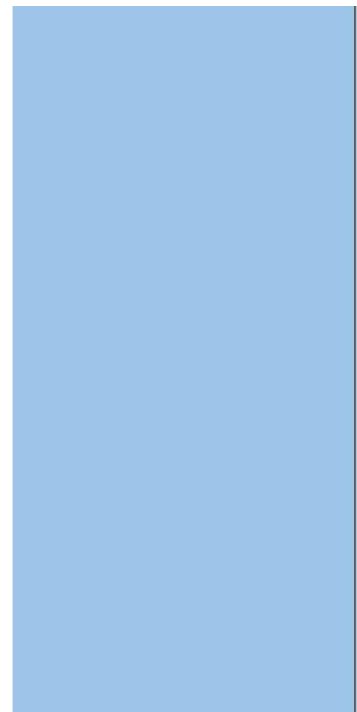


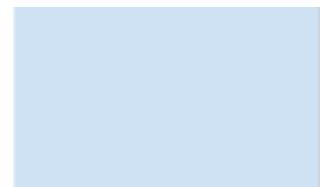
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Op FAUST - The Canadian Army at its Best!





1 - Canadian Convoy Ready to Roll! Photo credit: RCLSA

By John Page

The Allies, specifically 1st Canadian Army, had paused for the winter in and around Nijmegen, but were ready for the spring offensive; this was following General Montgomery's costly Bridge Too Far of Operation MARKET GARDEN in the fall; and the battle for the Scheldt Estuary and opening the Channel Ports by 1st Canadian Army before Christmas 1944. Following the Hunger Winter of 1945, the coming of the Spring Campaign Season and the almost inevitable liberation of the Kingdom of the Netherlands, the Nazi German powers realized that they would never be allowed to give up a square centimetre of land in front of the Rhine River, the Hochwald and their homeland. Their orders were to stand and die, to prevent the Allies access to the Fatherland!

By spring 1945, the Allies had been advised by the Dutch Underground of the horrible consequences of the Hunger Winter and the immediate need of Humanitarian Aid to save as many civilians as possible. Plans were drafted and orders given to effect both Operation MANNA by the Royal Air Force (RAF) and supporting Royal Canadian Air Force (RCAF) units and Op CHOWHOUND by the US Army Air Force (USAAF), to deliver Humanitarian Aid – primarily food, fuel and medical supplies to the starving Dutch population still behind German lines. Although a wonderful idea, and tons of supplies were dropped by air, most of it did not survive the sudden stop on impact with the ground; and the local population was overwhelmed by trying to collect and distribute the supplies using their meagre resources.

With the initiative of the Dutch Underground, the Dutch authorities and the Occupying German Forces, a deal was struck to allow the Allies to deliver and distribute by truck, life-saving quantities of food, fuel

and medical supplies as Humanitarian Aid, behind the German lines to the starving population, in conjunction with the local authorities. General Montgomery tasked 1st Canadian Army to make it work, within allocated resources. In consultation with our Dutch Liaison Officers, the local authorities – both Dutch and German, and 1st Canadian Army integral and assigned resources, the plan and coordination to make this very unique Operation, the first ever large scale Canadian Humanitarian Aid effort.

It worked! In conjunction with the German occupying authorities, the Dutch authorities and Underground working together with the Canadians, and the Dutch Red Cross – Humanitarian Aid was delivered and distributed using a coordinated, combined approach and ensured that it was delivered and distributed as needed.



2 - Planning Op FAUST. Photo Credit: www.canadaatwar.ca

The effort was massive, and involved the type of coordination and liaison that Canada has since become renowned for in United Nations and NATO Operations, to make things work despite the obstacles, by enhancing communication and understanding, and achieving the aim.

In April/May 2020, Canada and the Netherlands were planning on celebrating the 75th Anniversary of their Liberation and re-enacting the miracle of Op FAUST in conjunction with Keep Them Rolling (KTR), a Grass-Roots organization of local WWII Vehicle enthusiast and the Royal Canadian Logistics Service Association (RCLSA), by bringing up to 100 serving and retired Canadian Forces members and their family members to the Netherlands, and help them to celebrate this significant milestone.

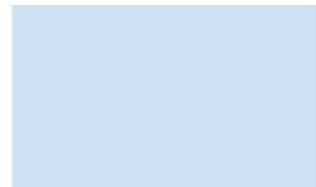
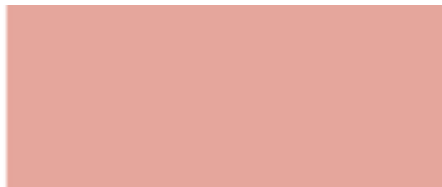
Unfortunately, due to the COVID-19 Pandemic we were forced to postpone our planned attendance at the events. Currently, the Government of the Netherlands, the Government of Canada, Keep Them Rolling and RCLSA are planning a 75+2 celebration in April/May 2022, COVID-19 permitting. We have already filled the 57 subsidized positions, and have up to 40 spots available for full-fare travellers. We are short about \$7K to ensure all 25 fully subsidized members receive the full amount for their airfare.

Our intent is to subsidize the currently serving Regular and Reserve Force members to be able to accompany us in this chance of a lifetime opportunity, experiencing this milestone celebration, probably the last with actual Veterans from that Campaign, at a cost of approx. \$5K CAD per member (depending on airfare) plus travel insurance approx. \$325.00. We are still accepting donations with charitable receipts, to support our members, either through CanadaHelps (noting Op FAUST 2020) or Canadian Battlefields Foundation through John.Page@forces.gc.ca.

Thank you so much for your continued support in this very worthwhile endeavour.



Remembrance Day 2021 - CFLTC



By Lt R.E. Smith



3 - Pte Jessica Picard recites "In Flanders Fields" during the service. Photo by LT R.E. Smith

The Commandant (Cmndt) of Canadian Forces Logistic Training Centre (CFLT), LCol Shawn Courty and Training Centre Chief Warrant Officer CWO Michael Delarge, with guest CFLTC Honorary Colonel Barry Peacock, attended Remembrance Day services held at The Waggoners Park, CFB Borden. Members of Personnel Awaiting Training (PAT) Platoon, CFLTC were also in attendance along with other spectators.

The day was overcast and cool. CFLTC staff gathered for the service. CFLTC Chaplain, Capt. Johnathan Wedel, officiated the ceremony. The poem, "In Flanders Fields" by Canadian physician LCol John McCrea, was read in English and French. LCol Courty and CWO Delarge laid a wreath on behalf of the staff and students of CFLTC.



