Recd 7/5/89

FORSCOM Reg 55-1 cy2

DEPARTMENT OF THE ARMY
HEADQUARTERS FORCES COMMAND
FORT MCPHERSON, GEORGIA 30330-6000

REPLY TO
ATTENTION OF

FCJ4-TRU (55) 31 Mar 89

MEMORANDUM FOR SEE DISTRIBUTION

SUBJECT: FORSCOM Regulation (FR) 55-1, Transportation and Travel (Unit Movement Planning)

1. The attached FORSCOM Regulation supersedes FORSCOM Reg 55-1, 2 Dec 85, and all changes. It defines responsibilities of planners at all levels of command and provides procedures for preparing unit movement plans.

2. Comments/recommendations are to be submitted on DA Form 2028, Recommended Changes and Blank Forms. Comments are requested to be submitted directly to HQ, FORSCOM, ATTN: FCJ4-TRU, Fort McPherson, GA 30330-6000.

3. The major changes to the regulation are as follows:

a. The Computerized Movement Planning and Status System (COMPASS) procedures have been removed and established in FR 55-2, Transportation and Travel, (Unit Movement Data Reporting and Systems Administration).

b. The Mobilization Movement Control (MOBCON) concept, responsibilities, and procedures for Reserve Component convoy movement planning and execution are included. This reflects a major change in the process to request convoy clearances and special hauling permits for reserve component units. The deconfliction of convoy moves will be accomplished upon the fielding of the MOBCON Automated Support System (MASS). MOBCON procedures will be implemented for Active Component units at a to be determined date.

c. A unit movement planning guide is added to assist units in the development of movement plans.

d. HQ, FORSCOM, Director of Logistics, J4, is established as the Executive Agent for management and policies of Blocking, Bracing, Packing, Crating, and Tie-Down (BBPCT) material.

e. ARNG and USAR unit mobilization movement plans require approval by the mobilization station. A copy of the movement plan, approved by the MUSARC/STARC and mobilization station must be located in the unit's mobilization file.

4. For further information, contact Mr. Anderson, AUTOVON 367-6255, COML (404) 669-6255.

FOR THE COMMANDER:

Encl
as

WARREN F. KIRCHNER
Colonel, USA
Chief, Trans & Svcs Div

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Department of the Army
Headquarters, Forces Command
Fort McPherson, Georgia 30330-6000
1 May 1989

Transportation and Travel

UNIT MOVEMENT PLANNING

Summary. This regulation defines responsibilities of planners at all levels of command and gives procedures for preparing generic unit movement plans. It also identifies installations responsibilities for Port Support Activities and Arrival/Departure Airfield Control Group Support in contingencies and exercises. Duties of the Unit Movement Coordinator/Defense Movement Coordinator and the Unit Movement Officer are also outlined herein.

Applicability. This regulation applies to the Active Army, the Army National Guard (ARNG), and the U.S. Army Reserve (USAR) in CONUS, Puerto Rico, U.S. Virgin Islands, and Alaska.

Impact on the New Manning System. This regulation does not contain information that affects the New Manning System.

Supplementation. Supplementation of this regulation is encouraged; however, CONUS Armies, NGB, TAGs, MUSARCs, and installations are to provide draft copies to CDR, HQ FORSCOM, ATTN: FCJ4-TRU, Fort McPherson, GA 30330-6000, for coordination and approval prior to publication.

Interim changes. Interim changes to this regulation are not official unless they are authenticated by the Directorate of Command, Control, Communications and Computers, J6, HQ FORSCOM. Users will destroy interim changes on their expiration dates unless sooner superseded or rescinded.

Suggested improvements. The proponent agency of this regulation is Office of the Director of Logistics, J4, HQ FORSCOM. Users are invited to send comments and suggested improvements on DA Form 2028 (Recommended Changes to Publications and Blank Forms) to Cdr, FORSCOM, ATTN: FCJ4-TRU, Fort McPherson, GA 30330-6000.

Internal Control System. This regulation is not subject to the requirements of AR 11-2. It does not contain internal control provisions.

Restrictions. Approved for public release; distribution unlimited.

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Chapter 1
General

1-1. Purpose
This regulation prescribes policy and assigns responsibilities to commanders at all levels for planning and execution of unit movements governed by AR 10-42, AR 55-29, AR 55-80, AR 55-162, AR 220-10, AR 55-113, AR 55-355, the Army Mobilization Planning System (AMOPS), FORSCOM Mobilization and Deployment Planning System (FORMDEPS) and other directives listed at appendix A. This regulation authorizes installations commanders to request Army National Guard units to provide preparation for overseas movement (POM) planning material. This regulation also authorizes direct coordination for planning between Major U.S. Army Reserve Commands (MUSARCs), State Area Commands (STARCs), installations, and units. This regulation will take precedence whenever conflicts arise with other FORSCOM guidance unless that guidance is published as a change to this regulation.

1-2. References
References are listed in appendix A.

1-3. Explanation of abbreviations and terms
Abbreviations and special terms are listed in the glossary.

1-4. Scope
This regulation applies to unit movements conducted during peacetime and contingencies as follows:

a. Mobilization or deployment for approved operations orders.

b. JCS-directed or coordinated exercises.

c. Emergency deployment readiness exercises (EDRE).

d. Permanent change of station.

e. Annual Training, exercises, and inactive duty training of the Reserve Component.

1-5. Concept of unit movement planning
a. Mobilization Movement Control (MOBCON), is the management system for CONUS convoy movement and control. MOBCON, when fully implemented, will provide visibility of military occupied road space throughout CONUS. This concept includes all convoy movements for reserve component units during peacetime and for mobilization convoy planning and execution.

b. Movement plans are prepared to execute a move. Movement plans are prepared at various levels and must consider operational and logistics planning parameters for the movement(s) being contemplated. Units will develop and identify logistical requirements in unit movement plans. Chapter 5 addresses preparing unit movement plans. Appendix H shows a sample copy of a unit movement plan.

c. Units will develop unit movement plans based on the operation plan (OPLAN) relating to their primary CAPSTONE mission. This applies to early deploying units, direct or modified deploying unit, POMCUS units, and all units troop listed on any OPLAN. Other movement plans are based on peacetime exercise/operational directives.

d. The unit movement plan is the key for accurate unit movement data (UMD) reporting. UMD is reviewed by planners at various levels to develop their own plans for execution.

1-6. Security of movement plans and data
a. Unit movement plans and related data are usually unclassified. When set against specific objectives the plan may become classified.

b. Mobilization movement plans are not classified.

c. Force size alone does not classify movement plans or data. However, caution should be taken to limit plans access to those who have a need to know.

Chapter 2
Functions and Responsibilities

2-1. Forces Command
Commander, Forces Command (FORSCOM), will —

a. Develop and maintain unit movement planning and execution guidance to allow commanders at all levels to understand their roles in the collective process. The guidance is intended to establish flexible parameters for decision-makers while, at the same time, ensuring consistency in application of policy.

b. Serve as the supported Commander for all forces in support of Land Defense of CONUS (LDC) or Military Support of Civil Defense (MSCD) operations and serves as the Commander in other mobilization and deployment operations. In so doing, coordinate unit movement requirements with units, installations, transportation operating agencies, OCONUS theater commanders and other deployment community members as necessary for JCS exercises and contingencies.

c. Maintain the DA master file of standard UMD and standard unit movement reporting procedures for CONUS based Army units to support AMOPS and FORMDEPS, in accordance with FORSCOM Regulation 55-2.

d. Generate the DA master file of standard equipment transportability characteristics for Army equipment (reference TB 55-46-1/2).

e. Maintain notional unit movement data (UMD) for Army type units for inclusion in the Joint Chiefs of Staff (JCS) type unit characteristics data (TUCHA) file used in OPLAN development.

f. Manage the Computerized Movement Planning and Status System (COMPASS) IAW FORSCOM Regulation 55-2.

g. Determine the Strategic Army Forces (STRAF) railcar allocation for prepositioned heavy lift requirements to support selected OPLANs.

h. Ensure the Emergency Highway Traffic Regulation (EHTR) interests are coordinated for all DOD installations and activities.

i. Serve as the CONUS AC/USAR unit validator for Special Assignment Airlift Missions (SAAM) to Commander MTMC and as validator for JCS exercise airlift/sealift requirements for all CONUS Army units.

2-2. Continental United States Armies (CONUSA)
CONUSA commanders will —

a. Submit supplemental guidance to assist installations and reserve component (RC) units in developing movement plans and data for contingencies and JCS exercises to FORSCOM for approval prior to publication. Establish a mechanism to ensure timely submission of unit movement planning data for JCS exercises and real world cyclic updates by subordinate United States Army Reserve (USAR) units.

b. Ensure that RC-mobilization (MOB) and RC-preparation for overseas movement (POM) plans are maintained by the unit with a copy of the approved plan provided to the Unit Movement Coordinator, SI/CI, and mobilization station.

c. Coordinate RC unit movement plans as necessary within geographical areas of responsibility to ensure supportability by all commands concerned.

d. Approve General Officer Command (GOCOM) movement plans when the GOCOM is not subordinate to a MUSARC and provide planning guidance.

e. Review and approve installation mobilization plans.

f. Ensure those installations tasked with providing the port support activity (PSA) in appendix B have an intra-service agreement (ISA) with the appropriate transportation terminal unit (TTU).

g. Assist and coordinate with STARC/MUSARCs training programs associated with unit movement planning and automated unit equipment list (AUEL) submission procedures.

h. Publish and provide to units a CONUSA Convoy Support Directory applicable to AC and RC units and furnish Cdr, FORSCOM, ATTN: FCJ4-TRU, two copies of the directory.

i. Maintain, coordinate and publish an Emergency Highway Traffic Regulation (EHTR) plan, coordinating the interests of all DOD installations and activities for implementation when directed by FORSCOM.

j. Manage Army convoy movements on the public highway system for peacetime and mobilization by doing the following:

(1) Establish procedures to ensure that Road Movement Orders (RMO) are obtained by installations or activities who originate convoys and that movements comply with the provisions of this regulation, AR 55-29, and FM 55-312.

(2) Ensure the training of STARCs/MUSARCs/installations on the principles and procedures of convoy operations and movement control.

(3) Ensure that each installation maintains a 24-hour point of contact (with telephone number) where police and or state movement control center (SMCC) personnel may call for emergency service. Personnel manning this telephone will be familiar with the procedures for obtaining emergency assistance from designated installations. This service will be coordinated with installations under the jurisdiction of other Army commands and military services located in CONUS.

k. Assist the FORSCOM Commander in managing the convoy movement control system. The CONUSA Commander will —

(1) Resolve movement control conflicts that cannot be resolved at the STARC/installation/MUSARC level.

(2) Develop training guidance and provide training assistance to all agencies involved in the convoy movement process IAW this regulation.

(3) Assist the various agencies in obtaining the resources required to support the mobilization convoy movement control process.

l. Providing training to DMCs/UMCs in unit movement planning concepts, techniques, and responsibilities.

m. Develop training guidance and provide training assistance to DMCs/UMCs for training UMOs.

2-3. U.S. Army Readiness Groups
Commanders, U.S. Army Readiness Groups, will provide technical assistance and training to units, movement staffs, unit movement coordinators (UMC), and unit movement officers (UMO) in preparing unit movement plans and reporting unit movement data.

