago this was definitely not the case, with limited interest from wider Army in maintaining an aging fleet of watercraft other than the small craft fleet. Those in the trade understand the importance of the Marine Specialist in the current operating environment and the utility of Army watercraft for both force projection and enduring presence on operations and exercises, both domestic and overseas. The continuation and expansion of the Marine Specialist field is very welcome, and is currently being planned at a programmatic level under the auspices of the Littoral Operations Concept and Army Objective Force future structures. In the next 10 years this is likely to create a Littoral Manoeuvre Regiment based in both Darwin and Townsville and a Joint Littoral Training Centre in Darwin. In the shorter term more positions are required to assist capability development and delivery and this has commenced with WO1 Marrinan posting into the new WO1 Army Littoral Capability role in AHQ in 2022.









The specifics of the Littoral Manoeuvre Vessels (LMVs) that will allow retirement of the LCM-8 and LARC-V will not be known until 2023, however we can make some assumptions based on requirements. The LMV-Amphibious (LMV-A) will be an amphibian very similar in design to the LARC-V with updated navigation and propulsion systems. The LMV-Medium (LMV-M) will be a larger landing craft out of the necessity to embark and disembark Army's increasingly heavier vehicles. Interface with the LHD/LSD is necessary however the size of the LMV-M will preclude it from entering the L-class well docks - therefore it must be capable of stern dock marriage and self-projecting to the theatre of operations. The graphic below this article provides a scaled comparison of legacy fleet and future fleet.

Where does this leave the Marine Specialist trade while we await vessel design and procurement? With larger watercraft required to self-project overseas a larger crew with greater skillsets is required. While we don't yet know what specific craft will be acquired for LMV capabilities, we have an opportunity to leverage existing skills and experience to start growing the future vessel masters now. The LARC-V curriculum is appropriate. It is an ageing platform, but the only platform

that has been found to replicate the capabilities of a LARC-V is a LARC-V and the current skillsets are appropriate. The addition of modern propulsion, navigation and communication systems will fundamentally enhance its utility. For the LMV-M the Watercraft Watch Keeper and Watercraft Commander courses are appropriate and continue to teach the fundamentals of seamanship, however a higher level of vessel master qualification is required and there is a real opportunity to leverage blended learning and civilian training organisations to increase capacity and throughput to increase personnel numbers. Operation of modern C4I systems and remote weapon stations adds training complexity. The use of simulation systems is increasing and desktop/crew procedural training simulators will be used extensively in both ab initio and collective training.

There is also the requirement to relearn large vessel operations. The RAN would have this to a degree, but the corporate knowledge of Landing Craft Heavy operation has significantly waned in the last decade. The US Army operates larger landing craft under 7th Transportation Bde (Expeditionary) and would provide an ideal environment for soldiers identified as future vessel masters to gain experience with larger vessel operations, and exchange opportunities are being explored. The operation of smaller craft also remains a key Marine Specialist task, including platforms such as the SOCOMD SF ADRIHIB and SAFCOL, the new Regional Support Craft and Army Safety Watercraft and the LMV-Patrol to be delivered under L8702. Whilst ECN 218s will have primacy there are simply not enough of them and the dual-qualification of other ECNs is being investigated by ALTC - this will of course concern many however be assured that the skills, knowledge and experience required will not be diluted.

Environmental change is a constant, however the likely areas of operation in our region will expand. Our watercraft will become much larger and more capable and our Marine Specialists, Marine Technicians and unit staff must adapt and acquire the skills to operate the LMVs in the wider littoral environment. Rusty skills such as real world beach and port assessments and riverine operations must be refreshed, as well as competence with modern battlespace communication and weapon systems. Army Littoral Manoeuvre is coming and the future is exciting for both the trade and the Corps.

Legacy Fleet			Next-generation Fleet	
 <p>Regional Patrol Craft</p>			 <p>Littoral Manoeuvre Vessel – Patrol (LMV-P) Riverine & Close Support (L8702 Army Littoral Manoeuvre – Close Support, IOC 2032, BOP 12-18)</p>	
Length: 9.4m	Beam: 2.85m	Height: 3.0m	Length: 15.9m Beam: 3.8 Height: 5.0	Enables rapid manoeuvre in littoral and riverine environments for reconnaissance, patrolling or insertion of section (x4) strength dismounted force elements. Also capable of escort and security tasks.
 <p>LARC-V</p>			 <p>Littoral Manoeuvre Vessel – Amphibious (LMV-A) Over-the-shore Mobility (L8716-1B Army Littoral Manoeuvre, IOC 2026, BOP 18-13)</p>	
Length: 10.7m	Beam: 3m	Height: 3.4m	Length: 10.7m Beam: 3m Height: 3.4m	Provides over-the-shore mobility to manoeuvre and sustain the Joint Force in littoral environments inaccessible to landing craft or vehicles. Also supports the deployment of the Amphibious Beach Team.
 <p>LCM-8</p>			 <p>Littoral Manoeuvre Vessel – Medium (LMV-M) Shore-to-shore Manoeuvre (L8716-1A Army Littoral Manoeuvre, IOC 2026, BOP 15-18)</p>	
Length: 22.5m	Beam: 6.4m	Height: 4.5m	Length: 36m Beam: 9m Height: 8m	Provides independent intra-theatre shore-to-shore manoeuvre to enable manoeuvre and sustainment of the Joint Force in littoral and riverine environments. Also augments and provides additional ship-to-shore capacity to the Australian Amphibious Force.
 <p>LCH</p>			 <p>Littoral Manoeuvre Vessel – Heavy (LMV-H) Inter-theatre Manoeuvre and Sustainment (L8710-2 Army Littoral Manoeuvre, IOC 2032, BOP 6-8)</p>	
Length: 44.5m	Beam: 10.1m	Height: 16m	Length: 76m Beam: 10m Height: 16m	Enables inter-theatre projection and sustainment of the Joint Force in littoral and riverine environments. Also provides lift to functional groupings of personnel and armoured vehicles.

Future Littoral Manoeuvre Vessels (at scale 1:400)

The next-generation fleet images and dimensions are indicative only and do not represent any specific intention by the Commonwealth to acquire such platforms.



Regional Support Craft now in service with 51 FNQR



Army Safety Watercraft due to enter service from 2022



LTCOL Brown presents
WO1 Conolly with his SMA parchment

Trade Update: ECN 274 Road Transport

Senior Trade Mentor (STM) - LTCOL Phil Cox, CO 9 CSSB

Subject Matter Advisor (SMA) - WO1 Luke "Billy" Conolly, HQ AST

Current and future context.

It is our view that strategic guidance is good. The vision for the Army looks as clear as it can be, and the role of road transport as part of the land distribution effect is unchanged. The principles of logistics and CSS remain key to the effective and efficient delivery of that distribution effect. There are undoubtedly some unanswered questions around what the future dependency/demand for land distribution looks like in practice, and I raise the future fires organisation as a relevant example of an unknown. Regardless, we will support both training and operations with what we have. It is unrealistic and unaffordable to think that ECN 274 and our vehicle fleet can ever grow to the point we are 100% satisfied.

The key theme that was discussed during the RACT Corps Conference this year centred on

the Army Objective Force (AOF), Land OCD, AFSIP, and LFSS CONEMP. These documents clearly articulate the vision and the plan to realise the future Army and its support system, both in training and on operations. Together with supply we will continue to provide the land distribution effect in the battlespace. The principles of Logistics and CSS remain key to our effective and efficient delivery of that distribution effect.

The Land OCD requires the LFSS to be: "digitised, scalable, protected, agile, resilient, integrated, assured, and able to operate across a range of environments; land (urban, desert, jungle and rural), littoral, polar and it must be survivable in environments of electronic and physical threats". There will never be enough logistics / CSS. We must be realistic that we will train and fight, and support both, with the force that we have.

Survivability

Survivability is arguably the primary operational imperative in an increasingly lethal battlespace. Survivability must remain a focus of ECN 274 training at unit level -

- Individual combat behaviours - baseline all-corps soldier skills.
- Vehicle mastery- ECN 274 must be more than current and competent.

- Threat knowledge, threat assessment and the 'so what?' - Example is disbursement / disaggregate, and to what level. Not to avoid detection (barely possible in modern battlespace), but to remain below threshold to be targeted where possible.
- Mounted tactical movement and defence - How to use weapon systems and technology such as UAS in convoy.
- Mounted and dismounted static defence - When and how to dig. Use of vehicles in defensive positions versus dismounting.
- Camouflage, concealment and the use of ground / terrain - What is the solution for camouflage of L121 vehicles going forward. I am not proposing a traditional camouflage net is the only answer to that question, but the fundamental reason why things are seen hasn't changed. Use of vehicles in urban, desert, jungle, rural, littoral, polar environments.

For some it will seem anal that I even raise this point. I don't mean this as a "brilliant at the basics" type line. I'm also not suggesting that we don't already do many of the examples listed above. The increasing lethality of the battlespace and the relatively new mixed protected / unprotected nature of our vehicle fleet requires a refocus on how we survive. This is a tactical level task for us to collectively solve through innovative thought.

Technology and innovation

ECN 274 use of technology has rapidly increased in the last decade. Use of communications, battle management and electronic countermeasures are a foundation level requirement of current and future operations. Telematics technology will provide useful objective data to help inform vehicle mastery and increase driver safety behaviours. Automated Driving Systems may be a useful aspirational technology to increase the capacity of the future distribution system but should not be a major distraction in the current. Embracing technology and adoption of innovative practices must be part of our professional approach in order to realise our potential going forward. Innovation requires us not to fear failure; but to also know when to move on.

The role of the ECN 274 CPL

ECN 274 CPLs have been historically prepared for two primary roles - Section Commander and Transport Manager. Is this how they are currently being employed? Or are they doing far more due to the evolving environment? Are we adequately preparing our JNCOs for this task?

Are our JNCO's experienced enough for this additional responsibility?

Does the ECN 274 trade structure and disposition support these current, and foreseeable future, land vehicle safety requirements?

Many of our JNCOs of today only know the L121 vehicle fleet. They are arguably the most experienced in its employment and they will be the Warrants of tomorrow before we know it. We must invest in them, carefully balanced by not over-burdening them in order to ensure we grow a suitable and knowledgeable group of SMEs for the future.

I appreciate the above is a lot to digest, however the intention of this article is to promote discussion amongst our workforce to collectively understand the future pathway and commence solving some of these issues. We are an Army in motion "pun intended" and we need to be involved at all levels.



CDI Cell 2021

CDI Cell

The CDI Cell has been engaged in multiple modernisation and training and governance Lines of Effort throughout 2021. This work has been a biproduct of projects that commenced in 2018 under the Driver Training System Review (DTSR), and evolving into Modular Driver Training (MDT) project, with a focus on understanding common training that exists across the continuum and leveraging off previous skills and experience. Now this all sounds relatively simple! But in real terms it is extremely complex to implement across a large workforce with complex vehicle platforms.

This has seen the redevelopment of the 40M and G Wagon LMPs into a modular training IOT deliver more responsive and scalable options to training not only from a SERCAT 7 perspective but more importantly the SERCAT 5 workforce. In conjunction with this work AST has partnered with Wodonga Institute of TAFE (WIOT) training development and design team to enhance the section 4 learning material to support this work.

From an exported training standpoint the CDI cell has exported 804 courses across Army, which equates to 3428 licence codes issued and 6408 licence endorsements gained as at Oct 2021. This may not sound like a lot but from a management perspective this equates to many thousands of hours of work. In order to better inform and support wider Army in the generation of driver capability the CDI cell has sought to redesign the CDI Collaborative webpage to be a one stop shop when it comes to training policy and governance. This includes the continuous improvement of the Online training available via ADELE.

Some of the key work streams that have been achieved this year include:

- Complete restructure of the CDI cell with the establishment of a WO2 position as the Driver Training Supervisor.

- Introduction of the Driver Assessor qualification for the all corps environment.
- Modular Driver Training Project & Section 4 material development.
- Introduction of the Mounted Soldier and Mounted Leader courses under the Protected Mobility Training Framework.
- Multiple amendments to extant LMPs.
- Considerable work to redesign the training pathways for OSV, including Kenworth lead by the OSV TD WO2s within CASG
- Inputs to key strategic working groups such as Independent Land Worthiness Board and the Driver Training Operating System review.
- Standard review and amendments to current key policies that support Army.

As 2021 draws to a close on behalf of the STM and I, I would like to take the opportunity to say thank you to the RACT fraternity for your hard work and professionalism, it has been a privilege to serve as the SMA for the Road Transport Trade in Army and I look forward to working with you all again in the future. The CDI cell will say farewell to:

WO1 Luke "Billy" Conolly Posted to AHQ, as the Army LO to NHVR
 SGT Jessica Kelly - posted to 5 TPT SQN, 7 CSSB
 CPL Josh Amos - Posted to 1 RTB as a Recruit Instructor

Welcome to the incoming CDI-A WO1 Jane Swenson. Jane, good luck, enjoy the ride and I hope you find this position and appointment as challenging and rewarding as I did.

Par Oneri

Workforce and Training Group - Distribution Cell, Army Logistic Training Centre

MAJ Sue Field, SO2 Distribution Training & Employment Category Manager

The Workforce and Training Group (W&TG) Distribution Cell is responsible for all RACT and RAAOC trades (less Command Support Clerks). The Cell has four key focus areas:

- Leading the Distribution Workforce Segment Review (DWSR)
- Training Analysis, Design and Evaluation of existing (sustainment) courses; this includes career, officer, specialist and 'any Corps' courses within the Corps remit
- Providing training advice and support to projects and the introduction into service of new capabilities that will affect our trades
- Employment category management, including maintaining employment specifications and providing updates for recruiting material.

The DWSR has four phases, and although a task in itself, it is intertwined with all of the Cell focus areas. The first three phases of the DWSR target individual trades to ensure they are future ready, while phase four will investigate whether we can implement a 'recruit to segment' initiative for Army's logistic trades.

Phase One had two elements; the amalgamation of RAAOC ECNs 298 and 296 to create a single supply workforce - ECN 104 Distribution Operator, and the restructure of ECN 035 Operator Movements.

ECN 035. The Operator Movements restructure resulted in the tasks currently completed at the PTE to CPL ranks being designated as a skill set. These will be filled by any Corps through a Movements Workforce Program (MWP). The best comparison is an out of category posting, a little similar to the HUMINT program or postal operator. Personnel involved will retain their parent trade during their posting. We will look to wider Army to provide personnel to fill OP MOV vacancies starting in Career Management Cycle 2023. Personnel are encouraged to return to the Movements trade as they move through the ranks and will have the opportunity at the Sergeant rank to trade transfer to ECN 035 or continue in their parent trade. Personnel can apply now using Web form AF109.

The current ECN 035 workforce will continue to serve without any major impact to their conditions of employment. Some of the workforce experienced changes to their skill grade (such as moving from a 035-1 to a 035-2). This was a result of the five skill grades at the Supervisor-Manager level being rationalised into two. This did increase the number of tasks and command responsibilities for the rank of Sergeant. To recognise this, ECN 035 personnel will be awarded pay grade 4 on attaining the rank of Sergeant, rather than on completion of the Subject 4 Warrant Officer course.

Phase Two required the analysis of existing tasks between Cargo Specialists (ECN 171), Air Dispatcher (ECN 099) and Rigger Parachute (ECN 345). Ultimately, Army has requested that the DWSR pursue a modernisation of ECN 171 and to amalgamate and upskill the ECN 099 and 345 trades into a single workforce. The workforce will be ECN 444 Aerial Delivery Technician and they will provide joint aerial delivery maintenance and distribution effects. ECN 444 has been approved

by Army, but cannot become an actual trade until it goes to a Defence Force Remuneration Tribunal (DFRT) in 2022.

ECN 171. To modernise the trade from a training perspective, the IET Cargo Specialist course has been reduced from 56 to 48 days and high risk work licences (HRWL) will be delivered by an external contractor (Dogging and C6 crane - the licence to operate a Slewing Mobile Crane - Up to 60T). There has been rationalisation in when seaworthiness training is conducted; in time for posting to a ship rather than during career courses, to remove duplication and reduce skill fade. We have also worked (with CATC) to standardise training across the C & D vehicle fleets, allowing any Defence member to be trained in the same manner and sequence for the different equipment. HRWL training packages now align with civilian Units of Competency to ensure that the Defence Registered Training Organisation remains certified to deliver this training. The LWP 4-3-5 Cargo Specialist Handbook is also undergoing a major rewrite to ensure doctrine and training align.

ECN 099 (and 444). There have been minor modifications to Air Dispatch training in preparation for future transition to ECN 444. ALTC has contracted a civilian company (XKG) to undertake analysis and update of LMP Section 4 material (the material delivered to learners on course) currently delivered by AMTDU. This will ensure the courseware is updated and relevant. XKG is collaborating with AMTDU on the content and looking for opportunities to incorporate self-paced learning packages and computer based training solutions into the curriculum. The intention is to develop alternative training delivery methods that adopt Future Ready Training System concepts.

When determining what training will transition from current ECN 099 to 444, we are undertaking a number of actions to see how we can modify training without reducing safety or capability. There will be a trial of aircraft loader training without a pre-requisite military licence, aviation safety training and the use of Patriot Excalibur (PEX) has been expanded, Air Portability Leader Team training delivery is being revised and we have had Parachute Riggers on the ECN 099 IET courses and vice versa to both cross train for the future and inform on training areas that need to be focused on in transition.

Phase Three covers the final two trades to be modernisation prior to phase four; ECN 218 Marine Specialist and ECN 274 Driver Specialist.

ECN 274. Driver Specialists have largely modernised themselves since the introduction of the L121 vehicle fleet. The DWSR seeks to ensure that these gains are reflected within the career structures and training of the trade, while implementing measures to reduce trade hollowness.

The key aims of the DWSR towards ECN 274 are to:

- Ensure that Section Commanders have more time to mentor and train their teams than working to licence other drivers. AST is exporting Driver Assessor and Driver Instructor training packages that provide more access for any Corps to deliver driving assessment and instruction using DTO supervision rather than the DTO conducting the assessment.
- Reinforce the distinct expertise that ECN 274 brings to PMV tactical mobility, especially as a mentor for other logistics and personal support trades including mounted ranges. This has commenced with the Mounted Leader course being included in the Subj 4 CPL course.
- Focus on the capability a soldier brings to Army through their vehicle and platform operation skills, rather than the number of licences they hold.
- Create a qualified heavy vehicle skills recognition entry pathway to assist increase recruiting from the civilian transport sector.

Within the driver training space, we are continually looking at ways to reduce duplication and over training of all Defence drivers. Both the 40M and G-wagon courses have been modularised to allow for different exit standards from the course - for example, the 40M has licence acquisition only, difficult terrain and tactical operations as the three modules. We are also looking at a 'Common Core' approach to training that will look at defining one time only training content such as interpret road transport legislation, mounted navigation principles and loading principles (among others).

ECN 218. By now, most of Army will know that ECN 218 as a workforce are going to expand - both in the numbers and the size of their vessels under Army Objective Force and Land project 8710 Army Watercraft replacement. The changes to the equipment and skills of the workforce are going to be large, so the DWSR is acting in a support role to the larger initiatives in training and personnel. This means we are looking at how we can create a civilian qualifications entry pathway for recruitment, looking at the qualifications of foreign militaries to determine how they can transition into our force and rationalising driver qualifications. AST-MW have also engaged a contractor to modernise training content delivery (like ECN 099). While L8710 means big changes for all of ECN 218 in the future, a number of smaller craft being introduced under LT031 will require ECN 218 to start 'familiarising' themselves onto these vessels as they transition from introduction into service to sustainment; the Regional Support Craft replacing the Regional Patrol craft, the Army Safety Watercraft replacing the Noosa Cat and the replacement of the Inshore Hydrographic Survey Vessel used by the Hydrographic Squadron at LRSS.

Phase Four. Phase Four will analyse the ability to implement a Distribution Recruit to Segment (DR2S) initiative. The analysis for this phase will commence in 2022. In general, what this means is that the DWSR will explore the feasibility of soldiers entering the Army in a general logistics support role before specialising in our specialist trades. The use of segments for recruitment could allow Army to better direct those candidates who are Service specific (want to be in the Army) but employment agnostic to serve in a particular area; they want a logistics related job but aren't too concerned with which one they do. The model could see a future logistic force built from a common baseline with specialisation and cross-specialisation occurring throughout a soldier's initial years of service. The diversity that this model can provide to serving soldiers is expected to maintain interest in a longer period of service and also be of benefit to those who wish to service in a part-time capacity.

The Distribution Cell published monthly updates through the Distro Circular on all our key focus areas. If you wish to receive this electronically, please ask to be added to the distro list using our group email below. Back copies are on our Sharepoint and ADELE sites. We can be found at:

SharePoint: <http://collab/army/altc/ectd/SitePages/Distribution%20Cell.aspx>

Group email: altc-w&tg.distribution@defence.gov.au

ADELE (OS): <https://www.adele.edu.au/course/view.php?id=15690>

I have enjoyed my time as the SO2 Distribution Cell and entering the position, I never anticipated the breadth and scope of tasks it would entail - requiring knowledge of contract management, project processes, the Defence learning system, career and employment category management, recruiting and how the HR system works. Thank you to all those who assisted me and the Distro Cell team who are, in a word, awesome. Please touch base with my replacement in 2021, MAJ Shane Carney to keep the relationships going.

WO2 Joshua Hampson, Training Designer

Building the Movements capability

Operator Movements personnel are Australian Army soldiers that plan, organise, direct and control the movement of personnel and materiel for operational or administrative purposes by land, sea or air. As the ADF increases its international engagement and domestic exercises and operations, we requires a way to scale the number of personnel able to undertake Operator Movements tasks.

Recent changes to the recruitment strategy for Operator Movements soldiers has created an opportunity for any Corps full and part time PTEs - CPLs to gain valuable tri-service skills with a two year out of trade posting that achieves the aim of increasing the number of personnel trained and experienced in communicating, coordinating and balancing priorities to enable a smooth movement of equipment, personal and stocks.

Moving forward, Basic and Advanced Operator Movements positions will now be filled by volunteers from inside Army who will be posted to a Joint Movements Unit, Brigade or Special Operations Movements Cell for a two-year out of trade posting through a scheme called the Movements Workforce Program. Soldiers may undertake multiple postings to Movements at the same or different ranks, essentially qualifying in two trades. Soldiers will have the opportunity to trade transfer into ECN 035 at the Supervisor rank once they have participated within the Movements Workforce Program. With each posting, soldiers will take new skills back to their parent trade and unit, collectively raising the understanding of joint movements at the tactical level across Army.



Movements Workforce Program

Drivers for change

A new workforce model for Operator Movements was recommended by a Workforce Segment Review primarily to create a sustainable workforce structure. A combination of workforce behaviours — inflow, time-in-rank, promotion, outflow — coupled with the current Operator Movements employment category structure, has resulted in current and forecast workforce imbalances which required remediation.

The operational tempo of 1st Joint Movement Unit has been consistently high since 2010 warranting a preparedness status of 'over-committed'. The 'over-committed' status has been a long standing issue, with the primary cause being the sustainment of a subunit sized Joint Movement Control Office for Middle East operations since 2003. A sizeable proportion of

the Operator Movements employment category has participated in multiple deployments and this has contributed to previous liability gaps at the supervisor level.

Training requirements and positive effects on the trade

These changes will expand the experience base of the Operator Movements workforce and increase the number of soldiers skilled in Joint Movements. The increase of trained personnel will

mean a multi-skilled, sustainable, flexible, and adaptable workforce capable of surging to meet high tempo operational commitments and other requirements into the future. The

Operator Movements Workforce Program will see improved agility and adaptability of the workforce as part of a broader effort to modernise Distribution capabilities across Army. It will also see improved sustainability and increased capacity of the Operator Movements Employment Category.

Personnel who are selected for the Operator Movements Workforce Program will complete just-in-time training before commencing their two year posting within an Operator Movements position in line with the next Career Management Cycle.

Soldiers who are successful will gain complimentary skills and knowledge in the planning, coordination, execution, control and monitoring of operational and strategic movement of personnel and equipment of the ADF. This will provide Commanders with an improved integral tactical movements capability as soldiers return to their original (parent) employment category roles following their movements posting.

The reasons for transferring to Operator Movements are varied. Many have done so because they wanted a challenge in their career. This is a trade where members of all ranks will employ their skills and experience with a talent that is used to engage with and influence Unit Commanders and other stakeholders in decision making.



Movements Workforce Program

How Soldiers Can Apply

Soldiers wishing to apply for the program can do so by submitting Web form AF109 - Application for Employment in the Operator Movements Workforce Program through their Chain of Command to DSCMA. Members will then be selected for suitability based on recommendations from their Chain of Command, the regional Trade Transition and Retention WO and their current trade Career Advisor. Selection is also dependant on position availability within the Workforce Program at time of application.

This process will begin from September 2021 with selection completed no later than April 2022 and soldiers completing training in Q3/ Q4 2022. Successful applicants will commence in their new roles at the beginning of the 2023 posting cycle. Career Managers, Trade

Transition and Retention personnel and Leadership Teams are encouraged to have discussions with soldiers who they feel may benefit from an out of trade posting.

Army School of Transport

Road Transport Wing 2021

MAJ Andrew Laing, OC/SI

Despite the optimistic start to the year, 2021 was largely very reflective of 2020 defined by COVID 19 and its associated restrictions and challenges. Again I could not have been prouder of the Road Transport Wing (RTW) team in how they managed to maintain such a positive attitude, cracked on and got the job done.

Driver Training

Supported by our Wodonga Institute of Tafe (WIOT) contractor workforce, RTW executed a significant number of FORCOMD mandated drivers courses throughout the year to include:

- 10 x RACT Initial Employment Training (IET) Basic Driver Courses (264 trainees)
- 4 x 40M/LR2J courses (57 trainees)
- 12 x 40M courses (190 trainees)
- 3 x PMV-M courses (55 trainees)
- 2 x VIP Drivers courses (10 trainees).

Interestingly this is nine courses more than what was completed in 2020 and was completed with reduced human resources. The efforts by the uniformed and contracted staff to achieve this training outcome in the COVID 19 environment was truly remarkable and could not have been achieved without the assistance of additional instructor support provided by AST HQ and other school Wings.



WSM conducting PT on day 1 of the Basic Drivers Course

Basic Drivers Course

The Basic Drivers Course continued to undergo refinement throughout the year after the significant modernisation of the course in 2020. This year saw adjustments made to the synchronisation of the program and additional work into the standardisation of the field training exercise. Throughout the year there was also significant feedback provided by the CSSBs into Protected Mobility TTPs.

This feedback resulted in some excellent debate between instructors, HQ Staff and SMEs from across the unit, ultimately resulting in improvements for the training of new drivers in Army. This year has also seen the introduction of Binocular Night Vision Devices (BNVD) within the unit which was a welcome addition, significantly improving our night driving capability.



Basic Drivers Course field exercise

40M/40MLR2J

Similar to last year the 40M and 40M/LR2J courses have undergone modernisation and trial within RTW this year. A program has been developed to enable five days of training to be removed from this course by more efficiently using staff and surging instructional effort to optimise instructor ratios. Similarly to the BDC, this optimisation of course length does not see any reduction in driving time in any component of the course. As of writing this article a final trial of a reduced course is underway with the expectation that a reduced version of both courses will be able to be executed in 2022. If final approval is given at the end of this year, an additional 75 training days per year will be saved, thus increasing the scalability and throughput possible at RTW.

Protected Mobility Vehicle - Medium

The final three PMV-M courses were completed at RTW this year with all courses now reverting to unit needs training. This marks the end of an era within AST, with PMV TP being reinvested to support the Protected Mobility Training Framework (PMTF) TP. The PMTF TP, under command of CTW, have taken responsibility of conducting the Mounted Leader courses and providing assistance with Range Qualifications for instructors and students attending Sub 4 CPL.

Logistic Officer Basic Course RACT Trade Technical Training

The LOBC RACT TTT continued to be developed throughout 2021 facilitated through a joint effort between elements of RTW and PMTF TP. The 20 LTs that completed the two courses throughout the year were instructed and then practically executed distribution tasks in an environment of threat. The officers that completed the course were also qualified as Mounted Leaders and MOD 1B Safety Supervisors. These qualifications are highly sought after in the BDEs as RACT and CSS elements in general continue to develop themselves in the application of protected mobility.



LOBC RACT TTT convoy awaiting clearance to enter Puckapunyal Range

Other Initiatives

The end of 2021 will see RTW, through CDI-A Cell, release a series of driver training videos. These videos have been developed to help standardise and calibrate driving instruction across the ADF. The training videos will demonstrate how particular lessons should be delivered and will provide instructors, across the ADF, a repository to review lessons to help support driving training in units. Initially these videos will cover: commentary drives, water crossing, trailer coupling and recovery and towing. This is an excellent ground up initiative that enables an improvement in the Land Vehicle Safety culture across Army.

Summary

The end of 2021 will see two thirds of RTW members post out of the sub-unit which includes the entire Wing leadership team. It is not an exaggeration to describe the last two years as a challenge. The leadership team could not be prouder of what has been achieved as a Sub-Unit especially in the face of the COVID 19 pandemic. The significance that the pandemic has had on discipline, admin, welfare and mental stress will never fully be understood by those that have not been in Victoria. It has been the people inside RTW that have made the last two years bearable and we are thankful that for the most part everyone has maintained a positive attitude, cracked on and got the job done. The results of the effort of the team has seen significant improvements in driver training and modernisation of training that has had a significantly impact across the entire force.



