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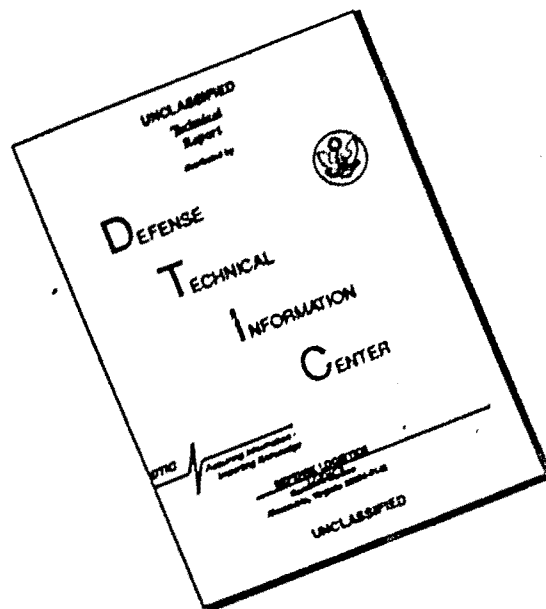
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DEPARTMENT OF THE ARMY  
OFFICE OF THE ADJUTANT GENERAL  
WASHINGTON, D.C. 20310

IN REPLY REFER TO

AGDA (M) (15 Sep 69)

FOR OT UT 692349

18 September 1969

SUBJECT: Operational Report - Lessons Learned, Headquarters, 507th  
Transportation Group, Period Ending 30 April 1969

AD859903

SEE DISTRIBUTION

1. Subject report is forwarded for review and evaluation in accordance with paragraph 5b, AR 525-15. Evaluations and corrective actions should be reported to ACSFOR OT UT, Operational Reports Branch, within 90 days of receipt of covering letter.
2. Information contained in this report is provided to insure appropriate benefits in the future from lessons learned during current operations and may be adapted for use in developing training material.

BY ORDER OF THE SECRETARY OF THE ARMY:

  
ROBERT E. LYNCH  
Colonel, AGC  
Acting The Adjutant General

1 Incl  
as

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UNCLASSIFIED REPORT

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ASSISTANT CHIEF OF STAFF FOR FORCE DEVELOPMENT  
(ARMY) ATTN FOR OT UT. WASHINGTON, D.C. 20310

DEPARTMENT OF THE ARMY CPT Jones/dt1/T-3031  
HQ, 507TH TRANSPORTATION GROUP (MOVEMENT CONTROL)  
APO 96309

AVGI-SP 15 May 1969  
SUBJECT: Operation Report of 507th Transportation Group (Movement Control)  
for Period Ending 30 April 1969, RCS CSPOR-65 (RI) (U)

Commanding General  
United States Army, Vietnam  
ATTN: AVHGC-DST  
APO 96375

1. Section 1, Operations: Significant Activities. The 507th Transportation Group (Movement Control) was designated Traffic Management Agency, Military Assistance Command, Vietnam and placed under the operational control of MACV J4, by MACV General Order 302, dated 9 March 1966. During the period of this report (1 February - 30 April 1969) Traffic Management Agency (TMA) continued its mission of transportation movement control and the management of the MACV Common Service/User Transportation System in the Republic of Vietnam with primary emphasis being placed on the following aspects:

a. PASSENGER AND CARGO MOVEMENTS:

	<u>AIR</u>		<u>WATER</u>	<u>RAIL</u>
	<u>No PAX</u>	<u>Cargo STON</u>	<u>Cargo STON</u>	<u>Cargo STON</u>
FEB	268,182	63,133	987,117	21,110
MAR	308,924	64,350	1,176,870	27,591
APR	305,402	61,507	1,106,301	50,281

b. INTERNAL ORGANIZATION OF TMA:

(1) Since the establishment of TMA, movement control functions in the Republic of Vietnam have steadily increased without a corresponding increase in assigned/attached personnel. A new MTOE has been submitted to HQ, USARV for approval. Air Force, Navy, and Marine Corps personnel are being placed on duty either in TDY status, or by inter-service agreements. Based on past experience, and considering the TMA requirement for organizational flexibility and responsiveness to tactical movement demands, a study is being made of the advantages and disadvantages of staffing TMA by a Joint Table of Distribution (JTD). Staffing in this manner would provide necessary organizational flexibility and would allow direct assignment of personnel to specific position vacancies, thereby eliminating the present administrative burden being experienced in obtaining personnel from five different agencies (USARV, III MAF, 7TH AF, NSA Saigon, NSA Danang). However, no final decision has been reached in this matter.

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15 May 1969

SUBJECT: Operation Report of 507th Transportation Group (Movement Control)  
for the Period Ending 30 April 1969, RGS CSFOR-65 (RI) (U)

(2) TMA does not exercise control over any of the assets made available to the MACV Common Service Transportation System (CSTS) in the Republic of Vietnam, but rather, it manages the use of such, excluding US-owned rail cars. The Agency receives requirements from MACV component commands, USAID, Vietnam Regional Exchange Service, Republic of Vietnam National Armed Forces, and other agencies authorized to use the Common Service Transportation System and balances them against mode capabilities as required. These requirements are matched against available assets within the CSTS, based on priorities of movement and required delivery dates established by the shippers.

c. STATUS OF PERSONNEL:

(1) STRENGTHS:

	<u>ARMY</u> <u>OFF/EM</u>	<u>NAVY</u> <u>OFF/EM</u>	<u>AIR FORCE</u> <u>OFF/EM</u>	<u>MARINE</u> <u>OFF/EM</u>	<u>LM</u> <u>CIV</u>
FEB	79/314	3/10	7/20	2/0	64
MAR	80/316	3/10	7/20	2/0	56
APR	80/319	3/10	7/27	2/0	69

NOTE: Effective 7 February 1969, 13 Army personnel of Tri-Service ATCO, Tan Son Nhut, came under operational control of TMA.

(2) CASUALTIES: 2 (1-Founded as a result of hostile action, 1-Death, of natural causes)

(3) EVACUATIONS: 1

(4) AWARDS/DECORATIONS:

- a. Bronze Star: 20
- b. Joint Service Commendation Medal: 18
- c. Army Commendation Medal: 19
- d. Purple Heart: 1
- e. TMA Certificates of Achievement: 2

d. EXPANSION OF OPERATIONS: NONE

e. NORMAL OPERATIONS: Throughout the reporting period the 507th Transportation Group (Movement Control) carried on normal operations.

Inclosure

AVGI-SP

15 May 1969

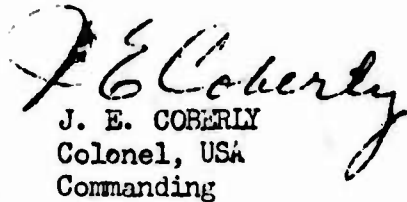
SUBJECT: Operation Report of 507th Transportation Group (Movement Control)  
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2. Section 2. Lessons Learned: Commander's Observations, Evaluations and Recommendations:

- a. Personnel: NONE
- b. Operations: See Inclosures
- c. Training: NONE
- d. Intelligence: NONE
- e. Logistics: NONE
- f. Organization: NONE
- g. Other: NONE

Incl

- 1. Annex A, AL
- 2. Annex B, LM
- 3. Annex C, SL
- 4. Annex D, GEN

  
J. E. COBERLY  
Colonel, USA  
Commanding

## ANNEX A, Airlift

### 1. Seats Allocated to RVNAF Personnel on CSAS

Observations: Since 23 April 1967, RVNAF personnel have been allocated ten seats on each 834th Air Division scheduled passenger mission operating in Viet Nam. Until 5 May 1969, there was no system or means of control over these seats after an aircraft departed its origin station. The Air Traffic Coordination Office (ATCO) (American or Vietnamese) at the next downline station would not know the number of RVNAF personnel aboard the incoming aircraft who were to continue on to another destination. Any number of persons from zero to ten were authorized. A physical check would be required to determine the number of RVNAF personnel on the aircraft.

