



TRANSPORT MANAGEMENT BASED ON “CAPABLE LOGISTICIAN”

Eva Sventeková, Martin Frankovič

eva.sventekova@fbi.uniza.sk, martin.frankovic@gmail.com

*Faculty of Security Engineering, University of Zilina, 1. Maja 32, 010 26 Žilina,
SLOVAK REPUBLIC*

Key words: *transport, over size transportation and overweight transportation, multinational military exercise*

Abstract: *The crucial part of the logistics support is movement and transportation, whether we talk about transportation of supplies, equipment or personnel. For organizing all the movements and transportations on tactical level it is necessarily to follow all the movement control processes and procedures and also to meet designated requirements to conduct the transportation. These movement control procedures are the key points to help the Logistics support being more effective and flexible.*

This article describes national and multinational movement control procedures and pointed out the differences between them. For the comparison we used transportation management on national level of Slovak Armed Forces during peace time conducted by National Movement Coordination Centre and transportation management on international level, based on experiences gained from multinational exercise “Capable Logistician”.

SECTION TITLE

1 TRANSPORTATION MANAGEMENT ON NATIONAL LEVEL

In Slovak Armed Forces (SAF) the transportation requests are centralized in National Movement Coordination Centre (NMCC). Every movement and transportation staff of any military base within SAF is obliged to send Road Movement Bid to NMCC (dispatching) and ask for Road Movement Credit (RMCredit) only when dangerous goods are being transported, over size, over weight vehicles or military convoy (more than 3 vehicles in echelon) is on the road. What’s more when over size or over weight transportation is being held is required to strictly to follow all the national restrictions and such a transportation has to be approved by different national agencies. By these procedures the way to get road movement credit for over size and overweight transportation is becoming long-running process with maximum 60 and minimum 31 days.

The time to plan and organize all the movement and transport for convoy from 5 to 30 days, for dangerous goods from 1 to 30 days and for over S/W from 31 to 60 days. The most critical time to approve Road Movement Bid (RMBid) is when the over size and overweight transportation is being organized.

2 TRANSPORTATION MANAGEMENT ON INTERNATIONAL LEVEL

During the live exercise „Capable Logistician“(CL) which was organized by Multinational Logistics Coordination Centre, were conducted over weight and over size movements. The Multinational Integrated Logistic Unit which controlled all the movements within military training area approved all the Road Movement Bids using the suggested way of improvement.

Proposal to enhance a processes were based on NATO standard AMovP-1, STANAG 2021 about military load classification of vehicles and bridges. By ratification of this standard STANAG 2021 to Slovak defense standard „SOŠ 2021“ we could implement and use suggested processes for over size and overweight transportation. For the period of live exercise and for the area of military training area we could fully apply NATO standard 2021 and its system of multinational logistics center. There was no need to control the movement of dangerous goods, because all the units have its own safety manager for transportation of dangerous goods and loading capacity management for distribution of logistics supplies, because were used NATO system, LOGFAS and the module LOGREP what could easily shorten and enhance the process. LOGFAS software is the NATO logistic information management system providing distinct functionality. The time to plan and organize all the movement and transport for convoy or over S/W was less than 2 hours to approve Road Movement Bid.

Multinational Logistics Coordination Centre is the international military organization based in the Czech Republic in order to enhance logistics capabilities, reduce logistic shortfalls and costs. Multinational Logistics Coordination Centre organized the biggest military exercise in recent years named “Capable Logistician”. Exercise CL was a logistic standardization and interoperability field training exercise. Largest event of its kind in last decades, with 1800 personnel and more than 600 pieces of equipment involved and number of allied and partner nations. In total, 35 nations have committed personnel and equipment. It was for the first time in the history of the SAF where such a distinguished multinational exercise was conducted. This exercise was unique military exercise, not only by its huge extent, the high number of participants and used equipment, but also with its orientation. CL was undoubtedly a significant milestone in the field of multinational logistics development.

Exercise was set in the coalition, crisis response operation, peace keeping and humanitarian assistance scenario.

One of the main aims of the Capable Logistician exercise was to coordinate and develop common procedures, using the same processes and finding innovative solutions to guarantee the logistics effectiveness and also:

- Increase the interoperability for the future coalition operations.
- Test and develop collective solutions for logistics, to access interoperability of logistics systems, service and equipment.
- Enhance standardization of procedures in current and future operations.
- Enhance the logistics reporting.
- Be able
 - to conduct operation during the period marked by limited resources.
 - to defend the values of peace and democracy in the world.
- Deployment in missions of the International crisis management.

Among the 17 logistics functional areas within military training area where the areas which movement and transportation played a significant role: reception, staging, onward

Prior the conclusion we ought to compare these two methods and mention differences between them:

- As the first the movement and transportation cell with the area of responsibility within the military training area during live exercise CL.
- As the second movement and transportation cell all the movements of the SAF within the Slovakia.