Road Transport Wing 2021

Land 121 Training Wing

MAJ Rick Lockwood, OC/SI

The Land 121 Training Wing has had an extremely busy 2021. In addition to the primary role of delivering Introduction Into Service (IIS) training on the L121 fleet of vehicles, the Wing also commenced delivery of licence acquisition training in regional locations. In addition, L121 Training Wing has again continued to expand their regional training remit, and throughout 2021 delivered driver, maintainer and recovery training across seven regional locations, Australia wide.

One of the key achievements for the Wing in 2021 has been the establishment of the Regional Driver Training and Safety Team - Central Australia (RDTST-CA) based out of Robertson Barracks, Darwin. The establishment of the Central Australia team, responsible for the Northern Territory and South Australia regions, leveraged the experience and knowledge gained through the 2020 establishment of RDTST - North Queensland, who began delivering courses this year.

The establishment of these teams sees the recommendations from the 2019 Driver Training System Review come to fruition with a significant shift in the delivery approach of non-ab initio driver training. While border restrictions caused by COVID-19 continued to hinder interstate travel throughout 2021, L121 Training Wing were able to achieve significant outcomes through the early adoption of a regional training delivery model.

Driver Training Team - Puckapunyal

LT Billy Morgan, TP COMD

Driver Training Team - Puckapunyal (DTT-P), responsible for the delivery of PMV-L (Hawkei) and HX81 training, experienced difficulties throughout 2021 with the erratic incursion of COVID-19 in regional Victoria. Despite our challenges, the integrated team of Army, RAAF and Wodonga TAFE members worked diligently to deliver significant capability to Army and RAAF.

Upon recommencement of Hawkei training, led by SGT Darren Upton, PMV-L Troop were able to achieve significant inroads through the second half of the year. The team prioritised qualification of members from the 10th Light Horse Regiment as they prepared to re-raise the Regiment with a new cavalry squadron utilising the PMV-L platform. Concurrently, the team qualified members of the 3rd and 7th Brigades as PMV-Ls were rolled out to units in both Brisbane and Townsville. In all, the team delivered five, four-week courses throughout the second half of 2021, supporting Army achieving significant milestones with the Hawkei platform.

PMV-L Troop farewells CPL Wiblen, CPL Alexander, CPL Brown and SGT Upton.

Led by SGT Jacob Roberts, Advanced Troop, responsible for qualifying Army's OSV drivers on the L121 heavy equipment, commenced with two HX81 IIS courses in the first quarter of the year. The IIS course is designed to qualify drivers who already hold a HC1 licence on the new L121 HX81 prime mover, Medium Equipment Transporter (MET), Heavy Cargo (HC) Medium Dolly Low Loader (MDLL).

April saw the commencement of the first HX81 licence acquisition course (HC2JW), a five-week course designed to qualify drivers who currently hold qualifications on the HX77 as well as Integrated Load Handling (ILH) or Heavy Equipment (HE) trailers. This initial course was a success with the team subsequently delivering three HC2 courses throughout 2021.



PMV-L

In a significant step forward for AST, and due to COVID-19 border restrictions, DTT-P trialled delivery of a single HC2 course run concurrently across two locations, Townsville and Puckapunyal. With support provided by 3 CSSB, and instruction lead by AST DTOs, drivers in both locations were able to be qualified limiting the requirement for travel and subsequent two week quarantine for 3 CSSB members. While this initial trial was successful, limitations were identified regarding the suitability of the Lavarack Barracks Safe Driving Area (SDA) for L121 heavy combination training. With the construction of a suitable and complex heavy vehicle SDA in Townsville (and other regional locations), further courses of this type will be achievable in the future.

Advanced Troop farewells CPL Ulrich and SGT Roberts.

Driver Training Team - Amberley

WO2 James Hudson, TP COMD

Driver Training Team - Amberley achieved a significant milestone in 2021 being the transition from the delivery of L121 IIS training under Phase 3B of the project to Phase 5B. This sees the target audience for the suite of courses delivered at Amberley shift from full-time Army and RAAF units to part-time 2nd Division units. In addition, L121 Phase 4 PMV-L training commenced delivery from Amberley, further diversifying the locations which learners can undertake this training.



Medical Rescue Team Farewell

In addition, there was a significant change to the team's composition in the middle of the year when Medical Rescue Training (MRT) completed their contract with the L121 project. This milestone was marked by a presentation ceremony and lunch where the achievements of the MRT instructors were recognised by both CASG and AST, with each member presented with a certificate of thanks and recognition, and a personalised framed photo of the team.

From July, the team was heavily involved in the training and upskill of the newly engaged Wodonga TAFE driving instructors across the Medium Heavy Capability (MHC). COVID continued to limit 2nd Division members' attendance on courses from interstate, and in turn places were offered to Queensland and Northern Territory based members from both Army and RAAF, with a good uptake from both.

With the limitations on travel, DTT-A were asked to pivot, and with the support of AHQ and FORCOMD units, in August we received eight PMV-Ls and immediately began upskilling both the civilian and military instructor team. The team were fortunate to have two PMV-L subject matter experts in-house, with CPL Bochow and CPL McNamara not only delivering training, but also further seeking to support the development of the capability by refining the existing LMP. The resultant changes will positively affect Army and RAAF as they come into effect in 2022.



Driver Training Team - Amberley PMV-L Load Concept

As a result of the upskill to PMV-L in the latter half of the year, 48 soldiers from FORCOMD units were qualified on Hawkei, with the DTT-A team well positioned to deliver a further 200 PMV-L qualifications in 2022. In addition, our focus remains with the MHC capability, as we continue to deliver to 2nd Division and RAAF as part of L121 Phase 5B.

Driver Training Team Amberley farewells CPL Keen and CPL McNamara.



Driver Training Team - Amberley Bulk Water Pump Storage

Regional Driver Training and Safety Team - North Queensland

WO2 Stephen Galea, TP COMD

Regional Driver Training and Safety Team - North Queensland (RDTST-NQ) have been busy conducting courses throughout the year. Luckily, COVID-19 has not significantly affected the team and we have made good progress. The instructors (CPL Baleilekutu, CPL Charrett and CPL Smith) are all experienced DTOs and have provided excellent outcomes on 40M, HX77, PMV-L and G Wagon courses under the tutorage of SGT Houston, the current double hatted Course Manager and team Operations SGT.

The Townsville team has warmly welcomed new members from Wodonga TAFE (WIOT). Led by Mr Dylan Gale, the WIOT team have provided much needed support since their arrival in February. The four full-time team members (Ben, Stacey, Terry and Royce) have settled in well and are becoming increasingly versatile as they gain more military licence qualifications, ultimately providing a greater capacity for the delivery of driver training in the region.

Next year will be extremely busy with the continuation of PMV-L, HX77 and 40M courses. We have a new DTO posting in and we say farewell to CPL Smith who has been instrumental in training the WIOT staff to the highest standards. We wish him all the best.

Regional Driver Training and Safety Team - Central Australia

WO2 Christopher Pook, TP COMD

In early January the Army School of Transport continued to expand the regional driver training model with the establishment of a team in Darwin. Whilst initially challenged to secure a working space and vehicle yard, the team almost immediately commenced delivery of training in the region through the provision of DTO support to 1 CER for a G-Wagon course. Our initial four man team quickly expanded when, in March, WIOT sub-contracted Charles Darwin University (CDU) to provide contracted driving instructors to bolster our numbers.

This development quickly led into the planning, development and execution of a six week training package to bring the CDU staff up to the level required for them to assist with the delivery of driver training in the region. The eight instructors provided by CDU are instrumental in the ability for our small team to deliver panels at the maximum size.

Throughout the year the team has delivered courses on G-Wagon, 40M and HX77 as well as PMV-L despite the challenges presented by COVID (both lockdowns and inter-state travel), internal staff development courses, visits from the Prime Minister limiting on-base movement, limited range availability and limited range qualified staff.

We look forward to a more stable 2022 where we can bring the team to a fully operational level and thank CPL McLean for his efforts as he corps transfers next year.

L121 Recovery and Maintenance Team - Bandiana

WO2 Scott Spooner, TP COMD

Recovery and Maintenance Team (RMT) have enjoyed a busy and challenging year throughout 2021. The ever evolving COVID environment has resulted in a varied training tempo. We have maintained awareness of the rapidly changing state border restrictions and lockdowns in order to maximise the limited residential training opportunities that have been presented. Complications with inter-state travel to and from Victoria have shifted our focus towards learners who have been able to travel within the restrictions whilst a team of military and Kellogg Brown & Root Pty Ltd (KBR) staff have been developing methods to adapt our training to suit more flexible delivery.

Whilst limited residential training occurred throughout the year, there were other notable achievements. Great progress was made in improving the range of delivery methods and training material for all courses which will future proof our training. Military and KBR staff members visited the Thales production facility in Bendigo where we were shown through the production lines of the Hawkei PMV-L and Bushmaster PMV-M whilst also discussing some of the early maintenance implications of the PMV-L fleet as it was nearing its final build state and full rate of production. Recovery Operator courses were restructured to incorporate some distance learning and to improve delivery for SERCAT 7 as well as SERCAT 3/5 members. Training material for multiple platforms has continued its evolution, with the PMV-L General Familiarisation Common Core course and Medium Maintenance Module courses migrating to ADELE to reduce the duration of face to face training.



Recovery and Maintenance Team

Further enhancements to training delivery and business practices within RMT are forecast to be achieved by the end of 2021 in order to prepare for another busy year of training, in which there is hope to increase training throughput and make up for lost training time as a result of COVID limitations. RMT farewells WO2 Davis, SGT Savage, SGT Morrison-Leeson and SGT Leahy.

L121 Training Development Cell - CASG

WO2 Dave Corocher, L121 Training Developer

TD Cell was set to complete many milestones this year as part of Phase 3B of the Land 121 project. We started strongly with all instructor training and course ramp-up completed on the Heavy Bulk Water and Heavy Dolly Converter (road train) in preparation for both trial courses in March. The trial of these IIS courses were successful and the courses authorised to become active at Learning Review Board (LRB). Concurrently the TD Cell were also successful in completing the trials and training for the aviation soak test for the Land 121 fuel assets.

TD Cell were once again thrown a curve ball in the middle of delivering courses regionally when in June IIS courses had to cease and we were forced to return to Victoria due to Queensland entering a snap COVID lockdown. This was quickly followed by a Victorian lockdown. The impact of these lockdowns resulted in the team return to working from home and home schooling for parts of term two and all of term three.

Having endured the 2020 Victorian lockdown, we quickly shifted effort towards the development of the licence acquisition LMPs as well as the associated section four material for the Heavy Bulk Water, Heavy Dolly Converter, Heavy Bulk Fuel and Medium Dolly Low Loader. We also assisted AST by re-writing the Operator Pilot Vehicle course to better align with the new L121 fleet and the Kenworth Operator course with the request to have these both presented to a Training Management Board in November.

With enduring border closures and hotel quarantine requirements in place for interstate travel, WO2 Corocher again entered two weeks hotel quarantine in Queensland in order to recommence training from late September. The plan is to have TD Cell continue regional training for the remainder of the year and complete licence acquisition trials for the MDLL and HDC courses.

TD Cell look forward to a busy 2022 with a newly posted in member to replace WO2 Maher and the hope of our borders reopening and training recommencing. This will include the trial of the heavy fleet licence acquisition courses ultimately enabling units to export these courses and being able to self-generate qualifications.

Conclusion

The year has seen the Wing achieve significantly more than the sum of its parts. Through the expansion into a new region, the Wing now operates teams across half of the country has grown from an integrated workforce of less than 80 to around 100 personnel.

By years end, the Wing will have delivered in excess of 200 sessions of driver and maintainer training across both the IIS and sustainment spaces resulting in over 1000 qualifications to Army, Air Force and Joint units.

Maritime Wing

MAJ Shawn Cowan, OC/SI

The Army School of Transport - Maritime Wing (AST-MW) had a challenging yet rewarding period. Throughout 2020/21 the Army experienced unprecedented training trials, primarily related to the impact of COVID-19, however this influence and associated effects brought out the best of AST-MW staff who were indeed Par Oneri.

CMC21 saw a high volume of staff posting turnover, in particular key positions in all but one section and coupled with the ongoing impacts of the pandemic presented some unique and fast-paced opportunities for individual and group advancement. However, despite this turmoil, AST-MW successfully delivered 27 scheduled courses, qualifying learners across the disciplines of Cargo Specialists, Marine Specialists, Marine Engineers, Postal functions and officer training. The Wing delivered this training to both uniformed members across a rank span of Private to Lieutenant and contracted staff utilising the full spectrum of blended learning capabilities, with a focus of training transformation initiatives.

Marine Specialist Training Section (MSTS)

As with all Army training our marine courses have been effected by COVID-19 and in some cases courses required significant changes, regularly at short notice, to start dates and panels, but the most challenging aspect was the introduction of remote learning to our Watercraft Watch Keeper course. This required extensive liaison with suitably qualified staff at external units, in order to qualify members that could not travel to Ross Island therefore allowing their career progression to proceed despite the raft of imposed restrictions. Additionally, AST-MW was able to provide critical maritime capability ISO EX Sea Raider 21 (TS21) during the Watch Keeper course due to limited support availability. AST-MW HQ and MSTS staff conducted extensive liaison with Navy, FORCOMD, 10 FSB and 17 SUST BDE to develop workable COAs that was able to effectively augment the conduct of vehicle and pax movement. This support task was utilised as a further training opportunity for the learners who were able to experience a live tasking event during the conduct of their course program.



*Conducting well dock training
ISO EX SEA RAIDER 21*



*Embarking the Land Force
ISO EX SEA RAIDER 21 at Kings Beach, Bowen*

*Embarking the Land Force
ISO EX SEA RAIDER 21 at Kings Beach, Bowen*

Investigating opportunities for Training Transformation, AST-MW conducted a PME activity that was also utilised as a trial to assess the suitability of simulation training at Great Barrier Reef International Marine College TAFE in Cairns. Members were put through their paces through three different simulation scenarios. Having the opportunity to observe, and be part of how Navy and commercial industry now conduct training was a valuable chance to gain information that will be important in shaping future training with the introduction of new vessels and training systems under the LAND 8710 project and looking towards the future of the marine trade this was a major leap forward in training principles.



MW simulation training at Great Barrier Reef International Marine College, Cairns

This year the unit also reinstated an old tradition of formally remembering the Battle of Porton Plantation. The Battle of Porton Plantation (8-10 June 1945) took place near the village of Soraken on Bougainville Island, in the Solomon Islands archipelago during World War II. The battle is a key point in history relating to landing craft operations and involved vessels from 42nd Landing Craft Coy and members of 31st/51st Infantry Battalion (51st Infantry Battalion is now known as 51 FNQR). Maritime Wing invited members from 51 FNQR to join us in a memorial service to remember those who served, fought and died in the battle. As part of the occasion, members from AST-MW embraced the fighting spirit and competed in several team building and remembrance activities that challenged the heart, mind and body.



Team building activity at Mates for Mates, Townsville



MAJ Shawn Cowan and WO2 Brett Goodwin lay a wreath to commemorate The Battle of Porton

Cargo Specialist Training Section (CSTS)

CSTS have had a trial by fire with a complete staff turnover during CMC21. Although not ideal, CSTS personnel embraced the challenge before them and fully immersed themselves into their requirements and high pace tempo that can accompany a posting to a Training Establishment and commenced a course within three weeks of marching in.

As expected COVID has thrown up a number of challenges for all CSTS courses throughout 2021 which has resulted in hotel quarantine for learners, fluid and fluctuating course panels, course dates amending and the trial of a fully remote SUBJ 4 CPL course. This fully remote course allowed the DTR to be met as well as enabled learners affected by state government restrictions to attend and enhance, develop and build their trade knowledge and not be as

impacted by restrictions. This development required extensive work on course material to have it uploaded on the ADELE platform and amendment of lesson material and assessment/presentation methods to accommodate this dislocation. Although challenging at times, this trial was deemed a success with multiple points raised by learners and staff in an effort to further develop and improve the remote learning material for potential future courses.

CSTS has also been heavily involved in assisting SMA Cargo with the review and re-write of the LWP CSS 4-3-5 Cargo Specialist and Terminal Operations Handbook. This has required the section members to conduct extensive research to ensure that information remains current and in line with Australian Standards and best practices.

Watercraft Support Section (WSS)

With the numerous portfolio of courses to support, WSS experienced an exceptionally busy year. Despite completing almost 100 Sea Days dedicated to supporting AST-MW courses, WSS was able to provide additional support to 10 FSB local tasks and individual augmentation to Operation Resolute. In addition to supporting courses, WSS continued to provide significant effort to remediate AST-MW procedures to meet the demanding necessities of Seaworthiness and Land Range Safety. Working closely with SMA Marine Specialist ensured AST-MW represented best practice in these disciplines as the representative of Army's Maritime Centre of Excellence.

Command Training Wing - Headquarters

Army School of Transport

MAJ Karl Kiss, OC/SI & WO2 Simon Leak, WSM CTW

Command Training Wing (CTW) has continued to evolve since being established in 2017. The Wing currently consists of:

- Non-Commissioned Officer Troop (NCO Tp)
- Communications Troop (Comms Tp)
- Operator Movements Troop (OMT)
- a holding troop (Perentie Troop)
- the newly established Protected Mobility Training Framework Troop (PMTF Tp)

2021 started out with the hope of being somewhat of a normal training year for CTW after the impact of COVID-19 in 2020. The wing had a 55% staff turnover and hit the ground running to ensure that all instructors were ready to conduct the first courses of the year without any hiccups. The hard work that was conducted in 2020 on the modernisation of a series of courses to be conducted as non-residential and residential assisted in the smooth transition for newly posted instructors to allow them to meet the expanding Directed Training Requirement (DTR) from the impacts of in 2020.

Six lockdowns later and the ever growing COVID-19 cases in NSW and VIC added pressure to meeting the allocated DTR. Units were reluctant to release their soldiers to conduct courses due to the fear of them being stuck in Victoria and not being able to return home. DTR was once again tested; however, with the commitment of the staff within the wing, we were able to achieve close to DTR as possible by conducting some promotion courses non-residentially or with the assistance of the Brigades conducting them their own areas assisted by our staff. CTW was again challenged with holding a significant number of trainees and trained force soldiers, a burden particularly borne by Perentie Tp which was at Squadron-plus strength for months.

CTW was also able to pick up a significant training opportunity in support of the RAAOC through the conduct of Mounted Leader. This training conducted by PMTF Tp has ensured that ECN 104 JNCOs are not disadvantaged, but receive quality foundation level training in mounted acumen so they can operate more effectively in the battlespace. The Wing was also able to support a significant surge of staff effort to support the main effort of initial employment training while still maintaining its own DTR.

Key appointments were undertaken in 2021 by MAJ Karl Kiss as OC/SI who will be remaining for 2022, CAPT Luke Geddes as the 2IC—who will be the AST ADJT in 2022—and is to be replaced by CAPT Trevor Couch. WO2 Simon Leak was the WSM who will be moving down to RTW who will be replaced by WO2 Thomas Beaudene. The OPSWO, WO2 Mark “Vinnie” Mlikota, is posting to SOARTY and is being replaced by WO2 Annelies Vallas. CTW Headquarters also gained two civilian staff throughout the year, Amanda Nipperess as the Unit Administrator and Melissa Lannan as the Training Administrator, who have been vital assets to the headquarters team and will be remaining next year.

2022 is shaping up to be an exciting year for CTW: the wing will be relocating out of ‘The Rock’ as it is getting a much needed makeover that will soften some of the brutalist influence indoors and

ensure it remains a staple of our history for years to come! CTW will be split in three different areas within Puckapunyal; however, majority of the wing will be sharing office space and classrooms with RTW.

We are proud of the effort our staff have put into our soldiers—and our future. It is important to note that 11 trades across eight corps, as well as our civilian staff, is what it takes to focus on training delivery for three primary trade audiences across two corps! You can be assured we will still be offering the highest quality training to ensure we are developing officers and NCOs that are ready now and future ready. We are equal to this task.

Communication Troop

WO2 Brett Bayes, TP COMD

2021 saw the Tp experience a 70% turnover in positions. SGT Nathan McKee posted in from DFSS. CPL Darrin Walmsley made a welcome return to Comms Tp and CPL Josh Matthews from 3 CSSB rounded up the new march-in with BDR Rowan Sharp-Bucknall doing a mid-year posting.

The year started where 2020 finished under heavy COVID restrictions with induction training being conducted primarily via CAMPUS and ADELE. Course delivery started in earnest on 28 Jan with a staff course to ensure each troop had sufficient BCCC and BMS qualified staff for the TACOPS phase.

During 2020 Comms Tp were directed to drop the AN/PRC 150 HF component, under training transformation, in a bid to reduce the overall IET Driver Operator course duration, therefore passing the training liability to the gaining unit. By early Apr 21 TASKORDS were being circulated directing that BMS was to be withdrawn from the IET continuum, resulting in the courses being run by the Tp reduced to AN/PRC 152 dismounted, mounted and EPLRS with AN/PRC 150 being taught on a case by case justification. To that end, the CPLs could now help with supporting tasks within AST either in the discipline space or driver training with RTW to release pressure of undermanning. Swapping from comms to driver training and any other short notice tasks, I will always be grateful for my team's enthusiasm and can do attitude and will always be humbled with their commitment to me.

As the year draws to a close it is satisfying to know that the Tp have managed to deliver 18 courses qualifying 303 learners and staff during the 2021 calendar year. As I leave the troop this year I'm humbled to know I am one of only three Tp COMDs to have led Comms Tp and wish them the very best for the future whatever that may hold.

Finally the Tp says farewell to the following members and I wish them well in their new postings

- SGT Brenton Ferguson - 4 HLTH BN
- CPL Darrin Walmsley - 1 AVN REGT

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

Non Commissioned Officer Troop

WO2 Ben Wells, TP COMD

2021 began with an influx of new staff with a wide range of experience and verity of fresh ideas from a diverse range of previous units. As a result of the restrictions that were imposed thought out Victoria, NCO Tp have been proactively enhancing the great work that was started 2020 in Training Transformation due to travel restrictions, and to continue our training delivery. This will continue to develop with time as Instructors gain further knowledge of online platforms.



Calling in AME for simulated casualties during a QDE on Subject Four for Corporal Road

In 2021 NCO TP saw the return of face to face delivery and a hybrid form of running particular courses within NCO TP. With the implementation of strategies and the modernisation of our training product, this has enhanced our ability to adapt to all types of unforeseen but ever changing circumstances.

We have seen our Transport Managers course conducted solely online for the last 18 months, and have developed an ADELE package with assistance from WIOT for the Subject 4 CPL Road. This component of the course is conducted in home locations and imbedded within the new LMP is the MOD 1B Range qualification into the residential phase. The Driving Testing Officer course has gone through a dramatic change, as we have seen the course being exported out to BDE's for the first time. Subject 4 SGT Road is very much evolving with a new LMP to be released for the first session of 2022, this will also include a new assessment criteria to align with the Subject 4 CPL Road.



Providing all-round protection during a short halt

In all we have trained:

Transport Mangers Course - 89 PTEs/LCPLs
Driver Testing Officer Course - 40 CPLs
Subject Four for CPL Course - 55 PTEs/LCPLs
Subject Four for SGT Course - 28 CPLs

Protected Mobility Training Framework Troop**WO2 Peter Day - TP COMD**

The Protected Mobility Training Framework (PMTF) Tp is manned by WO2 Peter Day (RAINF), SGT Peter Baxter (RAA), SGT Dan Easom (RAAC), CPL Chad Robertson (RAINF), CPL Nicholas Gallagher (RAINF), and CPL Aidan Galpin (RAINF). The cell formed this year to deliver against the PMTF and assist developing an all corps protected mobility culture within Army.

PMTF Tp has been proactive in reshaping Army's needs for mounted safety supervisors utilising mainly 40M vehicles this year. To give a broad over view of the cells achievements, the Tp has completed eight Mounted Leader courses, assisted with three PMV ACDC and provided MOD1B Mounted Safety Supervisor instruction to three the Sub 4 CPL RACT Cse. With the introduction of MOD 1B Mounted Safety Supervisor being included for RACT soldiers on SUB 4 CPL this year, PMTF has qualified 54 RACT soldiers in mounted ranges and 60 soldiers and officers across five corps on the Mounted Leader Courses to date.



Providing effective fire during the Mounted Leader course

The PMTF Tp was tasked to run Mounted Leader courses over an eight-day period, encompassing range lessons, live firing by day and night at the Mounted Static range and Mounted Mobile sneaker range. Lessons and practical training was valued by all trainees on becoming a mounted leader of an individual Protected Mobility Vehicle (PMV).

To say the least COVID-19 was a challenge for the cell with continuing COVID challenges remaining in 2021. All the members of PMTF managed COVID for all courses this year. However that said, all trainees and staff abided by the strict COVID-19 criteria as best they could and the desired outcome of courses was maintained.

The Infantry guys had a head spin start to the year seeing how busy AST was and such a different world for us to accept. However, to their credit, they overcame the fast start, settled in, and set about the corporate governance of the mounted range space. It was very different from an Infantry Battalion perspective to the Army School of Transport, where the aim was to drive away from trouble and not into it!



*Live firing at the Static Vehicle Range during the
MOD 1B Safety Supervisor component of Mounted Leader*

The Tp has had the fortunate pleasure of SGT Baxter and SGT Easom being old hands of Puckapunyal. Pete has been a stalwart for the PMTF Tp with his continual guidance to the School and associated civilian agencies through his years of service. Dan, to those that don't know, was the only person in AST that was qualified to run a static mounted range practice for the PMV-L Hawkei. His expertise in this area has been instrumental and allowed the cell to continue qualifying drivers/gunners for the Hawkei in Puckapunyal.

In conclusion the PMTF Tp achieved outstanding results this year in particular Mounted Leader qualifications at all ranks across Army. The Tp has also driven corporate governance changes in AST successfully and will continue further in 2022. The PMTF Tp is well placed for next year due to hard work this year and has set the conditions for the future PMTF Tp.

Operator Movements Troop

WO2 Adam Napier, TP COMD

OMT commenced the year with a challenging but clear mandate: deliver training to meet DTR, enable delivery in a COVID environment and continue to develop an operator movements training continuum that meets the needs of the future Operator Movements Workforce Program.

The Tp welcomed SGT Heather Pentland in 2021, joining myself, SGT David Young, SGT Wendy Nguyen and CPL Elizabeth Naunton as the incumbent instructors. The year kicked into gear in February with a 'first' for the OPMOV training continuum when OMT delivered an entirely online and remote Subject Four SGT course. This was a culmination of work completed the previous year and lessons learnt from this course have contributed significantly to design of future courses.

Instructors have worked tirelessly throughout the year to modernise training and incorporate new delivery strategies that are fit for purpose. Gains continue to be made through the introduction of the Military Instructor Course which has provided instructors with the tools to incorporate strategies

that are centred on the learner. A degree of 'out of the box' thinking was required to transform some course content to remote delivery and we continue to experience some friction in design and development which is enabling excellent lessons learnt. Overall in 2021, OMT went on to train a total of 46 members across the following courses:

- Subject Four SGT RACT Movements - Sn 0025 - Online
- Movement Officer Course - Sn 0017 - Residential
- Subject Four CPL RACT Movements - Sn 0037 - Online
- Subject Four WO RACT Movements - Sn 0025 - Residential
- Advanced Operator Movements Course - Sn 0038 - Online
- Movement Officer Course - Sn 0018 - Residential

The future of the Operator Movements training continuum is looking very bright. In the latter half of this year, AST was officially handed three newly designed LMP's to develop and ultimately trial in 2022.

- Basic Operator Movements Course
- Advanced Operator Movements Course
- Supervisor Operator Movements Course

Each course has been designed to meet the needs of the Operator Movements Workforce Program and each will be centred on a hybrid model where students will complete both an online and residential component. Instructors aim to develop each course by incorporating lessons learnt in 2021 and changes to doctrine as well as exploiting new technologies such as drones to support modal reconnaissance.

I am immensely proud of the effort and professionalism demonstrated by instructors throughout the year and wish them success in 2022. In closing, the Tp farewelled the following instructors this year, most notably CPL Naunton who transition from Army after 10 years of Service. We wish her the best in her future endeavours.

- WO2 Adam Napier - L121 Amberley

Par Oneri

Perentie Troop

PTE Jedd Opray and PTE Charlotte Male

A Perentie Digger's Journal

Week 1

Day 1:

Today is finally the day I head off to Puckapunyal. The only insight I have is how good Pucka Pizza is, so I was keen. I am sad to leave Kapooka, going from the most experienced, Gold-tab Recruits, to the least experienced Private Trainees. Our troop is very much on edge and the new Corporals kept telling us to chill out. I guess we just wanted to make good first impressions like our Sergeant from Kapooka instilled in us.

We march around Tobruk Barracks being shown the area, where we could and couldn't go. I take note of the Sergeants' and Officers' Mess locations to ensure my best behaviour when marching past in twos and threes. We are now known as Perentie Troop. We are given briefs by Troop

Corporals followed by being knocked off at 1630 h. It just seemed surreal. Time was our own and I didn't know what to do with it. We are so nervous and don't think that the jokes from the more experienced trainees played on us are very funny. Once unpacked, I can actually relax, it is so weird. I am missing the orders and structure from Kapooka but love this new freedom. Adjusting to the new lifestyle will be different and I know the first few days will be the hardest as I don't know anything and I feel so vulnerable. However, this unfamiliarity will soon pass by the time the course starts in 2 weeks.