RVNAF ATCO personnel at these downline stations could not be assured of any seats until aircraft arrived thereby precluding pre-planned passenger movements.

Evaluation: In order to provide RVNAF ATCO and TMA ATCO personnel a means to determine the exact number of seats allocated to RVNAF at each station, a system of seat allocations was recommended by TMA to the RVNAF Joint General Staff (JGS). The JGS agreed to the proposed system and implemented it 5 May 1969.

The new procedure lists the number of seats available to each RVNAF ATCO for all Common Service Airlift System (CSAS) scheduled passenger missions. TMA ATCOs were furnished copies of these seat allocations by this headquarters to insure that all parties involved were fully informed of the new procedure. The seat allocation process will also allow RVNAF personnel up to seven days advanced booking on these seats.

"Space Available" travel on these scheduled missions remains unchanged, RVNAF personnel will continue to receive "space available" travel authorization on an equal basis with all other travelers on CSAS in accordance with procedures listed in MACV Directive 59-3

Recommendation: Recommend a method of control be established on any future common service transportation systems which are routed through more than one station or stop. Procedure is required to make full use of available resources and to insure that all involved personnel are fully informed.

ANNEX A (Cont'd)

2. RVNAF ATCOs

Observations: RVNAF ATCOs are presently located at all major US Air Force bases in RVN with the exceptions of Cam Ranh Bay, Chu Lai, Phu Cat, Tuy Hoa and Phan Rang. Primary functions performed by the RVNAF ATCOs is to monitor movement of RVNAF cargo and passengers through the CSAS system and coordinate RVN requirements with TMA ATCOs at the US bases. The Chief Central Logistics Command and Deputy Chief, Joint Staff for Logistics, RVNAF requested that TMA-MACV assist RVNAF in placing ATCOs at the four US air bases at Chu Lai, Phu Cat, Tuy Hoa, and Phan Rang.

Evaluation: Initial requirements for support of RVNAF ATCOs and placement of the personnel at the US bases were passed from TMA to the Traffic Regions involved. Liaison and coordination resulted in agreement by commanders at each of the four bases accepting the RVNAF ATCO personnel and provide logistical support required. RVNAF ATCOs are scheduled to participate in a program of training with both TMA ATCO personnel and Aerial Port Detachment personnel at other bases in all phases of passenger and cargo movements in the CSAS system prior to being put into fully operational status.

Recommendation: RVNAF ATCO operations be expanded in all bases where TMA ATCOs are presently operational with the goals of (1) providing valuable training in procedural operations and (2) assist TMA ATCOs in processing of RVN cargo and passengers.

ANNEX A (Cont'd)

3. CSAS Passenger Operations

Observation: Past performance on CSAS scheduled passenger aircraft indicated a need for revision due to low seat utilization, and insufficient flights between some passenger terminals. Extensive efforts were required by both TMA and 834th Air Division to reduce unnecessary passenger delays in aerial terminals and to inform all passengers of available scheduled passenger flights. A joint planning conference was convened by Airlift Control Center - 834th Air Division on 11 April with TMA representatives in attendance. A complete revision of 834th Air Division Airlift Schedule, RVN was introduced and refinements made at this conference. Upon recommendation of TMA, the "Quick Reference Schedule" developed by TMA was incorporated in the new schedule.

Evaluation: The new schedule provided an increase of four C-130 aircraft sorties and eleven C-123 sorties. Additional changes recommended by TMA provided for scheduled missions which meet the needs of II and III Corps. The Quick Reference Schedule has been instrumental in reducing confusion on scheduled passenger flights and reduced unnecessary delays in passenger terminals. The new schedule has reduced the number of passengers left waiting in the terminals over 12 hours by 50%. A more responsive, effective passenger movement throughout the CSAS has been noted.