2-4. State Area Commands (STARC)
The Adjutants General will —

a. Appoint a Defense Movement Coordinator (DMC) on orders whose primary duties are outlined in chapter 4 of this regulation. Individual selected must be an officer, possess at least a secret clearance, and have at least 1 year retainability.

b. Set up procedures for reviewing, validating, approving, and coordinating subordinate unit mobilization movement plans at least every 2 years to ensure plans adequately cover movement requirements. This includes procedures for all transportation movement documentation, whether organic or commercial. Publish procedures for units to submit and update plans and requirements and for the DMC to maintain files of approved mobilization movement plans with all attachments.

c. Evaluate assigned units' ability to mobilize and deploy.

d. Ensure mobilization movement plans of subordinate units are approved by the mobilization station UMC every 2 years and in accordance with mobilization station policy.

e. Establish procedures to train UMOs in movement planning concepts, techniques, hazardous material certification, and data acquisition procedures.

f. Establish a mechanism to ensure timely submission of movement requirements/updates for JCS, FORSCOM, NGB, and CONUSA exercises and required cyclic UMD updates by subordinate units.

g. Provide the CONUSA with data necessary to publish CONUSA Convoy Support Directory applicable to AC and RC units.

2-5. Major U.S. Army Reserve Commands (MUSARC)
Commanders, MUSARC, will —

a. Appoint an individual on orders to perform UMC functions as primary duty. Individual selected must be an officer or senior NCO (E-6 or above), possess at least a secret clearance, and have at least 1 year retainability.

b. Set up procedures for reviewing, approving, and coordinating subordinate unit contingency movement planning and unit movement data (UMD) development at least every 2 years to ensure plans adequately cover movement requirements.

c. Ensure movement plans of subordinate units are coordinated with the coordinating installation and approved by the mobilization station UMCs every 2 years. Plans must be in accordance with coordinating installation and mobilization station policy.

d. Evaluate assigned units' ability to mobilize and deploy.

e. Train UMOs in movement planning concepts, techniques, and data collection.

f. Establish a mechanism to ensure timely submission of movement requirements for JCS exercises and cyclic updates by subordinate USAR units.

g. Submit request for convoy clearances for assigned units to the DMC.

2-6. Installations
Commanders of active, semiactive and state-owned installations will —

a. Appoint a UMC on orders whose primary duties are outlined in chapter 4 of this regulation.

b. Set up procedures for reviewing, approving, and coordinating assigned and tenant AC unit contingency movement planning and UMD development annually to ensure plans adequately cover movement requirements and review, validate, approve, and coordinate RC mobilization movement plans every 2 years.

c. Establish local procedures for UMD reporting.

d. Publish guidance applicable to commanders of AC and RC units, equipment concentration sites (ECS),weekend equipment and training site (WETS), mobilization and training equipment site (MATES), area maintenance support activity (AMSA), and other storage sites directing which documents will be prepositioned with the installation UMC for unit movements. Examples are Requests for Convoy Clearance; special hauling permits; and commercial transportation.

e. Evaluate assigned units' ability to mobilize and deploy during training exercises and EDREs.

f. Coordinate requirements with appropriate installations, CONUSAs, MUSARCs and STARCs for transportation, movement documentation and support requirements for unit movements.

g. Assist STARCs and MUSARCs as necessary in their areas of support responsibility in unit movement planning and reporting UMD. This will include budgeting, training assistance, keypunch, automated transmission, and AUTODIN support for transmitting UMD to FORSCOM.

h. Establish local procedures for collecting new equipment movement characteristics IAW Military Traffic Management Command, Transportation Engineering Agency (MTMC-TEA) Pam 700-1 SOP for validating dimension and weight of equipment.

i. Designate a Port Support Activity (PSA) using guidance in chapter 3, below, and FM 55-65, to support unit equipment throughput at the CONUS sea port(s) assigned by appendix B or by separate FORSCOM tasking. Ensure an ISA is established with the appropriate TTU and provide a copy to the CONUSA. A roster of duty hour/emergency points of contact will be furnished to FORSCOM and updated at least annually or sooner when changes occur.

j. Designate an arrival/departure airfield control group (A/DACG) using guidance in chapter 3, below, and FM 55-12, to support air movement of units transiting CONUS aerial port(s) assigned by appendix C or by separate FORSCOM tasking. A roster of duty hour/emergency points of contact will be furnished to FORSCOM and updated at least annually or sooner when changes occur.

k. Plan to operate marshalling areas using guidance in chapter 3, below, in support of sea/aerial port operations.

l. Maintain the mobilization/deployment guidance in installation mobilization plans.

m. Ensure local procedures are established to determine the procurement, storage, and issues of blocking, bracing, packing, crating, and tiedown (BBPCT) materials IAW chapter 6.

n. Designate gates to be used for inbound convoy, outbound convoy, and commercial truck/bus traffic during mobilization and deployment.

2-7. Equipment storage sites
Commanders of equipment storage sites, such as ECS, WETS, MATES, UTES, and AMSA, will —

a. Appoint a movement coordinator on orders to develop plans for a movement of unit equipment, and coordinate these plans with supporting transportation officers.

b. Coordinate with units, support installations (SI), MUSARC, and STARC as necessary for BBPCT requirements to support movement requirements.

c. Establish an Equipment Recovery Plan for mobilization.

2-8. Units
Unit commanders (e.g., corps, divisions, brigades, regimental cavalry squadrons, battalions, separate companies and detachments) will —

a. Appoint on orders an officer or senior NCO, E6 and above, with an alternate, to serve as the unit movement officer (UMO). These individuals will be trained, have at least 1 year retainability in the unit, and hold at least a SECRET security clearance.

b. Conduct and evaluate unit mobility training. Test unit movement plans and verify UMD.

c. Maintain unit movement plans for real world contingencies and for exercise scenarios IAW this regulation and other appropriate directives. Unit must include an annex to the unit movement plan on how to recover ECS stored equipment, equipment hand receipted or stored at other locations.

2-9. Inspections
Plans, coordination, and reports required in this regulation will be an item of interest during inspector general (IG) inspections. The unit movement plan will be in five paragraph operational order format, complete, current, approved by the UMC and on file with the DMC/UMC of the next higher headquarters (STARC/MUSARC/Installation) as appropriate. Inspections will take the view that the mobilization movement plan is prepared according to the unit's primary wartime mission.

Chapter 3
Installation Reception, Processing, and Deployment

3-1. General
Installations will develop mobilization/deployment support plans and publish local procedures to implement policies in this regulation.

3-2. Installation Support, Reception, and Deployment Planning
Installations must plan for support, reception, and clearance of units moving in the installation's AR 5-9 area of responsibility. The plan will address logistical requirements affecting a deploying unit and a concept of operations anticipated by the installation. Specific operational procedures will be delineated.

a. Installation reception and deployment plans will contain procedures to receive and deploy units via all available modes of transportation. The installation plan will specifically address the following —

(1) Assignment of gates/local routes and times for convoying units reporting to or deploying from the installation.

(2) Movement control procedures for arriving/departing units.

(3) Designation of marshalling/staging areas.

(4) Additional installation personnel, equipment and terminal facilities requirements, and acquisition procedures.

(5) Acquisition and storage of BBPCT material for use and reuse.

(6) Enroute maintenance support requirements/ procedures.

(7) Disposition of personal property (e.g., POVs used in mobilization).

(8) Port Support Activity SOP.

(9) Arrival/Departure Airfield Control Group SOP.

(10) Marshalling Area SOP.

b. Installations will provide an external SOP to mobilizing/deploying units and other installation UMCs concerned.

3-3. Arrival/Departure Airfield Control Groups (A/DACG)

a. Contingency staffing and equipment requirements will be identified in the installation mobilization table of distribution and allowances (MOBTDA).

b. Overall responsibility for A/DACG is assigned to the installation staff. Individuals assigned supervisory responsibility for A/DACG will successfully complete the Air Deployment Planning Course and Surface Deployment Planning Course at Fort Eustis and participate in the Military Airlift Command Affiliation Program.

c. Appendix C establishes installation/aerial port of embarkation (APOE) assignments for most commonly used peacetime APOEs and for wartime/contingency planning. Additional peacetime exercise/operational support assignment will be according to specific FORSCOM tasking.

3-4. Port Support Activities

a. Port support activities (PSA) provided by installations augment the MTMC transportation terminal unit (TTU) or port commander. The PSA assists in the throughput of unit equipment through the SPOE.

b. Installations listed at Appendix B will maintain intraservice support agreements (ISA) with assigned TTU/ terminal commanders which identify conditions for and types of support to be provided. The ISA will be based on provisions of the FORSCOM/MTMC MOU, portions of which are at appendix B, and will be part of the installation mobilization/deployment support plan. Movement tables will be provided by the TTU to the installation in order to determine the composition of the PSA.

3-5. Marshalling areas

a. Marshalling area operations at aerial ports are the responsibility of the installation providing the arrival/ departure airfield control group (A/DACG) for command and control and for logistical support. These areas are normally in the immediate vicinity of the joint inspection area and are intended for final preparation of equipment, soldiers, and documentation for deployment.

b. Marshalling area operations at sea ports are the responsibility of the installation providing the PSA for command and control and for logistical support. These areas are ideally in the immediate vicinity of the port staging area and are intended for final preparation of unit equipment. These areas include railyards, designated areas for arriving aircraft, and arriving convoys. The marshalling area may also serve as a holding area for equipment until the transportation terminal unit (TTU)/port commander calls the equipment forward to the staging area.

3-6. Deployment control units

a. Deployment control units (DCUs) are FORSCOM reserve component units whose mobilization/wartime missions are to assist installation transportation officers and units in surface movements. DCUs coordinate with deploying units, MTMC area commands and SPOEs.

b. DCUs are under operational control of the MTMC area command. They are usually six-member unit movement teams that can assist in preparing movement documentation, rail or truck loading plans, giving hands-on training and advice in equipment preparation and tie-down procedures.

c. In peacetime, DCUs are also available to the ITO to help the chain of command prepare movement plans. Requests for DCU assistance must be made to the appropriate MTMC area commander who will schedule and resource a DCU team to work with the ITO and/ or units. The CONUSA will forward the appropriate fund cite to the MUSARC to publish orders.

d. MTMC will —

(1) Schedule a DCU team to perform two weeks annual training with the unit and/or ITO.

(2) Task the DCU to provide assistance during inactive duty training.

(3) Refer to FORSCOM any problems that can not be resolved.

e. For wartime planning up to C10, DCU teams are assigned to predesignated installations. After C10, installations may request DCU assistance from MTMC-EA/WA. MTMC area commanders will prioritize requests based upon unit deployment dates.

3-7. Unit liaisons

Major and separate deploying unit commanders will plan to provide an on-call unit liaison to the sea/aerial port commander. The purpose of unit liaisons is primarily to assist in the call forward of soldiers and equipment and to assist in resolving movement priority discrepancies. Unit liaison teams perform the following functions:

(1) Assist in calling forward of soldiers and equipment.

(2) Assist in resolving movement priority discrepancies.

(3) Assist in resolving AUEL/LOGMARS data discrepancies.

(4) Provide information on unit unique equipment.

(5) Gather information on unit movement and shipments of unit equipment to POEs for lessons learned.