4 - CFLTC Cmndt, LCol Courty and TCCWO, CWO Delarge, salute as they lay a wreath at The Waggoners Park Cenotaph. Photo by LT R.E. Smith

In addition to the command team, Mrs. Daphne Kingsbury also laid a wreath at the cenotaph in honour of her husband, Major S. D. Kingsbury. Maj. Kingsbury's ashes are buried at The Waggoners Park, along with the ashes of other service members who have served in the Royal Canadian Army Service Corps (RCASC), the Logistics Branch, and their spouses. Mrs. Kingsbury was raised on base, in a Residential Housing Unit located at 58 Sangro Loop. After she moved away, she met her husband who was in the Canadian Army. Future Major Kingsbury was posted to Borden, and the couple were assigned the same RHU Mrs. Kingsbury grew up in, 58 Sangro Loop. Mrs. Kingsbury has hand-made her own wreath and has placed it at the cenotaph on Remembrance Day in honour of her late husband. In addition to poppies on the wreath she made herself, other service members have also added their poppies. More poppies were added this day. Mrs. Kingsbury is moving away from the area. Her wreath was collected and will be placed at The Waggoners Park cenotaph by staff from CFLTC every Remembrance Day from now onwards.

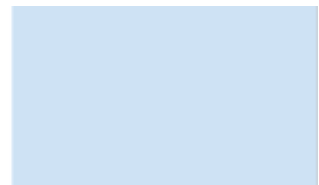


5 - Members of CFLTC PAT platoon form up for the Remembrance Day service at The Waggoners Park. Photo by LT R.E. Smith



6 - Mrs. Daphne Kingsbury lays a wreath at The Waggoners Park cenotaph with the assistance of CFLTC CO, LCol Courty. Photo by LT R.E. Smith

3 CSU Web Tool

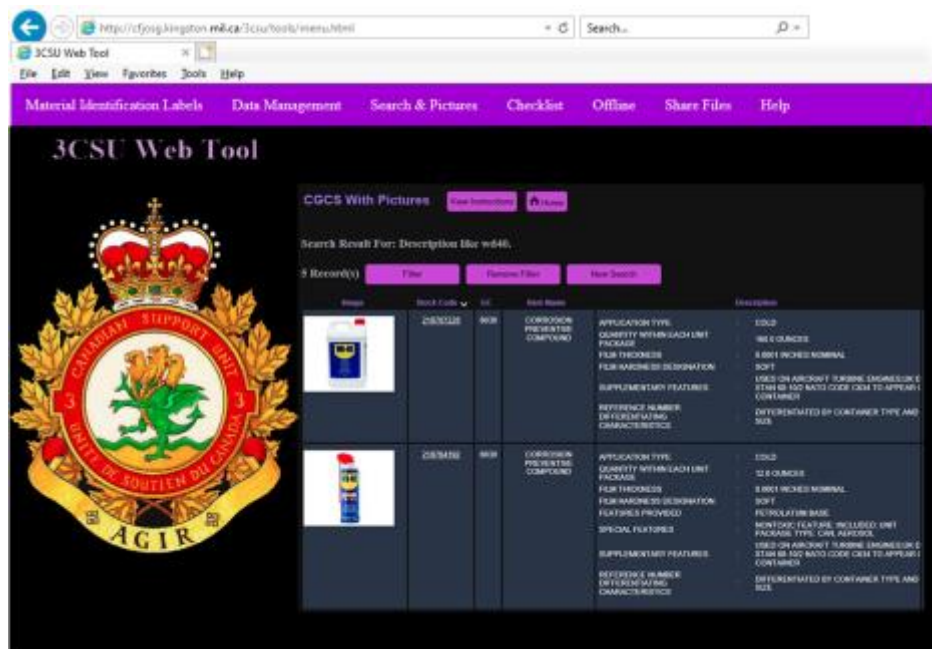


By MCpl J.Bergeron and Dominic Gérard

<http://cfjosg.kingston.mil.ca/3csu/tools/Menu.html>

The mission of the 3rd Canadian Support Unit (3 CSU), located in Montreal, is to generate specialist supply capabilities in support of CAF operations, contingency plans and specific exercises in order to provide operational materiel support. To fulfill its mandate, 3 CSU has been developing for years, its own software to facilitate the management of large-scale projects as well as processing an important number of supply transactions. The expertise 3 CSU has acquired over the years can, in certain cases, be beneficial to the entire community of Materiel Management Technicians.

On October 13, 2021, during ADM(Mat)'s Local Supply Chain Support Coordinators (LSCSC) national teleconference, 3 CSU presented a web application it developed recently: *3CSU Web Tool*. This web application is accessible on the Defence Wide Area Network (DWAN) to all stakeholders of the supply chain, regardless of their trade. *3CSU Web Tool* is a barcode system to facilitate physical identification of materiel, reduce manual data entry in DRMIS and easily access data extracted from DRMIS and CGCS/CGCM as well as a database of pictures.



7 - Montage of the home page of 3 CSU Webtool and CGSC with photos. Photo Credit: MCpl Bergeron.

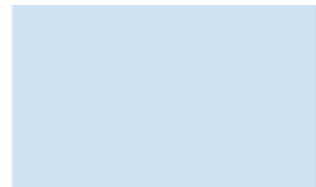
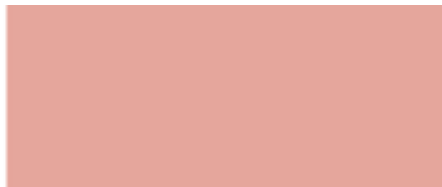
To be able to use all the features of this application, all you need is a label printer and a USB barcode reader. Printing barcode labels is carried out quickly and easily, with just a few clicks. The use of barcode labels is not limited to the physical identification of the materiel. It allows you as well, by scanning barcodes, to create load lists or lists of materiel to process issue/transfer transactions in DRMIS, in Excel format. It is also possible to compare load lists to quickly identify discrepancies. This feature can be used during exercises for instance, in order to compare the quantities of materiel sent on exercise against the quantities held upon return from the exercise. The application can also provide a version of Equipment Checklist (ECL) and inventory of materiel under a Storage Location (ZSUPSTRIP), with pictures and barcodes.