Day 2:

It is a strange feeling that I am able to do what I want until our 0730 h first parade. We conduct march-in admin for the majority of the day. We also had a look at the two different types of trucks we would soon learn how to drive: MAN 40M and HX77. This was exciting knowing that shortly I would be at the wheel of such a big truck. After lunch, we complete a number of Campus courses until knock off. The evening didn't feel as relaxing as we have room and locker inspections tomorrow morning. We are all worried as we aren't sure what standards we'll be held to. The night is spent checking over my locker and roommate's locker numerous times in the hope we are at a good standard.

Day 3:

The day begins with inspections and although there's still a high attention to detail, Troop Staff are understanding, coming out of Kapooka that we haven't fully settled into the new environment. Sergeant was satisfied with overall cleanliness throughout the lines however explained that now we know the standard and faults are identified that they would be more strict inspections to come. For the rest of the day we continue completing more induction courses on Campus. After today I feel more settled in and I was getting to know more people.

Day 4:

Starting today at 0730 h, we have our first PT session with the CPL PTI. He is quite scary. We conducted a Basic Fitness Diagnostic and we all felt quite weak coming straight from Kapooka and our results reflected that. It was required that we passed our standards by 10%, otherwise we were put onto a reconditioning program. The day continued with drill after completing our courses and administration paying close attention to slow march and drill with weapons which we aren't experienced in though intrigued by.

Day 5:

Today we started off the day with battle PT. It was hard but the CPL PTI made it fun. I was told that on Monday I would be going out field to be enemy party for one of the IET courses and their TACOPS phase. I was unsure of what to expect but I heard that it would be more enjoyable than Kapooka field so this made me feel excited, and I could be in civvies which sounded weird to me at first. I also found out today we have the whole weekend to do what we want. I'm so thrilled but don't actually know where to go or what to do. I do know that I have to buy a Bivvy bag. I was also informed I am allowed to take snacks and lollies, it sounds like it's going to be fun.

Week 2:

This week I am out field as enemy party and it is good to get back to shooting weapons and sleeping outdoors. Throughout the week I am learning quite a lot and what to expect for when I go on course. All the trainees seem so experienced and I can't believe that within the next few months I will be at this same level. It is such a great experience observing the field environment, the different sections and how they conduct tactical operations. It's been a great insight into what I can expect the field phase to look like and assuring me they were right, it's much better than Kapooka field.

Week 3

Day 1:

Today we started at 0730 h and it's our last day in Perentie Troop. We did a 2 hour Battle PT

Session with the CPL PTI, it was extremely intense but it was worth it because it means that we are starting course tomorrow. To celebrate we have a barbeque together for lunch and are designated our new room keys given to us by our IET Course Troop Sergeant. After everyone finished eating we head back and move into the new rooms. I'm nervous about starting the course tomorrow, we have to wake up at 0530 h to do PT with our new OC and WSM.

For now the journey continues...

Air Mobility Training and Development Unit

MAJ Kathleen Adams, EO/CI/OC

Develop and Deliver

Air Mobility Training and Development Unit (AMTDU) is a unique Joint unit under an Air Force command of Air Mobility Group (AMG). As the Australian Defence Force's Centre of Excellence (CoE) for the Air Cargo Delivery Capability, it provides timely load clearances (Airdrop, Airland and External Lift) in order to generate air mobility and deliver training to both Air Force and Army. AMTDU has been (since 1966) and continues to be the training establishment for the ECN 099 Air Dispatch trade. This year, AMTDU has been heavily engaged in assisting ALTC with the Training Transformation and in the near future ECN 099 and ECN 345 (Parachute Rigger) will merge and become ECN 444 Aerial Delivery Technician (ADT). As part of this merger, all LMPs have been taken back through the analyse/design phase of the SADL process in order to identify efficiencies of common skills across employment categories. At this stage, we will be looking to trial IET ECN 444 in 2022/23 with full implementation scheduled for 2024.

For another year, AMTDU like most units across Defence has been challenged by the COVID-19 pandemic as well as NSW Floods that impacted RAAF Richmond at the start of the year. AMTDU although challenged demonstrated the ability to adapt, develop and deliver ADF's Aerial Delivery capability and training for the Air Dispatch trade.



C-17 Globemaster during Airdrop mission

Aerial Delivery Training Section (ADTS)

At the start of 2021, the Aerial Delivery Training Section (ADTS) as part of AMTDU Training Flight were recognised with a Commander Air Mobility Group Award for their meritorious achievement in the provision of essential training and continuation of force generation during the COVID-19 pandemic. They lead the rapid development and implementation of innovative and risk managed training which achieved Directed Training Requirements for

FORCOMD as well as ensured COVID safe protocols were implemented. On 31 Mar 21, the Royal Australian Air Force (RAAF) marked the centenary of its formation as an independent service and with this AMTDU was recognised as the Training Establishment of the year. As a small team, ADTS contributed to AMTDU being recognised for this honour through its commitment and dedication to service.



Aerial Delivery Training Section - receiving Commander Air Mobility Group Award

Throughout the year, ADTS continued their professional commitment to delivering high quality training to the Air Dispatch trade as well as contributing to the ALTC training transformation. Training this year was slightly impacted by cross border movements into Sydney with COVID restrictions limiting Brigades sending members on Air Portability Team leader (APTL) and Air Logistic Officer (ALO) courses.



*Manual Dispatching light equipment
as part of IET Basic Air Dispatch Course*



*Aerial Delivery Training Section teaching
the rigging of A22 during
IET Basic Air Dispatch Course*

Looking to 2022, will see ADTS continue to provide Air Dispatch trade courses (including S4CPL and S4SGT) as well as APTL and ALO.

Operations Flight

Operations Flight is the backbone of logistic support for both ADTS and Airdrop/External Lift Projects. It is made up of a composite team of ECN 099, ECN 274, ECN 345, ECN 298 soldiers as well as two Air Force members. They provide the integral support required to set up Drop zones, load aircraft, provide Aerial Delivery Equipment, deliver driver training for aircraft loaders and assist in the infrastructure remediation within the unit.

Support to Operations - OP COVID ASSIST

During the peak of COVID cases within Sydney (Aug - Nov), AMTUDU deployed the following members; MAJ Kathleen Adams, CAPT James Wilcox, WO1 Anthony Eddie, WO2 Joseph Campbell (ARes), SGT Simon Ingram, CPL Daniel Kilbey, LCPL Alexander Rowe, LCPL Alexander Fidler and PTE Daniel Scognamillo. Throughout the deployment, these members worked in small teams in support of both NSW Health and NSW Police to facilitate contact tracing, home engagement, outreach vaccination teams, mass vaccination centre crowd control, hotel quarantine and assisted in the hotel quarantine of over 1000 Afghanistan evacuees as part of their repatriation from Afghanistan.

External Lift - Virtual Reality project

AMTUDU has continued to work with 464 SQN and Air Warfare Centre (AWC - RAAF Edinburgh) on creating a proof of concept for an External Lift Virtual Reality system which was initiated by previous XO, MAJ Nicholas Thompson. The proof of concept is due to be completed by the end of the year and it is planned to be showcased at the Innovation days early 2022. This project has



External lift training underneath an MRH-90

the potential to enhance the current training serials with an efficient training aid to assist trainees with learning how to conduct External Lift Operations prior to standing underneath a live helicopter.

Promotions / Awards

On 22 Jul 21, PTE Michael Asher was promoted to the rank of Corporal (CPL). CPL Asher has been an integral part of AMTUDU this year



*CPL Michael Asher being promoted
by WO2 Timothy Hollinworth
(Unit Warrant Officer)*

providing technical advice and load construction to enable the development for Airland, Airdrop and External Lift project tasks which contributes to AMTDU's successful load clearances for the ADF.

LCPL Alexander Rowe was awarded an Australia Day Achievement Award for his outstanding work ethic and contribution to Defence capability through the support to major load clearance activities, thus allowing new items to be delivered by air. LCPL Rowe has transferred to become an Operator Petroleum (ECN 269) and the unit wishes Alex all the best for his future career.

In recognition of past RACT members and to acknowledge their continued commitment to the Aerial Delivery Capability, Mr David Jaehne and Mr Gary Wahlen were awarded the Australia Day Achievement Award for their demonstrated diligence, application and organisational understanding in the safe and effective conduct of Aerial Delivery operations.

Airdrop / External Lift Projects

WO2 John Van de Maele, Airdrop / External lift Project Officer

2021 has been a tumultuous and challenging time for all members of AD/EL section at AMTDU. Having only six members within the section further contributes to some of the challenges and strains experienced within the unit. The first half of the year started just like any other year with the effects of COVID-19's Delta variant yet to impact the lives of New South Welshmen.

AD/EL section have been extremely busy with finalising the designs and planning of several external lift and airdrop trials. These trials were scheduled to be conducted in the third and fourth quarter of this year in both Curtin and Townsville. The first setback was the airdrop trial that was to be conducted in WA at RAAF Base Curtin. As the COVID-19 Delta variant spread throughout NSW, sparking a 3 month long Sydney wide lockdown, border closures in WA were also issued. Alternative locations within NSW were quickly sourced, however, again the COVID-19 threat to regional NSW prevented the use of the new locations. Not all has been lost as AMTDU has now confirmed trial dates for next year.

Even as COVID-19 was spreading throughout NSW, one fortunate member from AD/EL section, WO2 Mathew Hawkins, was selected to attend the Aerial Delivery Material Officer course conducted at Fort Lee, Virginia, USA. This is an international course where selected members from around the world attend what is essentially a parachute packing and airdrop rigging course. The highlight of this course is getting the opportunity to experience jumping out of a CH-47 with a parachute you have packed.



*WO2 Mathew Hawkins packing
T11 parachute as part of ADMOC course*

As the lockdown continued so did the requirement for ADF assistance. AMTDU was requested to support the COVID-19 task force with a large contingent. Their roles varied from contact tracing to assisting police with home quarantine enforcement. As a result we lost three of our members to the COVID-19 task force.

The two remaining members of AD/EL section, with the support of APS and 176 AD Sqn personnel, headed to Townsville to assist Army Aviation Test and Evaluation Section with two of the external lift trials. The trials consist of flight certification of the Spyder crane (used to remove helicopter engines) and the new Type XXVI sling replacement, Helicopter Underslung Lifting Capability - Medium sling. However, this was not a straight forward transit to Townsville as you would think. You guessed it! QLD COVID-19 restrictions state that all members from NSW are to hotel quarantine for two weeks prior to being permitted to travel within the state of QLD. Conversations with the members in quarantine highlighted the mental strain of isolation, even with the means to contact the outside world. The trial is still yet to be completed as the members who are still in quarantine, however AMTDU is expecting positive results over the coming weeks once the trial commences.

With the vaccine uptake at almost at 86%, it is expected that late November will be the first time AD/EL section will be reunited in the one location after what has been a very challenging year of lockdowns, home schooling and time away from home - either on course or on trials. This will be an important catch up as we lose key members through the posting cycle. All members of the section share the sentiment that Christmas cannot come fast enough and we are looking forward to the conclusion of 2021.

Farewells

AMTDU would like to thank the following RACT members who are due to post at the end of the year. We thank them for all their dedication and commitment throughout their tenure at AMTDU. We wish them all the best for their next posting and career milestones.

CAPT M Farmer - transitioned to SERCAT 5 (ALTC)

WO2 D Butt - posted to HQFORCOMD

WO2 M Hawkins - posted to SOLS

CPL D Kilbey - posted to 176AD SQN on promotion to SGT

LCPL A Fidler - posted to 176AD SQN

PTE D Scognamillo - posted to 176AD SQN

PTE J Kerswell (Driver) - posted to 145SIG SQN



Par Oneri de Caelo - Equal to the task from the Sky.

1st Transport Squadron

1st Combat Service Support Battalion

CAPT Anita Price, OC



1st Transport Squadron annual photo.

Emerging from a year of nation-wide lockdowns saw the 1st Transport Squadron (1 TPT SQN), as with all Army, in uncertain territory. The adaptability and positive attitude of the soldiers moving into 2021 saw the highly successful conduct of several exercises including the Ex BUFFALO series and Ex KOOLENDONG 21.

When not undertaking field training, the barracks life saw the SQN divided between soldiers on specialist courses (fuel, water and Operator Specialised Vehicle), and the remainder conducting driver training for the Brigade. Between courses, we were fortunate enough to have the opportunity to celebrate the RACT Birthday, host our neighbouring nations and see the growth of the Corps through the promotion of our junior leaders.



Lima 1 soldiers conducting medical training on Ex BUFFALO RUN. PTE Benjamin Mienert (writing 9 liner), PTE Montana Heinze treating



Break from tradition; eldest member of the Corps PTE George Meda and LTCOL Dean Clark, CO 1 CSSB cut the RACT Birthday Cake

I have had the privilege to command the professional officers and soldiers of 1 TPT Sqn and see their actions directly contribute to mission success. Enough from me; the following pieces have been submitted from each Troop within the Sqn and provide diverse reflections on the eventful year that was.



CPL Chad Fuller with TNI General Taufiq, displaying the Australian Army's largest road train set up in C TP



Junior Leaders of the future with OC and SSM 1 TPT SQN. L to R CPL Brandon Willet, CPL Brayden Howse, CAPT Anita Price, WO2 Adam Menteith, CPL Matthew Turner, CPL Shiv Kahlon

Alpha Troop, 1 Transport Squadron

LT Felix Mak, A Tp Comd

2021 was another successful year for Alpha Troop (A Tp), with members participating in and supporting a wide range of activities. Members undertook a variety of trade and promotion courses, field exercises, and deployments with OP COVID-19 ASSIST, representative sport, community engagement, convoy runs and live support to other units. In the course of a busy year, A Tp members travelled all over the country, venturing to most of the State capitals and also paying a visit to the sweltering hot Bradshaw Field Training Area in a month-long hit out. Detachments to support OP COVID-19 ASSIST were an enduring theme throughout the year, with members playing an important role in a joint interagency effort.



Alpha Troop conducting a live fire mounted static range shoot at Mount Bunday Training Area

Throughout 2021, A Tp also continued to support the Brigade to great effect. Field exercises were the main effort of the Troop, allowing junior members to gain exposure to logistical support in an extremely dynamic and testing environment, and for senior members of the Troop to reinforce and pass on their skills. The year began with Ex BUFFALO WALK 21 in March. Force assigned to a Lima call sign and amalgamated with Workshop and Supply elements, A Tp learnt to operate in an arduous environment while remaining focused on the task. For many, this was their first time going out field in the Top End and was a significant learning experience for all.



*Alpha Troop conducting a convoy to
Bradshaw Field Training Area prior to Ex KOOLENDONG 21*

A Tp's field calendar culminated with Ex KOOLENDONG 21, the Brigade's joint exercise with the Marine Rotational Force - Darwin, the United States Marine Corps' (USMC) two and a half thousand strong contingent in Darwin. A Tp gained excellent exposure to logistical and combat capabilities from USMC, supporting the Marines in a variety of tasks such as passenger lifts and distribution points. Some members from A Tp were fortunate enough to have a USMC Gunnery Sergeant insert into their Lima call sign as their Platoon Sergeant. Firing up the troops with his unique brand of Marine wisdom, philosophy and Texas hot sauce, Gunny Owen was an invaluable member of Lima 1. Other members of A Tp operated as part of a decentralised logistical force, moving away from the traditional Brigade Maintenance Area and pushing forward towards their dependencies. This highly mobile combat service support is an evolution in the way we deliver logistics to the front line, and will continue to be developed in the years to come.



Alpha Troop members in Lima 1 with Gunny Owen

A Tp has finished off the year as a flexible, well-trained organisation, with exposure to different ways of delivering logistical support and enabling the 1st Brigade. Members take with them skills learnt through courses, field and the trials and tribulations of a short notice-to-move to Victoria. 2021 has been a year full of variety and we welcome the challenges and opportunities that the next year will bring.

Bravo Troop, 1 Transport Squadron

LT Jordan Wunderlich, B Tp Comd

2021 was another high tempo year with Bravo Troop (B Tp) receiving its fair share of tasks. With contributions to domestic operations throughout the year, our job of providing drivers and instructors for training courses saw personnel frequently away from the Squadron.

One of the only times B Tp were able to train together in the field environment was at the beginning of the year during Ex BUFFALO RUN, held at Mount Bunday. The majority of tasks revolved around support to 5 RAR and their war-fighter needs of fresh meals to be brought out to them every day. Despite these tasks sounding in theory to be quite literally milk runs, the enduring nature of logistics proved complications could arise in even the simplest of jobs. This required relatively new PTEs and JNCOs to step up and into higher job roles and provide their SME knowledge to commanders to continue support and get the job done.

At the end of the year, during Ex KOOLENDONG, members from all three Troops within 1 TPT SQN were scattered between CSSTs. Members from our SQN sustained the exercise longer than anyone else supporting infill, occupation and exfill of the exercise. This work amounted to more than eight weeks of support back and forth over ground lines of communication exceeding 600 km between Robertson Barracks and Bradshaw Field Training Area. The enormity of this task highlights how invaluable 1 TPT SQN is as a whole. Without the logistics support provided to MRF-D and numerous other 1 Bde Units, the exercise would not have been the great success that it was.



View of the escarpment at Bradshaw Field Training Area whilst on Ex KOOLENDONG 21

Charlie Troop, 1 Transport Squadron

LT Tom Gorman, C Tp Comd

Beginning early in the year with support to 5 RAR and 1 CER, Charlie Troop (C Tp) clocked up some serious kilometres with the heavy drivers each boasting the equivalent completing a lap around the world (40,008km)! This includes a range of tasks including integral support to CSSB exercises such as Ex BUFFALO WALK and extending to the behemoth task of supporting Ex KOOLENDONG in the Bradshaw Field Training Area.

Specialist Section rose to the challenge utilising the legacy fleet to become the Brigade's bulk fuel installation solution when the on base facilities were out of action. This saw the use of legacy equipment and some long days transferring fuel between mobile assets. This continued into the field; highlighting the flexibility and span covered by the Troop - from seaport to close support field distribution points, C Tp has you covered!



Specialist Section receiving bulk fuel to support Robertson Barracks

Before Ex KOOLENDONG got into full swing, C Tp, along with some members of Bravo and Recovery Platoon, accepted an Invite from the US Marine Transport Troop. This saw interoperability assessed between our fleets and developed an understanding of capability and limitations.

Through the latter half of the year, heavy section took possession of the long awaited HX81s, along with members being newly qualified on the platform. This is a massive change in capability and we anticipate the opportunity to put some kilometres on the dial and dirt on the wheels in 2022.



Heavy Section Kenworth conducting a lift

Unfortunately, 2021 has seen six of our members leave Defence, as we one day all must. We take pride in knowing that these individuals are excelling in, and making better the widespread civil communities they have chosen to reside in. Which leads to perhaps our greatest achievement this year - assisting the Australian community on domestic operations, and even being first responder to a vehicle accident whilst on task in WA.

3 Transport Squadron

5 Combat Service Support Battalion

LT Stephanie Hower, TP COMD

Throughout 2021, the 3rd Transport Squadron (3 TPT SQN), 5th Combat Service Support Battalion (5 CSSB), continued with another busy and demanding operational period. The Squadron provided critical transport support throughout COVID-19 pandemic (2020-2021), and the NSW Floods (2021). Each of these domestic operations comprised of a wide spectrum of tasks, requiring both specialised RACT skills and general community support.

Operation COVID Assist (2020-2021)

The COVID-19 pandemic has continued through to 2021 and again 3 TPT SQN was once again called upon to support national efforts as lockdowns continued, domestic and international borders were closed and hotel quarantine locations were established for returning overseas travellers. Operation COVID Assist has been ongoing for 1.5 years, with tasks likely to continue in 2022 as Australia continues in its transition toward post-pandemic/ endemic life.

3 TPT SQN provided support to tasks including force assigned driver training, transport support for hotel quarantine, vehicle check points at state borders, working with state and territory police to conduct quarantine reassurance activities, contact tracing, distribution of vaccines to the vaccination hubs, and general assistance in support of the Joint Task Group.

Operation Flood Assist (2021)

In March 2021, 3 TPT SQN provided integral transport support to the 5th Engineer Regiment (5 ER), in support of the recovery effort during the NSW Floods. The 2.5-week operation commenced in Taree before proceeding to support areas affected in Western Sydney within the Hawkesbury-Nepean region.



*Op Flood Assist
TPT SQN support the clean-up effort in Wisemans Ferry, Western Sydney*

3 TPT SQN conducted a range of tasks throughout the operation, including troop lifts to sites that were most affected. Again, and in similar fashion to the 2020 Bushfire effort, members of the SQN engaged with the community by directly assisting everyone they could in the removal of flood damaged personal effects and waste, resupply and movement of cargo, with community engagement activities culminating in setting up a way forward in the rebuild process.



*3 TPT SQN - Op Flood Assist
PTE Andrew White (left) and LCPL Patrick Chalmers (right) conduct vehicle preparation*



*3 TPT SQN Community Engagement Op FA
CPL Andrew McCabe (centre) and LT Kristoffer O'Sullivan (right) engage with local police on
Operation Flood Assist*

This particular operation was also the last time our remaining Unimogs were utilised alongside the new generation of vehicles, bringing an end to an era and witnessing the beginning of a new one for the SQN.

The staff at 3 TPT SQN commend the tireless efforts of all members throughout these domestic operations, with many completing multiple rotations. The commitment of 3 TPT SQN's members has truly proven the SQN to be 'equal to the task', particularly during these unprecedented and historic events. The SQN remains postured to continue providing pivotal capability to the 5th Brigade as we approach the end of year.

4 Transport Squadron

11 Combat Service Support Battalion

LT Aaron Thomas, B TP COMD

Domestic Operations

4 TPT SQN, as part of 11 CSSB had an excellent year, marked by high tempo and a wide range of outputs, like many Army units. Our key focus was on certifying for Domestic Operations through EX ARRAS 21. The activity was designed to test the pre-deployment, deployment, and redeployment for a Reserve Army contingent in support of the Queensland Police Service (QPS).

EX ARRAS 21 saw members of the TPT SQN, attach to the deployed force to provide an integral lift capability, while also providing second line distribution support through a daily replenishment in place task (DRIP). The DRIP had members driving from Greenbank Training Area to the Toowoomba Depot each day to provide personnel and materiel into the exercise, while the integral lift capability within a CSST found themselves on 6 minutes notice to move.

Key lessons were identified during EX ARRAS in relation to our need to be postured for rapid movement, in contrast to standard CSS support timeframes, which have typically been used. As QPS are a reactive agency, we found that frequently our task prep and deployment were required to be within 6 minutes to achieve the required task support.

All up, a great exercise for all members of 11 CSSB, and particularly great for the RACT members for providing a great exposure to High Risk Weather Season and Domestic Operations (DOMOPS) capability. Importantly though, our focus for year stayed on our foundation warfighting capability, as directed by Chief of Army as the main mission for the 2nd Division.

Move, Shoot, Communicate

While we lost our ARA Training WO2 this year, we were fortunate to post in new members with knowledge in the TACOPS space, to enable continued planning and resourcing of our training approach. Our first exercise commenced with training at the individual and section level. This focused on methods of movement revision via ROC drills and a road run activity to refresh our skills on the vehicles more generally. We followed this training up with continual revision and practiced our section TTPs at the Gallipoli Barracks Protected Mobility Tactical Trainer, which we attempted to utilise every 6 weeks or so.

Through this training build up, we culminated in a Squadron deployment (minus NQLD Troop) to Wide Bay Training Area with 13 x 40M and 6 x G Wagon. The activity was executed at pace, practicing both section and troop hide deployments using communication and effective TTPs to maintain our momentum and orchestration of effort.



40M River crossing

Moving into 2022, we hope to gain access to more communication equipment for our L121 FOV and upskill in the weapon mounts to enable our training progression.

Support to Deployments

Naturally, while building both our DOMOPS and Foundation Warfighting skill sets, we also had members support various deployment. This included ongoing support to OP COVID Assist 19, OP Resolute and on RCB Butterworth. Our Tamworth section members also had the opportunity to deploy on OP NSW FLOOD ASSIST.

Driver Upskilling

2021 saw the year start with very few qualified 40M operators, with Reserve soldiers needing to achieve a Unimog code prior to commencing the 40M Conversion course. However, within the first seven months of the year, we now have approximately 85% of our SQN qualified to operate the vehicle. The remaining percentage having to wait until the 40M modularise training commences in 2022, due to the removal of the Unimog from the 2nd Division establishment.

The SQN still has a significant training gap, with a need to establish BCCC Courses and gain access to the required equipment, while also needing to upskill in our trailer capability and modules for fuel and water. That being said, 2021 has demonstrated the capacity for Reserves to achieve both an upskill in foundation warfighting and supporting a major exercise; while also upskilling their driver trade skillset.

A Drivers Perspective

PTE Megan Hunter

4 TPT SQN really ramped up the training this year, allowing many of us to achieve important driver skills, gain higher qualifications for our specific driver role such as 40M and HX77, while also expanding our understanding of our role in the ADF.



*SIM Centre PTE Megan Hunter
and PTE Amy Magri*

We were able to utilise the Driver Simulation Centre to learn hide drills, practice safe driver training drills and gain greater understanding of individual vehicle capability. The TACOPS course was an eye opening experience that allowed us to learn the tactical side of our role and ability to act and move in a tactical environment.

Insert image 2 - SIM Centre PTE Megan Hunter and PTE Amy Magri

Many of us attended EX TASLISMN SABRE 21 for 18 days where we consolidated our driver skill set across a range of vehicles. It was great to be able to operate vehicles in all conditions and environments and demonstrate the skilled we had been trained for.

At the section level, I have also had opportunity to learn and refine the skills it takes to be a good soldier and leader. As a section 2IC,



Night driving

sending through multiple course nominations for our soldiers to support tasks opened my eyes to the scope of our support including 11 Brigade Units.

Each of these support tasks demonstrated the importance of RACT and allow us to maintain a sound understanding of our vehicle systems and capabilities.

From a leadership perspective, I have been able to observe my section commanders tasks and responsibilities allowing me to appreciate and understand what it takes to succeed as a driver, a leader and a soldier.

I am excited to see what 2022 holds for colleagues and myself.



5th Transport Squadron

7 Combat Service Support Battalion

LT Owain Holmes (A TPCOMD), LT Patrick O'Connor (B TPCOMD), LT Michael Newman (C TPCOMD), LT Jacob Rowson (D TPCOMD)

Coming off a busy year in 2020 interrupted by Operation Bushfire Assist 19/20 and deploying a contingent to Victoria on Operation COVID-19 Assist, the 5th Transport Squadron (5 TPT SQN) alongside the rest of the battalion

jumped at the chance under a new command team to focus on high intensity collective field training exercises throughout 2021.

Collective Training

The Battalion commenced the year with two crawl exercises focused on individual field skills (Ex Echidna Crawl) and operational level planning (Ex Diamond Dawn) over the period 15 Feb - 03 Mar 21 Feb. This is where all soldiers, led by JNCOs, remained on Gallipoli Barracks and re-honed their skills in foundation warfighting at section level, conducted Army First Aid (AFA), Tactical Combat Casualty Care (TCCC) and Weapon Qualification Theory Lessons before a series of weapon qualification ranges. Concurrently, the officers were deployed to Canungra to plan and execute a simulated CPX focused on the planning and execution of the future Ex Diamond Walk.

Post these activities the Squadron commence battle preparation and deployed in two CSST's with the Battalion to deploy to Shoalwater Bay Training Area (SWBTA) for Ex Echidna Walk. This activity was conducted over two weeks in mid to late March (08 - 26 Mar 21), focusing at building foundation all-corps and Corps specific skills within the field environment at the section and troop level under a CSST Command and Control network. This activity was conducted with no requirement for dependency support within the exercise construct and allowed the CSST's junior commanders and soldiers to continue their development. Although a productive exercise in all-corps and corps skills, the activity developed into a grand exercise for resilience building and teamwork, during a period of unprecedented rainfall within the bay.



5 TPT SQN celebrate the Corps Birthday

The next focus of the Squadron was Exercise Diamond Walk. An activity conducted in support of the 7th Combat Brigade in Shoalwater Bay Training Area over 21 days over the period 12 May - 08 Jun 21. The battalion deployed two CSSTs and a BMA to support two Battle groups (BG) built around 2/14LHR (BG Warhorse) and 6 RAR (BG Heeler). The Exercise allowed the CSSTs to work within the BMA and conduct two BMA step-ups and CSSTs deploying forward in support of the BGs. A successful exercise building on a busy start to 2021 for the Squadron and Battalion.

As July approached the Squadron was engaged to see what they could potentially provide in support of Exercise Talisman Sabre 21. It was decided that a troop size element from the Squadron would deploy as part of a 7 CSSB CSST under the command of the 10th Force Support Battalion in support of the multi-nation live fire exercise within Shoalwater Bay Training Area. This live support saw elements from the Squadron transport troops, move equipment, fuel and water around the training area in order to allow for the smooth conduct of Patriot Missile live fire and combined arms capability demonstration. It provided members from the Squadron a chance to engage with not only members from other units across Army, but members from a variety of allied nations.

Exercise Diamond Dagger the final major exercise for the Battalion in 2021 planned to be conducted over four weeks in September saw the Squadron deploy approximately 50 Vehicles to Townsville Training Area over a four day road self-deploy through central Queensland. The exercise shaped up to be a great opportunity for the Squadron to showcase the skills developed over Q1 and Q2 2021, and as usual we provided continuous and reliable support to two manoeuvre battlegroups. The majority of the battalion redeployed to Gallipoli Barracks, whilst a white force CSST commanded by the Squadron OC remain behind to support to the end of a four week exercise. A great opportunity for those members to build driving hours, consistently conducted tasks in support of the two battle groups.