Recommendation: Recommend that continuous evaluation of passenger movement be monitored jointly by TMA and 834th Air Division in an effort to increase the effectiveness of passenger service.

ANNEX A (Cont'd)

4. Use of Dedicated Aircraft

OBSERVATION: Many dedicated aircraft are flying from their home stations to destinations several miles distant before they are used to transport any cargo or personnel.

EVALUATION: Aircraft belonging to the 834th Air Division are stationed at major air bases located throughout the Republic of Vietnam. A portion of these aircraft are set aside for dedicated or sole-user use, with the remainder being used in the common service airlift system. Many aircraft earmarked for dedicated use are assigned to air bases which generate little cargo or passenger traffic. They often must pass in proximity to air bases which generate substantial cargo or passenger traffic. These latter air bases often have cargo or passengers destined for units or activities at the same location as the using unit. Such a case occurred for 834th Air Division Mission 563 which originated at Phan Rang Air Base with a destination of Can Tho. The Commanding General, Saigon Support Command, stated that he needed a schedule airlift service of high priority vehicle repair parts and other urgently needed items from the US Army Depot, Long Binh to the Support Activity at Can Tho. While researching the availability of airlift into the Can Tho/Binh Thuy area, it was discovered that Mission 563 was flying direct from Phan Rang to Can Tho and that it was highly probable that little or no cargo was being carried. After mode determination was made for cargo offered from Saigon Support Command, it was determined that sufficient air-eligible cargo would be generated to fill the aircraft, if it would stop at Bien Hoa enroute to Can Tho. A request was submitted to change the itinerary of the mission, and approval for the change was received from the 834th Air Division.

RECOMMENDATION: Recommend that, if flying empty, dedicated aircraft be required to stop at cargo or passenger generating air bases which have cargo or passengers going to the same destination. Proper planning for traffic management and coordination with the airlift operators will make cargo space available on the positioning leg of dedicated flights.

ANNEX B, (Cont'd)

1. Disruption of the Qui Nhon/Phu Cat Rail Line.

Observation: The use of the valuable Qui Nhon/Phu Cat rail line has often been denied because of damage to the rail bridges due to fires resulting from breakage and sabotage of the POL pipeline which parallels the rail line and uses the same bridges.

Evaluation: The Qui Nhon/Phu Cat rail line is an important LOC to the Qui Nhon Support Command, to include frequent movement of ammunition and POL (by tanker), moving an average of 7,400 STON per month during the quarter. Recurring bridge fires caused by pilferage breaks and enemy sabotage of the POL pipeline which is adjacent and parallel to this valuable rail line seriously disrupted the rail effort in this region. An example is the Cou Cham bridge located  $1\frac{1}{2}$  KM north of the town of Binh Dinh. This bridge was a victim of two pipeline fires during the past quarter and was damaged from previous fires that denied use of the rail line for periods up to 20 days.

Recommendation: Recommend that the pipeline be welded (instead of using the standard removable collars for attaching sections) and buried at least one meter underground. Unless this is accomplished, this section of the rail line will never be a dependable or responsive mode.

ANNEX B, (Cont'd)

2. Passenger Rail Service between Saigon and US Military Installations, USAID, and Contractor Sites in III Corps Tactical Zone.

Observation: Rail passenger service has been initiated to provide movement of employees of the US Military, contractors, and US Government Agencies which are now being moved by motor vehicles from and to Saigon over heavily travelled National Highway (QL) 316. The rail net within III Corps Tactical Zone is open and operational between the main station located in Saigon, RMK-BRJ and USAID Depots at Thu Duc, the 1st Infantry Division Base Camp at Di An, Bien Hoa Air Base, and the Ho Nai Station. Several thousand local national employees from the Saigon area work at the complexes at Thu Duc, Bien Hoa, and Ho Nai (Long Binh) areas. A large administrative motor vehicle fleet is employed in moving those local national employees working for the US Military, and RMK/USAID maintain a fleet of large vehicles to transport their employees. Rail passenger equipment is available for use in this complex and through negotiations with RMK, THA, and the Vietnamese National Rail System (VNRS), a rail passenger service has been established between the Saigon main Station and the RMK Depot. The initial service provided by the movement of only a portion of RMK employees, but expanded service, encompassing all RMK employees, will commence on 19 May 1969. The results of this fast, relatively comfortable, and inexpensive service have been most gratifying to all concerned as it has reduced transit times and lessened highway traffic in the area.