In short, the proper and permanent identification of materiel allows for easy, quick and precise stocktaking. The use of barcodes allows the gathering of data with speed and accuracy. Data can then be processed in various ways, depending on the task to accomplish. Until the implementation of *MISL* and *AIT* projects, *3CSU Web Tool* provides an interim solution to optimize the functionalities offered in DRMIS and increase the efficiency of the supply chain for all stakeholders.



8 - Scanning of a label created from 3 CSU Webtool. Photo Credit: MCpl Bergeron.

3 CSU shows off their knowledge and innovation



By Lt(N) Jonathan Larochelle and Lt Rachel Poinvil

It is often said that an army marches on its stomach...this is no less important for the daily nutritious feeding of 34,000 plus members of the Palestinian Authority Security Forces (PASF) personnel as it is anywhere else. This responsibility falls upon the PASF Logistics Commission (LC), which employs a centralized control and decentralized execution model to accomplish their food distribution responsibilities.

On 23 September, Colonel Heather Morrison, Commander of the Canadian Forces Joint Operational Support Group (CFJOSG), visited the 3rd Canadian Support Unit (3 CSU). The material management technicians took part in Operation DRAGON, where they performed their daily duties and showcased new innovations developed in their unit.

3 CSU, which deserves more recognition for what they do, is tasked with supporting national and international operations of the Canadian Armed Forces (CAF) by fulfilling material requests for domestic

or expeditionary operations. The unit is full of qualified staff who procure items locally, prepare and ship materials from depots or Force generation units, and oversee the return of materials post-operation.

Operation DRAGON consisted of two parts. Col Morrison took part in a production line with everything from receiving to shipping, and also learnt about the return of expeditionary equipment back to Canada.



9 - Colonel Morrison receiving material in SIGRD with a bar Code Reader gun from 3 CSU's DOST system for shipment to theater. To her left Master Corporal Bergeron and Master Corporal Lemieux. Photo Credit: Cpl Ringuette

Shipping and receiving

The commander received and shipped equipment for three different missions. Doing so let her try out different procurement methods for group sustainment, local procurement, and national support.

Two software programs developed by the unit, Webtool and *Deployable Operational Support Tool (DOST)*, were demonstrated by Col Morrison during a hazardous goods shipment.

The DOST lets the user follow and organize procurement buildup and sustainment by facilitating transaction entry in the defence resource management information system (DRMIS). It also facilitates holistic follow-up with different exercises or operations. This software is a corner stone in the beginning and end of missions, as was the case when Operation REASSURANCE began in Latvia.

The Webtool is available on the DWAN and is an improvement of the Canadian Government Cataloguing System. The Webtool was developed last year and is continuously being improved.



10 - Return from theater transported by VTC-500 following inspection and tagging with CF-942, Left to right: Lieutenant-Colonel Shamas, Commanding Officer 3 CSU, Colonel Morrison, Commanding Officer CFJOSG, Warrant Officer Simard, Captain Bagshaw, Master Corporal Bergeron, Chief Warrant Officer Crocker, Master Warrant Officer Trépanier and Réal La belle. Photo Credit: Cpl Ringuette

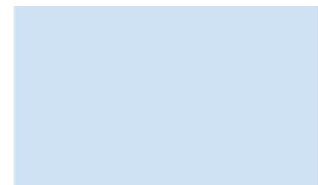
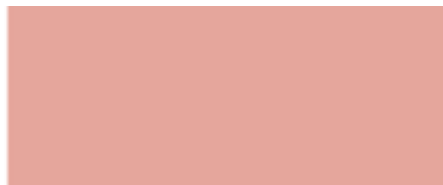
Returning equipment to Canada

The second part of Op DRAGON demonstrated how equipment in theatres of operation came back to Canada through the movement section. Equipment was sent to the receiving and divestment section, where it was registered, cleaned, and inspected.

This final phase also enabled 3 CSU to show off the assets it uses to execute its various missions. For example, the unit has a fleet of VTC-500s (a heavy duty and agile vehicle), maintained at the unit, that let them deploy quickly both in the field and during an exercise. When these vehicles come back, they can be decontaminated if needed, because 3 CSU has a certified washing bay. This means that the unit is able to both gather and dispose of soils that accumulate on the vehicles when they are in service.

During a lunch with the team, Col Morrison reiterated that 3 CSU's strength is in the knowledge and willingness of its members to innovate and develop new tools that can be of use to the entire CAF and Royal Canadian Logistics Service.

MPO 503 and the New RPOS System



By Cpl J.J.G. Hartnett



11 - New RPOS System. Photo credit MCpl Bard.

On September 15th, 2021 MPO 503 at CFB Cold Lake became the first military post office to receive the new Retail Point of Sale (RPOS) system from Canada Post. This new equipment contains many technological innovations and significantly improves the efficiency of postal operations. In addition to the desktop computer, it includes a customer facing screen. This feature creates a more engaging experience for customers by allowing them to view parcel prices, approve custom declarations and select options. A separate handheld device enables a second clerk to scan and deliver parcels and process signatures. This is particularly useful during the busy Christmas season when we will be receiving a higher influx of mail and customer interactions.

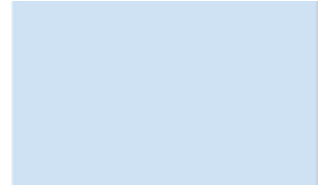
Within this system, we have access to all of Canada posts programs (package tracking, address lookup, Info Messaging etc.) under one centralized menu. This has resulted in less toggle time between Clerk and Admin sections, as all operations can be completed under a single login. Simple navigation, faster rebooting and the ability to easily switch from English to French are features that have contributed to a more effective and streamlined operating process. The new pause feature allows us to suspend tasks when a customer is present in order to decrease waiting times. As this system focuses on a more customer-care oriented approach, we are better able to satisfy their needs and enhance trust in our ability to complete desired tasks.

Although there were many improvements from the previous system, we experienced some technical difficulties during initial trials. Delays due to computer freezing and an inability to search for customer names and process item sales were occasionally present. We were able to persevere by working tirelessly with Canada Post Technical Support to resolve these issues and develop an action plan for future occurrences. As a result, Canada Post has since updated the new operating system and these disturbances are no longer present.

Eventually every Canada post outlet, both military and civilian, will receive the new RPOS system. At MPO 503 we were privileged to be one of the first establishments to embark upon this journey. It is our

goal to provide the best customer experience possible for all personnel and this would not be possible without these modern technological advancements.

Intermediate Staging Terminal: Environmental Stewardship in Action



By Maj Alayna Kang, Capt Anatalie Melanson and Lt(N) Scott Wood



12 - The IST located at the SPOE in Riga, Latvia. Photo Credit: Cpl Bruno Ringuette, 3 CSU.