Ex Diamond Dagger rear details convoy

OP COVID-19 Assist

Over the period of February to August of 2021 the 7th Combat Service Support Battalion (7 CSSB) commenced responsibilities within the south-east Queensland region for Operation COVID-19 Assist. In support of this 5 TPT SQN supported and lead the ongoing task of hotel quarantine general duties within the Gold Coast Precinct and Brisbane CBD. This saw upwards of 40 squadron members dedicated to the task over the seven month period, from PTE to MAJ. The hard work and dedication of the SQN's CPLs ensured that all members remained engaged in their Corps skills during a period where time behind the wheel was few and far between.

‘Big Riggin’

2021 was a big year for Charlie Troop, the 7th Combat Brigade’s heavy transport capability. The year saw the remaining HX81 mission systems delivered to the unit, some 12 x HX81 prime movers and 18 trailers including Medium and Heavy Equipment Transporters, and Bulk Liquid Semi-Trailers. We also acquired three Kenworth T909 prime movers and trailers on loan from 9 FSB that were immediately put to work in deploying 6 RAR’s mechanised battlegroup to Townsville Field Training Area (TFTA). As always, the Mack Superliner and low loader combinations were the hardest working trucks in the fleet, supporting A, B and C vehicle movement throughout southeast Queensland and to SWBTA and TFTA, highlighted by the redeployment of all of 2/14 Light Horse Regiment’s M1A1 and M88 armoured vehicles from TFTA back to Gallipoli Barracks.



Mack and M1A1



Mack and Boxer



Convoy for kids



Convoy for kid's team

Convoy for Kids

A big highlight of the year was the Squadron's participation in the Brisbane Convoy for Kids. 15 trucks, including prime movers, rigids, and even a Hawkei joined some 800 Heavy Combinations on the 60 kilometre trek from Forest Lake to Redcliffe showgrounds in support of Hummingbird House, Queensland's only children's hospice. The SQN took out first place in 'Best Fleet 11+ Trucks' and were a crowd favourite during the truck show. Deemed such a success, Convoy for Kids will become an annual event for the Squadron with 2022 looking to be even bigger and better.

Creation of Delta Troop

Having identified a requirement to improve the progression of soldiers with RACT, the SQN made the decision to implement a fourth troop, aimed at gaining confidence and competence for new soldiers marching in from IETs. Delta Troop was implemented into the SQN in July and had the responsibility of receipting and training new march-ins, and absorbing the driver training cell to run courses for the BDE from within the Troop. Each new march in received a driver currency log; a checklist in which Section Commanders were able to sign off their soldiers in a wide variety of transport skills to further develop and prepare members for licence acquisition and graduation into one of the SQN's deployable troops. Once soldiers were able to effectively demonstrate confidence and competence on the vehicles, all members would be panelled on a Medium Weight Trailer and Bulk Water proficiencies. This has seen the SQN grow its capability with more mission system qualified personnel and most importantly, vastly improved the skills and confidence of our most junior soldiers.

Driver Training



SEQ Driver Training Team

Throughout 2021 the Squadron's Driver Training Cell has been working tirelessly to go above and beyond in support of the BDE DTR. Led by the Driver Training Cell and Delta Troop, the Squadron has managed and supported over 32 B vehicle courses and has successfully qualified over 540 personnel across the south-east Queensland region.

Adventure and Mental Resilience Training

The SQN closed out the year conducting a week of adventure training on the Gold Coast allowing the Soldiers and Officers of the unit much need time to relax and reflect following a high tempo year. Throughout the week small teams participated in hiking and surf lifesaving as well as MMA supported by Veterans Grappling Foundation and sailing supported by Maritime Warrior. Those staying behind in Brisbane participated in a range of activities sponsored by Soldier On including bushwalking, kayaking, BJJ, swimming and a Remembrance Day BBQ. The week was well received by the SQN, all of whom participated eagerly in every activity. Many thanks goes to the multiple veteran organisations who enabled the week's activities and reminded everyone in the SQN to look after themselves and their mates.



Hiking



Mixed Martial Arts training training

Conclusion

Like all years, the SQN raced to the 2021 RTP in an effort to prepare our personnel and equipment to support short notice contingency efforts in support of DACC or HADR overseas. As La Nina brings a heavy deluge to the Central and SE-QLD and N-NSW the SQN remains Reliable, Responsive and Ready going into the "RTP" for the HRWS and prepared to support into another high tempo year.

9 Transport Squadron

3 Combat Service Support Battalion

WO2 Jeff Burton, SSM

The year of 2021 has been a state of flux and uncertainty with the continuation of COVID-19 inflicted challenges. Whilst we've been lucky in sunny Townsville with the limited restrictions to our daily lives, there has still been a requirement to alter the way we do business now and into the foreseeable future. The SQN returned to work with many people still deployed and quickly received a short notice task to provide additional support due to the worsening situation in Victoria. Within a week we had deployed a 70-person element to reinforce our existing support to Victoria's Hotel Quarantine Management Program. This provided a great opportunity for our soldiers to be on the front line of the international repatriation efforts that have been so crucial to Australia's successful COVID-19 response.

In the absence of the majority of the SQN, those remaining members dedicated themselves to supporting the busy units within 3 Brigade, all of whom were eager to commence their Road to Ready training. The commitment to service of all SQN members has been commendable as they returned from their deployments, straight into a busy year of exported training, field exercises and specialist support.

Over the past 12 months the SQN has completed 33 exported driver training courses resulting in 260 qualifications. The SQN has conducted 57 heavy lift tasks to various training areas and locations around Australia with highlights including: Bandiana, Bradshaw Training Area, Brisbane, Inskip Point and Winton. Our fuel and water specialists have delivered over 222,000L to units across the Brigade, not including support during Exercise Talisman Sabre (EX TS21). These figures are only a snapshot of the exceptional work and dedication displayed by the SQN over the last 12 months and are a testament to the quality of our soldiers, they have as always been "Equal to the Task".

Alpha Troop

LT Blake Wallace, A TP Commander

Agile and flexible is how I would summarise A TP throughout 2021. We have provided logistic support to a variety of dependencies across a wide spectrum of roles. From domestic deployments to field-based distribution, A TP has been there to get the job done. Consisting of a very junior workforce, we have focused our efforts on both individual and collective training, with the goal of upskilling our personnel wherever possible. These efforts led by a small pool of Junior NCOs, has resulted in impressive growth and ensured that the troop is able to function effectively in all types of environments.

Our deployment on OP COVID ASSIST remains a highlight for the Troop as it was our first opportunity to work together as a team and support the community. This deployment provided tangible outcomes for soldiers to understand their importance in the organisation and the impact of ADF support domestically. Soldiers of the troop demonstrated their flexibility in this short notice deployment, and quickly adapted to training activities upon their return to Townsville. They seized the various opportunities for upskilling and participated in the driver courses with outstanding dedication.

The agility of the soldiers saw the quick change in targets from collective training to multiple field deployments, ranging from Combat Service Support Platoons in support of Battle Group Warfighter activities, EX Wapiti Walk (EX WW) and EX TS21. These field exercises assisted in solidifying the new skills everyone had learnt throughout 2021 and provided important time with teams for Junior NCOs.



A TP conducting counter ambush drills



*A TP conducting orders during
EX Talisman Sabre 21*

EX WW was the 2021 3 CSSB shakeout and allowed for the development of SOPs in preparation for the live tasks expected to be conducted later in the year. A TP utilised this activity to practice providing integral security to convoys and distribution points with the use of the PMV-L. This training enhanced operators understanding of the employability of this equipment and increased the overall combat mindset of the troop.

EX TS21 provided A TP the experience in providing logistic support to BG Eagle (armoured dependency) within a contested environment. During the exercise, A TP provided much needed bulk fuel, water, personnel lift and stores distribution forward to the A2 Echelon as well as multiple security escort tasks.

Post exercise, A TP continued to demonstrate excellence through the continued professional improvement of driver training and support tasks. Our focus remains providing important specialist capabilities to the Brigade and being 'ready' in support of the Ready Combat Service Support Team.

Bravo Troop

LT Andrew Castle, B TP Commander

2021 can be summarised as a year of flexibility and reliability for B TP. Like A TP, we enable 3 Brigade with our specialist operators who provided crucial logistic support. This year we've rapidly deployed personnel in support of Domestic Operations and sought to provide logistic support across the country. We've supported the growth and development of technical skills in the SQN, as well as instructional reinforcement to AST. Our driver specialists have conducted multiple external training activities in support of LOBC and RMC-D, much of which has provided key leadership opportunities for our Junior NCOs to plan, coordinate and liaise.

Throughout 2021, B TP has deployed personnel in support of Hotel Quarantine Programs in Victoria, Tasmania and Queensland. This role, whilst challenging, was necessary to enable the government's efforts to facilitate international repatriation of the Australian population and key health screening. These experiences highlighted the importance of service to the community and solidified the reliability the Australian Army maintains to the Australian population.



*PTE Kitana Trautmann & PTE Glen McConochie
on duty at the Pan Pacific Hotel, Melbourne*

Upon our return from the initial deployment to Victoria, B TP was responsible for providing a section in support of Battle Block training in Puckapunyal for RMC-D. This complex task highlighted the flexibility of the Troop when border restrictions held them in place for a number of weeks. Never one to waste an opportunity, the team completed additional training at AST which demonstrated their professionalism and dedication to technical advancement. The redeployment required detailed planning to ensure that we adhered to various State Government COVID-19 policies

and provided an effective convoy training opportunity driving back to Townsville. Long distance tasks such as these provide Section Commanders unique opportunities to develop their leadership styles outside of the typical barracks environments.

For B TP, the collective field training exercises saw us continue to develop section SOPs and provide opportunities for the team to practice their off-road driving skills. Working in composite distribution troops with the 3 Field Supply Company, we enhanced our understanding of how our two Sub-Units can work together to provide distribution effects. Additionally, a key task that B TP practiced was providing a Battlefield Clearance Teams for BG Coral on EX TS21. Conducting this task live demonstrated the complexities with providing close logistics to an A1/2 Echelon and was excellent for solidifying some of the theoretical lessons previously taught.

Upon return from field, B TP was required to provide specialist capabilities to 3 Brigade units whilst simultaneously continuing to upskill members in preparation for 2022. Our members have demonstrated exceptional resilience in their flexibility and desire for professional development and enhancement. B TP is maintaining its reliability with a focus on readiness over the High Risk Weather Season and in support of the Ready Combat Service Support Team. The soldiers of the Troop have had an exceptionally busy year and are prepared to enter 2022 just as strong as 2021.



Members of B TP on EX TS21

Charlie Troop

LT Declan Michell, C TP Commander

This year C TP have repeatedly demonstrated their dependability in their support of North Queensland units. Often at short notice, we have facilitated heavy vehicle movement throughout Australia. Soldiers have had the pleasure of driving to Puckapunyal (VIC), Inskip Point (QLD), Bradshaw (WA) and Winton (NQLD) - just to name a few.



*B TP wins the 9 TPT SQN
Truckie Olympics for a second year in a row*

While maintaining support to 3 BDE, C TP has aggressively pursued the growth of OSV capabilities. We have run courses in Kenworth, HX81 MET/HET, BLWT, BLFT, MC4 - Mack Superliner, and Pilot. These courses have been critical to successfully enabling the training and movement of North Queensland units. Whilst challenging, C TP members have displayed exceptional technical acumen in the rapid growth of our capability and proudly reflect on all they have achieved.

The conduct of community engagement is a highlight for the soldiers of C TP. PTE Connor Pullen attended the Winton Outback Festival whilst attached to 2 CAV REGT with a Mack and Superliner. During this task he was able to enter into a Float Competition which he subsequently won.

Unique opportunities such as Winton fuel the commitment to duty and dedication of our Heavy Operators. The pride they take in their vehicles is felt across the SQN with Troop level training offered to those interested in progressing their technical skills with the complicated vehicles. The L121 fleet has introduced complexities in the way long distance heavy distribution is completed. Our operators have developed their specialist knowledge to be able to provide crucial guidance to the Chain of Command as required. The Troop is incredibly proud of all they have accomplished this year and look forward to maintaining their dependable reputation into 2022.

10 Transport Squadron

13 Combat Service Support Battalion

LT Shannon Power, TP COMD

Due to limited SERCAT 5 sub-unit HQ staff within WA, 10 TPT SQN personnel in 2021 were placed under command of 13 LOG COY. It was quickly apparent that 2021 was going to be a busy yet rewarding year. It kicked off with 10 TPT SQN members providing lift support to the Department of Fire and Emergency Services (DFES) in response to the Wooroloo Bushfire located 45km north east of the Perth Metro region. Through day and night, troop members enabled the rotation of fire fighters to continue their enduring efforts to control the bush fire. Support to the bushfire efforts also required six RACT soldiers to aid in delivering and unloading stores and material handling equipment from military aircraft via road transport. The expedient delivery and unloading of equipment increased the stocks of fire retardant in order to enable DFES to be positioned to continue their air operations.



*10 TPT SQN support to
WA Bushfire recovery efforts*

Whilst the bushfires were occurring, multiple new COVID19 cases sent Perth into a five day snap lockdown. 10 TPT SQN was called on to support the West Australian Police (WAPOL) in the conduct of vehicle check points surrounding the Perth and Peel region. Following the Wooroloo fires, 10 TPT SQN supported the engineers with the recovery of the effected regions. Tasks included loading, securing and transporting debris and rubble out of the affected area. The defence aid to the civil community (DACC) task not only enabled the development of key trade skills, it provided an opportunity for military engagement with the surrounding community.

In March, the first training weekend of the year commenced. Theory and practical based learning took place in order to refresh the soldiers on operating military B vehicles in an environment of threat. The weekend also included training on convoy discipline and procedures. As a test of objectives, the troop conducted a convoy drive to Garden Island to view HMAS Stirling and conclude the training weekend.

April brought with it Cyclone Seroja. The Tropical Cyclone was the regions third most destructive cyclone on record. 10 TPT SQN deployed a total of 10 personnel across four 40Ms, three HX77s, an ambulance and multiple white fleet vehicles in order to assist in the Geraldton region (located seven hours north of Irwin Barracks Perth WA). The soldiers aided with the movement of high risk weather season emergency supplies and stores. On the ground, the team assisted the civilians and local government agencies with the clearing of the streets.



10 TPT SQN personnel assisting in TC Seroja distribution efforts

A significant capability was delivered to 10 TPT SQN in May, as a quantity of the TELEMATICS system in trial was integrated into the fleet. The TELEMATICS systems enable the tracking and analysis of vehicle locations, driver work/rest requirements and expedited administration processes for the vehicles.



PTE Coome operating the telematics system

In June, a total of 22 troop members participated in a difficult terrain driving weekend. The weekend consisted of three days of navigating and operating and driving in the sand dunes of Lancelin Training area. Integration and use of the multirotor Phantom 4 UAV was utilised to capture footage of the troop training being conducted over the weekend.

Members from 10 TPT SQN also participated in EX ARRAS PERTH 21 (Ex AP21). This consisted of forming part of a logistics support element in order to provide combat service support to the brigade. Logistics and transport elements deployed forward to Garden Island (GI) with Combat Team-A (CT-A), delivering stores and equipment, providing personnel lift capability and assisting with the establishment and conduct of Vehicle Check Point (VCP) tasks.

CPL Radovu attended Exercise Southern Jackaroo over the period 17 and 18 June at the Mount Bundy Training Area (MBTA) to observe various capabilities being exercised by 1 BDE and our International Partners. A key capability on display was the Protected Mobility Vehicle - Light (PMV-L) that 13 BDE (10 LHR) is scheduled to receive prior to 2022. The troop also experienced the complete removal of the legacy fleet vehicles and their replacement with the Land121 vehicles.



10 TPT SQN personnel assisting in TC Seroja distribution efforts

This unlocked many opportunities for the squadron members to attend both internal and external courses to familiarise themselves with the new fleet.

The squadron has begun its preparation for the integration of HX77s and PMV-Ls into the fleet starting in 2022. In July, driver training officers attended the PMV-L (HAWKEI) driver training course located in Puckapunyal with other members being nominated to attend the training in 2022. These members will be crucial in providing future training on the PMV-Ls in 13 BDE and thus having a very significant effect on 13 BDE's capability.

Concurrently in attending and supporting courses, training weekends, exercises, DACC tasks and operations, 10 TPT SQN maintained its ongoing support to both internal and external 13 BDE units. The squadron provided lift capability and driver support year round in order to facilitate the training of soldiers in neighbouring units. The squadron also conducted an internal Medium Weight Trailer (MWT) Course and an internal Driving Instructor (DI) Course. A number of members were qualified on the pavement forklift course. As part of the forklift course, the member's received both a national high risk workplace license and military forklift licence.

The squadron had a number of promotions that recognised and congratulated SGT Inion, CPL Underwood and LCPL Pinfold on their promotions in front of the unit and their families.

2021 (although not yet over) has already proven to be a very rewarding year due to the enduring efforts of the RACT soldiers and officers. 10 TPT SQN welcomes the challenge of 2022.

16 Transport Squadron

8 Combat Service Support Battalion

WO2 Kellie Woods, SSM

2021 has been a year of change for 16 TPT SQN where we have tested our resilience and learnt how to be adaptable in changing situations. Unlike 2020 where we were called out on OP Bushfire Assist, the SQN were given a few weeks of normality until we were called to assist in supporting local services in support of the civil community, battling the floods that raged along the East Coast. OP Flood Assist began in earnest in March 21 when members were requested to immediately report for duties which took them as far north as Lismore and south to RAAF Richmond.

Working out of Bullecourt Barracks, Adamstown, Newcastle, the SQN supported 5 ER with clearing debris, delivering supplies and food to affected areas and liaising local town officials. The fact that the work was carried out over the Easter period became very apparent when 18 pallets of Easter eggs arrived at Macquarie Barracks in Taree for distribution to the local population.

The response from the local population was amazing and there was an increase in positive public relations as a result of Army personnel being out and about amongst the civilian community. All members performed well, professionally going about their duties with enthusiasm and dedication.

16 TPT SQN members who contributed to OP Flood Assist were rewarded with a huge sense of achievement and showed themselves to be a highly professional force who are, once again, able to promptly respond the call for support.

2021 saw 16 TPT SQN continuing our commitment in support of COVID-19 operations. The size of our task group increased substantially as a result of the lockdown in NSW. As well as providing members for COVID operations, we have moved our weekly training to an online platform. This change has been demanding but it has been gratifying to see the consistency and reliability of members completing online tasks.

During 2021, we have also completed courses in support of our recently received LAND 121 vehicles, ensuring we build upon our current capability ready for future taskings.

26th Transport Squadron

9th Force Support Battalion

LT Liam Power, 86 TP COMD and LT Louise Loughton, 85 TP COMD



26 TPT SQN supporting Murgon RSL Sub Branch on Anzac Day

movement from the Mount Stuart Training Area (MSTA) to Lavarack Barracks. The Kenworth and HX77 vehicles were utilised to assist in the loading of US land warfare vehicles including the Patriot Missile Systems. This task allowed the Australian Defence Personnel of 26 TPT SQN the ability to work closely with the US Defence Force in a joint environment.

Throughout the JWS Exercise 26 TPT SQN travelled from their home location at RAAF Base Amberley in order to support elements within Rockhampton, Shoal Water Bay Training Area (SWBTA), Townsville, MSTA and Central North Queensland. 26 TPT SQN was able to work alongside a multitude of Corps to provide effective movement of a range of capabilities, up and down the Queensland coastline.

After a quiet 2020 due to lockdowns and cancellations of major exercises and activities, 26 Transport Squadron (26 TPT SQN) hit the ground running in 2021. Courses ramped up quickly as the squadron needed to fill the licence code deficit left behind from COVID. Moving into March 2021, it was time to refresh on some individual and collective basic soldier skills out at Wide Bay Training Area. Since then, the squadron has spent the majority of 2021 on the road supporting all Brigades in multiple capacities but with the two main activities outlined below being the Joint Warfighting Series (JWS) and the Army Aboriginal Community Assistance Programme (AACAP). In addition to our participation in these activities the members of 26 TPT SQN have been actively engaged in the community, providing close support to the RSL, Ipswich show on top of our enduring support to OP COVID 19 Assist.

85 TPT TP - JWS (July-August 2021)

During the JWS 2021 exercise, 26 TPT SQN supported a multitude of call signs movement throughout the exercise. One of the tasks undertaken was to assist the US 38 Brigade



JWS HX77 lifting a US Army Hum-Vee

86 TPT TP - AACAP (May - June and August to September 2021)

During the year 26 TPT SQN participated in infil and exfil of 6 ESR to EX Saunders 21 better known as AACAP. The commitment by 26 TPT SQN was led by 86 TP with the activity taking place in the township of Pormpuraaw in Far North Queensland. The township is located on the Gulf of Carpentaria, approximately 320km north of Normanton, or 650km northwest of Atherton. The route comprised of some challenging roads over complex and varied terrain including approximately 500km of dirt road. The unit moved approximately 1,600 tonnes of materiel into the township, where engineers from 6 ESR built two new subdivisions and a men's shed.

The exercise proved challenging for the unit as keeping the equipment maintained proved to be a struggle due to the poor roads and increased bulldust, but in the end was completed safely. The unit gained a lot of experience in employing its new L121 fleet in long range heavy haulage and the newer drivers in the troop gained exposure to just how tough the deep North of Queensland can be. AACAP exfil finally concluded on the 01 Oct 21 closing months of planning and heavy road haulage.



*Kenworth triple road train near
Musgrave Road House, Cape York*

Community Engagement 2021

Despite our heavy support to exercises and domestic operations, 26 TPT SQN participated in many community engagement activities throughout 2021, most of which involved Vernon and Penny. The mascots were present at the Ipswich Show and marched with the SQN on ANZAC Day. They were due to appear at the Royal Queensland Show (Ekka) but it was cancelled at short notice due to a lockdown. We are hopeful to have Vernon and Penny out there next year. The SQN was actively involved in providing support to multiple local RSL Sub Branches such as Ipswich, Goodna, Kalbar and Murgon. We provided catafalque parties for commemorative events and work parties for maintenance which was well received.



The camel mascots Vernon and Penny marching with the SQN on Anzac Day

Reunion

On Thursday 18 Nov 21, 26 TPT SQN held a reunion for past and present members of the SQN. The day consisted of an initial brief of the SQN to the past members as well as static display of the vehicles utilised by the SQN today. Penny and Vernon made an appearance. The day finished up with a ploughman's lunch which was sponsored by the RACT Central Funds. A good day was had by all.

Overall 2021 has been a busy and engaging year with 2022 shaping up to be similar, with an AACAP commitment in Arnhem Land in the Northern Territory and support to the 7th Combat Brigade Combined Arms Training Activity (CATA) which will see the majority of the squadron on the road for a few months. We are looking forward to the remainder of this year and into the next, made even more rewarding

as we look to re-raise 87 TPT TP while we continue to take delivery of large quantities of new equipment, particularly HX81s, this activity will be a great opportunity to put some new capability to the test.



26 TPS SQN Reunion

30 Terminal Squadron

10th Force Support Battalion

MAJ Clint Carter, OC

With 2020 seeing the world turned on its head, 30 Terminal Squadron saw this as an opportunity to refocus and rebrand to better achieve our mission and maximise capability. The restrictions imposed under COVID-19 coupled with a deliberate internal cultural shift to focus on being *'the SME in Nodal Operations and MHE'* stretched everyone beyond what they knew as normal, reshaping their understanding of the organisation and trade capability.

2021 offered a more normal welcome start to the year with no short notice task over the Christmas period, affording the leadership team (JNCO above) a chance to sit together to review our past, explore our future and undertake leadership training focussing on individual EQ and teamwork. It was here I realised our team was the right mix of personalities to ensure the organisation was well structured for a successful year ahead.

Noting 2020 was a year of internal reform, 2021 was focussed on achieving our mission of *providing force level logistics throughout the ADF* by actively pursuing new tasks outside of the local Townsville area. These new tasks would see support to:



- 6 ESR and 9 FSB by establishing a TA for AACAP at Mareeba (CPL Grant Cox and CPL Luke Knox)
- 1 Bde by conducting a rail task loading A-vehicles in South Australia (CPL Robert Kell)
- Exercise Talisman Sabre 21 by facilitating three TAs simultaneously (CPL Grant Cox - SWBTA, CPL Luke Knox - E&IG Rockhampton and CPL Jamie McDowell - Agreed Logistic Point in Townsville)
- 1 Bde by facilitating a TA during Exercise Koolendong at Bradshaw (CPL Mitchell Cahill)
- 2 GHB by deploying the Medical Treatment Facility to Greenbank (CPL David Mullholland)
- OP COVID ASSIST hotel quarantine, Brisbane (CPL David Mulholland and CPL Jamie McDowell)
- SEQLD units through the conduct of C19 course for the new 2.5T Manitou (WO1 Dale Reeves).

80T unloading US trailer at Night EX TS21



Dual crane lift EX TS 21



2.5T Manitou EX TS 21



8T Manitou lifting US Humvee EX TS21

The emphasis of empowering our CPLs to undertake tasks autonomously has been highly successful, offering exceptional strategic flexibility and ability to undertake tasks concurrently.

Finding time to focus on internal training amongst all of these tasks was a challenge; however, with the establishment of a Training Cell under the supervision of SGT Donald Maher coupled with the experience of LCPL Ryan Russell and PTE Daniel Levick, the Squadron managed to run 29 courses including 18 x C19, 7 x C6, 2 x C1 and 2 x C20. This saw a collective upskill of 167 new qualifications, providing greater depth to the trade as a whole.

A key constraint identified in 2020 was the limitations of our legacy fleet - particularly the 8T Manitou. With a repair time of 2.3 days for every one day of operation, receiving two long term civilian lease platforms (13T and 16T) was a welcome site. These platforms played a pivotal role in the successful conduct of Exercise Talisman Sabre 21 alongside the Kalmar, which upon review from Base Management had many of the locally imposed infrastructure restrictions lifted this year.

As I draw to the end of my time as OC 30 Terminal Squadron, I am humbled by what we have achieved over the past two years, particularly noting the significant limitations and challenges we have navigated during this time. The things that offers me most comfort for the future of this trade is knowing the NCOs and future leaders are the right people to see this unique trade maintain relevance for many years to come, particularly as the *Army Objective Force 2028* is fulfilled.

35 Water Transport Squadron

10th Force Support Battalion

LT James Reidy, TP COMD

High Risk Weather Season - OP FIJI ASSIST 20

As 2020 had its final hour on 31 Dec 20, I crawled onto my stretcher with sweat consuming me; I was on the small island of Galoa just north of Fiji's second largest island Venua Levu. We were attached to 6 Engineer Support Regiment (6 ESR) who were tasked to build a school on Galoa, produce potable water and assist the locals where opportunities arose. To complete our tasks, large amounts of supplies and vehicles had to be transported from *HMAS ADELAIDE (ADE)* to the shores of Fiji, which was easier said than done.



The ABT coordinate unloading at Bekana Warf

The local terrain was comprised of a chain of islands, all of which consisted of steep features that gave way to narrow beaches. These beaches had long gradual gradients with coral reefs surrounding the islands rendering landing craft nearly obsolete. That was with exception to Bakana Jetty which had been severely damaged in Cyclone Yasa. The ABT inserted onto Bakana Jetty which consisted of a rock wall and was not conducive to wheeled vehicles, cargo unload and was severely restricted by tidal windows. There was however an opportunity to unload the JD850 Dozer onto the jetty after which a slip was cut into the wharf which allowed for accessibility to all landing craft platforms and subsequent vehicle unload. The slipway created was a significant win for the JTF and proved to be the only viable landing spot for all four landing craft within the AO. This slipway literally paved the way for the water purification team on Venua Levu which supplied the local population with fresh drinking water.



The slipway created by the ABT enabled unloading of fuel and critical classes of supply ashore

The LARC Section was likewise heavily tasked, providing transportation between *HMAS ADE* and the key islands. Due to the shallow beach approaches, the LARCs proved to be worth their weight in gold, carrying the lion's share of cargo to the island of Galoa and other neighbouring islands. Due to unforeseen issues, the MRH-90 fleet was grounded, rendering the LARCs the only viable mode of transport between key terrains across the AO. Every time the JTF turned to the LARC Section, they would make the seemingly impossible, possible.



The LARC Section unloading construction supplies

The LCM-8, AB1050 was skippered by CPL Samuel Le Rougetel who was dispatched for independent missions; conducting key resupplies over 40Nm from the remainder of the JTF. Landing craft were also used for reconnaissance tasks across the AO to determine viability of beaches. AB1050 was also heavily involved in the ship to shore logistics between Bekana Jetty and *HMAS ADE*.

On Galoa Island, CPL Anthony Bourn, CPL Hull and I were facing a unique threat; COVID-19. The entire Operation was plagued with constraints on movement due to the threat of COVID-19. As such we were trapped on Galoa Island until the bubble lifted and we could be marry-up with the remainder of the ABT.



*L to R Front row: SIG Soon Jeon, LCPL Juarne Groenewald
Second row: SGT Michael Temple, SIG Nour El Cheikh, PTE Jared Basso, SPR Brian Gibbs,
PTE Mitchell Scarlett, PTE Harry Ramsay at Bekana Jetty*

As I woke to a rooster crowing on the first morning of the year, I watched a pig and her three piglets scurry across the beach with *HMAS ADE* in the backdrop. It wasn't long before the LARCs would arrive with another load of timber and roofing to could drop off through contactless delivery for us to transport to the construction site.