Evaluation: The use of rail passenger service between Saigon and outlying areas has provided fast, efficient transport of local national employees of US military, government agency, and contractor installations, relieving traffic pressure on heavily traveled QL 316 and other roads in the area.

Recommendation: Recommend that additional passenger rail service be established and optimum utilization be made of its capacity for the movement of local national employees between Saigon and adjacent areas. The rail service should now be extended to the Bien Hoa/Ho Nai (Long Binh) areas now that it has been proved that rail can respond to the movement of passengers in addition to the already established freight service. Use of the railroad would relieve the overburdened administrative vehicle fleet and be more economical in nature, thereby resulting in substantial savings.

ANNEX B, (Cont'd)

3. Excessive Pilferage of Cargo Shipped by Rail.

Observation: Two major problems in the area of rail security are:

(1) As experience has shown, rail security personnel provided by Military Railway Security (MRS) units have been lax in the performance of their duties as guards on trains and at railheads. This laxity is primarily caused by a lack of motivation and inadequate supervision.

(2) There is a lack of physical barriers to deny unauthorized access by local nationals to railheads, for example, at Cam Ranh Bay and Nha Trang. The extent of these two problems has been directly proportional to the amount of pilferage experienced. In order to alleviate the problem of pilferage, TMA has effected coordination between the MRS and the VNRS. The MRS has agreed to upgrade the standards of performance of the railway security guards. Additionally, through the efforts of TMA, the MRS unit at Nha Trang has agreed to build a fence around the railhead at Nha Trang. At Cam Ranh Bay, the local MACV Advisory Team has volunteered to help with the construction of a wire barrier around the railhead. It is anticipated that both railheads will be secured by the end of June, depending on the availability of materials.

Evaluation: Costly pilferage of rail cargo can be and is being reduced through improvement of MRS units and fencing of railheads.

Recommendation: Recommend continued efforts to secure rail cargo from pilferage. The necessity for this increased emphasis should be apparent. The development of a relatively pilferage-free system will greatly enhance rail as a reliable and efficient mode of transport in Vietnam.

**ANNEX C (Cont'd)**

**1. Intra-RVN Deep Draft Operations**

**OBSERVATION:** Approximately 50% of the deep draft ships arriving in RVN are scheduled for discharge at more than one port. Frequently, substantial amounts of cargo are available at the first port of call awaiting transportation to the second port of call of the deep draft vessel.

**EVALUATION:** Deep draft ships are being utilized to the maximum extent to move Intra-RVN cargo on an opportune basis. This practice enables the ship to be utilized more efficiently. An additional benefit is the reduced Intra-RVN workload for LSTs and barges, thus reducing the number of in-country assets required.

**RECOMMENDATION:** Recommend that the use of opportune deep draft vessels to move Intra-RVN cargo continue to be utilized.

ANNEX C (Cont'd)

2. Ramp Barge Intra-RVN Common Service Sealift Asset

**OBSERVATION:** The recent employment of MSTIS-contracted AB&T PAC 192 Class ramp barges throughout RVN has expedited cargo movement by providing a more versatile lift asset.

**EVALUATION:**

1. The MSTIS-contracted, AB&T-owned PAC 192 Class ramp barges each has the following attributes: Gross/Net Tonnage 1201 STON; Length 192'; Beam 56'; Depth 13.7'; Light Draft 2.6'; Loaded draft 11.5'; Stern ramp 20' x 30' with 100 STON load bearing capacity. Total cargo STON lift capacity 2500.