How clean is clean? This was the first question that was asked during the planning for the Intermediate Staging Terminal (IST), which deployed to Latvia to process, clean and retrograde vehicles from the region. The task seemed simple – clean trucks, ship trucks – however, initial planning figures estimated 36 hours would be required to clean one Armoured Heavy Support Vehicle System (AHSVS), which suggested that it might not be so simple. Ultimately, it would take a dynamic operational support framework, creative problem solving and a dedicated team to achieve the necessary standard of cleanliness for the equipment to enter into Canada.

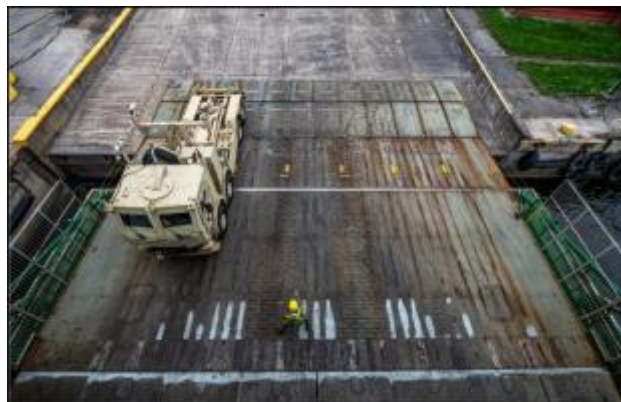
An IST is a “terminal located along the Strategic Line of Communication that temporarily provides operational support,[1]” and is capable of providing support functions available at an Operational Support Hub. This task-tailored organization, force generated primarily from the Canadian Forces Joint Operations Support Group (CFJOSG), was the solution to address the requirement to retrograde the aging and surplus B Fleet from two theatres of operation. The IST was centralized at a port in Riga, Latvia in order to optimize resources and was responsible for processing major equipment, specialized engineering equipment and spare parts from Op REASSURANCE and Op UNIFIER. The concept of operations centred on a multi-modal movements plan, a materiel production line and a robust Phyto-Sanitary Operations (PS Ops) process.

[1] CFJP 4.0 - Support



13 - Cleaned vehicles marshalled before being called forward to be loaded onto the UK vessel, MV HURSTPOINT. Photo Credit: Avr LeVasseur-Pearce, TFL Image Tech.

Although the volume of equipment and materiel was sizable, more notable was the movements plan that showcased the CAF's ability to effectively partner with allies to deliver operational sustainment. The ground line of communication used a combination of contractors and support provided through the Latvian Movement Control Centre to move equipment from respective theatre bases to the Sea Port of Embarkation where the IST was located. A UK Ministry of Defence (MoD) vessel previously scheduled to sail to Canada to support the British Army Training Unit Suffield (BATUS) was leveraged to transport the equipment. This cost effective solution revalidated the use of UK MoD vessels as a viable option for strategic sea lift for the CAF.



14 - A member of the IST acts as a ground guide while loading the MV HURSTPOINT (UK). Photo Credit: Avr LeVasseur-Pearce, TFL Image Tech

The most resource and time intensive component to the IST was PS Ops, commonly known as Wash Ops, which has been a longstanding requirement for military equipment that is returning to Canada. The standard of cleaning, governed by the Canadian Food Inspection Agency (CFIA) and enforced by the Canadian Border Services Agency (CBSA), essentially equates to the presence of one tablespoon of dirt on an entire vehicle. This stringent standard has historically been difficult for the CAF to achieve and often resulted in equipment being quarantined at the port of entry.



15 - A member of the IST conducts Dry Cleaning. Photo Credit: Avr LeVasseur-Pearce, TFL Image Tech



16 - A member of the PS Ops Platoon cleans the undercarriage of an AHSVS. Photo Credit: Avr LeVasseur-Pearce, TFL Image Tech

It was understood that cleaning the vehicles was a requirement, but why? Well it turns out invasive species and zoonotic risks pose a significant threat to Canada's ecosystem and economy. It is estimated that invasive plants alone cost an estimated \$2.2 billion each year by reducing crop yields and quality, while increasing the costs of weed control and harvesting[1]. CFIA determined the risk from Latvia and the Ukraine to be primarily linked to livestock through the African Swine Flu and Foot and Mouth Disease, which would require additional chemical disinfection prior to arrival to Canada. The team assessed all applicable policies mandated by CFIA and recommended cleaning procedures to develop the plan and build an equipment list.

[1] CFIA – Invasive Plants and Species. <https://inspection.canada.ca/plant-health/invasive-species/invasive-plants/eng/1306601411551/1306601522570>



17 - A member of the IST deans an AHSVS up on vehicle ramps placed inside of a fuel berm. Photo Credit: Avr LeVasseur-Pearce, TFL Image Tech

Environmental considerations extended beyond the impacts to Canada. It was determined that local environmental policies would require all of the waste water that was produced to be contained in order to prevent POL run off from vehicles as well as soaps and solvents from entering into the Latvian environment. Constrained by time and delays in the global shipping industry, the team worked quickly to come up with a solution. Armed with a simple site design that used garden hose, hardware store sump pumps and a series of berms and bladders found within the CAF supply system the Op REASSURANCE Engineer Support Squadron was able to solve the dilemma.



18 - The IST MovCon Det Comd and TFMO watching the MV HURSTPOINT depart. Photo Credit: Avr LeVasseur-Pearce, TFL Image Tech

With the site established down at the Sea Port of Embarkation (SPOE), the IST began the arduous process of cleaning the vehicles. After 55 days of hammering out dirt and pulling branches from impossible nooks and crannies, the equipment was ready to be loaded onto the MV *Hurst Point*. Lined up, the equipment was an impressive sight, however the mission wasn't over once the ramps closed and the ship set sail.

The last phase of the operation was the Reception, Staging and Onward Movement of materiel to final destinations in Canada. The majority of the materiel was destined for customers in the Montréal region such as 25 Canadian Forces Supply Depot, Relocatable Temporary Camp Laval and the Army Equipment Fielding Centre. This phase of the movement plan was assigned to 4 Canadian Forces Movement Control Unit (4 CFMCU), conveniently located at CFB Longue-Pointe Garrison, and an Intermediate Staging Terminal Rear (IST-Rear) was established in the Port of Bécancour.