OP FIJI ASSIST became the third Operation in consecutive years which 35 WTS supported through the High-Risk Weather Season (HRWS), following OP NQLD FLOOD ASSIST and OP BUSHFIRE ASSIST. As 35 WTS begins to ready its soldiers for the upcoming HRWS it is important to reflect on the need for flexibility and prepare the soldiers for the unknown so we can remain 'equal to task.'

Ex Green Anchor and Sea Series

LT Jessie Reis, TP COMD

The ABT deployed to Cowley Beach Training Area at the end of May to facilitate Exercise Green Anchor as a precursor to Wet And Dry Exercise Rehearsal (WADER) for Exercise Sea Explorer. This rehearsal stage, or 'Shore WADER' requires the ABT to certify all exercise personnel prior to the arrival of *HMAS CHOULES (CHO)* and *HMAS CANBERRA (CNX)* to do the ship components of 'WADER.'

The ABT ensured all troops were familiarised, by day and night, in the conduct of amphibious operations. Once WADER was complete the Ground Combat Element (GCE) and other supporting

elements were embarked. Due to holding constraints on the ship however, the ABT remained ashore for much of the exercise period. While the ABT can theoretically only be on a beach for 72 hours at a time, access to fresh water and a healthy supply of CR1M meant the ABT was able to be sustained for three weeks on red beach, embarking only once. This additional time on the beach allowed for concurrent training where Binocular Night Vision Device (BNVD) operations were trained and rehearsed in detail.



35 WTS support Sea Series 2021

Ex Sea Raider took place a little over a month later in mid-July, again involving *HMAS CHO* and *HMAS CNX*. The exercise included multinational partners from the U.S, U.K and Japan. Again, the ABT played a vital role in these operations, providing expertise and guidance with the movement of personnel and vehicles across a number of beaches as far south as SWBTA and as far north as Ingham. The ABT deployed under the new 'light' construct to reduce B-Vehicles and keep Tricons afloat to reduce their footprint on the beach and the ship's heavy vehicle decks.



LARC-V conducting SURFOPS on Rainbow Beach as part of EX SURFING PENGUIN

Beyond supporting the GCE, Ex Sea Raider was also a great opportunity for the ABT to deploy in a realistic tactical scenario and exercise the integration of all our composite elements, integral and supporting, to deliver logistics over the shore (LOTS). The ABT successfully conducted tactical night insertions under BNVD at multiple beach landing sites (BLS) and was able to facilitate a full embarkation and disembarkation under BNVD. Moreover, the Exercise saw four LCM-8 Vessels from the AST-MW Watch Keeper Course conduct live training serials in support of the Exercise. This enabled a total of twelve surface connectors utilised to embark *HMAS CNX* and *HMAS CHO* simultaneously, providing the largest force flow a single ABT has coordinated to date.



LARC-V punching through surf zone as part of EX SURFING PENGUIN

IEx Surfing Penguin

Exercise Surfing Penguin took place in the first two weeks of September at Wide Bay Training Area and Rainbow Beach. The non-tactical exercise was targeted at conducting certification and assurance for Operators to employ the LARC-Vs and Zodiacs in surf conditions through the HRWS. Operating in a non-Defence training area is a unique experience which allowed the public to observe our training and facilitated some positive community engagement with local members of the community, Queensland Parks and Wildlife as well as the local council. The SQN also got to enjoy daily sports at the beach, a social trivia night and reflected upon the importance of service through a poignant memorial service conducted by the SSM at the Maryborough War Memorial Gardens.



LARC-V Craft conducting Surf Negotiation at Rainbow Beach

As the year ends, 35 WTS continues to once again prepare for HRWS and whatever 2022 may entail. It has been a busy and fulfilling year with some amazing achievements and significant growth experienced both by individuals within the SQN and 35 WTS collectively.

172 Transport Troop, 44 Transport Squadron

2nd Force Support Battalion

CPL Rebecca Topfer - A/TP SGT

2021 has been a productive year for the Squadron. 2 FSB's 20/21 summer driver training program offered a Driver Instructor Course (DI), Unimog course, G-Wagon course, Dangerous Goods requalification, 40M conversion course and a TAC Ops course - including NVG. The program successfully delivered over 40 licence codes to our troops and members from other units such as 12/40 RTR, 9 CSSB's TAS LSE and 9 Regt RAA's 6/13 Bty.

For the first time, a non-continuous DI course was held over three weekends in two locations. The lead DTO delivered the theoretical aspects of the course via ADELE on the Big Blue Button. Seven soldiers gained a qualification without taking leave from their civilian employment. 2 FSB is continually innovating and adapting training methods and delivery to enhance the unit's capability and to provide opportunities for our SERCAT 5 members to participate in training with minimum disruption to their civilian employment.

44 TPT SQN have enjoyed improving their skills in the L121 vehicles. The permit system in Tasmania is based on a live online mapping system. Most roads allow L121 vehicles, but consideration must be given to how the vehicles will turn around if required, the condition of the road and load limits. CPL Ben Hibbert and SGT Kate Hibbert conducted a reconnaissance drive from Hobart to Devonport via the West Coast in a HX77. They encountered gravel roads and snow. By conducting the route recon they were able to assess if a convoy of vehicles could access the roads for future driving activities.



HX77 negotiating snow

172 Troop recently conducted a convoy drive to Dunalley. We also drove around Central Tasmania where we encountered ice and snow which made for slippery roads. At our lunch stop at the Great Lake, the toilets had been frozen for three days! The convoy drove its way around the winding, narrow roads of the West Coast and took in the spectacular scenery



172 Tp convoy drive. L to R: PTE Colin Hardwick, REC Dean Bloomfield, PTE Christopher Clark, PTE Staci Brennan, CPL Alexander De Vries, SGT Kate Hibbert and PTE Luke Muskett



HX77 on the West Coast



HX77 on the West Coast



HX77 on the West Coast

44 TPT SQN members are eagerly awaiting the arrival of additional land 121 vehicles including ILHS variants. I have mixed feelings as the legacy fleet is replaced by the L121 vehicles. The trucks I learnt to drive in are being replaced by oversized and overweight vehicles. However, we will adapt, overcome and move forward to ensure that as a transport troop we are *Future Ready* and able to provide the capability necessary to achieve our mission.

176 Air Dispatch Squadron

9 Force Support Battalion

LCPL Maddison Ready, Crew Commander and PTE Tiarna Robertson Basic Air Dispatcher

2021 has proven to be another high tempo and complex year for 176 Air Dispatch Squadron (176 AD SQN). 176 AD SQN, based out of RAAF Richmond, has been afforded the opportunity to support the ADF and the civil community both domestically and in the international arena. 176 AD SQN is comprised of two ARA Air Dispatch Troops (1 and 2 Tp) of about 90 personnel as well as one ARES Troop (8 Tp) of 24. Within the SQN there is another essential element, our RAAOC Parachute Riggers who form 39 Aerial Delivery Equipment Maintenance Platoon (39 ADEM PI). It's their efforts and expertise in parachute packing and remediation of Aerial Delivery Equipment (ADE) which supports our aerial cargo delivery (ACD) operations. The final element of the SQN is that of 3 Tp who provides both integral Q-Store and maintenance support functions to the SQN. Throughout late 2020 and during 2021, 176 AD SQN has supported the Australian Antarctic Division, Navy, FORCOMD, RAAF, SOCOMD, conducted community engagement and supported international operations/engagements.

Support to Operations

OP FIJI ASSIST occurred in late 2020 which saw three Air Dispatchers deploy to Fiji to assist HADR operations after Tropical Cyclone Yasa made land fall. Assigned to HMAS Adelaide, these members deployed over a six week period assisting 6 ESR, 5 AVN Regt, 808 SQN and the Republic of Fiji Military Forces providing aid to the Fijian people, planned air logistic movements, construction effects and with Australian rotary wing, moved over 90 tonnes of material to support the smaller islands.



SGT Robert Spooner, PTE Daniel Craighead and PTE Mark Vergara on deck of HMAS Adelaide

OP COVID-19 ASSIST was yet another opportunity for 176 AD SQN to provide support to the civil community at the NSW State Government request. Approximately 30 personnel were stationed throughout various centres and regional outposts. They provided assistance to the Police supporting welfare checks of quarantined personnel, provided general duties support to vaccination hubs as well as various other liaison/support requirements.

The SQN's support to OP SOUTHERN DISCOVERY has been the highlight of the year. SOUTHERN DISCOVERY is a joint venture involving the Australian Antarctic Division, Border Security, RAAF and Army. This task involved a detachment of Air Dispatchers and Parachute Riggers providing ACD support to resupply the Mawson Station, Australian Antarctic Division. This is an annual air drop support task to Australia's most isolated research station with stringent environmental concerns. 23 loads of critical cargo containing scientific equipment, medical supplies, fresh food and mail from home were successfully delivered via live airdrop in total darkness. 176 AD SQN looks forward to conducting another air drop task in early 2022.



176 AD SQN providing support to Op SOUTHERN DISCOVERY at Mawson Station, Antarctica

provided rigged a JD450 Bulldozer for airdrop in support of 37 SQN RAAF RTS aircrew currency training. The JD450 Bulldozer is in excess of 20,000lbs, loaned from Special Operations Engineer Regiment (SOER), was prepared and dropped from a C130J. 1 Tp prepared the JD450 Bulldozer for airdrop while 2 Tp provided ground support for Drop Zone (DZ) clearance.

Members of 176 AD SQN are also deployed overseas in support of operations in the Middle East as part of the Middle East Region Support Unit - Logistic (Warehousing/Terminal Support) and Deployment Support Team. These members support cargo movement around the Area of Operations and to Australia. 176 AD SQN currently has five members deployed within the region.

Support to RAAF

A significant portion of 176 AD SQN tasking is the support of Raise, Train and Sustain (RTS) functions for RAAF flying squadrons. 176 AD SQN supports 35 SQN (C27J Spartan), 36 SQN (C17-A Globemaster) and 37 SQN (C-130J Hercules). These support requirements see approximately 100 days of airdrop throughout the year, supporting air crew qualification courses and currency requirements. Of note, in May 2021 the SQN



JD450 Bulldozer loading onto C130J Hercules - RAAF Base Richmond

Support to SOCOMD

The Air Dispatch trade enables a variety of force projection capabilities that support SOCOMD, which includes but is not limited to rigging of all-terrain vehicles and a number of marine craft. In March 2021, members from 176 AD SQN were deployed to RAAF Base Townsville and Lake Proserpine to assist SOCOMD on EX TRIDENT MIX 21 (EX TM21). Throughout EX TM21, 176 AD SQN pers rigged and conducted helicopter underslung operations for multiple 11m Special Forces Rigid Hull Inflatable Boats (SF ADRHIB) under CH-47F Chinooks whilst the Parachute Riggers provided repack support to parachuting insertion activities. In August 2021, 176 AD SQN assisted ADFSSO on EX ROGUE PEGASUS rigging 17 Zodiacs for airdrop.

Community Engagement

ANZAC Day 2021 was a unique affair for 176 AD SQN. The SQN supported the Blue Mountains ANZAC Memorial Hospital with a catafalque party comprised of mostly indigenous members of the SQN. Six SQN personnel attended the service, which saw the unveiling of a new plaque to commemorate the previously unrecognised fallen indigenous soldiers from WWI.



*PTE Jamaya Gray, PTE Taylia Prentice, PTE Jordan Frankcom, LCPL Maddison Ready,
PTE Kiara Parks, PTE Rittia China and PTE Jaydon Hill - Blue Mountains
ANZAC Memorial Hospital - ANZAC Day 2021*

This year's RACT Birthday was hosted at 176 AD SQN, RAAF Richmond which saw a series of round robin of events in Troop/Platoon teams. Events included changing a tyre, truck pull, blind folded reversing, pie eating competition and rigging an A22 load. The celebrations concluded at the SQN's Myola Club cake cutting ceremony.

In conclusion, 176 AD SQN has supported several stakeholders and dependencies for the maintenance of readiness in the domestic, regional and global domains. The SQN has experienced a busy year interrupted with an operational pause to focus on aviation safety and cultural change. Whilst the COVID environment remains challenging and 176 AD SQN impacted by NSW Stay at Home Orders, the SQN remained postured to support essential tasks. The soldiers of the SQN are looking forward to a well-earned rest at the Christmas break with family and friends.



Transport Section - T55 - Support Squadron

1st Armoured Regiment



Panoramic View of G Wagon at CUTA

CPL Ian Hills & CPL Reece Chidgey

As the rage continues from Operation Bushfire Assist in Kangaroo Island and Joint Task Group 626.2 COVID-19 Assist in Melbourne during 2020. 1st Armoured Regiment commenced the Readying cycle and remained at a very high tempo throughout 2021 with a year full of exercises and vehicle courses planned. We did what T55 do best and prepared ourselves for another year of being the first to go and maintain the expectation of being the last to know. We had been lucky enough to start the first couple of months of 2021 at a low tempo getting the mandatory training completed, getting to know the new members that marched in and the new chain of command. Having WO2 Melissa Lucas - RACT, move from RHQ as the LOGWO to SSM SPT SQN for the coming year was exciting for the members of T55 and the Regiment, this allowed us to reach out and develop the troop to a far higher standard than previous years.



Panoramic View of G Wagon at CUTA

1st Armoured Regiment's first exercise of 2021 was Exercise PARATUS CRAWL which saw us support the Regiment while they carried out ATL2B/3B in March at Cultana Training Area (CUTA), we also took that time to do a shakeout for ourselves, going back to basics and practicing deploying and occupying A2 positions, moving within tactical AOs by day and night, weapon skills and RATEL. Moving onto Exercise PARATUS RUN the Regiment conducted their annual PARATUS Cup, which saw the Line Squadrons competing for the overall highest score in order to be awarded the PARATUS Cup award whilst achieving ATL4B/5B. During Exercise PARATUS RUN T55 started to ramp up the training by working faster on the basics and continuing our training with battle field clearances, small team tasking allowing JNCOs the opportunity to develop their skills within a section. We also trialled deploying the A2 into satellite hides, breaking into smaller capability groups to provide immediate and fast deploying support to the Regiment. This proved to be extremely hard to maintain, given our reduced manning and fatigue management requirements, however provided an excellent training opportunity for the deployment of the A2 that can be enhanced and refined in the coming years.



*Replen on Blackmarket Blvd during
PARATUS Cup - CUTA*



*Replen with T2 during
EX PARATUS Run - CUTA*



*Replen on Blackmarket Blvd during
PARATUS Cup - CUTA*



*Replen with V3 during
EX PARATUS Run - CUTA*

Exercise Talisman Sabre was in July at High Range, Townsville. T55 had members support V1 where they were required to road move to and from Adelaide in their role with Red Force, allowing them to ditch the AMCU and release their inner rebel while being on the opposite side of the 3am probes. Exercise KOOLENDONG kicked off in the August which again, required the A2 to road self-deploy from Adelaide to Bradshaw Training Area (NT) in time to support Kilo, India and T2 (Tank) call signs. This was a long and isolated exercise that required a lot of commitment from the members that attended.



WFX TPT Det - CUTA Observation Point



40M Descending down hill - CUTA WFX



T55 vehicles during EX PARATUS RUN - CUTA

The last exercise for the year was CTC - Exercise Warfighter in October at CUTA where the A2 formed the role of White Force to Support all call signs including CTC, V1, V3 and 8/12 REGT. As the role of white force was not particularly time consuming we took the opportunity to finish the year on a high and get some training in that would benefit the members going into 2022. Conducting navigation lessons, trailer reversing, DRTM, road permit and Chain of Responsibility rehash. In the qualification realm, we achieved the ability to run a BWPS and G-Wagon conversion course which allowed us the opportunity to achieve realistic Cross County training in and around CUTA.



Merlo being lifted on Flat Rack



Merlo Picked up on Flat Rack by HX77

Concurrently while T55 has been busy supporting exercises and conducting courses we had also been stood up to fulfil the requirements of Joint Task Group 626.4 COVID-19 Assist, QCM throughout Adelaide and Border Check Points around South Australia from August 2021 to March 2022.



Loading PMV-L onto 23T TRL - CUTA - WFX



HX77 Loaded Merlo 23T TRL with PMV-L during CTC - Exercise Warfighter

Although 2021 has been a very fast moving year for T55, we have been thankful enough to have members do representational work such as a member partake in Army Rugby and deployment to the Middle East as the Commanders Driver as part of JTF633.

1 ARMD REGT - 2021 RACT Members

8246660 WO2 Melissa Lucas - SSM SPT SQN
 8533154 SGT Shaun Murphy - LOGWO
 8597255 CPL Wayne Evans - OP MOV
 8604418 CPL Reece Chidgey
 8586079 CPL Ian Hills
 8630066 LCPL Iliesa Sevudredre
 8621963 LCPL Dannika Joyce
 8620761 LCPL Joshua Watts
 8656680 PTE Bernard Anderson

8621161 PTE Kitchell Dorante
 8637834 PTE Andrew Lenartowicz
 8647355 PTE Oliver Lipshus
 8629876 PTE Talia Losberg
 8621062 PTE Ben Yardley
 8620771 PTE Nyall Pierpoint -
 Separated November 2021
 8613281 PTE Kordell Cobbo -
 Separated April 2021

Logistics Warrant Officer - RHQ

1st Armoured Regiment

SGT Shaun Murphy

2021 has been a very busy year for the 1st Armoured Regiment, including the role that RACT staff play in the Regimental Headquarters, in what is a very high tempo ACR (Armoured Cavalry Regiment). Whilst continuing to provide ongoing support to OP COVID ASSIST, the year in training consisted of a number of exercises including:

Ex Paratus Crawl (ATL2B/3B) - February - March 2021

Ex Paratus Run (ATL4B/5B) - April - May 2021

Ex Talisman Sabre - July 2021

Ex Koolendong (ATL5) - August - September 2021

BG Warfighter (ATL5B/6B) - October 2021

This entails a high level of logistical planning by the Regiment S4 Cell, including significant efforts from the LOGWO and Op Movements CPL. The position of the LOGWO requires a level of understanding of CSS and how CSS is amalgamated into an ACR, where the S4 plans the future logistics for each task/exercise, until that task/exercise transitions into the current logistics space, being the responsibility of the LOGWO. As the LOGWO, I am also responsible to the CO as his primary RACT advisor as well as holding the responsibility to the Regiment for the conduct of road transport operations and activities. Understanding and ordering the nature and quantity of classes of supply required for training and exercises, liaising with Fuel Services Branch (FSB) for bulk fuel and monitoring and overseeing that the Chain of responsibility (CoR) is being complied with during road movements are just a few of the other responsibilities of the LOGWO.

The introduction of the Telematics system in the Regiments fleet of B vehicles added to the training output and in turn commenced trend reporting. The Telematics system is used to monitor vast information relating to an individual vehicle or an entire fleet. The system gathers data including the vehicles location, driver behaviour, engine diagnostics and vehicle activity and visualises this data on software platforms that help vehicle operators, managers and higher headquarters staff manage their unit resources.

Having marched in to the Regiment in a higher duties position from the Army School of Transport, the LOGWO role was initially a challenge, but an enjoyable one and I have certainly learned a thing or two.

With 2021 drawing close to an end, the Regiment isn't slowing down just yet, which sees the Cambrai Day Parade approaching in November and the continuation of OP COVID ASSIST into the beginning of the New Year, with on-going planning for what will be another busy year for 2022.

OP MOV

CPL Wayne Evans

2021 involved planning the movement of multiple Exercises simultaneously, with V1's Hawkei SQN travelling to Townsville to participate in Exercise Talisman Sabre, whilst the Regiments M1A1s and ASLAVs were lifted to Bradshaw Training Area for 1 Brigade's Exercise Koolendong.



Civilian Contracted Heavy Lift Support of T2 for Exercise Koolendong to Bradshaw Training Area



Civilian Contracted Heavy Lift Support of SPT SQNs M88 for Exercise Koolendong to Bradshaw Training Area

Moving an entire ACR to separate locations required a heavy reliance on contracted freight, as well as continuing our ongoing relationship with 1 CSST, mostly when lifting Heavy A vehicles. Contracted freight presented new challenges for the S4 Cell, especially when working with companies that don't have experience with Defence. This required some short-notice de confliction as we worked towards solutions for vehicle escorts and staging areas, notably with the trucks departing RAAF Edinburgh as single trailer combinations before dropping the trailer at a staging area 1 ARMD REGT had established IVO Port Augusta. Trailers were then converted into road trains and continued onwards to the Northern Territory. The lift was successful and both the contractor and 1 ARMD REGT gained valuable experience to be called upon when working together in the future.



Civilian Contracted Heavy Lift Support of SPT SQNs PMV-M & RPS Container for Exercise Koolendong to Bradshaw Training Area



Civilian Contracted Heavy Lift Support of V3 ASLAVs for Exercise Koolendong to Bradshaw Training Area

Working with 1 CSST after countless collaborations in the past was routine and efficient, with a great understanding of each other's processes and procedures. 1 CSST provided the entire lift capability for T2's M1A1s and AS4s, as well as all V3's ASLAVs for Exercise Paratus Run in Cultana. Having an understanding of 1 CSST's load to lift platform capabilities, combined with recommendations and advice from the Heavy Tp CPL, and ensured all lifts occurred with maximum utilisation of assets in the shortest timeframe possible.



1 CSST proving Heavy Lift support from CUTA to EDN as part of EX PARATUS Run exfil

Transport Troop

1st Aviation Regiment

SGT Adam Alderman, TP SGT

Coming off a busy year in 2020, Transport Troop (TPT TP) conducted a RSD to Townsville IOT assist 161 SQN and the 5th Aviation Regiment (5 AVN REGT) with EX VIGILANT SCIMITAR. For a lot of our members this was their first opportunity to conduct a long distance convoy across the country and put into practice what they had learnt at IETs.

Whilst in Townsville, TPT TP was presented a number of opportunities to conduct PME activities with the Army School of Transport - Maritime Wing and the 3rd Combat Service Support Battalion (3 CSSB). CAPT Brock McKay was kind enough to give us a tour of the facilities on Ross Island Barracks and explain the training requirement to become a Marine and Cargo Specialist. The Troop were fortunate enough to be taken out on an LCM8 where they got to conduct man overboard drills.

3 CSSB were kind enough to host us for a morning where they provided a demonstration of the HX81 and its capability, this provided us the opportunity to discuss the possibilities with a HX81 and if it [HX81 platform] could be utilised in the recovery of an ARH Tiger. The troop received a brief and demonstration of the fuel and water modules and how 3 CSSB were employing them in the operational and RTS environment. The Troop were then briefed on the Hawkei FOV before being taken out for a drive around Lavarack Barracks.

These PME activities provided a great opportunity for our members to develop their knowledge and an understanding of what RACT has to offer as a wider capability and as a Corps. It has also given the soldiers and NCOs a broader understanding of how different units operate within the ADF and the support that they provide. TPT TP would especially like to thank CAPT Brock McKay (Army School of Transport) and CAPT Nathanael Kennedy (3 CSSB) in assisting us in organising these PME activities.

In 2021, TPT TP hit the ground running with a number of drivers course and preparing for a number of Regimental exercises. Thankfully a new year meant our numbers and qualifications vastly grow as we welcomed a number of new members into the troop, PTE Brodie Giampino (1 REGT), PTE Caitlin Debnam (8 CHC), PTE Amber-Lee Higginson (1 CSSB) PTE Ruby-Rose Evans (AST), PTE Thomas Fiebig (AST) and PTE Nicola Hickman (AST).

Our first major task of the year was assisting 161 SQN in moving from Darwin to Townsville to conduct EX Sea Explorer aboard HMAS Canberra. A number of our members whilst on EX SEA EXPLORER 21 joined the ship's company and assisted 1 AVN REGT FARP with deck handling and refuelling duties. This was a great experience for our people to gain an appreciation of life at sea and some new vital qualifications that will support our people joining HMAS Canberra in the future.

On completion of Ex SEA EXPLORER 21 the REGT was re-tasked from conducting Regional Presence Deployment to EX TALISMAN SABRE 21 (TS21). This had the Troop assisting 1 and 5 AVN REGT disembark from HMAS Canberra and posture at RAAF Base Townsville ready to redeploy on TS21 in a tight time frame. Whilst on TS21 our members assisted in a number of supporting roles within the aviation world with members conducting OJT whilst assisting in recovering a number of ARH. For majority of the Troop this was their first experience of a large scale exercise and working with international partners and their forces.



PTE Giampino in a ARH Tiger on HMAS Canberra



Halt parade at Elliot on route to Townsville

Upon our return to Darwin, TPT TP was presented the opportunity to conduct our second large Explosive Ordnance (EO) task within 12 months with HMAS Canberra. The task involved us driving seven fully loaded 40Ms from RAAF Base Darwin onto LCM8s and LLCs. Once again having a relatively junior troop this provided great exposure as they finally put their DG qualification into practice.



Loading Explosives



Deliver Explosives to HMAS Canberra

In August, CPL Bradley Ewen deployed to United States of America as the Road Movement Officer (RMO) in support of 162 SQN whilst they conduct Ex GRIFFIN EAGLE 21. CPL Ewen's primary role is the management of vehicle and troop movement between US bases, as well as managing a large pool of white fleet.

The end of 2021 is fast approaching but tasks are not slowing down for us as we prepare to support the REGT with a number of exercise and members conducting a number of promotion course.

Last, and certainly not least, we wish to farewell the following members:

WO2 Matt Ryan (SSM) posting to Gallipoli Barracks as the Garrison Sergeant Major

SGT Adam Alderman posting to 1st Recruit Training Battalion

CPL Matthew McCabe posting on promotion to 1st Health Battalion

CPL Bradley Ewen posting to the 5th Battalion, The Royal Australian Regiment

PTE Jordan Clark transferring to SERCAT 5 and posting to 9 CSSB

PTE Caitlin Debnam transferring to SERCAT 5 and posting to NORFORCE.

Thank you all for your hard work and dedication to the REGT, and best wishes in your new postings.

1st Joint Movement Unit

Joint Capabilities Group, Joint Logistics Command

COL Lara Troy, CSC - Commander

1st Joint Movement Unit (1 JMU) has experienced a year punctuated by one constant, and that is change.

While for some observers, COVID-19 has reduced tempo, with continual changes in international and state and territory regulations, tempo was increased due to the continued complexity of negotiating such changes on a day to day, or hourly basis. This was most evident in major international activities such as Exercise TALISMAN SABRE, Indo-Pacific Endeavour, GRIFFIN EAGLE, RED FLAG, and Humanitarian and Disaster Relief in the South West Pacific, but was also part of deploying Task Forces to support COVID-19 assistance to governments across Australia.

The unit's most high profile, and indeed important mission this year was support to the Non-combatant Evacuation Operation and the repatriation of over 4000 Afghan residents to their new home in Australia. I am proud to say the whole Unit, with their service and whole of government counterparts, played a significant role in this extraordinary event, demonstrating professionalism, and empathy throughout.

Quarantine pressures also saw increased tempo, as 1 JMU assisted in preserving the Air Force capability by increasing charter, to reduce the burden on Air Mobility Group. Changes to Unit and trade structure also created complexity, with effort applied to ensure changes enable continued support to deliver capability for Joint Operations Command and the Services.

This year we bid farewell to Sergeant Kellee Schoch, who contributed greatly to the Unit over many years. She will be missed and remembered.

Throughout the year we saw much personal growth and many achievements. These were duly recognised by an Australia Day honour, a number of Group, Service, and Joint Task Force Commendations, soldier's medallions, and many promotions. Congratulations to all of you, and thank you to everyone who has supported and worked collaboratively with us throughout the year.

1st Joint Movement Unit Reform

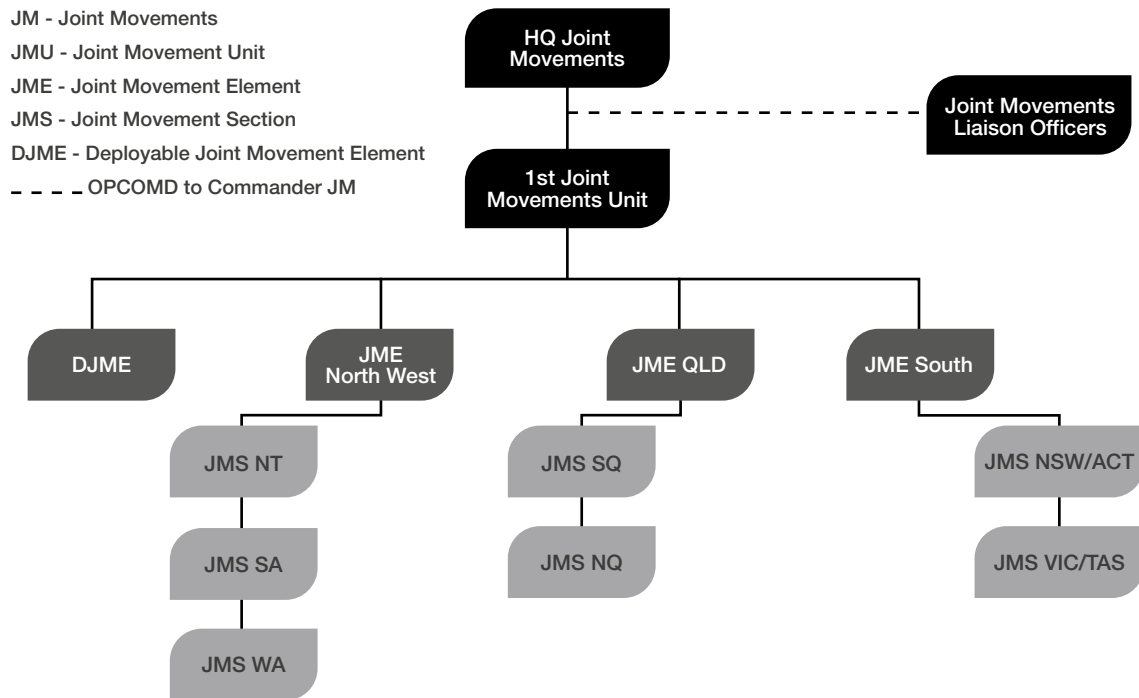
The 1st Joint Movement Unit reform will start to take shape in 2022, with the unit structure proceeding to Initial Operating Capability. A summary of the changes are, Headquarters 1st Joint Movement Unit (located at Bungendore) will be renamed to Headquarters Joint Movements.