2. These assets have been used in open sea and inland waterway operations, beaching under both conditions. Their use has been proven operationally sound and productive.

3. The ramp barge is used very successfully as a RO/RO lift asset as well as a bulk cargo carrier. All problem areas have been overcome. It should be noted that no problem areas were attributed to the barge design. After the port operators gained operational experience through ramp barge operations, all problem areas were solved.

4. The ramp barge provides operational area (working-area hardstand) where terminal service operations can more effectively utilize MHE and, thereby, reduce barge discharge time.

**RECOMMENDATION:** Although operational experience data to date covers a period of less than 90 days, all indications are that the ramp barge concept provides an outstanding asset to any water transportation system. Serious considerations should be given in current and future procurement programs to acquire this type of asset.

ANNEX C (Cont'd)

3. RVN Retrograde Program

OBSERVATION: The procedure for offering retrograde has been established and is documented in DOD Directive 4500.32R (MILSTAMP) MSTS-FE INST 4610.4 and MACV Directive 55-4. The mechanics of the system are as follows:

1. Shipper presents TCMD to nearest TMA office.
2. TMA office forwards to TMA region office.
3. TMA region office consolidates the cargo offerings and submits shipping requirements to HQ, TMA twice weekly on Monday and Thursday. Substantial offerings are forwarded separately as soon as received.
4. HQ, TMA combines the five regional reports and submits a twice weekly cargo offering to MSTS-FE on Tuesday and Friday. Special offerings are submitted as required.
5. MSTS-FE receives cargo offerings from 14 separate commands. These offerings are matched against the available ships, and ships are routed to obtain maximum utilization of space. Individual cargo clearance orders are issued by MSTS-FE for each ship.
6. TMA issues cargo clearance order to TMA region.
7. TMA region nominates specific cargo against the clearance order and advises the port of ship berthing date to enable load planning and cargo staging.

This cycle from initial submission of the TCMD to ship on berth is approximately two weeks with one week for submission of offerings and selection of ship and one week for load planning and staging of cargo. Due to the frequency of offerings there are four cycles working at any given time.

EVALUATION: Movement of retrograde utilizing the above procedures is accomplished in a highly efficient manner. The "free flow" concept of clearing a ship for a particular port and moving the material from CC & S activity, Long Binh to shipside at Newport was practiced on two ships in mid-January 1969. This experiment had the following shortcomings:

1. A stow plan could not be made because the port did not know the type of vehicles to be loaded.
2. Stow space was poorly utilized. Reduced to minimum shipping height, 2½-ton trucks arrived first and were stowed in the lower holds. Tankers and other vehicles not reduced to minimum height arrived later and could not be loaded due to low overhead in the upper tween deck spaces.

**ANNEX C (Cont'd)**

Proper pre-planning would have enabled all spaces to be used.

3. Documentation and accountability was unsatisfactory. There appears to be considerable time delay between the issuing of Material Release Orders and the offering of the cargo to TMA for movement. The overall time cycle can be compressed two weeks by overlapping the preparation and offering cycles and by offering cargo prior to completion of processing. Offerings can be made earlier by specifying a Cargo Availability Date.

**RECOMMENDATION:** Continue the present system of retrograde movement incorporating the overlap offerings discussed above.

## ANNEX C (Cont'd)

### 4. Effects of the TCMD Transportation Shipping Time Study

**OBSERVATION:** Proportionately, the total number of TCMDs shipped within RDD has been increasing in RVN. For example, in the 4th Traffic Region, TMA the overall total percentages for sealift TCMDs shipped within RDD has significantly increased for all priorities. Priority 02 offerings have shown the most dramatic increase to over 85% shipped within their RDD while Priority 03 and 04 TCMDs offered have continued to approach the goal of 4th Region, i.e. 100% shipped within RDD. These increases are due in part to the TCMD Transportation Shipping Time Study.