3-8. Supercargoes

a. General. Supercargoes are personnel designated by a deploying unit, on orders, to accompany, secure, and maintain unit cargo on board a ship. Supercargoes will provide maintenance support and liaison during cargo reception at the SPOE, shipload and discharge operations, and SPOD port clearance operations. The MTMC area command notifies installations/units of number of personnel allowable by ship assignment. Where more than one major unit deploys on one ship, TTU/Port Commander will specify which unit will provide the OIC/NCOIC.

b. Composition. The composition of a supercargo team is dependent on several factors, including, but not limited to —

(1) Number of passenger berths available. MSC controlled and commercial cargo ships are not usually equipped to carry more than 12 passengers.

(2) Amount and type of vehicle/equipment deployed.

(3) Duration of voyage.

(4) Number of units deploying equipment on a ship. While the exact composition of the supercargo team is dependent on the factors above, a recommended composition would be the following:

(a) One OIC/NCOIC (a Warrant Officer with maintenance experience is the recommended rank of the OIC).

(b) Classified/Sensitive Cargo Escort(s) (if applicable and as required by regulations).

(c) Mechanics experienced and licensed on as much assigned equipment as possible.

3-9. Movement reporting

a. Expedited Movement Reports (EXMOVREP). EXMOVREP are not required unless specified by exercise/operational directive. When required, EXMOVREPs are prepared by the UMC in the format prescribed by AR 55-113 and AR 220-10 to provide advance and actual movement information on the departure and arrival of units. These reports are exempt from reports control and **minimize** instructions.

b. Deployment/Employment/Mobilization Status System (DEMSTAT). The DEMSTAT Users Guide defines installation reporting requirements.

3-10. Establishing convoy arrival/departure gates and times

Commanders of installations are responsible for establishing the times at which military convoys will arrive and depart the gates of their installations. Establishment of these times, however, must be coordinated with the DMC responsible for controlling the movement of traffic on the public highway system in and around these installations. Through this coordination, road space conflicts are resolved so that mobilization and deployment timetables can be met and normal peacetime missions can be accomplished.

a. Peacetime Convoys. Arrival/departure gates and times at installation will be established by the installation commander in coordination with the moving unit. The gates and times information will be submitted on the moving unit's road movement request (RMR) and used by the DMC to compute the convoy march table IAW FM 55-312. If the arrival/departure time cannot be met due to highway availability or movement control requirements, the DMC will coordinate directly with the installation and unit for establishment of a new time that meets the unit's mission needs.

b. Mobilization Convoys. The mobilization station is responsible for designating a gate and establishing arrival windows for each mobilization convoy moving through its gates. These windows will be established during regular coordination meetings between the installations and the RC units mobilizing there. Once an arrival window has been established for a unit, it is provided to the unit and the DMC in the state in which the convoy originates. The DMC establishes the specific arrival time for the convoy based on the amount of traffic on the highways around the installation and the arrival times of other mobilizing convoys. If, due to highway availability or movement control requirements, the arrival window can not be met, the DMC will coordinate directly with the installation for the establishment of a new time window. The unit can begin preliminary mobilization convoy planning by using the window established by the installation; the road movement order (RMO) returned by the DMC will reflect the actual arrival time and the march table computed based on this time.

c. Deployment Convoys. Deployment gate and arrival/departure times will be established in the same manner as mobilization times. These times will be based on port calls and will be the result of direct coordination between the installation and the DMC.

Chapter 4
Duties and Responsibilities of Unit Movement Personnel

4-1. General

Installation, MUSARC, and STARC commanders are responsible for appointing a DMC/UMC and one alternate, and Intermediate Command-Unit Movement Officers (IC-UMO) or Site Movement Coordinator (SMC), to support FORSCOM and transportation operating agency (TOA) data acquisition. Unit commanders are responsible for appointing a UMO and an alternate for planning unit moves and supporting data acquisition.

a. The UMC/DMC will provide guidance and assist assigned and supported units in preparing, maintaining, and executing movement plans, UMD, and related documentation. To ensure units are given necessary support, the unit movement staff must be adequate for the unit population served.

b. The UMC/DMC will supervise the collecting, validating, and reporting of equipment transportability data when tasked by HQ FORSCOM or HQ MTMC.

c. The UMO will prepare and coordinate the unit movement plan and provide UMD through chain of command to UMC/DMC to support FORSCOM data acquisition.

d. Direct communication with the Strategic Mobility Branch, FCJ4-TRU, HQ FORSCOM, is authorized and encouraged for UMCs/DMCs to report UMD.

e. The IC-UMO will coordinate movement plan requirements, assist subordinate planning personnel, and provide UMD to support FORSCOM data acquisition.

4-2. Installation unit movement coordinator

UMCs are responsible to —

a. Process unit movement data.

(1) Ensure each installation/activity/assigned unit and supported unit maintains current UMD. Headquarters for active/reserve garrisons, STARCs, and MUSARCs are exempt from movement planning requirements unless a move to a theater of operations or mobilization station is anticipated.

(2) Review and edit UMD for accuracy and have transactions keypunched and sent to FORSCOM IAW FORSCOM Regulation 55-2. The UMC will maintain the resulting data on each unit according to movement plans when required by exercise/operational directive. Active installations will support STARC/MUSARC requirements for UMD keypunch and transmission when the STARC/MUSARC cannot.

(3) Provide instruction on collecting UMD and planning.

(4) Maintain on file approved copies of the movement plans of all AC and RC units deploying from the UMC's installation.

b. Prepare movement reports.

(1) Coordinate with Active Component units and obtain data for preparing and dispatching EXMOVREPS.

(2) EXMOVREPS will be prepared according to AR 55-113 for CONUS travel and AR 220-10 for OCONUS travel.

(3) The UMC will coordinate and validate transportation reporting under DEMSTAT.

c. Process convoy clearances and special hauling permits.

(1) Maintain files on unit highway moves coordinated for/approved by SMCC. Files will also include POC for SMCC, state and local authorities (police, highway, etc), and other highway regulatory authority as necessary.

(2) Validate unit requests for Reserve Component convoy clearances and forward to the DMC for approval. Approve Active Component requests for convoy clearances. Process AC/USAR special hauling permits and obtain civil permits necessary for convoy movement.

(a) Determine accuracy of data. Basic vehicle transportability guidance can be obtained through Transportability Guidance Technical Manuals (TGTM).

(b) Ensure military vehicles meet State requirements for routine clearances, weight restrictions, and time of travel.

(c) Contact highway regulatory authorities where frequent military vehicle travel is required and obtaining blanket permits if possible.

(d) Obtain civil permits and clearances in an emergency. Advanced coordination is encouraged.

(3) Monitor convoy movements as required. The UMC will collect highway intelligence data from local sources and convoy commanders to relay to SMCC.

(4) Assist in coordinating enroute administrative and logistics support for units.

(5) Prepare special instructions for the moving unit.

d. Coordinate unit movements.

(1) Review and maintain DA movement directives, FORSCOM movement orders, or other such movement authorizations and coordinate type of movement, modes, time for phased departure, and destination.

(2) Coordinate with unit's major command or staff section and POC in activities that have logistics responsibility for movement of the unit.

(3) Advise the unit on preparing movement documents for the move.

(4) Verify amount of lift required by each unit and help designate loading sites and times for each unit to start and complete loading.

(5) Obtain documents from each site where the unit is loading and check them for accuracy and completeness.

(6) Ensure capability documents are delivered to the appropriate agency for processing.

(7) Assist in identifying and obtaining BBPCT materials from installation engineers or through procurement channels.

(8) Coordinate material handling equipment (MHE) requirements between units and MHE sources (commercial or military).

(9) Coordinate transportation needs for shipping POMCUS unit residual equipment (PURE) and designate loading sites.

(10) Coordinate with the ITO for all unit moves.

(11) Coordinate movement documents for commercial lift of passengers and en route support with the unit and ITO passenger sections.

(12) Coordinate military movements with civilian administrative and law enforcement agencies to secure assistance for movement control.

(13) Monitor movements and provide assistance, as required under AR 5-9, to units in or traversing the installation support area.

e. Coordinate airlift.

(1) Serve as primary POC for special assignment airlift mission (SAAM) and exercise airlift and coordinate airlift request for deploying Army units. The UMC will receive requests from units, correct or modify as needed, and forward to the supporting ITO. The supporting ITO will verify the information to and forward the request to HQ FORSCOM for review and processing to HQ MTMC for SAAM validation or commercial routing as appropriate.

(2) When requests are approved, coordinate airlift (military or commercial aircraft) with units and command staff agencies.

(3) Maintain liaison with units and MAC POC in coordinating loading and departure times and specific mission support requirements.

(4) Maintain contact with FORSCOM FCJ4 for aircraft coordination to report any change in mission requirements.

(5) Observe aircraft loading and obtain data for EXMOVREPs.

f. Maintain and manage containers and 463L pallet allocations and records per AR 55-1 and AR 59-18.

g. Collect transportability data.

(1) The UMC will establish, maintain and supervise a data collection.

(2) Establish, maintain, and supervise a data collection team to weigh and measure equipment IAW FORSCOM Regulation 55-2, chapter 6.

h. Review, validate, approve, and coordinate unit movement plans for active component units.

i. Review, validate, approve, and coordinate RC mobilization movement plans.

j. Train Unit Movement Officers.

(1) Conduct, as a minimum, annual movement planning and execution workshops.

(2) Include, as a minimum, movement plan development, convoy operations, automated unit equipment list (AUEL) procedures, and hazardous material certification.

(3) Maintain a list of Unit Movement Officers authorized to sign the DD Form 1387-2.

4-3. STARC defense movement coordinator

STARC DMCs are responsible for the same duties as installation UMCs described in paragraph 4-2 except for subparagraphs 4-2c, 4-2f, and 4-2h. In addition, responsibilities include —

a. Assist ARNG units with implementation of mobilization movement plans.

b. Approve ARNG/USAR convoy movements.

c. Obtain civil permits for ARNG units originating movements within the state.

d. Upon mobilization, operate a State Movement Control Center (SMCC) to monitor convoys.

e. Receive and forward Expedited Movement Reports (EXMOVREP).

f. Approve mobilization and deployment convoy movements from home station to mobilization station and to the ports of embarkation.

g. The DMC will coordinate with the USPFO Traffic Manager for —

(1) Technical assistance in planning and execution of commercial movements.

(2) Assistance in review of the commercial transportation portions of the AUEL report. The USPFO Traffic Manager will complete commercial transportation sections of the AUEL report necessary to obtain a CSRO.

4-4. MUSARC unit movement coordinator
MUSARC UMCs are responsible for the same duties as the installation UMCs described in paragraph 4-2a, 4-2b, and 4-2d.

4-5. Intermediate command level unit movement officer
Intermediate command level unit movement officer will —

a. Coordinate movement planning guidance that applies to subordinate units and direct preparation and maintenance of movement plans and data.

b. Review and evaluate the effectiveness of subordinate level movement plans.

c. Prepare recommendations as appropriate to enhance movement planning and execution.

d. Prepare and maintain command level movement plans that incorporate subordinate level movement requirements.

e. Coordinate movement requirements in the chain of command.

f. Train subordinate level movement personnel in evaluating movement planning and AUEL procedures.