The Joint Movement Coordination Centre will be re-named to the Deployable Joint Movement Element, to provide further clarity in their role.

A Tri-Service rotational Commanding Officer position has been created to Command 1st Joint Movements Unit, with its Headquarters housed at RAAF Base Amberley. The Joint Movement Control Offices will be re-structured into Joint Movement Elements, which will command Joint Movement Sections.

Whilst the naming conventions, along with some positional changes will change with effect 2022, Final Operating Capability will be achieved with effect Career Management Cycle 2023.

Joint Movements



WO1 Richard Hardy - Senior Warrant Officer 1st Joint Movement Unit

2021 has continued to present many challenges to our organisation, in particular the ongoing COVID-19 restrictions. The resilience of our personnel has been outstanding, as they continue to provide the movements effect in support of Chief of Joint Operations activities.

After four years as the Senior Warrant Officer of 1st Joint Movement Unit, I will hand over to Warrant Officer Class One Heather Callister in December 2021. I congratulate Heather on her Tier advancement and wish her well during her tenure as Senior Warrant Officer, 1st Joint Movement Unit.

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

1st Joint Movement Unit personnel who have been recognised for their performance throughout 2021 are:



CPL Ashlee Sheen of JMCO Townsville was presented with a Soldiers Medallion for Exemplary Service

Honours & Awards

2021 Soldiers Medallion for Exemplary Service

CPL Joel Day, CPL Jaye Hanna
CPL Ashlee Sheen, PTE Michael Kayongo

Australian Defence Force Commendation - Silver (JTF629)

WO1 Adam Harper

Australian Defence Force Commendation - Bronze (JTF633)

SGT (RAAF) Louise Chamberlin,
Joint Movement Element Middle East Region Rotation 40

Australian Defence Force Commendation - Bronze (JCG)

Warrant Officer Melinda Skinner,
WO2 Lianne Ingle, SGT Ben Degney

Successful Candidates at Army Officer Selection Board 2021

WO1 Richard Hardy, HQ Joint Movements - Major WEF January 2022

WO2 Fiona Ramos, JMS NT - Captain WEF January 2022

CPL Theresa Thorpe, RMC July 2021

Joint Movement Control Office (JMCO) - Darwin

LT Nikhil Wakankar, Tp Comd

JMCO Darwin has had an exceptional year and throughout 2021 and has supported a plethora of major exercises and operations that have kept us quite busy and occupied. Due to the ever-present COVID-19 pandemic, movement support requirements were more complex and intricate than previous years. However, through embodiment of Movements principle 'Fluid and Flexible', JMCO Darwin has thrived in this environment and had a very successful year. Operating in such an adaptive and dynamic environment has benefitted every member professionally and has emphasised the importance and relevance of movement principles.



MAJ Anthony (Cogs) Coughlan of Joint Movement Control Office Darwin promoted Carly Turner to the rank of CPL



LTCOL Tom Biedermann, Deputy Commander 3rd Brigade and Lisa Matthew (Elsie's mum) promoting Elsie Clare of Joint Movement Control Office Townsville promoted to the rank of CPL

In May 2021, PTE Bryce Ryan was the Movement Control Representative for Exercise DARRANDURRA. He was the Aviation Security Identification Cardholder and Dangerous Goods Packer at Gove Airport and liaised directly with the Marine Rotational Force - Darwin contingent in Nhulunbuy. This was a great networking experience for PTE Ryan, not only because of working with Marine Rotational Force - Darwin but also operating alongside Air Movements Section, Gove Airport and the Indigenous community in Nhulunbuy. Working alongside stakeholders of varying backgrounds was an interesting experience as communication was crucial and he had to use a style of communication that all parties could understand.



OSPREY arrival at Gove Airport

Over the period of June - July 2021, CPL Douglas Richards, LCPL Shane Stewart and PTE Sebastian Hoskins were deployed to RAAF Tindal in support of Exercise TALISMAN SABRE. Snap lockdowns across Australia posed a significant challenge to the deployment phase of the exercise, requiring reactive planning at short notice. The Movement Control Detachment showed great resilience and flexibility to respond to a fast-changing and unpredictable exercise; resulting in a successful deployment for all participating force elements. The professionalism showed by these members was recognised by external agencies and consequently enhanced JMCO Darwin's reputation. When asked, "What was the most rewarding learning experience?" PTE Hoskins replied, "Working with and learning from Special Operations Command, United States Army and Marine Rotational Force - Darwin and understanding how the Marine Rotational Force - Darwin control their own movements was the most rewarding experience".

Throughout the year, the 1st Brigade Movement Cell have done a fantastic job at providing movement support to Headquarters 1st Brigade. It has been a busy year for the 1st Brigade Movement Cell and the members who have had the opportunity to work at the 1st Brigade Movement Cell were able to enhance their technical and trade skills in a different environment to that of a Joint Movement Control Office. PTE Laurence Robertson was given the opportunity to work with the Japanese Ground Self Defence Force. Working at the 1st Brigade Movement Cell allowed the Operator Movements personnel to develop professionally and enhance their knowledge of the wider Army.

Our ongoing support to the Middle East Region was business as usual until the situation in Afghanistan worsened and a Non-combatant Evacuation Operation was required. The Non-combatant Evacuation Operation consisted of a combination of Service and Chartered Air evacuating Australians, approved Foreign Nationals and Afghanistan personnel from the Middle East Region to Australia. The rapidly developing environment often meant a lack of information, however the JMCO Darwin Middle East Region Detachment did an excellent job at reactive planning to ensure support was maintained at all times. The innovation, adaptability and work ethic displayed throughout this time was commendable.

Simultaneously, JMCO Darwin was occupied with the Indo-Pacific Endeavour activity and Exercise KOOLENDONG. COVID-19 had significant impact on both of these activities and once again required flexibility and problem-solving within substantial time constraints. Indo-Pacific Endeavour was a wonderful opportunity for the team to gain exposure to sea movements as it is a mode of movement not supported by JMCO Darwin as frequently. Noting sea movements are likely to increase due to the shift toward a more regional focus, Indo-Pacific Endeavour was a very educational and rewarding exercise.



Disembarkation of M113 in support of Indo-Pacific Endeavour



LT Wakankar on the tools, monitoring and reporting on the LARC-V road freight back to Townsville

As a result of the fantastic performance of JMCO Darwin personnel, many members were identified for operational deployments and overseas opportunities. CPL Jessica Blayden (RAAF) deployed to Iraq in support of Joint Movement Element Middle East Region Rotation 41, PTE Jye Dawson supported Operation RESOLUTE and LCPL Shane Stewart was selected to support Exercise GRIFFIN EAGLE in California, USA.

2021 has been a year that has reinforced JMCO Darwin's adaptability. We have supported an array of exercises and operations and despite the challenges we have encountered, we have enjoyed every moment of it. As we approach the end of the year and reflect on the fantastic work JMCO Darwin has accomplished, we could not be prouder of the team.



JMCO Darwin

Joint Movement Control Office (JMCO) - Townsville

LT Jack Simpson, Tp Comd

Throughout Exercise SEA SERIES, JMCO Townsville coordinated the deployment and redeployment of over 600 personnel and their equipment. This saw multiple embarkations and disembarkations of *HMAS CANBERRA* and *HMAS CHOULES* over a period of two months, at the Port of Townsville. Exercise SEA RAIDER provided an opportunity for a JMCO Townsville detachment to deploy to Bowen, to assist in the facilitation of a tactical re-embarkation over Kings Beach. This occurred in conjunction with international partners including United States Marines, United Kingdom Royal Marine Commandos and Japanese Self Defence Force personnel. The embarkation displayed an amphibious capability facilitated by *HMAS CANBERRA* and 35 Water Transport Squadron, which many personnel were previously unfamiliar with.



Landing Craft (LLC)

The exercise provided an excellent opportunity for movements' operators to expand their sea movement's knowledge and gain valuable experience. All personnel took away first hand insight in sea preparation requirements for vehicles and equipment. Additionally the exercise presented JMCO Townsville personnel the opportunity to gain valuable connections with international partners, external contractors, organisations and other units. Without their support, the movement of personnel, equipment and cargo to and from the Sea Point of Embarkation/Disembarkation would not be possible in such a short timeframe.



HMAS CHOULES and HMAS CANBERRA loading at the Port of Townsville

During the same time period, JMCO Townsville also provided concurrent movement support to multiple other exercises and activities. This included Exercise TALISMAN SABRE, Australian Army Community Assistance Program and Rifle Company Butterworth 132. JMCO Townsville personnel provided support through receiving arriving Road Freight and Road Self-Deploy convoys into Lavarack Barracks, sending and receiving Service Air at RAAF Townsville and providing manning at multiple staging areas over North Queensland.

Since the end of the major exercise period, JMCO Townsville has continued to provide ongoing support to the deployment and of personnel from North Queensland for Operation RESOLUTE and Operation COVID-19 ASSIST. Furthermore, the unit has supported the deployment of personnel from 1st Battalion, The Royal Australian Regiment to the Middle East Region for Non-combatant Evacuation Operations in Afghanistan.

Joint Movement Control Office (JMCO) - Brisbane

CPL Auburn Walden, Sect Comd

JMCO Brisbane has had an eventful year of supporting operations and exercises, as well as execution of our internal training continuum. A few of our highlights were: Exercise TALISMAN SABRE, Operation COVID-19 ASSIST and our weeks in lockdown.



COVID-19 RAAF C130 at Brisbane Airport

Each year Exercise TALISMAN SABRE takes up a large share of our workload; however, this year the multinational exercise coincided with COVID-19 tasks. Due to the ever-changing nature of the situation, soldiers were required to work from home during state lockdown periods. From an operational standpoint, our most notable operation would be our continued support to the Middle East Region in light of the situation in Afghanistan.

JMCO Brisbane operates with three detachments within the troop: Global, Regional and Service Air. All detachments worked collaboratively throughout this period to achieve our tasks. Exercise TALISMAN SABRE had most movers within the detachments conduct staging areas at Port Alma, Gin Gin and Rockhampton in support of deploying force elements. This provided individuals an opportunity to gain crucial experience and liaise with external units and civilian counterparts. During our time at these staging areas, we provided Movement Control support to incoming and outgoing Road Self-Deploy, Road Freight, Service Air and Feeder Clearance Transport.



UK Cargo arrives through Brisbane International Airport for Exercise TALSIMAN SABRE

Naturally, this year had its challenges during the continuing problematic state of COVID-19, which saw a continuation of movement planning and control from our Regional detachment. The soldiers on the ground continued to remain flexible, and completed movements both within the unit and at external locations. The team deployed soldiers within the restrictions of COVID-19 and implemented all safety requirements by working closely with Commander Task Group 629.3.

Earlier in the year the troop supported the movement of Queensland Fire and Emergency Service trucks, which were donated to Papua New Guinea and delivered via HMAS CHOULES.



CPL Rachel Neil guides a fire truck into position for loading onto HMAS CHOULES

In August - September 2021 the short notice movement support to Non-combatant Evacuation Operations began to evolve. This included farewelling SGT Hayley Robinson and CPL Rachel Neil for a short notice deployment as well as SQNLDR John Taverner. Movement Control representatives provided support to Middle East Region inbound and outbound flights for Afghanistan evacuations and is reported as being the most rewarding task for members in Global detachment. The tasks saw representatives having the opportunity to provide Movement Control support, a friendly smile and greetings to families that arrived into



Queensland Fire and Emergency Service donated fire truck is craned onto HMAS CHOULES

Brisbane from the Middle East Region. This was supported by our SERCAT 5 soldiers within the Global detachment including PTE Tenille Carrick and PTE Grant Spehr, who once again assisted us with Movement Control support. CPL Siobhan Holden and her team deployed the support network of soldiers to the Middle East Region on Service Air flights and continued to support many service aircraft for other operations and exercises such as Department of Foreign Affairs and Trading support, COVID-19 ASSIST and Exercise GRIFFIN EAGLE. The success of these Service Air flights is assisted by the succinct collaboration between the detachments and with external providers such as Department of Agriculture, Water and Environment, Australian Border Force and Air Movements Section.

Members of JMCO Brisbane have enjoyed completing self-development courses which saw members partake in Diplomas and Certificates for a range of courses including: Microsoft Excel, First Aid, Logistics, Communications and Effective Problem Solving. JMCO Brisbane has also had the opportunity to complete AUVAIR (Drone Course), Army First Aid, Tactical Combat Casualty Care and Professional Military Education training to develop and maintain our basic and advanced soldiering skills. We also ran courses for external stakeholders, such as the Unit Movement Officer Courses which were led by CPL Shann Tanaskovic and CPL Jarryd Adams. This training provided individuals with the crucial skills required to complete Movement Support Requests on behalf of their Exercise TALISMAN SABRE deploying force elements.

On behalf of everyone at JMCO Brisbane, we can all attest to the challenging and equally rewarding year the unit has had providing movement support.

Joint Movement Coordination Centre (JMCC)

LT Christopher Fratangelo, Tp Comd

Exercise TALISMAN SABRE saw 17,000 personnel from seven nations land mostly in Queensland but also stretched along the Eastern seaboard and as far inland as Tindal. The combat phase of the exercise spanned over four weeks but the logistical phases spanned for a total of two months. What made this Exercise TALISMAN SABRE unique was conducting it during COVID-19 with all its unpredictable restrictions; and secondly the United States deployed with minimal logistics personnel because they required to keep their manning number to a minimum.

JMCC with personnel also from JMCO Brisbane, Adelaide and Townsville planned and executed movement and logistical support to both Australian and American forces. This saw the movement of thousands of personnel, vehicles and cargo for both the deployment and redeployment phases of the exercise. JMCC deployed personnel widely throughout the exercise to execute tasks. Movement Control Detachments worked hard all along the coast between Rockhampton and Townsville ensuring United States Marine and air defence units moved efficiently between training areas. Movement Control Detachments also deployed to Hughenden, Scherger and Cairns to execute complex moves for Air Force, Special Forces and United States Army.

An interesting task for the troops was at Gladstone Port, with the unloading of the United States merchant ship Cape Orlando. This 194-metre ship offloaded 102 vehicles and 108 personnel from both the 38th Army Brigade and 3rd Marine Division based out of Okamura, Japan. The focal point for JMCC throughout this disembarkation was the unloading of the High Mobility Artillery Rocket System (HIMARS) and Patriot surface to air missile defence systems. These missile systems were transported by road freight to Shoal Water Bay Training Area for the live fire exercise. Some of these missile defence systems have the capacity to destroy up to a grid square in a single mission and had never been launched within Australia.



LCPL Emma Rose and PTE Timothy Caldwell discuss the embarkation of the US merchant ship Cape Orlando at the port of Gladstone as part of Exercise TALISMAN SABRE

The most complex part of the exercise for Movements was planning the redeployment for the conclusion of Exercise TALISMAN SABRE. Operations staff were required to juggle the needs of the exercise meeting training requirements, individual unit's needs, personnel rolling onto subsequent exercises, ships docking in ports, different state and territory COVID-19 restrictions, international partner's plans and getting reservists back home all over the country. All these competing priorities then had to be coordinated with available charter air, grey tail, freight contractors, and airport and sea port requirements. Even having to deconflict tarmac space for a United States C5 aircraft, the world's second largest aircraft, to move United States Space Force equipment created challenges which required JMCC to move many air tasks to Cairns and Rockhampton airports.



L to R - SGT Logan Holskey (MARFOR), MAJ Allen Gaddis (MARFOR), LCPL Jack Donovan-Rowe (AUS), CPL Nicholas Cozine (MARFOR), LT Christopher Fratangelo (AUS), SGT Neo Santana (MARFOR). The joint logistics team that facilitated movement of Marine assets and personnel

In the end, the exercise was a success and movements was executed well. The biggest lessons learnt by the team were the requirement for snap planning for emerging COVID-19 clusters, United States logistic procedures and the effectiveness of making and maintaining good networks with people everywhere to help execute efficient and effective movements. The team congratulates PTE Jade Molloy for receiving an Exercise Commendation and thanks all the team across 1st Joint Movement Unit for all their hard work and giving up time away from family and friends.

Joint Movement Control Office (JMCO) - Melbourne

CAPT Tom Grimshaw, OIC

With ongoing commitments to Operation COVID-19 ASSIST and the High Risk Weather Season, the team at JMCO Melbourne had a busy start to the year, continuing to provide movements effects to JTG 629.2 throughout the Christmas stand down period. Operation COVID-19 ASSIST has proven to be a challenge for the team throughout the year, often requiring short notice effects for the inflow or redeployment for large bodies at the request of the Victorian Government. These duties included hotel quarantine support, community engagement programs and bag handling duties. JMCO Melbourne also provided movement support to JTG629.2 through Operation STORM ASSIST as a result of the storms in Victoria in June 2021. The provision of this support enabled the clearance of roads and access to power for communities in Victoria.



SES Vehicles que to board a C-17 Globemaster as a part of support to Tropical Cyclone SEROJA ASSIST

Along with support to JTG 629.2 and maintaining movements of members to the Middle East Air Sustainment Service, JMCO Melbourne also assisted with Tropical Cyclone SEROJA through the support of air movement of SES Vehicles to Western Australia, providing clean-up crews with critical equipment and capability. JMCO Melbourne provided movement support to Victoria based Units and individual augmentees in the deployment to EX TALISMAN SABRE. With the ever changing dynamics of State and Territory COVID-19 restrictions, the team was required to apply a “Fluid and Flexible” approach to their duties. This ensured that members traveling by all modes were aware and compliant with the particular state border requirements. Later in the year, JMCO Melbourne would support the Non-combatant Evacuation Operations, integrating with the Melbourne Airport and agency partners to ensure a smooth execution of task.



LCPL Janine Andrew from JMCO Melbourne coordinates, monitors and reports on personnel arriving into Melbourne in support of JTG629.2

JMCO Melbourne continue to provide an agile and prepared workforce which has been tested on numerous occasions throughout the year, through a number of local government lockdowns and short notice tasking. The team have made extraordinary efforts to ensure operations are enabled through the Joint Movement's effect, heavily supported by the reserve workforce. Throughout 2021, the SERCAT 5 workforce have provided a clear delivery of capability both within and outside of the office. With such a small detachment in JMCO Melbourne, the SERCAT 5 workforce have enabled the team to continue providing support where they would otherwise be stretched beyond capacity. JMCO Melbourne look forward to 2022 and are postured for transition under Joint Movement Element East as a part of the 1st Joint Movement Unit Reform.

Joint Movement Control Office (JMCO) - Adelaide

MAJ Dennis Bills, OC

After years of planning, JMCO Adelaide has now completed the relocation of the sub-unit, moving personnel from Keswick Barracks to RAAF Base Edinburgh. This has allowed JMCO Adelaide to co-locate with Joint Logistics Unit - South and in turn provide greater support to our Area of Operations. The new facility required minor infrastructure modifications and the installation of enhanced ICT to make the workspace fit for purpose, which was completed in September 2021. A small contingent of SERCAT 5 members will remain at Keswick Barracks, and will co-locate within the 9th Brigade Joint Operations Room, providing mutual benefit to both 1st Joint Movements Unit and Headquarters 9th Brigade. Both CAPT Fiona Swift and her predecessor CAPT Andrew Leung are commended for their efforts in managing the intricate details of the project.

The relocation proved to be very timely with respect to the support required for the Non-combatant Evacuation Operation from Afghanistan. WO2 Lianne Ingle was able to quickly orchestrate the Joint Movement effect, synchronisation of assets and support between JMCO Adelaide, Joint Logistics Unit - South and Air Movement Section Edinburgh, immediately highlighted the benefits for the co-location of these support agencies.

JMCO Adelaide also provided movement support to the Service Attaches and Advisors Group (SAAG) tour. The SAAG tour involved foreign military personnel visiting RAAF Base Edinburgh and Woomera, where they visited Army and Air Force units, as well as elements of Australian Heritage in the South Australian region. While the support provided was marginal, the risk to reputation was high and the team did an outstanding job coordinating support.

Exercise PREDATORS RUN included a rail move for 1st Brigade assets (PMVs, HX77 Gun tractors and 4 x M777A2 155mm Howitzers) from Darwin the Port Augusta. SGT Shane Bohr, the new

Tp SGT, SGT Sean Schneider and two SERCAT 5 members, CPL Brenton Musolino and PTE Brian Bennett travelled to Port Augusta and attained some valuable exposure, experience and professional development opportunities for rail movements.

Additionally, throughout the year JMCO Adelaide has coordinated the Joint Movement effect for Adelaide based Force Elements participating in major exercises such as Exercise KOOLANDONG (conducted at Bradshaw Training Area, NT) and TALISMAN SABRE (conducted across multiple locations in QLD). JMCO Adelaide was tasked to coordinate the movement support requests that encompass Regular Public Transport, Service Air, Road Self Deploy and Road Freight from units in our Area of Responsibility.

JMCO Adelaide have continuously adapted to the challenges of COVID-19 travel restrictions during the planning and execution phases, to ensure all supported exercises were able to continue with the equipment and personnel needed. JMCO Adelaide dealt with multiple border restrictions, cancelled and re-scheduled Regular Public Transport and Service Air flights and rapidly changing state health requirements across numerous states. The team at JMCO Adelaide did an outstanding job throughout the year keeping up with constant changes, maintaining control through constant and effective communication and accurately reporting all movement support to ensure oversight across operational commands.



PTE Nicholas Rose overseeing the departure of 1 AR REGT for Exercise KOOLANDONG

JMCO Adelaide has been proactive in maintaining awareness of Mental Health and the impacts COVID-19 restrictions has had on all of us. Throughout the year the team conducted a number of activities including the high ropes course at Henley Beach where members showed off their climbing skills, and then discussed the effects of being out of your comfort zone and how different situations impact us all differently.

Finally, JMCO Adelaide 2021 has set the conditions for the transition to Joint Movement Element North West in 2022. The relocation, coupled with manning changes and posting of current members next year will see JMCO Adelaide finding its feet early in the new year, but are set to ensure capability and the joint movement effect is maintained.



Loading at RAAF Edinburgh for Exercise KOOLANDONG

Joint Movement Control Office (JMCO) - Perth

CAPT Aaron Porebski, OIC

The JMCO Perth team commenced the year with a passion for mountaineering and decided to scale Western Australia's highest peak, Bluff Knoll. In the predawn darkness the trail was climbed with aspirations of viewing a panoramic sunrise across the Stirling Ranges; instead, the fickle weather of the Great Southern treated us to fog so thick that little beyond our noses was visible.



Bluff Knoll Ascent

After braving sleet and hail to secure the peak, we dug in to await sunrise in the hope that the mountain's demeanour would improve before the dawn. The local Noongar peoples call it Pualaar Miial and tell foreboding tales of the malevolent spirits that inhabit its heights. As the storm continued to roll over us the decision was made to beat a hasty retreat from the Bluff and leave Pualaar Miial's spirits to continue brooding on their own.



Bluff Knoll Peak

Fortunately as we descended the hike the weather began to open and we were finally treated to the famous vistas of the Stirling Ranges and the Poronogurups in the distance.



Bluff Knoll Descent.

LCPL Amber Nicol, CAPT Aaron Porebski, PTE Rhiannon Smith and PTE Layla Carroll

On 11 April 2021, Tropical Cyclone SEROJA crossed the Western Australian coast north of Geraldton, causing widespread devastation to the towns of Kalbarri and Northampton; it is estimated that 40% of homes were destroyed and 25,000 homes lost power.



SES vehicle to be loaded aboard RAAF C-17

JMCO Perth quickly became heavily engaged to support the response which saw a significant rate of effort from Air Mobility Group to support the relief effort from Perth Airport and RAAF Base Pearce.

PTE Layla Carroll deployed to her hometown of Geraldton to provide movement control in support of the disaster response. Over the subsequent weeks PTE Carroll was instrumental in coordinating the movement of personnel, stores and vehicles of the State Emergency Services, Department of Fire and Emergency Services and WA Police through the airhead at Geraldton Airport.



SES personnel await movement on RAAF C-17



SES vehicle is unloaded from C-17 at Geraldton Airport

Despite a busy year supporting operations including Operation COVID-19 ASSIST and international activities such as the Combined Command Post Training Activity in South Korea, JMCO Perth was able to tour some of the states' most notable military sites and investigate the ADF's rich history in Western Australia.



JMCO Perth with BL 6-inch Mk IV Naval Gun at the Princess Royal Fortress. LCPL Amber Nicol, CAPT Aaron Porebski, PTE Layla Carroll and PTE Rhiannon Smith

Originally erected in Cairo in 1932, the Desert Corps Memorial commemorates the Australian and New Zealand soldiers who fought in the Sinai and Palestine campaign of The Great War. The statue was destroyed by rioting during the Suez Crisis of 1956 and was subsequently repaired and relocated to Mount Clarence in Albany. It now stands watch over King George Sound, the final Australian anchorage of the 1st AIF fleet en route to Egypt in 1914 before the commencement of the Gallipoli campaign.

The Princess Royal Fortress was established in 1893 in order to defend the harbour of King George Sound, which was considered to have national strategic importance at the time. A pair of the BL (Breech Loading) 6-inch Mark IV Naval Guns pictured here marked the very first federal defence facility in Australia and defended the key harbour until the end of WW2 in 1945.



JMCO Perth at the Desert Corps Memorial. CAPT Aaron Porebski, LCPL Amber Nicol, PTE Rhiannon Smith and PTE Layla Carroll

Joint Movement Element Middle East Region

CPL Rachel Neil - Sect Comd

Joint Movement Element Middle East Region Rotation 41 started their deployment quite differently to previous rotations, with members individually deployed early at short notice to provide augmentation to Rotation 40 personnel. Movement support requirements in the Middle East Region had significantly increased due to the Non-Combatant Evacuation Operation of Australian citizens and Approved Foreign Nationals from Afghanistan.

The impending government collapse in Afghanistan prompted one of the largest Non-Combatant Evacuation Operations the ADF has undertaken in recent times. With the evacuation of over 4000 civilians from Afghanistan, Joint Movement Element personnel were presented with a significant challenge involving multifaceted movements. Within a three day period Camp Baird and neighbouring facilities were turned into a safe haven for the evacuees, providing them with accommodation, laundry, dining and prayer facilities. These temporary housing facilities enabled Other Government Agencies such as Home Affairs, Australian Border Force, Department of Foreign Affairs and Trade and Australian Medical Assistance Teams to combine with ADF personnel over a three week period to process and prepare the evacuees for their safe departure to Australia.



Joint Movement Element Middle East Region personnel direct evacuees from SVC AIR onto buses for transport to the Evacuee Handling Centre at AMAB

Joint Movement Element Middle East Region was integral in supporting the Non-Combatant Evacuation Operation which involved establishing communications and providing liaison between key support elements in order to plan and execute all ground and air movements. Joint Movement Element Middle East Region Rotation 40 personnel had the arduous task of supporting the increased Service Air flights in and out of Afghanistan, often working 22+ hours a day in support of four Service Air flights per day while also commencing repatriation flights to Australia. Joint Movement Element Middle East Region Rotation 41 personnel deployed into theatre to directly assist and support the repatriation of evacuees back to Australia. This involved military (KC30) and civilian chartered aircraft (ADAGOLD, QANTAS and Etihad) being utilised, with the small Joint Movement Element team supporting, at the peak, nine repatriation flights in five days. The combined efforts of Joint Movement Element Rotation 40 and 41, including the contracted Movement Coordination Service team, allowed Joint Movement Element Middle East Region to maximise opportunities in coordination to overcome the challenges involved when dealing with the complex and constantly evolving nature of these missions.



Members of Joint Movement Element Middle East Region Rotation 40 & 41 in front of a Qantas Boeing 737 Dreamliner charter aircraft used to support the Afghanistan Non-Combatant Evacuation Operation of Australian citizens and Approved Foreign Nationals from AMAB to Australia. From Left to Right and Rear to Front: FSGT Jesse Selby, PTE Nick Rose, SGT Hayley Robinson, CAPT Scott Sinclair-Wood, CPL Rachel Neil, PTE Shelley Fraser, SGT Justin Hill, CPL Jess Blayden, WO1 Geoff Vaughan and MAJ Sandi Williams

Joint Movement Element Middle East Region personnel involved in the Non-Combatant Evacuation Operation found the experience eye opening and incredibly rewarding. It also provided a greater awareness and cultural understanding of what the evacuees had overcome. PTE Nicholas Rose said “I was privileged to deploy early to assist with the Non-Combatant Evacuation Operation and work alongside the existing Joint Movement Element rotation and the incoming rotation. The experience I gained working with other agencies and coalition forces was invaluable and I was able to put my training to practice in an operational environment”. The support provided by ADF personnel was an opportunity to engage with people from less fortunate situations and make an immediate impact to their lives into the future.