Table 1

Comparing movement and transport during CL and in Slovakia [3]

		1st movement and transportation cell / CL	2nd movement and transportation cell / SAF
Scenario		Crisis and Humanitarian	Peacetime
Environment		International	National
		Intra theatre movements	All national movements
Software support		LOGFAS and its modules	None
Live tracking support		Asset Tracking	None
Self-sufficient in organizing movement and transportation		Yes	No
Number of movement and transportation [per day]		Approx. 5 – 10	Approx. 1 – 3
Mode of movement and transportation [critical]*	Convoy	Yes	Yes
	Over S/W	Yes	Yes
	Dang. Goods	No	Yes
	LogSDS	No	Yes
Functional tasks conducted by movement and transportation office/cell	Planning	Yes - Active**	Yes - Passive***
	Approving	Yes - Active	Yes - Active
	Organizing	Yes - Active	Yes - Passive
	Tracking	Yes - Active	No
	Evaluating	Yes - Active	Yes - Passive

* *In terms of time consuming we consider Over S/W mode as a critical.*

** *Active approach for conducting the tasks (with possibility to apply decision making process)*

*** *Passive approach for conducting the tasks (without possibility to apply decision making process)*

From the Table 1 we can see that the conducted tasks of movement and transportation cell SAF plays the role of:

- The consultative and advice management for dangerous goods transportation.
- The logistics capacity management for logistics supply distribution system (without software support).
- The registry of all movements (providing Road Movement Credit with Movement Number).
- The liaison office (military bases of the SAF “military sector” and governmental organizations “civil sector” involved in transportation environment).
- The inspection and supervisor authority.

Addition to these roles the movement and transportation cell as a part of the NMCC/SAF does not have opportunity to apply decision making process in organizing the transportation and also does not hold any legal liability concerning transportation.

Despite the differences shown in table above we can generally compare these two ways of organizing the movements and transportation from two different perspectives. The first one is about software and others IT tools supporting the activities of dispatching

apparatus. The second perspective is about acceptance, implementation and usage the international standards in the praxis. From the comparison we came to the conclusion that movement and transportation cell NMCC/ SAF should take new measures. This new measures should be adopted in order to improve the movement and transportation procedures. Coming closer to the measures we have to look at the perspectives mentioned in this paragraph.

4 CONCLUSION

The main objective of this important event was to test and develop collective solutions for logistics, to assess interoperability of logistics systems, services and equipment and to enhance standardization of procedures in current and future operation. This goes on together with validation of existing NATO logistics standardization agreements. This was a very topical effort as the time of redeployment of coalition forces from Afghanistan is drawing near and in light of defense budget cuts. CL was a key undertaking of the Multinational Logistics Coordination Centre who received strong support from Slovakia as a host nation. It was the largest event of its kind in last decades, with some 1800 personnel and more than 600 pieces of equipment involved. The significance of this exercise was further emphasized by the number of Allied and Partner nations that have indicated their interest. In total, 35 nations have committed personnel and equipment. It was a unique opportunity to participate in the live exercise CL. [6]

We believe that we will be able to use the experiences and knowledge gained from exercise. Applying the lesson learned process we can improve the level of organizing the movement and transportation in condition of the SAF.

Acknowledgements

This work was supported by the project VEGA 1/0240/15.

REFERENCES:

- [1] Capable Logistician, Bulletin, MTA Lešť, Slovakia, June 2013.
- [2] Dvořák, Z. at al.. National Transport Information System in Slovakia as a tool for Security Enhancing, of Critical Accident Location. In: Transport Means 2012, Kaunas University of Technology, ISSN 1822-296X, 2012, 145-149p.
- [3] Frankovič, M.. Optimization of movement and transport management in crisis situations in terms of the Armed Forces of the Slovak Republic. Zilina 2014, 191p.
- [4] Frankovič, M.. Princípy medzinárodnej dopravnej logistiky v krízových oblastiach a poznatky z ich uplatnenia, In: LOGVD 2010, Zilina, ISBN 978-80-554-0271-0.
- [5] Mäkká, K. Some aspect to safety transport of Dangerous Goods by Road. In: TRANSCOM 2013. Žilina, June 24-26, 2013, Slovak Republic. - Zilina, 2013. - ISBN 978-80-554-0698-5. - 53-56p.
- [6] Rutka A., Sapragonas J.. Investigation of car suspension model. Mechnika. ISSN 1392 - 1207. – Kaunas: Technologija, 2002. Nr.1(33), p. 41-48.
- [7] NATO Logistics Handbook, November 2012, ISBN 978-92-845-0190-8.
- [8] Sventeková, E. at al.. Logistics and transport in crisis situations. 1. vyd. - Žilina : Žilinská univerzita, 2012. ISBN 978-80-554-0579-7, 169 p.

УПРАВЛЕНИЕ НА ТРАНСПОРТНАТА ДЕЙНОСТ, ОСНОВАНО НА УЧЕНИЕТО „СПОСОБНА ЛОГИСТИКА”

Eva Sventeková, Martin Frankovič
eva.sventekova@fbi.uniza.sk, martin.frankovic@gmail.com

**Факултет по сигурност в областта на инженерните науки, Жилински
университет, 1. Маја 32, 010 26 Жилина,
СЛОВАКИЯ**

Ключови думи: транспортна дейност, превоз на извънгабаритни и тежки товари, многонационално военно учение.

Резюме: Един от най-важните процеси в логистичната дейност е транспортния превоз, било то транспортиране на товари, оборудване или пътници. При самата организация на транспортния превоз следва да се вземат предвид съответните разпоредби и изисквания за извършване на пространственото преместване на стоки и/или пътници до местоназначението им. Именно тези изисквания са съществен момент при ефективната организация на логистичната дейност.

В настоящия доклад са разгледани съответните разпоредби, които се прилагат на национално и международно равнище и е отразена разликата между тях. Сравнението е извършено на база анализ на управлението на транспортната дейност на национално равнище по примера на Словашките Военни Сили в мирни времена и управление на транспортната дейност на международно равнище по примера на многонационалното военно учение „Способна логистика”.