4-6. Unit movement officer (UMO)
The UMO will —

a. Prepare and maintain unit movement and load plans.

b. Review unit movement plans to ensure they conform to directives of higher headquarters.

c. Prepare and maintain documentation needed for unit movements to include AUEL reports.

d. Supervise the preparation and execution of unit load plans.

e. Coordinate with higher headquarters and support activities on unit movements.

f. Coordinate operational and logistical movement requirements for the move.

g. Submit and change UMD as required by FORSCOM Regulation 55-2.

h. Maintain on file approved copies of all unit movement plans.

i. Notify the UMC/DMC between update cycles of changes in unit circumstances which affect the unit's transportation requirements and UMD.

j. Prepare and maintain the unit movement SOP.

k. Train unit loading team(s).

l. Ensure the unit has personnel who are authorized to certify hazardous materials and sign the DD Form 1387-2.

4-7. Site movement coordinator
Site movement coordinator will —

a. Assist the UMO and UMC/DMC in determining and reporting movements needed to clear the site.

b. Coordinate the movement of unit related cargo from the site to an appropriate destination (e.g., mobilization station/SPOE/APOE).

c. At storage site located on active or reserve installation, coordinate actions through the installation UMC.

d. Develop and coordinate a site equipment recovery plan.

4-8. Training

a. The Joint Strategic Deployment Training Center, Fort Eustis, VA, has developed courses that qualify unit movement personnel to plan, organize, and conduct unit surface and air movements training and/or operations. For further information, contact JSDTC at AV 927-5862 or Commercial 804/878-5862.

b. A Unit Movement Officer Course (UMOC) for certification is available at the U.S. Army Reserve Readiness Training Center, ATTN: AFYB-DTI-T, Fort McCoy, WI. For further information, contract ARRTC at AV 280-2782/4113 or Commercial 608/388-2782/4113.

c. Other possible sources of training are CONUSA mobilization planners, FORSCOM and TRADOC installations, UMC/DMC, and U.S. Army Readiness Groups.

d. Military Airlift Command (MAC) offers an Airlift Planners Course under the MAC Affiliation Training Program. This course is designed to train supervisory personnel in the planning and execution of airlift operations. The installation Unit Movement Coordinator, in coordination with the affiliated Airlift Control Element can arrange for this course.

e. Transportability Guidance Technical Manuals (TGTMs), Technical Manuals (TMs), Field Manuals (FMs), and shipping manuals are available through normal requisition channels.

Chapter 5
Movement Planning

5-1. General

a. AR 10-42 and AR 220-10 require the Commander, FORSCOM, to prepare and execute plans to support mobilization and deployment of U.S. Army Forces.

b. This chapter outlines the requirements for unit commanders and UMO to prepare movement plans for mobilization, deployment, or contingency plans for which the unit has been troop listed.

c. This chapter also outlines procedures for selected exercises where the exercise directive requires preparing a movement plan or for Temporary Change of Station (TCS) movement plan.

d. All movement within CONUS will be based upon administrative nontactical moves consistent with the threat.

5-2. Requirement for movement plans
Units that have been directed to deploy or mobilize according to a specific OPLAN or contingency plan (CONPLAN) and units on TCS orders will have movement plans in five paragraph operational order format.

a. Mobilization movement plans. Mobilization movement plans are required for units that move from home

station to a deployment or mobilization station in CONUS before deployment. Units whose present location is their mobilization station as described in FORMDEPS are exempt from preparing mobilization movement plans.

b. Deployment movement plans. Deployment movement plans are required for all AC units and RC units who are identified under the POMCUS program, assigned a direct or modified deploying mission, or assigned a Southwest Asia deployment as a primary mission. All other RC units, except non-deploying units will prepare a modified deployment plan to be filed as an addendum to the mobilization movement plan. Commanders will determine the type of plan or plans to be written based on the time-phased force and deployment list (TPFDL) from the OPLAN(s) which corresponds to the unit's primary CAPSTONE mission. Typical information available from the TPFDL includes mode of transportation, POE, POD, and the latest arrival date on which a unit can be delivered at the POD. The information on the TPFDL can be acquired through the S-3/G-3 channels who in turn access the TPFDL through their installation worldwide military command and control system (WWMCCS) terminal.

c. Contingency/exercise movement plans. Contingency/exercise movement plans are required for all units that are troop listed in an approved contingency or exercise plan (when the exercise directive requires a movement plan). Exercise movement plans will not be filed with contingency/mobilization/deployment movement plans.

d. Temporary change of station. Movement plans will be developed and approved for the TCS of units.

5-3. Sequence for developing/approving/testing movement and load plans

a. General. The first step in developing a movement plan is to determine the type movement plan to be written and its associated requirements. The tasking directive must be analyzed to determine requirements for equipment, supplies, and personnel at the objective area. Mobilizing units must plan to take all non-station property to the mobilization station. The Movement Planning Guide (fig 5-1) identifies the minimum requirements a unit should consider in its planning for a unit move.

	Yes	No	NA
1. Does the unit have a current copy of FORSCOM Regulation 55-1, Unit Movement Planning?	___	___	___
2. Has a Unit Movement Officer and Alternate been appointed?	___	___	___
3. Does the unit have the required publications to support unit movement planning?	___	___	___
4. Does the unit have an approved mobilization movement plan? (MUSARC/STARC/installation approved)	___	___	___
5. Has the unit movement plan been prepared IAW FORSCOM Regulation 55-1?	___	___	___
6. Has the Unit Movement Officer prepared, maintained, or recommended changes to unit movement plans?	___	___	___
7. Has the Unit Movement Officer reviewed unit plans to ensure that they conform to directives of higher headquarters?	___	___	___
8. Does the unit have standing operating procedures for the following?	___	___	___
a. Identifying, loading, certifying and transporting hazardous cargo?	___	___	___
b. Identifying marking of vehicles for convoy movements?	___	___	___
c. Loading and unloading of vehicles prior and subsequent to movement?	___	___	___
d. Enroute maintenance during convoy movement?	___	___	___
9. Have SOPs been reviewed and staffed to ensure conformity with regulations and directives?	___	___	___
10. Does the unit movement plan address the following?	___	___	___
a. Movement of the advanced detachment to the mobilization station?	___	___	___
b. Movement of the main body to the mobilization station?	___	___	___
c. Movement of MTOE/CTA equipment from HS/MATES/UTES/WETS/ECS to the mobilization station?	___	___	___
11. Has the unit completed FORSCOM Form 900-R series forms for the AUEL report IAW FORSCOM Regulation 55-2?	___	___	___
12. Does the unit have the most current AUEL report on hand?	___	___	___
13. Does the equipment on the AUEL report match the equipment on the property book?	___	___	___
14. For units with organic vehicles, has FORSCOM form 285-R been completed for each vehicle and trailer?	___	___	___
15. For units with oversize, overweight, excess or non-drivable equipment, has FORSCOM Form 285-1-R been completed?	___	___	___
16. Has blocking, bracing, packing, crating and tie down material been considered, requirements identified, sources identified and coordination with USPFO/SI/MS?	___	___	___
17. Have unit load teams been identified and trained?	___	___	___
18. For units which convoy, have convoy requirements been identified, appropriate coordination and forms completed?	___	___	___

Figure 5-1. Movement planning guide.

b. Determine movement requirement as follows:

(1) Passengers. Consider movement of personnel anticipated to be assigned to the unit during phase IV of mobilization, which accounts for all personnel to be moved from home station. For contingency or exercise movement plans, consider only the number of personnel identified in the operation or tasking directive.

(2) Cargo. Consider movement of cargo that will be an asset of the unit (including vehicles, basic load, CTA, authorized stockage list (ASL), prescribed load list (PLL), unit supplies during mobilization or deployment. Develop unit load plan and cargo movement requirements for contingency or exercise movement plans based on guidance in the tasking directive.

(3) Split Shipments. Consider movement of cargo and personnel by multiple modes of transportation (e.g., convoy, rail, commercial truck, ship, MAC or Civil Reserve Air Fleet (CRAF) aircraft).

(4) Rotary Wing Aircraft. Operational rotary wing aircraft to conduct flight operations direct to mobilization station/port of embarkation, where minimum disassembly will be accomplished for shipment.

c. Develop unit load plans using FORSCOM Form 285-R (Vehicle Load Cards) for organic vehicles and trailers to be completed in operational reduced configuration (see fig 5-2 for sample) and DD Form 1750 (Packing List) for separate shipments.

(1) Motor transport planning in the earliest stages often must be based on broad planning factors and assumptions. Because of varied services performed and the type of loads carried, general planning factors should be used with caution and only in the absence of specific data on the local situation.

(2) Load plans will consider maximum use of each vehicle's cargo compartment capacity in an appropriate shipping configuration.

(3) Reduced loaded configuration IAW TB 55-46-1 and AR 220-10 will be used when planning a mobilization, deployment, or JCS-directed OCONUS move.

(4) Operational-reduced configuration will be used when planning mobilization moves. Operational-reduced configuration is defined as; organic vehicle (convoy) moving over the highway with mirrors mounted, windshields and canvas up and only the deployment load reduced IAW TB 55-46-1.

(5) All units carrying unit cargo on organic vehicles and trailers will complete FORSCOM Form 285-R indicating the vehicle in the operational/reduced configuration. There will be one FORSCOM Form 285-R completed for each operational/reduced configuration vehicle and trailer.

(6) Drivers and assistant drivers weights will not be added to the vehicles empty or loaded weight. Planning weight for transported unit personnel in the cargo compartment for organic vehicles will be 245 pounds. Duffle bags (A and B) carried as cargo will be estimated at 65 pounds and 3 cubic feet in volume. Transported unit personnel in organic vehicles cargo compartment from home station to mobilization station will use troop seats and will be planned on a figure of 22 inches, width per person.

(7) MTOE equipment possessing a length of less than 104 inches and weighing less than 5,000 pounds will be found in TB 55-46-2.

(8) Vehicles being planned to be transported by air will not have more than 1/2 tank of fuel. Tankers will be drained and purged IAW MAC Pamphlet 50-13.

d. During peacetime and mobilization unit moves —

(1) When moving commercially, reduce all vehicles and loads IAW TB 55-46-1.

(2) When moving organically, the unit will move using full organic cargo capability. The unit will carry the reduced load for that vehicle but also carry cargo in the additional capacity above the reduced load. This additional load will go commercially in the deployment move.

e. Weight and cube of packaging and packing material. When loading miscellaneous items of organizational equipment and accompanying supplies, consider the weight and cube of packaging and packing materials when planning vehicle loads.

f. Vehicles built up, as directed by MTOE, that will exceed the reduced configuration IAW TB 55-46-1, will not be transported on commercial conveyances, vessels or military aircraft unless approved by the Military Traffic Management Command-Transportation Engineering Agency (MTMCTEA) through FORSCOM. Cargo vehicles with items such as fuel pods or communications shelters attached may be shipped in that configuration. Loading vehicles, shelters, trailers, containers and other cargo carriers in excess of their rated cargo capability is strictly prohibited.

g. Anticipated payload per vehicle is figured as follows:

(1) Off-road/deployment/commercial. Rated cargo capacity of vehicle (except tank semitrailers which are rated at 3,000 gallon capacity for off-road operations and must be shipped empty and purged for deployment).

(2) Highway/mobilization. Rated cargo capacity as directed by TB 55-46-1 for all cargo carrying vehicles including trailers.