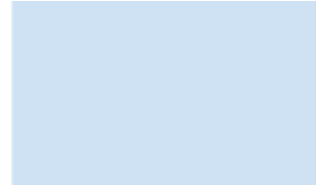
19 - Col Morrison, Comd CFJOSG, and CWO Crocker, FCWO CFJOSG, take a group photo with members of IST-Rear and BATUS Port Task Group as MV Hurst Point comes alongside Port of Bécancour. Photo Credit: Lt(N) Wood – IST-Rear Ops O

Understanding the strict re-entry policies, a contingency plan for supplementary cleaning was developed using an optimistic 5-10% anticipated failure rate. Fortunately the effort put forth in Latvia proved to be successful with only one vehicle failing inspection. Once clearance from the inspectors was received, the equipment and materiel was disembarked and staged nearby to allow for the BATUS Port Task Group to load the MV *Hurst Point* with their equipment. Over the following two weeks, CAF personnel moved the materiel with DND and contracted assets back to final destinations, and this marked the end of the operation.



20 - Members of the Intermediate Staging Terminal at the Baltic Container Terminal in Riga, Latvia 2021. Photo Credit: Avr LeVasseur-Pearce, TFL Image Tech

CFPO 5004 Latvia – New Office, New Beginnings



By Sgt Richard Doucet



21 - CFPO 5004, Camp Adazi, Op Reassurance Latvia. Photo Credit: Sgt Doucet R.D.

We at CFPO 5004 Roto 2102 came to the beautiful country of Latvia for Op Reassurance, part of a NATO inter-military cohesion and deterrence operation, to run and maintain postal operations in Camp Adazi and the local region. With on average 9 different nations on camp things can feel like a real bee hive here at times, especially with mail. I was preparing for this tour with full expectations to spend it in a Postal SEV (A deployable field post office) with all its air conditioned and central heating comforts. Being told within minutes of getting off the bus “you are moving!” is both stressful and exciting. Our new building to be was a repurposed Military Police station, split into a Padre’s office on one side and a Canadian Forces Post Office (CFPO) on the other. Needless to say, security of finances and mail was not an issue and over half a dozen work tickets with the carpenters later, neither was its serviceability as a Post Office.

Although a formal “ribbon cutting” ceremony sounds appealing, none took place. We, at CFPO 5004, were quite happy with that fact since, within a few short days of being officially opened at our new location, over 1300 Kgs of morale mail came in from Canada.

From a humble start in a Postal SEV to a spacious and private workspace inside a hard shelter; what a difference moving 75 meters can make!

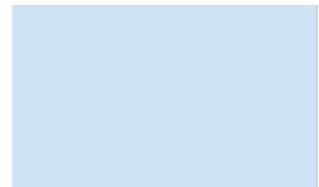
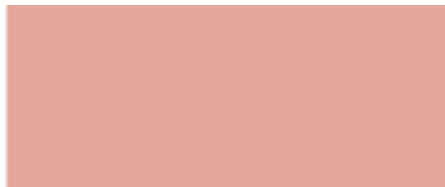


22 - CFPO 5004 Retail Counter, Camp Adazi, Op Reassurance Latvia. Photo Credit: Sgt Doucet R.D.



23 - Former CFPO 5004 Postal SEV, Camp Adazi, Op Reassurance Latvia. Photo Credit: Sgt Doucet R.D.

Truckers' Roadeo - Edmonton



By Captain Lei Guo



24 - Cpl Jean-Boliver competes in Tractor-Trailer while Cpl Brown evaluates. Photo by MCpl Shapka, 3 CDSG.

On the crisp morning of 14 October 2021, Transportation Company of 1 Service Battalion gathered at 3 CDSB Edmonton to kick off the Annual Truckers' Rodeo. Following a reduced event last year due to COVID-19, the Mobile Support Equipment Operators (MSE Ops) of the Battalion were eager to plan and execute a safe yet memorable competition. After weeks of preparation and anticipation capped off with a written evaluation, participants arrived bright, early, and eager to demonstrate their trucker pride and trade skills.

The Truckers' Rodeo was first organized by Transportation Company to honour the Canadian Forces Safe Driving Championship with origins that can be traced back to 1948. The intent of the event is to promote operator safety and professionalism, and to provide an opportunity for troops to compete with the best of their peers for a sense of personal achievement. The Rodeo is an opportunity for MSE Ops to display the attention to detail and technical acumen which mark them as the professional drivers of the Canadian Armed Forces.



25 - Cpl Szkarlat manoeuvres the MSVSSMP around cones during the competition. Photo by MCpl Shapka, 3 CDSG.

This year, three classes of competition were selected for the event: MSVS SMP, Bus, and Tractor-Trailer. The contestants were assessed on the Serpentine, Offset Alley, Right Hand Turn, Left Hand Reverse, Diminishing Clearance, Right End Reverse, Judgment Stop, Timing, and results of the written test on basic driver knowledge taken the day before. All obstacles were assigned a point based system and failure to observe a turn or distance resulted in a reduction in points.

After manoeuvring the alleyways and making some tight turns, the ultimate winner of each class of competition were as follows:

- MSVS SMP: Pte(T) Michaud;
- Bus: Cpl MacDonald; and
- Tractor-Trailer: Cpl Lachance.



26 - Cpl Taillon competes in the Bus category while Cpl Easton evaluates. Photo by MCpl Shapka, 3 CDSG.



27 - Cpl Szkarlat competes in MSVS SMP while Cpl Michaud evaluates. Photo by MCpl Shapka, 3 CDSG.

Throughout the event, COVID-19 Force Health Protection Measures were observed to minimize risk to all participants and spectators. These included the sanitation of vehicles between participants, and the use of Non-Medical Masks when 2m spacings could not be observed in enclosed spaces. The event staff

remained flexible to changing restrictions during all phases of planning, and the safety of all involved remained the priority of leadership at all levels.



28 - Cpl Robichaud weaves the bus through the cones while Sgt Lewis evaluates. Photo by MCpl Shapka, 3 CDSG.

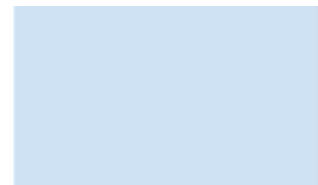
While the MSE Ops were busy displaying their trade skills during the event, the Cooks of 1 Service Battalion took the opportunity to demonstrate their own technical excellence through the provision of a BBQ lunch. The day concluded with the award ceremony, presentation of trophies, and a Company picture to celebrate the event.