Joint Movement Element Middle East Region personnel direct evacuees onto the Middle East Air Sustainment Service and wave them goodbye as they prepare to travel to Australia

With the completion of the Non-Combatant Evacuation Operation at the end of September 2021, Joint Movement Element Middle East Region's focus will shift back to the retrograde of ADF support to the Middle East Region. This will involve an increase to Service Air Missions for the extraction of force elements and cargo from around the Middle East Region back to Australia. Joint Movement Element Middle East Region will also reduce its foot print and personnel in the Middle East Region as ADF's support to Middle East Region transitions to its smaller enduring footprint.

1st Recruit Training Battalion

**LT Brendan Kilpatrick, Platoon Commander Bravo Company and SGT Natasha Kroezen
Platoon Sergeant Digger James Platoon**

Fly Wheels Apart

The unique demands of recruit training is a familiar concept to many RACT Junior Officers, Warrant Officers and Non-Commissioned Officers who have undertaken a posting to the 1st Recruit Training Battalion (1 RTB). However, as COVID-19 continues to fling mud into 2021, the men and women of the RACT have continually defined success under pressure, strapping themselves into the front seat to drive recruit training under unprecedented circumstances. Protracted lockdowns engendered by the COVID-19 Delta strain, a disrupted enlistment process and many long weeks in segregation away from family have become what appear to be the new norm.



*WO2 Benjamin Kilgour (RACT), CSM B Coy conducting a handover the
14 PI March Out parade on a cold morning in Wiradjuri country*

Placing the upmost importance on the safe conduct of 'Making Soldiers', Team Kapooka has devised a multiplicity of strategies to ensure that recruits have been able to commence their Army journey, often as their training staff remain distanced from loved ones separated by closed borders. Becoming something of a Groundhog Day routine, the newly enlisted are COVID tested at DFR before stepping onto the bus to Kapooka, once they arrive they are greeted and lined up in preparation for roll-call. Following a brief introduction by their Platoon Commander and a temperature check by the medical team, the recruits and their newly acquainted staff then move to be segregated together in an allocated Company building. Following 14 days of segregation away from friends, family at home and a beer at the recreational venue of choice, both staff and recruits re-join the rest of the battalion. Then the full traction of their training begins as a demanding, high tempo 10 week training program looms in before them.



CPL Rey Munoz III (RACT) demonstrating his bayonet fighting skills and the ferocity of an Australian Soldier during the Bayonet Assault Course

While the tempo throughout the year was fierce at times it was inconsistent for most of it. 2021 ended up being 'Fly Wheels Apart'; double platoon sessions expecting an influx of recruits transformed into single platoon raises and staff were ordered to work from home wherever possible. Motivation and a high level of drive became a challenge to maintain as the year progressed. And yet the RACT instructors continued to navigate through the ruts, Equal to the Task in measure and the delivery of an exceptional standard of training to meet the *Team Kapooka* mission.

But it is the rigid delivery of training that demonstrates why the staff posted to 1 RTB are some of the best that Army has to offer. A bucket list item for many careers, where a high standard of instruction is the only acceptable measure of quality. The newest soldiers of the Australian Army deserve nothing less to mould them from their civilian lives and prepare them for their IET schools. Field training, combat behaviours and marksmanship are all areas where the RACT instructors have demonstrated to their all-corps peers that excellence is defined by an understanding and mastery over all skills, not just those required to operate the wheel, the helm or the wing.

There is never a dull moment at 1 RTB, and with the amalgamation of the Army Recruit Training Centre (ARTC) with 1 RTB concurrent to the ARTC 70th birthday, it is truly an exciting time to be a part of the training team that lubricates the gears of Army's force generation for years to come. Without the perseverance of ambitious RACT Junior Officers, Warrant Officers and Non-Commissioned Officers willing to broaden their experience from trade backgrounds, 1 RTB would not be the prestigious institution it is renowned for today.

10 Logistic Support Company

10 Force Support Battalion

PTE Lyall Powell, Driver

After 35 years in service the International S-Line has completed its final task for 10 FSB before being decommissioned and sold at auction. Initially a total of 88 International S-Liners were introduced to the Army in the mid 1980s intended to transport the Leopard AS1 Main Battle Tanks. With 365 horsepower these prime movers were capable of towing dolly and quad axle floats or running as a triple road train. However after the M1 Abrams main battle tank arrived into service in the mid to late 2000s there was a greater requirement for a more capable vehicle.

During the time at 10 FSB over the last few years the S-Line has shown a very capable vehicle and has regularly been utilised to deploy a wide variety of amphibious equipment and MHE to Cowley Beach Training Area and as far south as Wide Bay Training Area near Rainbow Beach. Most recently LCPL Dahle Adams completed the final task with the International S-Line at 10 FSB when he transported a US Army 5 Tonne Medium Tactical Vehicle to RAAF base Townsville during the exfil for Exercise Talisman Sabre 2021.



S-Line and US Army Truck

Replacing the S-Line is the L121 MAN HX81, whilst this vehicle has not been in service for very long it certainly has some potential in improving capability for 10FSB. The Prime Mover is powered by a 680 horsepower V8 twin turbo diesel engine capable of towing medium dolly low loader and medium equipment trailer, heavy equipment trailer, bulk liquid tankers or cargo trailers up to double road train. These trailers are designed to carry the Army's newest equipment including Boxer Combat Reconnaissance Vehicle, Lynx Combat Support Vehicle and the M1 Abrams Tank.

The L121 MAN HX81 will be put to good use in 10FSB, mainly utilised for transporting equipment for 35 Water Transport Squadron and 30 Terminal Squadron. The HX81's will provide the ability for these units to deploy across multiple remote locations across Queensland.



HX81 MDLL Trial Course Puckapunyal. Leopard Tank

The HX81 and associated trailers are currently being rolled out into the unit, however these vehicles will not be fully deployable to all locations across Australia until all required routes have been approved for use by the National Heavy Vehicle Regulator.

Post Office - HQAFPO

10th Force Support Battalion

SGT Alexander Landel, Postal Manager / Training SGT

The beginning of 2021 was a hectic start of the year. However, unlike other years we were almost fully staffed with only one vacant position within the Post Office. We welcomed CPL Mitchell Parkins (Termite), CPL Christopher Rapson (Mover), CPL Lisa Stone (Driver) and LCPL Abby Williams (Termite) to our team. It was looking to be a good year. Postal Platoon amalgamated with two other platoons within 10th Force Support Battalion (10 FSB), to become the Transport, Cash and Postal Platoon (TCP PL). We received a new PI Comd, LT Declan McMillan, fresh from the Royal Military College - Duntroon. After 2 weeks in the unit, he was sent out to complete his Logistics Officer Basic Course before stepping off on EX SEA SERIES.

The first Postal Operator Course of the year kicked off in February, shortly followed by a Postal Clerk Course in April. SGT Kieran Preston, CPL Lisa Stone and LCPL Holly Cassin were moved to 10 Logistics Support Company (10 LSC) OPS to assist with HQ tasking. At the same time SGT Brodie Haar, SGT Alexander Landel, and CPL Jarrod Bailey assisted with running numerous transport courses for the battalion, and in some circumstances the brigade.

LCPL Melissa Arapali stepped up and took charge of a full course update in bringing the Postal Clerk Course into the 21st century. All lessons were updated, and publications moved to electronic versions, as the hardcopies with years of sticky notes were discarded. The next course fires up in July 2021 and we are looking forward to the new and improved course.

Always proving to be equal to the task, CPL Jarrod Bailey was deployed to High Range Training Area to recover the 45M that had originally been dispatched to recover another vehicle. This proved again that RAEME will always need our help.



CPL Bailey's recovery

FSE-13 soldiers SGT Nigel Lindley, CPL David Ogier and CPL David Radunz returned from the Middle East Region (MER) in February before going out to their new posted unit locations. FSE was changed to MSU (MER Support Unit), and MSU-1 was formed as WO2 Taffy Nabbs and CPL Hayley Cogan deployed in March. At the time of writing, SGT Alexander Landel and CPL Katelyn Navarro (yes CPL Katelyn Navarro was promoted on 6 May 2021) are preparing to step off and replace them as part of MSU-2.



CPL Navarro being promoted



CPL Dobbie in AFPO 12 mail room

At the completion of 2021, we will be farewelling CPL Steven Dobbie as he returns to trade and sails away on his boat. **As always, Par Oneri**



SGT Haar in AFPO 12 mail room

Protected Mobility Vehicle - Light (Hawkei) Project Update

MAJ Nicholas Reynolds, Uplift Manager LAND 121 Phase 4

The Protected Mobility Vehicle - Light (PMV-L) 'Hawkei' is providing Defence with a sovereign capability that can be modified to meet emerging threats to protect Australian Defence Force (ADF) personnel. The Hawkei has been developed specifically to meet the ADF requirement for survivability, mobility, payload, communications, useability and sustainability. The Hawkei provides a high level of protection for soldiers against blast and ballistic threats, with superior off-road mobility to enable it to operate in high-risk areas. The Hawkei is also pioneering a next-generation, open-architecture Integral Computing System so the Battle Management System, radios, sensors and weapon systems can all be managed through a common interface. These next-generation capabilities are a technological leap for the ADF and the success of this capability will rely on the skill and expertise of ADF operators and commanders.

A total of 1,100 Hawkei vehicles and 1,058 associated trailers are being delivered under Project LAND 121 Phase 4 (L121-4). L121-4 has currently rolled out 131 Low Rate Initial Production vehicles and trailers to Army. The delivery is currently transitioning into Full Rate Production which will accelerate the provision of Hawkei to user units in the latter part of 2021, 2022 and 2023. The focus in late 2021 and early 2022 will be on provisioning vehicles to the Regional Training Teams and the Protected Mobility Integration and Capability Assurance Program. The majority of 2022 is scheduled for the roll-out of the 2-Door variant to 3 BDE, 1 BDE and 7 BDE as well as the full RAAF allocation. The second half of 2022 will see the commencement of 4-Door roll-out to 3 BDE followed by 1 BDE, 7 BDE, enablers units and balancing of loan pools in 2023.



Hawkei with Remote Weapon Station (RWS)

Whilst the PMV-L is being delivered to units, testing and vehicle development will continue. The PMV-L is constantly becoming more refined and capable in an iterative engineering process. PMV-L testing occurs using a Systems Engineering approach, which assesses the Hawkei against operational mission profiles to verify and validate the design. The provision of PMV-L to units and subsequent field use provides another chance to expose the vehicles to real world scenarios and further test the capability. As with all testing, it will also provide a chance to streamline design, and find improvements where possible. The submission of Reports of Defective or Unsatisfactory Material (RODUM) are a key tool for capturing this data and are critical to the process. Units are urged to ensure that 100% of issues or problems relating to operational, maintenance, process or equipment aspects of the PMV-L are raised as RODUMs.



PMV-L with manned weapon mount PLATT MR550 and CEA Technologies radar module

As well as contributing to capability enhancement, RODUMs also afford an opportunity to record and rectify issues and defects covered under manufacturer warranty. 100% RODUM reporting, conducted in a timely manner, will ensure that warranty claims can be processed appropriately with repair cost attributed to the Original Equipment Manufacturer rather than to the Commonwealth of Australia. Units should expect that, due to the contractual processes and extended supply chain lead-times during the COVID-19 pandemic, repair under warranty will take longer than normal. The L121-4 Project Office remains committed to working closely with Army and individual units to resolve these claims as expediently as possible.

The Hawkei capability is an exciting step forward for Army and RAAF. The continued support to testing and development of the platform coupled with world class operator and maintainer training will ensure that Defence can use Hawkei to the greatest possible effect over the coming decades and remain prepared to tackle contemporary challenges.

Stuck in Neutral - Road Transport Operations in a Combat Brigade

CAPT Joshua Smith, SO3 TPT HQ 1 BDE

The aim of this paper is to provide some perspective on issues which exist within Combat Brigades, and the challenges which the Corps faces in our contemporary operating environment. It is not written with the intent of being an academic or argumentative essay; but rather my perspective on the current state of affairs which I have observed during my time as a Transport Staff Officer within the 1st Brigade. The nature of soldiering experienced by our Driver Specialists and Junior Officers has undergone considerable change in the last five years. The challenges they now experience are largely unrecognisable from those which many of our SNCO, WOs and Field Grade Officers did when they were in their shoes. Although road transport is only one of our five Corps functions, it is the only one which is widely employed across the Combat Brigades and therefore has drawn the attention, and criticism, warranted or otherwise, from others. I offer the following paper, and its key messages as points for discussion and reflection as to where I believe the Corps needs to focus its attention specific to road transport operations, going forward.

Introduction

The logistics community across Army has undergone a significant period of change since 2016 with the introduction into service (IIS) of the Rheinmetall MAN L121 Medium/Heavy Capability (L121 MHC). The IIS of the L121 MHC has forced Army to take a considerable leap forward in the way commanders and operations staff plan and execute road transport operations. Whether it be their IIS, sustainment, maintenance or operation, the L121 MHC has continually challenged our Army's logisticians. The increased capability of the L121 MHC has given B-vehicle operators the ability to move, shoot and communicate in ways which were not afforded by our Legacy Fleet. The increased tactical capabilities, however, have also caused considerable challenges as to how Army operates these vehicles on Australia's public road networks.



HX77 operating on a public road during Operation Bushfire Assist

The introduction of the L121 MHC coincided with the reduction of RACT personnel in first line Combat Service Support (CSS) Sub-Units, through the implementation of CSS CONOPS, and the restructure of CSS assets and personnel across fighting Formations¹. The disparity which now exists between the increased responsibility and training liabilities across the force have placed considerable stress on transport managers within our primary fighting Formations; the Combat Brigade (CBT BDE). This poses three main concerns which warrant exploring to ensure reliable transport and distribution solutions are readily available to our force in both a permissive and non-permissive environment. These concerns are: a lack of Transport Subject Matter Expertise (TPT SMEs) in first line Units, the lack of a coherent and defined approach to the implementation and execution of legislative and organisational requirements, and an increased need for land vehicle safety management across Formations.

A lack of Transport Subject Matter Expertise in first line Units

The importance of road transport and land vehicle operations are considerably underrepresented within first line Units. RAAOC and RAEME are represented by the Regimental Quartermaster Sergeant (RQMS) and the Artificer Sergeant Major (ASM), who are predominately Warrant Officer's Class One. The RQMS and ASM are both SMEs within their respective trades who are able to provide in-depth and detailed advice and guidance to Commanding Officers on the impacts of supply and maintenance issues within their Units. However, with the increased onus which is placed on operations staff and commanders regarding the employment of the L121 MHC with regards to transport planning and execution, where do COs turn to for advice on such matters? The answer is somewhat underwhelming.

Within first line units, it is often the case that the highest ranked dedicated RACT advisor is the Administration Company's Transport Section Commander². The rank disparity and knowledge gap which exists between the RQMS, the ASM and the RACT Section Commander, as the principal advisors for their subject matter expertise, places considerable strain on this junior member and does not adequately represent the importance of transport operations with our Units. The RACT Section Commander is forced to balance their primary role of commanding their Section against the need to remain up to date with continually changing, ambiguous, and cloudy guidance on L121 MHC operations. These very few RACT personnel are also often double-hatted and required to perform other logistics and driver training functions within their Unit, taking away from their ability to focus on planning and executing B-vehicle operations³. Managing multiple roles is hard enough at the SNCO, WO and Officer level, the more hats we give our JNCOs the less well performed each role will be.

This situation seems somewhat at odds with the need to ensure that Units are adhering to the many layers of Defence policy, industry standards and state/federal legislation when operating the L121 MHC. An increased emphasis is thereby placed on the Brigade Transport Warrant Officer

¹ COMD FORCOMD Directive 56-13 - Terms Of Reference - Combat Service Support Concept of Operations Development for the Multi-Role Combat Brigades.

² This statement is made with the acknowledgement that first line Units can have RACT SGTs or WO2 performing the role of Administration Company CSMs or LOG WOs within a Unit Operations Cell. In terms of dedicated advisors such as the RQMS or ASM, the RACT Section Commander is, in most cases, the only member of a unit who is solely focused on road transport operations.

³ It is quite often the case that new soldiers posting out of the Army School of Transport are posted to our CSSBs. This requires the CSSBs to push their more experienced PTEs into first line Units. This results in Section Commander and Section 2ICs having to provide greater supervision on these inexperienced drivers; which when coupled with increased training/governance requirements (particularly as most CPLs are DTOs) impact on the experience and employability of new drivers.

(BDE TPT WO) to reach down as low as section and platoon level to ensure transport operations are being carried out safely. Technical transport advice, guidance and direction when diluted to the JNCOs level does not set them, or their commanders, up for success; leaving them susceptible to scrutiny from Defence and civil authorities when mistakes are inevitably made. A greater representation of TPT SMEs, through the appointment of a Transport Operation and Control Warrant Officer (TOCWO) within Units would ensure the accurate and safe planning and execution of transport operations using the L121 MHC⁴. These TOCWOS need to be suitably trained and given a platform equal to that of the RQMS and ASM in order to represent policy and regulatory implications within Units. This would reduce the pressure on our JNCOs allowing them to re-focus on commanding their Section and leading transport tasks. No amount of policy or procedural changes will stop vehicle incidents or substitute adequate supervision at the lowest levels.

L121 MHC Compliance, Requirements and Regulation

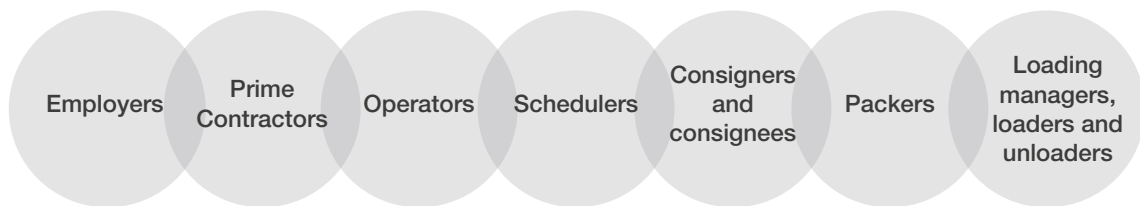
The structures which exist across Army do not support the pace and scope of policy and regulatory changes that impact the operation of the L121 fleet. When operating this fleet on public roads, deliberate planning must be undertaken to ensure compliance with the multitude of legislative and policy requirements. These requirements include things such as the Defence Road Transport Manual (DRTM), the Heavy Vehicle National Law, Defence Road Transport Exemption Framework, States / Territory Heavy Vehicle Permits and the Chain of Responsibility. Many of these have emerged, or at least have been considerably updated, with the IIS of the L121 MHC to dictate how these vehicles are to be operated on the public road network.

These policy documents are all captured in the Army Land Vehicles Safety Governance Framework (ALVSGF), which briefly outlines their content, and the organisation/agency within the ADF which is responsible for them⁵. Under this framework, Army's safety policy requirements are spelt out, with the associated measure to ensure governance and assurance measures with legislation and regulation. There is a gap, however, that exists between the ALVSGF and DRTMs as to how these requirements should actually be implemented and what this means for our soldiers and JNCO who carry them out.

Commanders, operations staff, and vehicle operators are not enabled to successfully execute transport operations due to ambiguity, conflicting information, and many caveats that exist within our governing policies, and what the impact of these changes actually means in practice. The Land Vehicle Safety Cell (LVSC) within Army Headquarters currently has the momentous task of ensuring all such requirements and changes are communicated across Army. The inclusion of a dedicated Command Transport Cell at HQ FORCOMD would provide greater clarity in the implementation of the practical application of the ALVSGF and DRTM. Rather than the LVSC reaching directly to Bde / Unit level, a Command Transport Cell would provide an extra level of analysis on strategic / organisational policy, and to filter the relevant in Formation which is applicable at Bde level and Unit level, providing clearer guidance and direction on what and how L121 MHC operations are to occur.

⁴ Employment Specifications - RACT.- ECN 274 - Driver Specialist, Part Two; ECN 274-10 Transport Operations Supervisors - are responsible for all Troop / Unit transport equipment maintenance, preparation of servicing documentation/date and the collation and on-forwarding to the Fleet manager of any financial expenditure incurred for fuel cards for the Unit and the exercise of financial delegation to procure fuel....Exercise sound and astute judgement when planning and conducting tasks and allocating resources. This includes providing current technical advice in relation to the employment of B-Vehicles to senior Defence personnel.

⁵ BQ 4684315 - CA Directive 01/20 - Land Vehicle Safety Governance Framework



The Chain of Responsibility now holds commanders and staff at all level accountable for the safe operation of ADF vehicles

The pace of new information regarding regulatory framework requirements across the aforementioned policies can often overwhelm road transport managers as they struggle to determine how these changes are to be practically implemented at the Unit, Sub-Unit, Troop and Section level. In addition to this, the rapid pace at which changes are introduced or amended means that changes cannot be implemented before they are required to be changed again. The increased importance and onus on compliance and management of road transport operations is now the new norm. The articulation of policy and regulations is an area in which RACT must become accustomed to and a skill which we must master, in order to meet the demands of this new norm. To ensure the continual success in meeting Army's obligation to the Australian people when utilising the public road network, a more palatable, and easily understood approach to implementing these regulatory responsibilities must be adopted, and distributed through dedicated Cells at Army, Command and Formation level.



Exercise Koolendong 21, 30 TML SQN personnel, loading a 7 RAR M113AS4, onto a civilian contracted freight platform. Who is responsible for the Chain of Responsibility paperwork?

The Brigade Land Vehicle Safety Warrant Officer Concept

At the Brigade level, there are a number of Staff Officers and specialist Warrant Officers who provide advice to the Brigade Commander and Principal Staff on areas of critical concern within the Formation. These include workplace health and safety, corporate governance, facilities and infrastructure, equipment maintenance, supply chain assurance, civil-military cooperation, and the key appointments of the Personnel, Intelligence, Operations and Logistics. As mentioned above, the regulative and regulatory requirements which now exist in the execution of road transport

operations, is on par with other areas which have a dedicated advisor. Our Commanders would be well served through the appointment of a Brigade Land Vehicle Safety Warrant Officer (LVSWO), who can advise the Formation on the impacts, implications, and more importantly implementation of legislative and regulatory requirements in this field. This is particularly relevant as the Chain of Responsibility holds commanders at all levels responsible for Land Vehicle Safety.

Traditionally, the BDE TPT WO and the SO3 TPT have worked in unison to plan and coordinate all movements within the Bde, across all modes of transport. The increased onus on regulatory requirements mentioned above has forced the BDE TPT WO to step away from movement's planning; which has come as a detriment to our Formations. They must now solely focus their attention on ensuring the BDE's road transport operations are watertight in terms of policy adherence, rather than enabling BDE activities across the full spectrum of movement method. The implementation of a LVSWO would enable a dedicated member of staff to development, implementation and monitoring system for BDE's road transport operations that adhere to policy and regulations, and is in accordance with sound road transport procedures.

The LVSWO would also be able to bridge the gap which exists in the implementation of policy and its application across the Formation. Similar appointments already exist; Brigades currently have a Land Range Safety Warrant Officer, who is posted to the Combined Arms Training Centre, but is physically located in the CBT BDE Headquarters locations to provide the Formation and its Units with expert advice and guidance with regards to the planning and conduct of range practices⁶. A similar arrangement could also be established under the Regional Driver Training Teams which are being established in each CBT BDE location. This would enable the Army School of Transport to retain technical control over Land Vehicle Safety matters, while being physically positioned to provide the required support and advice needed in our Formations. Such an appointment being established would enhance the ability for the BDE to seek guidance in relation to the compliant and safety operation of the L121 MHC, and reduce the burden on a thin BDE HQ TPT Cell; ultimately promoting greater emphasis on land vehicle safety.⁷ The LVSWO would provide a focal point for a coherent approach to permits and ALVSGF / DRTMs compliance and act as a final backstop for the safe conduct of B-vehicle operations.

Conclusion

There is a clear need for CBT BDEs to be better enabled to meet the challenges which operating the L121 MHC presents. The need for greater clarity from higher headquarters and a coherent approach to implementing the practical requirements of constantly changing regulation is essential to emphasise the important role which this now plays as a part of everyday Army life. The lack of depth in TPT SMEs at the Unit level has resulted in the few that do exist being compelled to focus on legislative and regulatory compliance rather than focusing on maintaining their skills as professional military drivers and commanders.

⁶ COMD FORCOMD Directive 43/18, Establishment of Land Range Safety Advisors.

⁷ Within CBT BDE, the Maintenance and Supply Cells often consisted of a CAPT, WO1, WO2 and one - two SGTs; the Transport Cell consists of a CAPT and a WO1. Whereas the Maintenance and Supply Cells have the ability to reach into the QM, RQMS, and ASM within each direct command Unit as part of their technical governance chains, the next link in the chain for the Transport Cell is often the Transport Section Commander.

RACT needs its soldiers and JNCOs within first line Units to be proficient in the operation of B-vehicles in a tactical environment, and not consumed by an entanglement of administrative requirements. Our policy and structure must be able to better understand the impacts that governance has on the practical operation of B-vehicles and address these challenges by establishing methods which support drivers and commanders within our Formations. As a Corps, it is our responsibility to take a leading role in meeting the challenges which the use of the L121 MHC presents and guide Army as it becomes accustomed to new realities of road transport operations. These challenges must be embraced by the Corps; the nature and complexity of our task is changing, and we must ensure that we always remain equal to it.

Biography

Captain Joshua Smith is currently posted to Headquarters 1st Brigade as the Staff Officer Grade Three - Transport. He has regimental, staff and command experience within the 1st and 3rd Brigades and 17th Sustainment Brigade.

Air Dispatch Association Australia - Inc.

Nick Nicolai, President

2021, still reeling from the trials and tribulations of 2020 and the related COVID issues, the Air Dispatch Assn has not been as active as it has been over previous years. That said, we have still managed a few milestones. Unfortunately, there were no fund-raising activities because of lockdowns in the greater Sydney area and cancellations of Bunnings Barbeques. Even with these restrictions, our coffers are still in a healthy state and we did manage a few outings.

February again saw us at the Oberon RSL Sub-Branch Casual Dining-In Night. The Oberon Sub-Branch had invited the Mayor of Oberon, Councillor Kathy Sajowitz and her husband Ditmar while the association invited MAJ Stan Stanford, OC 176 AD Sqn and his wife Vicky. Overall, we had almost 40 people attend the function with association members from NSW, SA and QLD joining us for this function.



Some of the guests at the Oberon Dinner

The following week, there was a gathering of the After Darker Van Travellers at the Big 4 caravan park in Nambucca Heads. We spent a couple of days there with about 30 people in attendance. The weather was extremely wet, but it didn't dampen the mood nor the activities. There was an area set aside for us to congregate nightly and our hosts at the caravan park were kind enough to put on a free BBQ for us. There were a few trips around the locality and a very good night at the local RSL.



*After Darker Van Travellers get together,
Nambucca Heads Feb 21*



*Some of the members at the Penrith RSL
on ANZAC Day*

At our AGM on 24 April 21, we unveiled 'The Australian Army Air Dispatcher'. This artwork was the brainchild of our Vice President (VP), Anthony Eddie, who realised many other military units had this style of art and we did not want to be left behind.

The ADAA commissioned Mrs Tamara Telly, who, whilst in lockdown during the COVID crisis produced this brilliant piece of art. The original was completed using coloured pencils from photographs supplied by the VP. The print depicts different aircraft and air resupply methods used by Air Dispatchers since our inception.



*The ADAA Limited Edition Print
"The Australian Army Air Dispatcher"*

During the AGM, there was a motion put forward for Life Membership five members. Life Membership is not an automatic recognition, it is earned. A member must have a minimum of five years' service in a committee or support role. The members were nominate and voted unanimously, to be given Life Membership. Our congratulations go to those who received this recognition.

ANZAC Day 2021 was a special event for the association, as we showcased our new banner. We attended the Dawn Service at Memory Park, Penrith, where a contingent from 176 Air Dispatch Sqn marched in uniform and students

from the Basic Air Dispatch Course, which was being held at AMTDU, RAAF Richmond, marched our new banner in the service. In true ADF Style we all congregated at the RSL for breakfast and a few drinks, afterwards.



The new Air Dispatch Association banner

Normally, the ADAA takes part in a biennial International Air Dispatch Reunion. The US Red Hat Chapter (Riggers) of the Quartermaster Association were due to host the next reunion in 2022. With the current situation and at the time, all international travel from Australia and New Zealand suspended, the US organisation made the decision to defer the reunion for at least 12 months so hopefully we will be catching up with our overseas counterparts in 2023.

On Friday, 4 June, the Basic Air Dispatch Course and Crew Commanders Course graduated from AMTDU. The ADAA President, Nick Nicolai was invited to do the presentation of Student of Merit (SOM) Awards to the courses. The basic course is IET Training and the Crew Commanders Course is Subject 4 for CPL. PTE Todd Houston as SOM of the Basic Course and PTE Daniel Craighead was the SOM from the Crew Commanders Course.



*PTE Todd Houston being presented with
his "Student of Merit Certificate" by ADAA
President Nick Nicolai*

The first Saturday in August, the ADAA hold their annual Myola Ball. The ball takes its name from Lake Myola, where the first airdrops were conducted in New Guinea during WWII. August was a particularly restrictive month in Sydney and especially the Penrith area with the greater Sydney area being in lockdown, so we had to cancel and re-scheduled for October but to no avail as Sydney was still in lockdown. This has been two years running where we have had to cancel our annual event because of COVID restrictions.