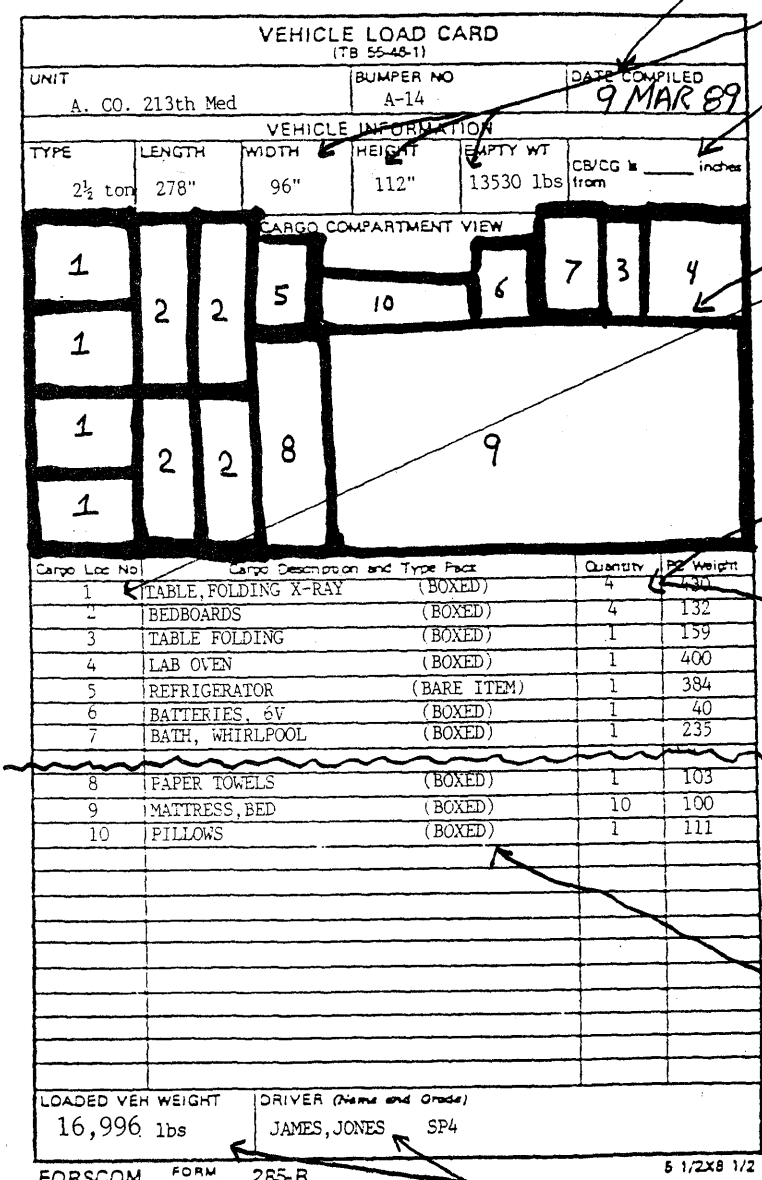
(3) Non-cargo carrying vehicles may be used to transport unit equipment and supplies when the commander determines that cargo and vehicle can be adequately protected during transit. Examples are CUCVs, ambulances, armored personnel carriers, and similar types of tactical and combat vehicles that have a cargo/personnel carrying capability not listed in TB 55-46-1. Care must be exercised in loading these vehicles to ensure that the rated load capacity of the vehicle is not exceeded.

h. Determine administrative, logistical, and coordinating requirements for the plan. Consider requirements such as petroleum oils and lubricants (POL), return of personnel from POE to home station (HS), and en route medical, messing, and maintenance.

i. Assemble available equipment and supplies and test the vehicle and separate shipment load plans developed in paragraph 5-3c. Prepare FORSCOM Form 285-R and DD Form 1750 for each loaded vehicle. A packing list is needed for each loaded vehicle, trailer, and separate shipment.

5-4. Using commercial transportation

a. FORSCOM Form 285-1-R (Request for Commercial Transportation) (fig 5-3) will be used to request commercial transportation of both personnel and equipment. The automated unit equipment list (AUEL) may be attached to describe the shipment units. A copy of the mobilization Request for Commercial Transportation will be provided to the USPFO/Support Installation UMC by the MUSARC UMC/STARC DMC.



VEHICLE LOAD CARD
(TB 55-46-1)

UNIT	BUMPER NO	DATE COMPILED
A. CO. 213th Med	A-14	9 MAR 89

VEHICLE INFORMATION

TYPE	LENGTH	WIDTH	HEIGHT	EMPTY WT	CB/CG is ____ inches from
2½ ton	278"	96"	112"	13530 lbs	

CARGO COMPARTMENT VIEW

Cargo Loc No	Cargo Description and Type Pack		Quantity	PC Weight
1	TABLE, FOLDING X-RAY	(BOXED)	4	430
2	BEDBOARDS	(BOXED)	4	132
3	TABLE FOLDING	(BOXED)	1	159
4	LAB OVEN	(BOXED)	1	400
5	REFRIGERATOR	(BARE ITEM)	1	384
6	BATTERIES, 6V	(BOXED)	1	40
7	BATH, WHIRLPOOL	(BOXED)	1	235
8	PAPER TOWELS	(BOXED)	1	103
9	MATTRESS, BED	(BOXED)	10	100
10	PILLOWS	(BOXED)	1	111

LOADED VEH WEIGHT	DRIVER (Name and Grade)
16,996 lbs	JAMES, JONES SP4

FORSCOM FORM AUG 80 285-R 5 1/2X8 1/2

Date of entry (pencil)

Reduced configuration IAW TB 55-46-1

Not computed from home station to to mob station.

Show where items are loaded in the cargo compartment.

A DD Form 1750 (Packing List) is required for each item packed in a box or Container.

List the number of items and the weight of each. All items will be reduced to the shipping configuration listed in TB 55-46-1.

Red line to separate the items loaded above the reduced load that will move to the MS on the vehicle and be transfered from the vehicle at the MS.

List any packing and crating materials needed for items loaded on vehicle.

If vehicle is to be moved by rail list all BBPCT materials needed on the vehicle load card.

Total weight of items loaded above the red line, plus the empty weight of the vehicle.

DRIVER (qualified), identified by Name or TDA/para position (pencil)

Figure 5-2. Sample Vehicle Load Card (FORSCOM Form 285-R).

Figure 5-3. Sample Request for Commercial Transportation (FORSCOM Form 285-1-R).

REQUEST FOR COMMERCIAL TRANSPORTATION
(FORSCOM Reg 55-1)

UNIT	HOME STATION (Complete Address)	AVAILABLE TO DEPART (Date and Time)		
507th Main Co.	Fort A.P.Hill Va. 23601	COMMERCIAL TRANSPORTATION REQUIRED FOR		
TELEPHONE NO AUTOVON: 227-3456 / COMMERCIAL: 401-678-3456	SHIP TO: Fort Eustis Va. 23603	No of Passengers: 86	Weight of Baggage: 2200	Types and Quantities of Vehicles/Equipment: 3-CUCV 2-2 1/2 ton

SHIPPING FACILITIES

RAIL				BUS	AIR	HEAVY LIFT		
LOCATION OF NEAREST RAILHEAD FOR		DISTANCE FROM HOME STATION TO RAILHEAD FOR	Miles	Location of Nearest Airport	Nearest Commercial Airport Providing Scheduled Passenger and Freight Service (Name and Location)	Type	Capacity	Tons
Passengers: Fort A.P. Hill, Va.		Passengers	14	Bolling Green Va, 23567	Byrd Field. Richmond,Va	None		
General Freight (Address): Fort A.P. Hill, Va.	Initials of RR Serving: S.P	General Freight	14	Name of Local Bus Company: XYZ		Loading Ramps and Docks		
Siding for Tracked Vehicles (Address): Fort A.p.Hill,Va	Initials of RR Serving: S.P	Tracked Vehicles	14	Distance From Home Station to Bus Terminal (Miles): 14	Distance from Home Station to Airport (Miles): 46			

REMARKS

USE THE REMARKS SECTION TO LIST ANY INFORMATION THAT WILL BE HELPFUL TO ORDER TRANSPORTATION.

TYPED NAME, GRADE AND TITLE	SIGNATURE
James J. Jones 1LT, T.C. UMO	

FORSCOM FORM 1 OCT 82 285-1-R — EDITION OF 1 APR 82 IS OBSOLETE. — Army Ft McPherson Ga. 1908/82 — 11XR¼

b. Commercial surface transportation will be planned for cargo and personnel that the unit is not able to transport. Units will not plan commercial moves inside CONUS for the purpose of integrating subordinate elements into the parent organization for unit integrity.

c. Commercial buses, trucks, or rail cars will arrive at pickup points at times set and coordinated by the support installation (SI) UMC or U.S. Property and Fiscal Officer (USPFO) Traffic Manager.

d. The shipping unit is responsible for loading, blocking, bracing, and tie down of unit equipment onto the commercial conveyance at origin and for unloading at destination and clearing the commercial conveyance of debris.

e. Guidance for loading and securing major items of equipment on open top, wooden deck, rail cars is in TM 55-2200-001-12 and specific TGTMs for selected major items.

5-5. Moving ammunition and hazardous cargo

a. Ammunition and hazardous cargo will not be placed in military vehicles for movement unless required by the tasking directive (AR 220-10). This cargo will be moved by commercial transportation and configured into pallets or containers.

b. The unit commander will ensure that ammunition is not in the possession of, or accessible to, any individuals during the movement unless directed in the tasking directive.

5-6. Special considerations for units outside continental United States (CONUS)

a. This paragraph applies to units assigned to —

(1) The Commonwealth of Puerto Rico.

(2) The U.S. Virgin Islands.

(3) Alaska.

b. Units will prepare movement plans for deployment according to the approved tasking directive under which the unit is troop listed.

c. Ammunition or hazardous, sensitive, or classified cargo must be identified in the AUEL. Movement plans must show that Class A and B explosives move only through designated ammunition ports. Class C explosives require specific permits and extensive prior coordination to be moved through a port other than a designated ammunition port. Units will not plan to take ammunition greater than .60 caliber with them (AR 220-10) and FORSCOM Regulation 700-2.

c. Units will prepare movement plans based on the requirements of local contingencies and exercises. These movement plans will address the specifics of the move as required by the contingency or exercise directive.

d. RC units with a mobilization movement requirement will prepare the movement plan based on the requirements and ultimate deployment.

e. UMD will be collected in accordance with FORSCOM Regulation 55-2.

5-7. Coordinating/approving movement plan

Prepare movement plan and send copies to UMC/DMC for coordination, validation, and approval. RC movement plans will be validated and approved by MUSARC/STARC UMC/DMC/installation UMC every 2 years, and AC movement plans will be validated and approved by the installation UMC annually. Alterations in the movement plan caused by significant changes in unit equipment will be validated and approved by the UMC/DMC as the changes occur.

5-8. Testing load plans

Load plans will be tested at least every two years by RC units. Load plan testing will include actually configuring and loading unit equipment, when available. When unit equipment is not available, diagrams of the conveyance can be drawn onto parking areas, drill hall floors, or other locations, to simulate loading functions; however, the weight capacity of the vehicles must be considered in the test.