**EVALUATION:** The TCMD Transportation Shipping Time Study has yielded significant benefits for TMA. Directly attributable to this report is the fact that transportation system shipping time for Priority 02 water cargo offerings has now been increased to 14 days instead of 8 days. This benefits both the consignee and the transportation system in that (1) the consignee now can better plan his cargo requirements, and (2) the transportation system can now manage its assets in such a manner as to meet the RDD more consistently. Transportation shipping time for Priority 03 and 04 shipments has been decreased to 17 and 22 days respectively, but this also has dual benefits. The consignee can now forecast his requirements more accurately due to the transportation system's necessity to more effectively manage its assets to assure movement of the consignee's cargo within the RDD.

**RECOMMENDATION:** Recommend continued use of transit time studies such as the TCMD Transportation Shipping Time Study to insure the validity of established RDD and serve as a credible basis for adjustments, if required.

ANNEX C (Cont'd)

5. Overloaded Rock Barges

OBSERVATION: It has been noted that rock barges have occasionally been loaded beyond their safe capacity. This resulted in barges being sunk or being beached to avoid sinking.

EVALUATION: This was attributable to newly arrived personnel's unfamiliarity with the safe load draft markings on all barges.

RECOMMENDATION: Recommend that all personnel engaged in loading rock on barges be familiarized with the barge draft markings and taught to avoid loading rock on barges beyond the indicated markings.

ANNEX C (Cont'd)

5. Documentation for Retrograde Cargo (Sea Shipment).

OBSERVATION: Retrograde yards of Army shippers occasionally become overloaded with cargo or contain pieces of heavy cargo that require special handling. As a result of these conditions and the occasional lack of ground transportation to deliver the cargo to the shipping ramp, shippers are unable to deliver within a reasonable time frame after it has been called forward by the Naval Supply Activity (NSA).

EVALUATION: Shippers apparently endeavor to document (prepared TCMDs) retrograde cargo regardless of whether or not they can deliver it within a reasonable time when called forward.

RECOMMENDATION: Recommend that:

a. TMA cancel documentation, on any given shipment when it has not been delivered to port after eight days have elapsed from date called forward.

b. Shippers be required to increase their processing capabilities especially in view of problems that would arise should a major "rollback" be called.

**ANNEX C (Cont'd)**

**6. Pilferable Cargo Loaded on General Cargo Barges**

**OBSERVATION:** In the past, general cargo barges were loaded with such pilferable cargo as ammo and shipped into the Delta ports, without Reports of Shipments (repships) or any other notification to the receiving Traffic Region.

**EVALUATION:** The results of preventing occurrences of this nature would insure that dangerous items such as ammo or items of high value would not fall into enemy hands or the black market.

**RECOMMENDATION:** Recommend that personnel responsible for loading general cargo barges be informed that barges destined for Delta ports should not be loaded with pilferable cargo.

ANNEX D, GENERAL

1. Challenges and Diversions

OBSERVATION: An aggressive challenging program is paying dividends both in dollar and transportation asset savings. Continually, unwarranted and unnecessary shipment of penneprime, asphalt, lumber, poles, and steel are being offered for seairlift. These items are usually offered in large quantities and must be closely monitored. Airlift offerings continue to be received which contain unrealistic RDDs and priorities, primarily because the shipper is not familiar with the capability of the mode and the system (MISSTAMP and MILSTRIP) which established guidelines for determining priorities. Some examples which were experienced during the quarter were:

a. In January an offering was received for 3,315 drums of asphalt (895 MTON) on Priority 03. The original requisition for this cargo was submitted approximately 16 months previously. This shipment was challenged based on the age of the requisition. Resulting from the challenge, the shipment was cancelled, saving over \$9,000.

b. In February, fifteen 105 Mi howitzers were offered on Priority 01, to airlift. Through TMA challenge efforts this cargo was diverted to shipment by sea, resulting in a savings of \$6,944. In this instance movement by sea was accomplished faster than if the cargo had been flown. Lift would have required eight C-130 sorties.

c. In March an air offering of 500 wall lockers, weighing 63,200 lbs, was offered at Tuy Hoa, on a Priority 1. The shipment mode and priority were challenged by TMA. Results: The shipper changed the priority to 02, and the cargo was shipped to Qui Nhon via rail, then by LST to Da Nang.