Truck On!



29 - Transportation Company, 14 Oct 21. Photo by WO Sa uve, 3 CDSB Wx.

Stories from Camp Érable



By Captain Gabriel Potvin-Larrivée

During August 2021, a team of six members of Operational Support Hub - South West Asia (OSH-SWA) and other members of Joint Task Force – Impact (JTF-I), based in Kuwait were sent to Camp Érable in Erbil, Iraqi Kurdistan region to carry out stocktaking and start a camp retrograde.

Camp Érable was built in 2017 to accommodate 240 people and consists of three accommodation buildings, four warehouses, a gymnasium, and other infrastructure.

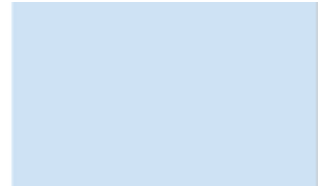
For three weeks, the team carried out inventory, cleaned & emptied sea containers, disposed of equipment, emptied two warehouses of equipment, as well as prepared equipment pallets for their return to Kuwait. This crucial work was of the utmost importance in order for the CAF to restore accountability, verify and minimize the amount of material on site and dispose of any unnecessary equipment after several years of activity in this camp. Directly on site, with laptops at their disposal, all adjustments were made in DRMIS ensuring accuracy in equipment control.

The job was not easy having worked long days outside during episodes of smog coupled with temperatures above 40 degrees Celsius. The team subsequently returned to Camp Canada in Kuwait to complete their tour, and they have the feeling of having done their duty.



30 - Right to Left: Capt Gabriel Potvin-Larrivée, PO2 Rayald Cool, Cpl Antoine Issa, Cpl Shane Keefe, Cpl, Ronald Bondy, Sgt Dave Paré. Photo Credit: Capt Gabriel Potvin-Larrivée.

Combining Education and Experience: The Importance of all Levels of Support



By LCdr E.A. Eldridge



31 - LCdr Eldridge. Photo Credit Cdr N. Bruzzone

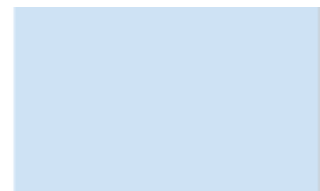
Many logistics officers seek to spend as much time at the tactical level as possible, and this is arguably why we join. At this level we are often referred to as the tail that supports the tooth to enable mission success. As we progress through our careers, and away from tactical-level support, we discover that support activities cannot be as simply defined as the 'tooth and tail'. There is indeed a support tail with a direct and immediate tactical linkage; however, there is a larger operational and strategic 'wagon' that supports, guides, and empowers the tail which in turn, enables the tooth. This wagon holds the resources and the policy, and is where modernization efforts are being undertaken across the Defence Supply Chain (DSC). This is the sphere in which the Director Naval Logistics (D Nav Log) operates, providing the critical function of connecting the wagon to the tail on behalf of the Royal Canadian Navy (RCN).

I recently completed a Sponsored Post-Graduate Training (PGT) at HEC Montreal where I earned an MSc in Global Supply Chain Management (SCM). I then proceeded to work within the SCM section of D Nav

Log. SCM is the critical capability which connects the tactical side of logistics with the operational/strategic support functions and policy, and it coordinates activities across the chain. What I learned during my PGT directly applies to how D Nav Log links higher level sustainment concepts with private sector best practices to deliver effective tactical logistical support to the RCN. This field of study has enabled me to distinguish the convergence and divergence of activities across levels of support and what this means from a holistic and integrated perspective. From this experience, I offer one main piece of guidance: SCM incorporates Logistics, but Logistics, albeit a critical piece, is not SCM. SCM is a much larger activity and the two terms cannot be used interchangeably. We (the RCLS and the CAF) are beginning to understand this critical difference as we strive to incorporate SCM into our institutional business practices, but this must extend past the short-term ideal of a modernized DSC. The CAF needs Logistics Officers, across all specialties, to actively pursue this area of study and continue to feed current best practices into the organization. This will ensure that we, as a Branch, can continue to enable the tooth well into the future with rapid, flexible, relevant, and process-driven business practices.

I recently returned from Ex SEA BREEZE 21 where I was tasked to lead logistics mentorship activities with the Ukrainian Navy, who are looking to the future and seeking to modernize their organization to better align with NATO standards. This focus on the future includes an emphasis on strengthening operational and strategic support functions. We worked on a wide variety of topics such as contract management, policy development, delegation of authority, and interoperability across elements and with partner NATO forces – those activities that fall within the wagon. This experience, coupled with my SCM education, reinforced the value of strong strategic and operational support functions as part of a holistic support approach, and the strides that the RCLS still needs to take.

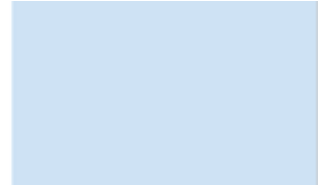
Stocktaking Automation – Groundbreaking Initiative at CFB Valcartier



By Lt. Jonas Cancino

For those interested in reaping the advantages of this outstanding initiative, my team and I are beginning to conduct virtual run-throughs of the PIC during the first week of each month starting September 2021. We look forward to hearing from you!

Pride Flag raised in Edmonton and Wainwright



By Maj Tahir Malik



33 - (L-R) Corporal Alexanne Filion and Sailor 1st Class Catherine Wickman display the Pride Flag at 3rd Canadian Division Support Base Edmonton Detachment Wainwright on June 23. Photo by Cpl Djalma Vuong-De Ramos.

On June 23, Logistic Support Company Major Tahir Malik and Master Warrant Officer Danylo Denkowycz marked the beginning of Pride Week 2021 at 3rd Canadian Division Support Base (3 CDSB) Edmonton Detachment Wainwright by raising the Pride Flag to highlight and celebrate all the LGBTQ2+ members across the Canadian Armed Forces.

In addition, 3 CDSB Edmonton also raised its Pride Flag on June 30.



34 - (L-R) Sergeant Nicholas Sawisky, Master Warrant Officer Danylo Denkowycz, Corporal Alexanne Filion, Sailor 1st Class Catherine Wickman, Major Tahir Malik and Captain Gordon Olson stand with the Pride Flag at the entrance to 3rd Canadian Division Support Base Edmonton Detachment Wainwright on June 23. Photo by Cpl Djalma Vuong-De Ramos.