5-9. Unit movement data

Unit movement data submitted to COMPASS should reflect reduced loaded (deployment) configuration. The method to document mobilization versus deployment differences is the unit movement plan. This will be accomplished in the following:

a. The vehicle load card (FORSCOM Form 285-R) will reflect the load in the operational/reduced configuration. To identify the difference between operational and reduced on the FORSCOM Form 285-R, a red line will be drawn separating the reduced configuration load from those items in the operational configuration. If more room is needed to list items in the operational configuration, the reverse side of FORSCOM Form 285-R will be used.

b. The additional load identified above that has been planned as a commercial requirement in the deployment move will be identified in the special handling cargo section of the AUEL (section F). Section F of the AUEL reports non-vehicular oversized/overweight or containerized cargo which will move apart from unit vehicles. FORSCOM Form 900-3-R, card column 9-10 (ECHELON), pertain to RC units, will be annotated with a "2" to indicate this equipment is going organically. Upon arrival at the MS, the load reported in the special handling cargo section can be readily converted to reflect commercial movement requirements with only minor post-mobilization adjustments.

Chapter 6
Blocking, Bracing, Packing, Crating and Tie Down (BBPCT) Materials

6-1. General

This chapter describes FORSCOM policy for obtaining and stocking BBPCT materials and related rail car loading equipment for all mobilizing and deploying units.

6-2. Definitions

a. BBPCT: "Blocking, Bracing, Packing, Crating and Tiedown (BBPCT) in Support of Full Mobilization" is the official encompassing title for the program. It includes all materials required to protect vehicles, equipment and other cargo from damage or loss during transit.

b. BBM: "Blocking and Bracing Material (BBM)" includes tiedown materials and is the term applied to materials required for rail movement but does not normally include packing and crating materials. It may also be referred to as "BBT" (blocking, bracing and tiedown) material.

6-3. Policy

Policy objectives are to ensure required materials are available in time for units to comply with movement orders and to avoid stocking BBPCT materials that are readily available from local commercial sources.

a. BBPCT material will be centrally stocked at installations/activities only when it is not possible to procure from local sources before the unit deployment date.

Materials required for movement from home station to mobilization station (excluding direct deployable Reserve units) will be listed in a separate section of the unit movement plan and be obtained by the Reserve Component Unit's Class "A" agent and ordering officer through the use of local procurement from predetermined commercial sources following receipt of alert and determination of mode. BBPCT material on hand within RC units must be inventoried every year and a copy of the inventory furnished to the MUSARC or USPFO. The inventory will include the age of BBPCT. RC units will identify available vendors and include these sources of supply in the unit's mobilization plan.

b. For equipment moves during mobilization from Home Station to Mobilization Stations ARNG units will receive assistance from the USPFO and STARC to program, budget, fund and position a BBPCT prestockage material requirement. USAR units will receive assistance from their support installation to program, budget, fund and position a BBPCT prestock material requirement.

c. Units will identify BBPCT material requirements that cannot be procured at HS, annually to the MUSARC, STARC, and mobilization station. Unit movement plans will contain a separate section on BBPCT material requirements. FORSCOM Form 285-R, Vehicle Load Card, will be used to record all BBPCT material required to move and load vehicles and trailers. For items and equipment not moving on organic vehicles, a DD Form 1750, Packing List, will be prepared and all BBPCT material required for movement will be listed.

6-4. Implementation

The HQ FORSCOM, Director of Logistics, J4 (DOL, J4) has been tasked as BBPCT Program Executive Agent to implement DA policy and has established the following rules. (The DOL, J4, Transportation and Services Division, specifically has responsibility for managing the BBPCT Program.)

a. BBPCT material may be stocked at the mobilization station, ECS, AMSA, MATES, and WETS to support mobilization and deployment of the units subject to limitations stated in paragraph 6-6.

b. When equipment is temporarily (i.e., hand receipted from a storage site) located at the home station for training, it must be accompanied by its BBPCT package for transportability, should mobilization occur.

c. AMSA, MATES, WETS, and ECS site movement coordinator (SMC) will, in conjunction with the supported UMOs, assess total BBPCT material requirements to support the first 30 days of mobilization.

d. The installation DOL/ITO will coordinate as needed with the installation DEH to arrange for any necessary fabrication of BBPCT materials.

6-5. Determining BBT materials

BBT material must be calculated on the current Association of American Railroads (AAR) Loading Rules. In the absence of AAR procedures, a Transportability Guidance Technical Manual (TGTM), TM 55-2200-001-12, and COMPASS BBM summary will be used.

a. Paragraph 6-8 describes the use of the rail blocking and bracing material reports available from FORSCOM.

b. Units must determine the number of pallets, containers, boxes, banding material, crates, and any other material required to protect and unitize the unit equipment and supplies during transit to the theater of operations. Units will report these requirements to the UMC and requirements will be reviewed by UMC IAW paragraph 6-6b.

c. When the movement involves rail, maximum use of multilevel (bilevel and trilevel) rail cars will be planned to reduce demand on single level flatcars. For general calculations of the percentage of wood deck open railcars versus steel deck chain down railcars use a planning factor of 50 percent. The actual percentage of railcars requiring BBM may be different, depending on the following:

(1) Size and type of unit to be loaded.

(2) Types of railcars actually available.

(3) Different amounts of rail outloading required for different POEs and OPLANs.

d. Each installation DOL/ITO, in coordination with Unit Movement Coordinators (UMC), Directorate of Plans,Training,and Mobilization (DPTM), Director Engineering and Housing (DEH) and civilian railroad officials, has the responsibility to accurately identify and program BBPCT requirements for their individual installation and supported units and activities.

6-6. Deployment installations Commanders of deployment installations are responsible for providing all BBT material to support the first 30 days of deployment. Long lead items (items with a procurement time in excess of 14 days) will be stocked in sufficient quantities to supply the first 30 days of deployment.

a. Active and Reserve units that deploy C30 or earlier must furnish their total BBPCT material requirements to their mobilization station's Installation Unit Movement Coordinator.

b. The installation UMC affixes the deployment date of the unit to the material list. The UMC reviews the material list against the CONUS Military Installation Material Outloading and Receiving Capability Report (DD Form 1726) to determine if the units outload deployment date is within the limitations/capabilities of the installation. When the review is complete, a listing of the required material and the respective time frames are furnished to the installation Director of Contracting (DOC) for local purchase review.

c. The installation DOC performs a local market survey to determine which required items of BBT are readily available in the required quantities from commercial sources. (Those items will not be purchased and stocked unless a subsequent market survey shows that the item(s) cannot be acquired prior to the unit outload date.) The local market survey should be conducted at least annually due to the changeable nature of supply and demand in the commercial marketplace.

d. The DOC annotates the materials list, indicating which items are not readily available on the local market. The DOC should also maintain the list of readily available materials, in a form and manner which will expedite acquisition upon mobilization/deployment. The DOC will only procure materials specified by the installation UMC (that is, the items not readily available and not on hand in inventory).

e. The DEH will ensure that supply and accountability procedures include control, storage, issue, turn-in, maintenance and replacement of BBPCT materials, railcar spanners, hand tool sets, portable end ramps and any other related rail loading equipment.

f. An annual inventory of BBT material will be conducted by the DEH and furnished to the unit movement coordinator for review to determine adequacy. Additions

or deletions to requirements will be annotated on the listing and processed through the installation contracting officer as necessary for inventory adjustment. The annual inventory should indicate the age of BBPCT. The material is stocked separately from the stock fund inventory as mobilization stockage. Materials will be rotated from the BBPCT inventory to extend shelf life.

g. BBT will be stripped from the equipment at the APOE/SPOE by the APOE/SPOE support unit. First option for use of the material is under control of the MTMC port commander. Any residual material will be returned by available transportation to the APOE/SPOE support installation for reuse.

6-7. Rail loading equipment

a. Rail loading equipment includes (but may not be limited to) portable end loading ramps (single and multilevel), railcar spanners (or bridgeplates), and handtool sets.

b. The DOL will manage the inventory of BBPCT hand tool sets needed for installation of BBPCT material during mobilization. BBPCT hand tool sets may be used for normal (non-mobilization/deployment) shipping activities. Installations will ensure that accountability, control, maintenance, storage, and replacement procedures must be clearly established to ensure sufficient hand tool sets are on hand in case of mobilization. The senior officer in charge of the blocking and bracing crews will be required to sign a hand receipt for the tool sets issued. To calculate the number of hand tool sets required: divide by 4 the number of rail flatcars that are expected to be positioned for a single loadout. Add 5 percent for breakage and round to the nearest whole number. (If .4 or lower, round down; if .5 or higher, round up). Example: 78 railcars divided by 4 = 19.5 x 1.05 = 20.475 tool sets, or rounded to 20.

c. Rail car spanners (bridgeplates) may be used for normal peacetime shipping activities. However, accountability controls, maintenance, storage and replacement procedures must be clearly established to ensure sufficient spanners are on hand in case of mobilization. To calculate the number of spanners required: Figure 1 set (2 each spanners) for each rail flatcar expected to be positioned for a single loadout. Add an additional set for each permanent end ramp to be used for loading. Then add 5 percent for breakage and round as in paragraph b. Example: (78 railcars loading at 3 permanent end ramps) 78 + 3 = 81 x 1.05 = 85.05, rounded to 85 sets (170 each) spanners.

d. Portable end loading ramps may be single level (for standard flatcars), on adjustable multilevel (for loading bilevel or trilevel railcars). They may be either towed or self-propelled and will normally be procured and managed as TDA items. Like spanners, the ramps may be used for normal operational activities provided they are properly controlled and maintained or replaced if necessary to ensure availability for mobilization. There is no formula to determine the number and types of portable ramps required. This can only be determined by the Installation Transportation Officer's (ITO) careful evaluation of the magnitude of the outload mission, compared to the physical facilities (permanent loading ramps/docks) available. The DOL should initiate action to add to the installation TDA the number and type of ramps required but not currently authorized.

6-8. BBM COMPASS report

a. The COMPASS-produced rail BBT summary and detail listing provides planners with detail rail BBT requirements. Requirements on the listings have been approved by the AAR as a minimum requirement for securing equipment on rail cars. These reports will not be produced and distributed on a standard basis. Request for these reports must be sent to FORSCOM, ATTN: FCJ4-TRU, Fort McPherson, GA 30330-6000.

b. Figure 6-1 is a copy of the Rail BBT Summary. This report summarizes the BBT requirements for the unit based upon the TOE vehicles.

c. Figure 6-2 is a copy of the Rail BBM Detail List. This report gives BBM requirements for one vehicle. Multiply the number of vehicles times the BBM requirements to produce the total requirement for type vehicle by line item number.

d. Above reports are compiled using standard wood deck open railcars. For planning requirements of BBPCT material the total listed on the Rail BBM Summary and Detail List should be divided by 2 to determine the 50 percent as outlined in paragraph 6-5c.

Chapter 7
Convoy Operations and Movement Control in CONUS

7-1. General

This chapter provides guidance for public highway use and convoy operations in CONUS. It also establishes convoy movement control procedures that apply during peacetime and actual mobilization and deployment that implements Mobilization Movement Control (MOBCON).

7-2. Definition of Convoy

Convoys are defined as follows:

a. Any group of six or more vehicles, temporarily organized to operate as a column, with or without escort, proceeding together under a single commander will be considered a convoy. Also, when 10 or more vehicles per hour are dispatched to the same destination, over the same route, they will be considered a convoy.

b. Any movement involving one or more vehicles that require the submission of a DD Form 1266, Request for Special Hauling Permit, will also constitute a convoy under this regulation.

c. One or more vehicles will be considered a convoy when dispatched for the following purposes:

(1) Any main body movement being conducted for the purpose of relocating a unit from home station to mobilization station, mobilization station to port of embarkation or between home station and an exercise or Reserve Component Annual Training site.