Mr David McDonald

Also in August, we lost, possibly, the last surviving “Biscuit Bomber” from the New Guinea Campaign. Mr David McDonald. Dave was born on 9 July 1920, in Lismore, NSW, he was the second of 10 children. He went to New Guinea on the SS Taroona, landing at Port Moresby in May 1942. During the New Guinea campaign, normal transport resupply was impossible in forward areas. To overcome this problem, resupply by air was the only successful way to get supplies forward. 1, 2 and 3 Air Maintenance Companies were formed for this task mainly from the ranks of the Australian Army Service Corps but also volunteers from other units. David was eventually allocated 3 Air Maintenance Company. These units went on to be affectionately referred to as the “Bully Beef Bombers” and finally the “Biscuit Bombers”. Dave celebrated his 100th birthday last year and the ADAA was proud to be part of the celebrations.

**As this year has been very quiet,
let's hope next year is much better.**

**Until next time
Clear skies and gentle breezes**



*Mr David McDonald celebrating his
101st birthday with his copy of the
ADAA Limited Edition Artwork*



RACT Association of Tasmania

LTCOL D. M. Wyatt, OAM, RFD (Retd)

The objectives of the RACT Association of Tasmania are to:

- Provide a link between the present and the past members of the Corps via Email, Facebook, and Biannual Newsletter.
- Arrange the RACT anniversary birthday dinner each year; and provide a discount to all RACT Association members to attend the dinner.
- Represent the RACT at public functions such as ANZAC Day, Remembrance Day etc;
- Foster and promote 'esprit de corps' within the RACT and to take an active interest in the Corps;
- Organises the annual 'The Driver' award' for the most proficient RACT driver in Tasmania;
- Develop and maintain an awareness of the history of the Corps in Tasmania;
- Preserve the memory of those who have served in the Corps and to aid those who may be in need;
- Care for such memorials committed to the charge of the Association;
- Update the Names on the Service Medal Honour Boards at HQ, 44 TPT Sqn.
- Maintain a photographic record and annual audit of RACT Historical Property held within 44 TPT Sqn;
- Document and record the history of RACT In Tasmania; and,
- Provide a link between the Association and the RACT Corps Committee.

44 Transport Squadron

WO2 Victor Kaiser, Squadron Sergeant Major (SSM)

The RACT Association wishes to recognise the promotion of WO2 Victor Kaiser and his appointment as the Squadron Sergeant Major (SSM), 44 Transport Squadron.

In Recognition of 40 Years' Service in the RACT.

The RACT Association of Tasmania wishes to congratulate CPL Dave Allen & PTE Tim Berwick on achieving 40 years' service in 160 Transport Troop, 44 Transport Squadron, Royal Australian Corps of Transport.



*WO2 Victor Kaiser,
SSM 44 TPT SQN)*



PTE Tim Berwick and BRIG Dobson

On 23 May 2021, PTE Berwick was presented the Federation Star and a fifth clasp to the Reserve Force Medal by the Commander 17 Sustainment Brigade, Brigadier Craig Dobson, AM, CSC at Derwent Barracks, Glenorchy, Tasmania.

The 'Top Driver' Award

The 'Top Driver' is an annual award presented by the RACT Association (Tasmania) to the most proficient RACT private soldier in Tasmania. The award was approved by the RACT Corps Committee in 2004 and was first presented in that year.

Selection Criteria:

- Must be a private soldier posted to any RACT position in Tasmania for the past 12 months, ending 31st March.
- Must be AIRN compliant.
- Must have demonstrated regular attendance.
- Must have no convictions in the past 12 months.
- Must be a willing volunteer and 'equal to the task'.



PTE Colin Hardwicke

The 'Top Driver' for 2021

PTE Colin Roy Hardwicke

**9 Combat Service Support Battalion,
Logistic Support Element,
Derwent Barracks, Glenorchy, Tasmania**



Top Driver Certificate

Royal Australian Corps of Transport 48th Anniversary Dinner

The 48th Anniversary of the Royal Australian Corps of Transport was celebrated in Tasmania at a formal dinner at the Devonport RSL Club on Saturday 29th May, 2021. VIP guests were Alderman Annette Rockliff, the Mayor of Devonport, CO 2FSB, LTCOL Errol Christian and the RSM, 2FSB, WO1 Daniel Duncan. Fifty two past & present members of the Corps (with partners) attended the dinner making it a very memorable occasion.

Par Oneri to one and all.



Montage of past and present members of the RACT at the 48th Anniversary Dinner at the Devonport RSL Club.



RACT Association Victoria Inc. - 2021

Tony Kelly, President

2021 like 2020 has been a challenging year for all of us. The Committee met at various RSL locations around Melbourne to share the tyranny of distance we all have to travel. To allow your Committee to function during current meeting restrictions, we are trialling remote committee meetings using live video links with the ZOOM App.

We continue our strong relationship with 7 Transport Sqn and remember their fallen. For ANZAC Day this year, whilst a smaller number marched, we were fortunate to meet at The Kelvin Club for post ANZAC Day drinks and food. A difficult task with COVID restrictions causing constant last minute changes - a number of members participated in a "Driveway Salute" for Dawn Services.

The Association has continued to work to ensure it can move forward, hopefully with new members joining and with current members taking a more active role in supporting both the Committee and their fellow members. Below are some of the changes.

The Association whilst still keeping its historical naming roots shortened our name, reflective of current Army Orbat and social awareness - **RACT Association Victoria Inc.**

The **RACT Association Victoria Inc** will keep active our current **Facebook** page:
<https://www.facebook.com/3MD-RAASC-RACT-Association-Inc->

- Created a **new Web page** for the retitled Association - **<https://ractivic.wixsite.com/ractivic>**
- Renewing our links with the **RACT CORPS Homepage** and have our Association listed,
- Formalise links with other **RACT Associations at State and Territory** levels across Australia.
- Create new **Gmail** email accounts, independent of current arrangements to ensure longevity of email address.
- Current **Post Office Box - PO Box 484, Black Rock, Vic, 3193** will remain active.
- **RACT Association Victoria Inc** has **formed a business alliance with The Kelvin Club** in Melbourne CBD to allow our financial members access to those Club facilities, to formalise ANZAC Day post march assembly for reunions and to allow a meeting place for drinks or food whilst in CBD during the year. This is a major achievement for those who can visit Melbourne.

Any RACT members who are posted to Victoria or who are transitioning from the ADF and settling in Victoria please consider becoming a member of the Association. This will allow you to engage with like-minded people and possibly reunite with some familiar faces.

Sadly we have lost a number of our members.

2020 - WO1 Ron Brown, SSGT Clem Budge, CAPT John Davidson, MAJ Max Crellin

2021 - SGT Joe Jones, LTCOL Neville Currie (Life Member of Assoc).

Lest We Forget. Par Oneri

Honours and Awards

2021 Australia Day Honours

Conspicuous Service Medal (CSM)

Warrant Officer Class Two Lance Keighran

For meritorious achievement as the Training Design Warrant Officer at the Army Logistics Training Centre and your contribution to Project Land 121 Overlander training.

Warrant Officer Keighran's contribution to Land 121 driver training have been of an exceptional standard, critical to the successful delivery of introduction into service and sustainment training. Project Overlander represents a \$5 billion investment in a strategic capability of over 7500 platforms and will have enduring benefits across the Australian Defence Force.

2021 Queen's Birthday Honours

Commendation for Distinguished Service

Lieutenant Colonel Meegan Bernadette Olding

For distinguished performance of duties in warlike conditions as the Acting Chief Strategy and Plans Division, Coalition Joint Plans in the Combined Joint Task Force Headquarters of Operation Inherent Resolve during the period November 2019 to September 2020.

Lieutenant Colonel Olding made a distinguished contribution to the defeat of Daesh. She has displayed outstanding planning ability writing Combined Joint Task Force - Operation Inherent Resolve Campaign Plan 20 and Operations Order 21-01 in a period of significant change and uncertainty in Iraq and Syria. Her ability to work with Coalition partners in compressed timeframes with ambiguous policy frameworks demonstrates her exceptional planning talent, resilience and distinguished performance of duties.

Conspicuous Service Cross (CSC)

Colonel Justin John Alexander

For outstanding devotion to duty in provision of education services at the Australian Defence Force Academy.

Colonel Alexander's conspicuous professionalism, drive, and extraordinary insight resulted in a highly sophisticated performance based contract that represents a revolution in the provision of education services for the Australian Defence Force Academy. His dedication, superb project management, and exemplary mentoring of staff resulted in a lasting legacy that ensures relevance and currency in education with the evolving needs of a professional military workforce, and the provision of world class tertiary education outcomes for the Australian Defence Force for decades to come.

Colonel James Alan Matchett

For outstanding achievement in assuring the continual generation of Australian Defence Force capability through ab-initio recruitment.

Conspicuous Service Medal (CSM)

Warrant Officer Class One Peter Wayne Brine



*Her Honour the Honourable Vicki O'Halloran,
AO presenting WO1 Peter Brine of JMCO Darwin with the Conspicuous Service Medal*

For meritorious achievement in movements support for Australian Defence Force operations, humanitarian assistance and disaster relief activities, and the Asia-Pacific Economic Forum.

Warrant Officer Brine applied superb professional mastery in movements support for current military operations and in emergency relief activities within our region, orchestrating critical aid and support for thousands of people impacted by a bevy of major natural disasters. His meticulous coordination of Defence support to the Department of Foreign Affairs and Trade in rapid humanitarian assistance and disaster relief operations, and his exemplary support of the 2018 Asia-Pacific Economic Forum contributed to enhancing regional engagement and capacity building amongst regional nations.

Major Benjamin Ian McCaskill

For meritorious devotion to duty as the Staff Officer Grade Two Force Modernisation, Headquarters Forces Command and through the introduction into service of Project LAND 121 into Forces Command.

Major McCaskill consistently demonstrated exceptional planning and coordination of the delivery, training, and test and evaluation activities of the medium and heavy transport capability, and the Protected Mobility Vehicle - Light into Forces Command. His sustained efforts have ensured the successful introduction into service and achievement of initial operational capability resulting in significant enhancement to Army's logistics and protected mobility capability.

Federation Star

On Tuesday 24 Aug 21 SGT Clayton Francis was presented his fifth clasp to the Defence Long Service Medal by COMD 7 BDE, BRIG Jason Blain. SGT Francis' posting have included 9 TPT SQN, AST, 10 TML REGT, 142 SIG SQN, AAHU and 8 CSSB. SGT Francis discharged from the Army on 25 Aug 21. On behalf on the officers and soldiers of the Corps we thank you for your service.



SGT Francis presentation of his Federation Star. From L to R - PTE Creed Sander (son in law), Andrea Collins (wife), Penelope Sander (granddaughter, SGT Francis, Ashley Sanders (daughter), Sebastian Sanders (grandson) CPL Hunter MacArthur (son in law) and BRIG Blain



CAPT Joshua Bell

Bronze Commendation

**CAPT Joshua Bell,
OPSO Road Transport Wing**

I commend you for your tireless and exemplary performance in carrying out your duties as the Road Transport Wing Operations Officer and Army School of Transport Future Ready Training System lead Project Officer.

Your contribution to the development and implementation of the Protected Mobility Training Framework and modernised driver training, in conjunction with the execution of the Forces Command Directed Training Requirement is noteworthy. You have directly contributed to improved efficiency and effectiveness of driver training and mounted literacy across the Army. Your commitment over the past two years will support the realisation of the Army Objective Force and will have an enduring effect on Army capability.

Your achievements are in keeping with the finest traditions of the Australian Army and the Australian Defence Force.

Bronze Commendation

SGT Brook Thomson, OPS SGT Road Transport Wing

I commend you for your tireless effort and initiative in carrying out your duties as the Road Transport Wing Operations Sergeant at the Army School of Transport. You have demonstrated the finest qualities of a Senior Non-Commissioned Officer within the Australian Army and are to be commended for your contribution and service to the Australian Defence Force.

Your tireless commitment to the execution and improvement of the Royal Australian Corps of Transport trade training has been exemplary. Your contribution to facilities upgrade and projects will ensure that the Army School of Transport can continue to meet Army's expectations now and into the future. Your devotion to excellence and proactive nature in which you complete your duties is particularly noteworthy, and has ensured a higher and safer standard of training for Initial Employment Training Driver Specialists within Army.

Your achievements are of the highest order and in keeping with the finest traditions of the Australian Army and the Australian Defence Force.



CPL Jarrod Garnet

The Soldier's Medallion

Corporal Jarrod Garnet, Instructor Road Transport Wing

You have displayed superior commitment, job competence, intellect and your leadership has been exemplary. Your knowledge and dedication has been instrumental in the delivery of training and capability to the Australian Army.

Your tireless commitment to the execution and improvement of the Royal Australian Corps of Transport trade training has been exemplary. Your contribution to modernisation initiatives will ensure that the Army School of Transport can continue to meet Army's expectations now and into the future. The influence you generate amongst your peers and the proactive nature in which you have mentored trainees is outstanding and has ensured that having completed their Initial Employment Training, soldiers are technically and professionally prepared for employment in Army as Driver Specialist.

Your performance has been exemplary and in keeping with the finest traditions of the Royal Australian Corps of Transport. Your dedicated application and determination has earned you high regard from your superiors and the respect of your peers. Your efforts have brought great credit upon yourself, your family, your Corps and the Australian Army.

RACT Excellence Awards 2021

RACT ARA JNCO 2021

CPL Ross Hendrie, 35 WTS, 10 FSB

RACT ARes JNCO 2021

CPL Matthew Harry, 7 TPT SQN, 4 CSSB

RACT ARA PTE 2021

PTE Amy Fraser 1 TPT SQN, 1 CSSB

RACT ARes PTE 2021

PTE Terry Meissner, 8 TPT SQN, 9 CSSB

RMC Awards - June 2021

CAPT Peter McCarthy RACT Prize

LT Shin Jaeung

RMC Awards - December 2021

CAPT Peter McCarthy RACT Prize

LT John Limbert

Army School of Transport Awards 2021

Road Transport Wing Student of Merit

IET Basic Drivers Course:

05 Jan - 4 Mar 21PTE Spencer Thomas (ECN 274)
15 Feb - 28 Apr 21 PTE Michael Mannell (ECN 274)
09 Mar - 19 May 21 PTE Kayne Hodgson (ECN 274)
28 Apr - 07 Jul 21 PTE Niamh McPhee (ECN 274)
19 May - 28 Jul 21 PTE Ella Stevens (ECN 274)
15 Jun - 23 Aug 21PTE Charlotte Male (ECN 274)
30 Jun - 07 Sep 21PTE Connor Millard (ECN 274)
14 Jul - 21 Sep 21 PTE Torrens Anstey (ECN 171)
13 Sep - 23 Nov 21 PTE Michael Drake (ECN 274)
28 Sep - 07 Dec 21 CFN Kevin Smith (ECN 229)

Command Training Wing Student of Merit 2021

ECN 274 Sub 4 CPL Road Transport:

18 Mar - 01 Apr 21CPL Jake Asara
12 Apr - 23 Apr 21 LCPL Matthew Nicolson
14 Sep - 08 Oct 21 LCPL Adam Konza

ECN 274 Sub 4 SGT Road Transport:

03 May - 21 May 21 CPL Matthew Harry
23 Jul - 13 Aug 21 CPL Paul Thomas

Maritime Wing Student of Merit

ECN 218 IET Maritime Basic Course:

01 Feb - 22 Mar 21 PTE Daniel Lynch

ECN 218 Sub 4 CPL RACT Marine:

06 Aug - 07 Sep 21 LCPL Dray Warburton

ECN 171 IET Cargo Specialist Basic Course:

15 Feb - 22 Apr 21LCPL Sean Armstrong

ECN 171 SUB 4 CPL RACT Cargo Specialist Course

10 May - 11 Jun 21LCPL Belinda Murray

Air Mobility Training Unit Student of Merit for 2021

ECN 099 IET Air Dispatch Course:

29 Mar - 05 Jun 21 PTE Todd Houston

05 Oct - 14 Dec 21 CPL Dennis Lee

ECN 099 Sub 4 CPL:

29 Mar - 13 May 21PTE Daniel Craighead

05 Oct - 11 Nov 21 PTE Rhys Peters

Key Appointments for 2022

BRIG Natasha Ludwig

Commander 17 Sustainment Brigade

LTCOL Philippa Cleary

Commanding Officer / Chief Instructor
Army School of Transport

LTCOL Edward Hardy

Commanding Officer
8 Combat Service Support Battalion

WO1 Trudy Casey

Regimental Sergeant Major
17 Sustainment Brigade

WO1 Andrew Walford

Regimental Sergeant Major
Defence Command Support Training Centre

WO1 Martin Davies

Regimental Sergeant Major
9 Force Support Battalion

WO1 Michael Edwards

Regimental Sergeant Major
1 Combat Service Support Battalion

WO1 Greg Orlicki

Regimental Sergeant major
3 Combat Service Support Battalion

WO1 Stuart Johnston

Regimental Sergeant Major
9 Combat Service Support Battalion

WO1 Brian Jones

Regimental Sergeant Major
11 Combat Service Support Battalion

WO1 Jarrod Kroezen

Regimental Sergeant Major
4 Combat Service Support Battalion

WO1 Clair Parker

Chief Driving Instructor Defence

MAJ Scott Croxford

Officer Commanding,
Ships Army Establishment, HMAS CHOULES

MAJ Matthew Lorimer

Officer Commanding 1 Transport Squadron,
1 Combat Service Support Battalion

MAJ Kyle Tilse

Officer Commanding 26 Transport Squadron,
9 Force Support Battalion

MAJ Sarah Adamson

Officer Commanding Joint Movement
Control Office Darwin, 1 Joint Movement Unit

MAJ Wesley Corby

Officer Commanding Road Transport Wing,
Army School of Transport

MAJ Harry Bowen

Officer Commanding 176 Air Dispatch
Squadron, 9 Force Support Battalion

MAJ Matthew Pszczolinski

Officer Commanding 30 Terminal Squadron,
10 Force Support Battalion

MAJ Nicholas Rolls

Officer Commanding Logistic Support Company,
1 Commando Regiment

MAJ Justin Langford

Officer Commanding 1 Combat Service Support
Team, 1 Combat Service Support Battalion

MAJ Amy Duncan

Officer Commanding Admin Company,
3 Battalion, The Royal Australian Regiment

MAJ Nathan Alcock

Officer Commanding 35 Water Transport
Squadron, 10 Force Support Battalion

RACT Central Fund Subscriptions

Subscriptions to the RACT Central Fund are open to all RACT serving members and friends of the Corps

The Corps funds are generated primarily internally and as members of the RACT you can assist the Corps in generating funds that ultimately go back to supporting your Corps and your endeavours. Planning for the celebrations for the RACT 50th Birthday are already well underway and the Corps needs to finance this accordingly, your subscription will ultimately assist in ensuring we celebrate our 50th Birthday appropriately.

With regards to Corps subscriptions, many have asked ‘what’s in it for me?’ This is not what the subscription is about. It is about giving back to the Corps and enabling the Corps to assist members and ex members where needed. You may not realise what these funds allow us to do. In fact the RACT fund provides assistance to Army wide RACT functions, is able to deliver gift packs to our operational servicemen and women and provide fitting tributes to our members who have fallen. For a very small sum you can assist in more ways than you think. The Corps does not generate any other income, less a very small grant from Army, and the Corps funds will not currently be able to provide much of a celebration for the 50th Birthday without a substantial increase. With your help we can work as a wider team and allow our small individual contributions to become a larger group effort. For just a small contribution each pay, or an annual payment, you are able to contribute to sustaining the Corps ventures stemming from looking after our people when they need it most, to ensuring that the Corps history can be documented and recorded for prosperity.

We encourage you, if you are not already a member to join now, and we ask you to also encourage those RACT members around you to contribute to the Corps in this small way. All Corps fund members will receive the coveted numbered RACT badge along with their own copy of the Corps Journal ‘Par Oneri’ and a chance to win a cash prize from the badge draw held annually.

Thank you for your already significant efforts as members of the RACT, if you are not already, please go one step further and become a Corps subscriber and allow the Corps to prosper into the future.

Par Oneri

RACT Central Fund Subscriptions Form

Subscriptions to the RACT Central Fund are open to all RACT serving members and friends of the Corps.

PMKeyS _____ Rank _____ First Name _____

Last Name _____ Unit _____

Payment Method: Is by Electronic Funds Transfer (EFT) only and can be paid on an annual or fortnightly basis. It is strongly recommended that a reoccurring EFT is set up to prevent missed payments.

Is this a new subscription? (Please Circle Yes or No)

Yes No

If No: Please provide your badge No: _____

Annual Subscription: (Please Circle Below)

PTE - CPL: **\$26** SGT -CAPT: **\$52** MAJ: **\$78** LTCOL and above: **\$104**

Fortnightly Subscription: (Please Circle Below)

PTE - CPL: **\$1** SGT - CAPT: **\$2** MAJ: **\$3** LTCOL and above: **\$4**

EFT Bank Details:

Bank - Defence Bank

Account Name - RACT Central Fund

BSB - 833205

Account Number - 20587823

EFT Instructions: You must include your last name, initial, PMKeyS No and badge number (if you have a badge) i.e. Smith B 8240781 1011 in the reference/description area of your EFT in order to be identified on the RACT Central Fund Bank Statement:

.....
Please email your completed form with EFT receipt to:

Email: ract.hoccell@defence.gov.au

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

Last Post

LTCOL Alan Bewley - Colonel Commandant 2nd Military District

8 Jun 25 - 12 Apr 21

Enlisted in 1942 at the age of 16 and was allotted to the AASC for service with 22 Fd Amb. During the war years he served with 3 Aust Armd Div in the Middle East and 5 MAC in New Guinea and Bougainville. After the war Alan joined the British Commonwealth Occupational Forces and served continuously in Japan from 1946 until 1952 as OC of various Supply Platoons at Kobe, Ita Jima and Kure. On return to Australia he served with Transport Companies in Tasmania and then became Senior Instructor of the Air Dispatch Wing RAASC centre during 1957-59. He was 2IC and then OC of 6 Coy RASC in Singapore during 1959-61 and then attended Air Dispatch Techniques training in the US. During 1962-67 he commanded the Army Component of AMTDU and 1 AASO and was then Senior Admin Officer of Officer Training Unit Scheyville until 1969. For the remainder of his service LTCOL Bewley was CO 1 GL Group 1969-72 and 1974-75 interspersed with a period as CO 2 Tpt Bn (later 9 Tpt Colm) during 1972-73. LTCOL Bewley retired in Jun 1975 to run a family plant nursery near Penrith. He was appointed COL COMDT 2nd Military Division from 1978 to 1982.

LTCOL Gerald Smith

27 Jan 59 - 29 May 21

Enlisted in 1976 and was allocated to RACT and posted to 26 TPT SQN. Other posting included 2 TPT SQN, RMC as an instructor, OP PALADIN, Logistic Branch as SO2 Policy doctrine, SCMA, Overseas Exchange to the USA, HQ LOG COMD and HQ SPT COMD. LTCOL Smith was awarded the ASM with Clasp Middle East, Second Clasp to the Defence Force Service Medal, United Nations Medal with Ribbon UNTSO, the Meritorious Service Medal - United States of America and Support Commander - Army Commendation

BRIG Michel Holton, CSC

5 Jul 38 - 3 Jun 21

Enlisted 1957 and graduated OCS in June 1959 to RAE later transferred to RACT in 1973. Postings include 30 TML SQN, 32 Small Ships SQN, HQ 1 TML GP, HQ AFV (Army) Jun 66 - 67, Logistics Branch, Personnel Branch and Material AHQ, HQ FF COMD, CO 10 TML REGT, HQ 2 DIV, HQ TRG COMD, 2 TRG GP. BRIG Holton was awarded Conspicuous Service Cross - for conspicuous service as Commander of the 2nd Training Group particularly in the field of reserve officer training, AASM 1945-75 with Clasp Vietnam, Vietnam Medal, ASM 1945-75 with Clasp Papua New Guinea, 1st Clasp Defence Force Service Medal, National Medal, Republic of Vietnam Campaign Medal and Returned from Active Duty Badge.

CAPT David Uphill

14 Oct 83 - 3 Jun 21

Enlisted 2001 and allocated to Royal Australian Infantry. Posting included 1 RAR, 6 RAR, and RMC and was subsequently allocated to RACT and posted to 10 FSB, 9 FSB, HQ 5 BDE, HQ AAC, 13 CSSB and SASR. CAPT Hill was awarded Australian Active Service Medal with Clasp East Timor, Clasp Iraq 2003 to the Australian Active Service Medal, Iraq Medal, Defence Ling Service Medal, Australian Defence Medal, United Nations Mission in Support of East Timor Medal CDF Commendation, Return from Active Service Badge.



SGT Schoch

SGT Kellee Schoch
19 Dec 74 - 19 Jun 21

Kellee enlisted into the Army on 23 August 1993. After completing recruit training, Kellee was allocated to RACT as a driver, before transferring to movements in 1999. Kellee transitioned to SERCAT 5 in 2007 allowing her to balance her commitments to Defence and family.

Kellee was a professional and dedicated soldier having served her country proudly on a number of operational deployments within Australia and overseas. Kellee had posted to numerous JMCOs throughout her career and more recently JMCO Brisbane, where she was recognised with a Commander Joint Task Force 629 Certificate of Recognition for exemplary service as the 1st Joint Movement Unit Liaison Officer to Joint Task Force 629 on Operation COVID-19 ASSIST.

In 2021, Kellee had commenced a new career with Spotless Transport at Gallipoli Barracks where she quickly proved to be outstanding in the role.

Kellee was a loving mother, wife and fantastic mentor. Born in Western Australia and a “sand groper” through and through, always proud of her Freo Dockers regardless of where they were on the ladder.

A memorial Service was held at RAAF Base Amberley on 24 August 2021 and was attended by husband Nick, children Connor and Piper, Spotless representatives and members of JMCO Brisbane.

SGT Schoch was awarded Australian Active Service Medal with Clasp East Timor, Clasp Iraq 2003 to the Australian Active Service Medal, Clasp ICAT to the Australian Active Service Medal, Afghanistan Medal Iraq Medal, Australian Service Medal with Clasp Timor-Leste, 2nd Clasp to the Defence Long Service Medal, Australian Defence Medal, United Nations Medal with Ribbon UNTAET, Medalha Soldariedade de Timor-Leste, CDF Commendation, Meritorious Unit Citation - 1st Joint Movements Group MUC (MEAO November 2001 - Jun 2014), Commanding Officers Commendation, Army Combat Badge.



SGT Schoch Plaque



Unveiling SGT Schoch memorial



WO1 Al Murdoch

WO1 Alan Murdoch
20 Jun 56 - 22 Oct 21

Our highly respected former Regimental Sergeant Major, WO1 Alan 'Al' Murdoch, was farewelled by family, friends and comrades at a service that celebrated his life in the Tea Gardens Baptist Church on 6 November 2021.

Al was born and raised in Goulburn NSW, and enlisted in the Australian Regular Army on 3 July 1973 at the age of 17. His childhood mate, soon-to-become brother-in-law and life-long friend, Graham Hogden, had enlisted two months earlier and their time at 1st Recruit Training Battalion overlapped for several weeks. This was an early sign of things to come as both progressed into the Royal Australian Corps of Transport, which had been formed on 1 June 1973. While never posted together, their enduring mateship continued as their careers ran in parallel, both attaining the rank of WO1 and holding multiple RSM appointments.

Al's early career included postings to the 18th Transport Company, Liverpool Transport Company, 161st Reconnaissance Squadron where he attained the rank of Corporal, Air Movements Training and Development Unit, and 176th Air Dispatch Squadron during which time he was promoted to Sergeant. He was posted to the 5th Transport Squadron in 1983 to become a Troop Sergeant and later an Operations Sergeant.

He became an instructor at the Army School of Transport in 1986 and was promoted to the rank of Warrant Officer Class 2 in 1987. His peers described him as being a 'natural and highly professional instructor' with a 'larrikin sense of humor' and 'mischief-making'. His time at the School enabled him to shape the careers of many drivers, transport supervisors, CPLs, SGTs and young officers - he remained friends with many.

In 1989, he returned to the 5th Transport Squadron to be the Squadron Sergeant Major. In 1991, he was promoted to WO1 and became RSM 1st Air Transport Support Regiment. His subsequent appointments included RSM 3rd Brigade Administrative Support Battalion (now 3 Combat Service Support Battalion) in 1993 and RSM 11th Brigade Administrative Support Battalion in 1996.

A particular career highlight occurred in 1994 when he was selected to be the RSM of the Australian Service Contingent on the United Nations Operation in Somalia Rotation 4 (ASC UNOSOM Rot 4). During which time he served with Lieutenant Colonel Stuart Ellis in the Australian Headquarters in Mogadishu. They provided 'National Command' for the assigned ADF elements, comprising Movement Control, Air Traffic Control, Headquarters staff and a Ready Reaction Security Team.

Al's mates describe him as being 'a larger-than-life soldier who always led from the front'; 'extremely professional'; 'a man with the welfare of his soldiers at heart'; 'a role model and mentor to many'; 'a great husband to Margaret and father of their two sons', and 'terrific mate'.

He transitioned from the ARA at the end of 1996 in Townsville where he and Margaret started their own business. They sold the business in 2002, moved to Brisbane and Al became a senior manager in Transqual Pty Ltd, a transport industry training company established and operated by Peter McCloy (another retired RACT RSM, and good mate). Al and Margaret eventually moved to the NSW Central Coast, where they retired and enjoyed life among friends and family. He lost his battle with cancer on 22 October 2021.

Thank you for your service WO1 Al Murdoch. You were truly 'Equal to the task'.

May you rest in peace, our brother.