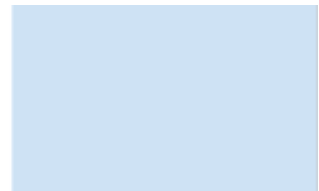
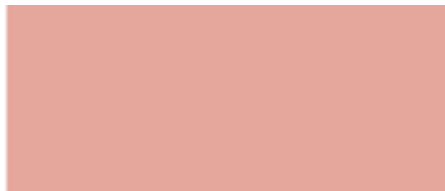


35 - With Sergeant Nicholas Sawisky (far left) and Sailor 1st Class Catherine Wickman (centre left) looking on, Corporal Alexanne Filion raises the Pride Flag at 3rd Canadian Division Support Base Edmonton Detachment Wainwright on June 23. Photo by Cpl Djalma Vuong-De Ramos.



36 - The Inclusive Pride Flag is seen flying outside the Lecture Training Facility at 3rd Canadian Division Support Base Edmonton on June 30. Photo by Corporal Wes Pfneisl, 3rd Canadian Division Support Base Edmonton Imaging.

EXERCISE TECHNICAL SUPPORTER



By Lt Allison Benoit



37 - Exercise participants conducting a C130 Hercules capability assessment at the Saint John International Airport after completing an Airport Reconnaissance. Left to Right: 2Lt Jacob Takacs, 2Lt Jos ee Ars enault, Lt Benoit Allison, and Lt Mike Hillier. Photo credit – WO Malcolm Lapointe.

As the principle Force Generator (FG) of Canadian Army enablers, 5th Canadian Division will continue to be involved in every aspect of the Road to High Readiness (RTHR) and High Readiness (HR) continuation training, while maintaining domestic and expeditionary HR requirements. Therefore, Junior Officers within Technical Services are required to undergo the necessary S4 mentorship, education and training in realistic conditions to equip them with the operational level S4 skills sets. However, the main training constraint revolves around identifying the right location, the right time and the right people to generate realistic scenarios. Unlike the Combat Arms (CA), Combat Service Support (CSS) members are rarely provided opportunities to practice their technical skills as even during exercises the CSS community is

required to conduct real life support. As such, Exercise TECHNICALSUPPORTER was established as an opportunity to conduct Enhanced Foundational Training (EFT), building off the principles and doctrine taught on trade related courses at the Canadian Forces Logistics Training Centre (CFLTC).

During Exercise TECHNICALSUPPORTER, a simulated and controlled real life environment was constructed to create the realistic conditions for Junior Officers to encounter the human factor and practice their classroom skill sets while implementing doctrinal knowledge. Utilizing civilian infrastructure, international airports, corporate relationships, and most importantly civilian actors to portray business and political leaders, exercise participants were immersed in a fictitious international humanitarian deployment as a Task Force S4.



38 - Exercise Director conducting the exercise J2 Intelligence brief with the PTA in the Command Post. Photo credit – Lt Benoit Allison.



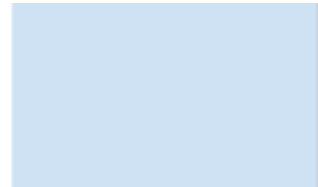
39 - Lt Mike Hillier conducting a Key Leadership Engagement (KLE) with actors portraying the Mayor, Police Chief, and Chief Administration Officer. Photo credit – Mrs. Megan Leslie.

The exercise was broken down into three phases. Phase I consisted of planning and pre -deployment preparations including an Operation RENAISSANCE CSS Table Top Exercise (TTX). In addition, the Primary Training Audience (PTA) prepared reconnaissance templates, reviewed doctrine and conducted the logistical preparation of the affected area in preparation for deployment. Phase II commenced with the movement from 5 Canadian Division Support Base (CDSB) Gagetown to the exercise location in the vicinity (IVO) Saint John, New Brunswick. Upon arrival in theatre, the PTA conducted the S4 exercise objectives including airfield & ground mobility reconnaissance, contracting with ‘business owners’,

conducting Key Leadership Engagements (KLE) with ‘political leaders’, and completing air mobility & movement capability assessments. Enhancing the training scenario, the PTA encountered business owners with unique personalities and political leaders with agendas as a mechanism to assess PTA reactions and responses to prepare Junior Officers for the human element encountered overseas.

Phase III concluded with the redeployment, the After Action Report (AAR) and the reconstitution of the PTA. Upon completion of the exercise, all the exercise participants successfully completed the S4 training objectives and returned back to Technical Services with a new set of skills and operational knowledge in preparation for domestic and international deployments.

Truckers' Rodeo - Gagetown



By 2Lt Jacob Takacs



40 - 'Trucker Rodeo 2021' participants from 5 CDSB Gagetown. Photo credit – Cpl Jean-Francois Tremblay

Previously held as a Canadian Armed Forces (CAF)-wide event, the Canadian Forces Safe Driving Championship (CFSDC) encompassed a series of local, regional, and national level competitions. While focused on fostering camaraderie and boosting moral, this event tests the skills of our drivers in a competitive environment. As the primary Force Generator (FG) of Mobile Support Equipment Operators (MSE Ops) for 5th Cdn Div, it is crucial to not only reward our members for their continued hard work but to also provide a safe environment for them to showcase and further hone their abilities. This year, in an attempt to revitalize the CFSDC and reward our troops for their continued hard work and dedication, Transportation Company, a sub-unit of 5 CDSG Technical Services hosted a local “Trucker Rodeo”.



41 - MCpl Andrew Liska (Judge) evaluating Pte Valerie Gilbert (Participant). Photo credit – Cpl Jean-Francois Tremblay.

Eligible participants throughout 5th Cdn Div were invited to the event. Unfortunately, due to COVID-19, participation was limited only to the 5 CDSB Gagetown area. The event, run over a two day period, featured 5 Ton, MSVS, 44-Pax Bus, and Tractor Trailer circuit events where competitors were tested on their ability to maneuver their chosen platform through a timed 5 obstacle circuit. For the junior members, there was a “Route Discipline” event which tested their map reading and navigation skills. Upon arrival to their appropriate location, they were tested on their knowledge of the history of the MSE Op trade.



42 - Evaluators restoring an obstacle after contact with the 5 Ton. Photo credit – Cpl Jean-Francois Tremblay.

This event was nevertheless an extremely rewarding experience for those involved, staff and competitors alike. 5 CDSG Technical Services Branch Transportation Company is looking forward to host another Trucker Rodeo next year. This important event is a critical part of the MSE Op history and tradition that is slowly fading away. This occasion is the perfect opportunity for our members to showcase their driving abilities while improving esprit de corps and friendship. This event was made possible by MCpl Shirley (Event OPI) and we thank her for her dedication and immense hard work.