(2) Any advance party dispatched for the purpose of preparing a new operating site moving from the unit's home station to mobilization station, mobilization station to port of embarkation or between home station and an exercise or Reserve Component Annual Training site.

(3) Any rear detachment dispatched for the purpose of closing an old operating site moving from the unit's home station to mobilization station, mobilization station to port of embarkation.

(4) An exercise is defined as a training activity during which two or more units are operating under a single operations order.

7-3. Convoy operations

a. Convoy operations will be planned and conducted IAW AR 55-29, AR 55-162, FM 55-30 and FM 55-312.

b. DD Form 1265 (Request for Convoy Clearance) will be prepared IAW FM 55-312 and coordinated for each element of the move to include shuttle movements. The DD Form 1265 will be submitted to arrive at the office

UNCLASSIFIED

TIME OF RUN - 133 COMPUTERIZED MOVEMENT PLANNING AND STATUS SYSTEM (COMPASS) PCN0483A
RAIL BLOCKING AND BRACING MATERIAL SUMMARY DATE: 13 FEB 85

PREPARED FOR: FORSCOM REG 55-1 (AAR = ASSN OF AMERICAN RAILROADS-RULES FOR LOADING OPEN TOP CARS)

APPLIES TO WHFMAA 0228 AV BN FT HOOD TX

VEHICLE LIN	DESCRIPTION	QTY	EMPTY WT (LB)	AAR REFERENCE	OTHER REF	DA REFERENCE
F39378	CRANE WHL 20T W/BOOM	4	57380	SEC , FIG , VAR	019	TM 55-3810-240-20-1

ENTRY NO	MATERIAL DESCRIPTION, AAR RULES AND REMARKS	QUANTITY (EACH)	LENGTH (IN) (EACH)	WEIGHT (LB) (EACH)
01	RULE NO. 2,SEC 1,AAR			
	* (SWING RETARDERS MUST BE INSTALLED)			
02	ITEM B			
	* (MATERIAL REQUIREMENT FOR ITEM WITHOUT BOOM)			
03	LUMBER,2X4 IN.	24	18	
04	LUMBER,4X12 IN.	24	21	
05	NAIL,20D	120		
06	NAIL,40D	168		
07	LUMBER,2X4 IN.	8	36	
08	CUSHIONING MATERIAL,PAPER	4		2
	* (REFERENCE APPENDIX M TM 55-2200-001-12)			
09	CUSHIONING MATERIAL,BURLAP	4		2
	** (SUBSTITUTE ITEM FOR ENTRY NO 08)			

NOTES:

1. DO NOT USE BLOCK PATTERN QUANTITY FOR COMPUTING COSTS; LUMBER & NAILS REQUIRED FOR CONSTRUCTION ARE SEPARATELY IDENTIFIED.

2. SEE - TM-55-2200-001-12 - FOR INSTRUCTIONS IN THE USE OF THIS SUMMARY LISTING. ALSO, TECHNICAL ASSISTANCE MAY BE OBTAINED FROM MTMC TTRANS ENGINEERING AGENCY,P.O. BOX 6276, NEWPORT NEWS, VA 23606 (AUTOVON) 927-5266 or COML (804) 595-7972

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Figure 6-1. Sample rail BBM summary list.

UNCLASSIFIED

TIME OF RUN - 133 COMPUTERIZED MOVEMENT PLANNING AND STATUS SYSTEM (COMPASS) PCN0483B
RAIL BLOCKING AND BRACING MATERIAL SUMMARY DATE: 13 FEB 85

PREPARED FOR: FORSCOM REG 55-1 (AAR = ASSN OF AMERICAN RAILROADS-RULES FOR LOADING OPEN TOP CARS)

APPLIES TO WHFMAA 0228 AV BN FT HOOD TX

MATERIAL DESCRIPTION	TOTAL QUANTITY	TOTAL LINEAR FT	TOTAL BOARD FT	TOTAL WEIGHT (LB)	(COMPUTED BY PURCHASING AGENT) COST/ BD FT	COST/ LB	COST/ ITEM	SUBTOTAL COST
BLOCK PAT NO.16,SEC 6	192							
BLOCK PAT NO.88,SEC 6	52							
BLOCK PAT NO.89,SEC 6	44							
CLAMP,3/8 IN.	908							
METAL FILLER,16GAUGE3IN				64				
LUMBER,2X4 IN.			472					
LUMBER,4X4 IN.			32					
LUMBER,6X8 IN.			1152					
NAIL,20D				40				
NAIL,40D				61				
WIRE ROPE,IWRC 3/8 IN.		1692						

NOTES:

1. DO NOT USE BLOCK PATTERN QUANTITY FOR COMPUTING COSTS; LUMBER & NAILS REQUIRED FOR CONSTRUCTION ARE SEPARATELY IDENTIFIED.

2. SEE - TM-55-2200-001-12 - FOR INSTRUCTIONS IN THE USE OF THIS SUMMARY LISTING. ALSO, TECHNICAL ASSISTANCE MAY BE OBTAINED FROM MTMC TTRANS ENGINEERING AGENCY,P.O. BOX 6276, NEWPORT NEWS, VA 23606 (AUTOVON) 927-5266 or COML (804) 595-7972

UNCLASSIFIED PAGE 1

Figure 6-2. Sample rail BBM detail list.

of the DMC in the state of origin 60 days prior to the date of ARNG and USAR moves.

(1) DMCs will process the convoy requests, and provide a convoy clearance number to the unit 30 days prior to the move; those states equipped with the Mobilization Automated Support System (MASS) will provide the unit a deconflicted routing.

(2) Mobilization convoy requests will be prepared based on mobilization troop base stationing plan (MTBSP) or superceding command guidance. They will then be forwarded through the chain of command for review to the DMC for approval. Once approved, a convoy clearance number will be issued and the document will be returned back through the chain of command to the unit where it will be included in the unit movement plan section of the units mobilization file.

7-4. Road march policy

a. The 24-hour road march policy covered in AR 220-10 applies only during actual mobilization and deployment. Commercial lift capability will be used to the maximum extent in CONUS for unit mobilization and deployment. This reduces wear and tear on public highways and tactical/combat vehicles, minimizes requirements for enroute support, and reduces maintenance at marshalling areas.

(1) Mobilizing or deploying units with roadable tactical vehicles located within a 1-day (24 continuous hours) road march of the MS or POE, or with a deployment date of C + 6 or less, will move via organic mode to the maximum extent possible. Commercial requirements will be identified by a Contingency Standing Route Order (CSRO) IAW FORSCOM Regulation 55-2. Exceptions to move by commercial mode and extensions to provide additional time for halts or rest enroute may be granted by the installation (UMC), STARC Defense Movement Coordinator (DMC), or MUSARC (UMC). Criteria to be used for approval will be as follows:

(a) Impact on equipment readiness.

(b) En route support will be inadequate.

(c) Unit cannot meet the desired arrival time.

Exceptions will be granted for periods of 2 years and updated with the biennial review of movement plans.

(2) Mobilizing or deploying units with roadable tactical vehicles at locations greater than a 1-day road march to the MS or POE will move via commercial means. Exceptions to move by organic means may be granted by the installation (UMC), STARC (DMC), or MUSARC (UMC). Criteria to be used for approval will be as follows:

(a) Adequate commercial assets are not available.

(b) The required delivery date cannot be adjusted due to operational necessity (deployment date of C + 6 or less).

Exceptions will be granted for periods of 2 years and updated with the biennial review of movement plans.

(3) Non-roadable vehicles will not be road marched more than 75 miles (one way).

(4) MHE, warehouse vehicles and trailers, and other vehicles not designed to be driven over long distances will not be road marched further than is necessary to accomplish commercial movement.

b. Shuttle movement of unit cargo may be authorized by DMC/UMC provided it is approved by the MS UMC and meets criteria outlined in this paragraph. Using the cargo carrying capability of another unit/activity is authorized when approved by the installation, STARC, or MUSARC UMC. Mobilization shuttle movements will be conducted only when authorized by the mobilization station and will be conducted under the same criteria as all other convoys.

7-5. Convoy movement authority

No convoy movement will be made over public highways without an approved convoy clearance number. The STARC in each state is the approval authority for all ARNG and USAR convoys and will issue the convoy clearance number. If obtaining a convoy clearance through normal procedures would delay the accomplishment of a required mission, an emergency movement may be approved telephonically by the appropriate SMCC.

7-6. Convoy identification

Convoys will be identified by appropriate markings IAW AR 55-29 and FM 55-312.

7-7. Convoy organization

Convoys will be organized IAW FM 55-312.

7-8. Accident reporting

Traffic accidents will be reported immediately to the convoy commander, appropriate SMCC, and the appropriate civilian authorities. Accident reports will be submitted IAW AR 385-40.

7-9. Communications

Effective communications are an absolute necessity to maximize use of the highways in CONUS. Each SMCC is responsible for establishing reporting procedures that will enable it to effectively regulate highway traffic.

a. Communication with enroute convoys.

(1) During peacetime, convoys will normally not be required to report movement progress at origin, enroute, and destination.

(2) During mobilization and selected exercises, special instructions included with the approved convoy clearance will direct the convoy commander to report to the appropriate SMCC upon departure, at selected halt locations enroute, and upon arrival. When Highway Regulation Point Teams (HRPT) are available, convoy commanders may be directed to report by tactical radio while moving past the HRPT.

b. Enroute reporting procedures.

(1) Primary means of communication with the SMCCs will be commercial telephone. Long distance calls will be toll free or collect.

(2) Each SMCC will establish procedures within the state for commercial phone and alternate communication procedures.

(3) Convoy commanders will report as directed using the convoy enroute report (fig 7-1).

(4) If convoy commanders are unable to contact the SMCC as directed they may proceed after making all efforts to establish communications. Attempts to contact the SMCC should not be allowed to delay the convoys scheduled departure by more than 10 minutes.

c. Interstate Communications. Each SMCC will establish communications with SMCCs of adjoining states. It is the responsibility of the SMCC of the state in which a convoy is moving to notify an adjoining state's SMCC if the convoy is off schedule by 15 or more minutes.

d. Interagency Communication. Each SMCC also must maintain effective communication with the other agencies involved in the convoy movement process; e.g., civilian agencies and LSAs.

7-10. Gate arrival/departure times
Arrival/departure gates and times at installation gates will be established IAW paragraph 3-2 and 3-10. All changes to gate arrival/departure times must be coordinated with the installation concerned. The SMCC will use gate time changes only as a last resort, when other schedule changes (e.g., extending scheduled rest halts) fail to resolve highway availability problems or conflicts with other convoys.

1. UNIT DESIGNATION: _____

2. CONVOY NUMBER: _____

3. LOCATION (give ERP number, or describe location): _____

4. ARRIVAL TIME: _____

5. DEPARTURE TIME: _____

6. ROAD/WEATHER CONDITIONS (describe conditions affecting convoy movements):
_____
_____
_____
_____

7. CONVOY STATUS: (describe operational status of the convoy, to include vehicles disabled, lost, recovered, etc., and any other problems affecting the movement):
_____
_____
_____
_____

8. REQUESTS/INFORMATION FOR SMCC (give requests for support or any other information concerning the convoy movement):
_____
_____
_____
_____

9. MESSAGES FROM SMCC (copy any information/instructions received from the SMCC during the En Route Report):
_____
_____
_____
_____

Figure 7-1. Convoy en route report.