EVALUATION: The challenge program is time consuming and sometimes frustrating; however, the percentage of challenges initiated and accepted is increasing and gratifying to the Traffic Manager.

RECOMMENDATION: Recommend that premium mode clearance authorities closely monitor offerings and establish aggressive challenge programs directed at establishing validity of shipment, required delivery date, priority, and mode. Also, shippers should be kept informed of the capability and availability of assets.

GPOP-DT (15 May 69) 2d Ind  
SUBJECT: Operational Report of HQ, 507th Transportation  
Group (Movement Control) for Period Ending  
30 April 1969, RCS CSFOR-65 (R1)

HQ, US Army, Pacific, APO San Francisco 96558 4 SEP 69

TO: Assistant Chief of Staff for Force Development,  
Department of the Army, Washington, D. C. 20310

Concur as indorsed.

FOR THE COMMANDER IN CHIEF:



C. L. SHORTT  
CPT, AGC  
Asst AG

AVHGC-DST (15 May 69) 1st Ind  
SUBJECT: Operational Report of 507th Transportation Group (Movement Control)  
for Period Ending 30 April 1969, RCS CSFOR-65 (R1) (U)

HEADQUARTERS, UNITED STATES ARMY, VIETNAM, APO San Francisco 96375 \$ C JUL 1969

TO: Commander in Chief, United States Army, Pacific, ATTN: GPOP-DT,  
APO 96558

Assistant Chief of Staff for Force Development, Department of the  
Army, Washington, D.C. 20310

1. This headquarters has reviewed the Operational Report-Lessons Learned for the quarterly period ending 30 April 1969 from Headquarters, 507th Transportation Group (Movement Control).

2. Comments follow:

a. Reference item concerning "Use of Dedicated Aircraft", section II, paragraph b, ANNEX A 4; concur. Proper traffic management tools and techniques should be fully exploited to provide for the maximum use of aircraft. It should be pointed out however, that these aircraft are dedicated to the user to provide tactical flexibility and responsiveness. Any other use, while highly desirable, must be thoroughly coordinated.

b. Reference item concerning "Disruption of the Qui Nhon/Phu Cat Rail Line", section II, paragraph b, ANNEX B 1; concur. Headquarters USARV has approved, funded and sent to MACV two projects that will relocate the pipe line away from the railroad and weld and bury the pipe line in the shoulder of QL-1.

c. Reference item concerning "Passenger Rail Service between Saigon and US Military Installations, USAID, and Contractor Sites in III Corps Tactical Zone", section II, paragraph b, ANNEX B 2; concur. Rail passenger service between Saigon and Ho Nai was inaugurated on 1 June 1969 and is currently averaging approximately 450 passengers a day. The initial service is limited to personnel departing from the Tan Son Nhut and Gia Dinh areas of Saigon. Expansion of the passenger service is planned for August 1969 which will include personnel from the Saigon market area. It is anticipated that this rail service will remove daily in excess of fifty buses from the highway and transport in excess of 2000 people from Saigon to Long Binh.


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30 JUL 1969

SUBJECT: Operational Report of 507th Transportation Group (Movement Control)  
for Period Ending 30 April 1969, RCS CSFOR-65 (R1) (U)

d. Reference item concerning "Challenges and Diversions", section II, paragraph b, ANNEX D 1; concur. The airlift challenge program has been very effective in conserving air transportation assets and in reducing air transportation costs. USARV Regulation 700-14 establishes command policy for the management of the airlift challenge program.

FOR THE COMMANDER:

  
A.R. GUENTHER  
CPT. AGC  
ASST. ADJUTANT GENERAL

Cy furn:  
507th Trans Gp

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