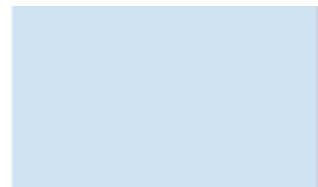


43 - MSVS completing the confined space obstacle. Photo credit – Cpl Jean-Francois Tremblay.



44 - Sgt Harry Broussell (Judge) measuring the stopping distance. Photo credit – Cpl Jean-Francois Tremblay

Logistician receives CAF CWO Coin



By Avr(B) Aiden Patterson



45 - CAF CWO's Coin Presented to Avr Chris Lenz. Photo Credit: S2 Gonzalez from 12 Wing Imaging.

On 26 of June 2021, during the Acting Chief of Defense Staff visit to 12 Wing, the Canadian Armed Forces Chief Warrant Officer, CPO1 Gilles Grégoire, presented Avr Chris Lenz, a Human Resources Administrator at 423 (Maritime Helicopter) Squadron with a Canadian Armed Forces Chief Warrant Officer's Coin in recognition of Avr Lenz's outstanding dedication and positive impact during extraordinary times.

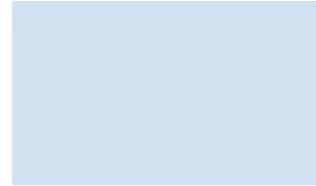
The citation reads as follows: "Avr Lenz has worked significantly above their rank level over the past year, actioning the administrative preparation for several deployments, both domestic and international, as well as becoming an allowance SME on the Wing. Avr Lenz has led an initiative to have 423 Squadron move toward complete electronic staffing, creating several of the forms on his own time and working with Headquarters to streamline the processes. They are a role model to technicians, air crew, as well as their fellow logisticians. The member regularly sits with counterparts from across 12 Wing to assist their orderly rooms to understand new administrative procedures and aid in staffing shortages.

During the Stalker 22 recovery operations, Avr Lenz assisted in providing compassionate administrative support to the next of kin and Squadron members. During OPERATION Laser restrictions, the member requested and was given a laptop to actively work from home and maintain the admin support to the Squadron and deployed Ops. In addition to their duties in the SOR, Avr Lenz also participates in Squadron welfare events, and helps ensure honours & awards ceremonies are carried out successfully.

Avr Lenz was also involved in the 12 Wing Chief Warrant Officer's Working Group, established to find solutions for issues expressed by 12 Wing personnel. For their dedication and significant positive impact on 423 Squadron, 12 Wing, and the Royal Canadian Air Force, they are highly deserving of this recognition."

Avr Lenz will be remaining on the east coast with a posting this APS to HMCS ST.JOHNS, where he looks forward to his first deployment in a new and challenging environment, but one that still allows him to maintain ties to the Maritime Helicopter community.

Say Hello to your Logistics Leadership Team (Part 2)



As a community, we are privileged to have seventeen of our own RCLS personnel among the highest levels of CWO/CPO1 leadership in the CAF. These CWO/CPO1 are filling positions on the Key Position, Senior Appointment and Command Position lists and have been chosen through a succession board process with other eligible CWO/CPO1s regardless of trade. The RCLS is proud to have almost 25% of its CWO / CPO1s filling these important positions ensuring that the RCLS has an important place at the table and voices that are well placed to advocate on behalf of us all for years to come. We welcome you to get to know most of these leaders at the Director of Senior Appointment Biography link below.

http://cmpapp.mil.ca/dgmc/en/biographies/results-chiefs.asp?mAction=getResults&txtLastName=&txtTitleWords=&selK_Rank=0&mListType=AddressCards&btnSubmit

CPO1 D.E. Campbell, MMM, CD – Canadian Forces College Chief Petty Officer

CWO D.G. Clark, CD – CAF Liaison Chief Warrant Officer to Veterans Affairs Canada

CWO D.J.A. Cormier, CD – Formation Chief Warrant Officer of Canadian Material Support Group

CWO B. Crocker, CD – Canadian Forces Joint Operations Support Group Chief Warrant Officer

CWO D.B. Farr, MMM, CD – 19 Wing Chief Warrant Officer

CWO J.F.P. Fleury, CD – Director General Compensation and Benefits Chief Warrant Officer

CWO S.N. Forward, CD – Anti-Racism Secretariat, Senior Military Advisor

CWO M.J.M. Godin, CD – CPO1 / CWO Corps Occupation Advisor

CWO T.L.S. Graham, MMM, CD – Royal Canadian Chaplain Service Chief Warrant Officer

CWO D.S. Griffin – Assistant Judge Advocate General Chief Warrant Officer (Eastern Region)

CPO1 N.T.L. Leavitt - Naval Logistics Combat Service Support Chief Petty Officer / Logistics Branch Environmental CPO1

CWO G.R.C. McCann, MMM, MSM, CD – Command Chief Warrant Officer Chief Professional Conduct and Culture

CWO D.F. McNeil, CD – Deputy Judge Advocate General Gagetown Chief Warrant Officer

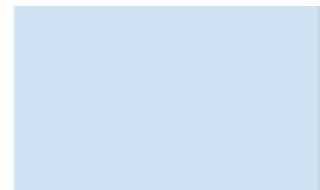
CWO J.B. Poirier, CD – 12 Wing Chief Warrant Officer

CWO J.J.J. St-Laurent, CD – Royal Canadian Logistics Service Chief Warrant Officer

CWO P.R.H. White, CD - Deputy Judge Advocate General Petawawa Chief Warrant Officer

CWO S.R. Wilson, MMM, CD – Chief of Force Development Chief Warrant Officer

The Royal Canadian Logistics Service Newsletter - Staying Connected



We would like to thank everyone who contributed to the RCLS Newsletter. As we continue to support you, we would love to hear from you. Your text of no more than 500 words must be submitted to us in both official languages before the submission deadline. Although we encourage the writing of individual articles at the lowest level, agreement and verification of the chain of command should be obtained in order to ensure that the message conveyed is in line with the latter's expectations. Be sure to include high-resolution photos with the names of the people in the photo(s) as well as those who took them. If you have any questions or comments, please contact us at:

RCLSSecretariat-SecretariatduSRLC@forces.gc.ca

[RCLS Facebook page](#)

[RCLS website](#) (DWAN Only)

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