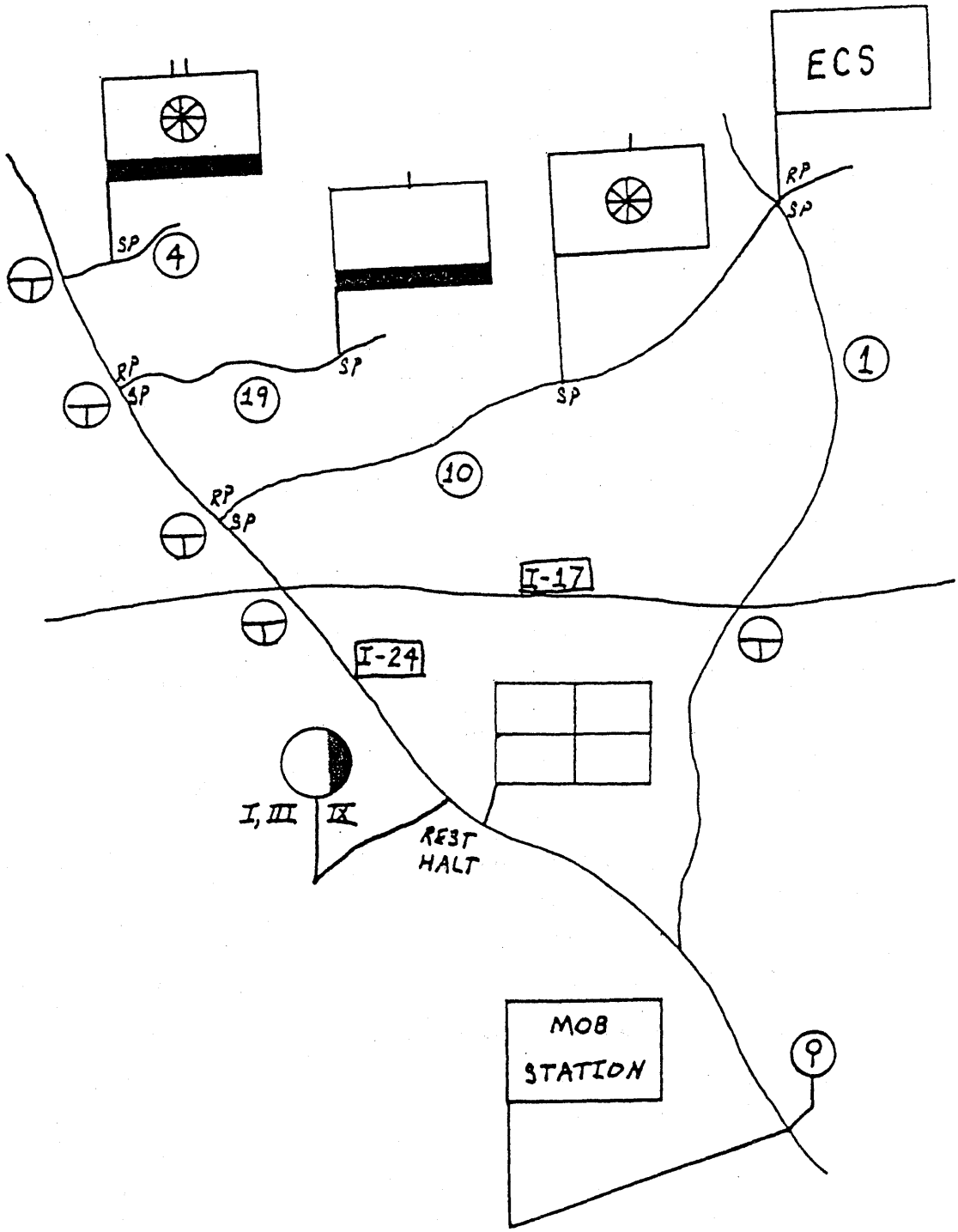


Figure 7-2. Sample mobilization strip map.

Appendix A:
References

Section I
Required Publications

AR 55-29	Military Convoy Operations In CONUS
AR 55-162	Permits For Oversize, Overweight, Other Military Movements On Public Highways In The U.S.
AR 220-10	Preparation for Overseas Movement of Units (POM)
FORSCOM Regulation 55-2	Unit Movement Data Reporting and System Administration
FM 10-13	Supply and Service Reference Data
FM 55-9	Unit Air Movement Planning
FM 55-12	Movement of Army Units in Air Force Aircraft
FM 55-15	Transportation Reference Data
FM 55-65	Strategic Deployment by Surface Transportation
FM 55-312	Military Convoy Operation in the Continental United States
FM 101-10-1	Staff Officers' Field Manual: Organizational, Technical and Logistical Data
TM 38-230-1	Packaging of Materiel: Preservation, Volume I
TM 38-230-2	Packaging of Materiel: Preservation, Volume II
TM 38-250	Packaging and Materials Handling: Preparation of Hazardous Materials for Military Air Shipment
TM 55-601	Railcar Loading Procedures
TM 55-602	Movement of Special Freight
TM 55-603	Movement of Military Impedimenta by Commercial Carriers
TM 55-2200-001-12	Transportability Guidance for Application of Blocking, Bracing and Tie-down Materials for Rail Transport
TB 55-46-1	Standard Characteristics (Dimensions, Weight, and Cube) for Transportation of Military Vehicles and other Outsize/Overweight Equipment (In TOE Line Number Sequence)
MTMC Pam 700-1	Logistics Handbook for Strategic Mobility Planning

Section II
Related Publications

AR 5-9	Intraservice Support Installation Area Coordination
AR 10-42	Forces Command
AR 55-1	CONEX/MILVAN Equipment Control, Utilization and Reporting
AR 55-4	CONUS Military Installation Material Outloading and Receiving Capability Report
AR 55-9	Overseas Ocean Terminal Handling and Inland Linehaul Cargo Cost Report (RCS MTMC 79[R2])
AR 55-23	Submission of Dry Cargo Requirements and the Assignment and Allocation of Sea Transportation Space
AR 55-36	DOD Use of Domestic Civil Transportation Under Emergency Conditions
AR 55-60	Official Table of Distances (Continental United States, Alaska, Hawaii, Canada, Canal Zone, Central America, Mexico, and Puerto Rico)
AR 55-71	Transportation of Personal Property and Related Services
AR 55-113	Movement of Units Within Continental United States
AR 55-162	Permits for Oversize, Overweight, or Other Special Military Movements on Public Highways in the United States
AR 55-292	Planning for, and Operation of, Staging Facilities in Continental United States
AR 59-2	Special Air Mission Procedures
AR 59-8	Department of Defense Common User Aircraft
AR 59-9	Special Assignment Airlift Mission Requirements
AR 59-18	Management of System 463L Pallets and Nets
AR 55-355	Defense Traffic Management Regulation
AR 70-47	Engineering for Transportability
AR 190-11	Physical Security of Arms, Ammunition and Explosives
AR 220-10	Preparation for Overseas Movement of Units (POM)
AR 310-25	Dictionary of United States Army Terms
AR 310-31	Management System for Tables of Organization Equipment (the TOE System)
AR 310-49	The Army Authorization Documents System (TAADS)
AR 380-5	Department of the Army Information Security Program
AR 700-15	Packaging of Materiel
AR 740-32	Responsibilities for Technical Escort of Dangerous Material
AR 746-1	Packaging of Army Materiel for Shipment and Storage
FM 5-35	Engineer's Reference and Logistical Data
FM 5-36	Route Reconnaissance and Classification
FM 55-10	Army Movement Control in a Theater of Operations
FM 55-30	Army Motor Transport Units and Operations
FM 55-312	Military Convoy Operations in the Continental United States

FM 101-5	Staff Organization and Operations
TM 55-208	Railway Equipment: Characteristics and Data
TM 55-315	Transportability Guidance for Safe Transport of Radioactive Materials
TM 55-625	Transportability Criteria and Guidance for Loading Multilevel Rail Cars at Military Installations in the United States
TM 55-1000-series	Air Transportability
TM 55-1100-800-12	Nuclear Cargo Loading Manual: Army Model CH-47 Helicopters
TM 55-1400-series	Air Transportability
TB 55-45	Certification of Military Equipment for Transport in MAC/CRAF Aircraft
TB 55-46-1	Standard Transportability Characteristics (Dimensions, Weight, and Cube) for Military Vehicles and Other Outsize/Overweight Equipment [In NSN Sequence])
CTA 50-900	Clothing and Individual Equipment
FORSCOM Regulation 700-2	FORSCOM Standing Logistics Instructions
FORSCOM Regulation 700-3	Ammunition Basic Loads
MTMCTEA Pam 700-1	Logistics Handbook for Strategic Mobility Planning
MAC Pam 55-41	Civil Reserve Air Fleet (CRAF) Load Planning Guide
unnumbered	DEMSTAT Users Guide
unnumbered	FORSCOM Mobilization, Deployment, Employment System (FORMDEPS)
unnumbered	H.O. Pub No. 151, US Navy Table of Distances Between Ports Official Railway Equipment Register (The Railway Equipment and Publication Company, 434 W. 33rd Street, New York, NY 10017)
unnumbered	Rules Governing the Loading of Commodities on Open Top Cars. (Association of American Railroads, 59 East Van Buren Street, Chicago, Illinois 60605)

Appendix B:
Sea Port of Embarkation Support

B-1. Port Support Activity (PSA)

The mission of the port support activity (PSA) is to ensure that the equipment of deploying units is ready to be loaded onto vessels and to operate unique equipment in conjunction with ship-loading operations at the SPOE. The PSA operates almost exclusively in the SPOE staging area. PSA support requirements will be identified by a Memorandum of Understanding (MOU) between the support installation and the terminal commander. The Transportation Terminal Unit (TTU)/port commander will provide operational control of the PSA capability and will provide a PSA chief. The PSA is under the operational control of the TTU/port commander and will be established (through agreement with FORSCOM) by supporting installations and contract labor. MTMC, through the TTU/port commander, will furnish FORSCOM-designated supporting installation with a list of support requirements for the PSA, such as mechanics, drivers, and so forth based on MTMC movement tables provided by the TTU. The makeup and operation of the PSA are tailored to the type, size, and mode of transportation of units passing through the port. Consequently, a PSA's organization is unique to each port. PSA functions may include, but are not limited to, the following:

a. Performing maintenance and providing repair parts as required.

b. Correcting configured equipment deficiencies.

c. Providing for security of sensitive (protected) and classified cargo as required.

d. Conducting aircraft fly-in operations:

(1) Air traffic control.

(2) Fire protection.

(3) Defueling.

(4) Disassembling.

e. Provide drivers for all types of equipment.

f. Provide personnel who may be required to assist in loading/off-loading the vessel.

B-2. Transportation Pipeline to the SPOE

a. General. While moving from the installation to the SPOE equipment will pass through an installation staging area, possibly a marshalling area near the port and will end up in a port staging area before actually being loaded onto the vessel. Control for movement of equipment on the installation is the responsibility of the ITO in coordination with the installation mobilization and deployment control center (MADCC). Ports are controlled by MTMC, whose terminals and outports are fully staffed for ongoing operations. Control for commercial movement of equipment from the installation to the SPOE area is the responsibility of the ITO and MTMC. Ship scheduling is coordinated between MTMC and MSC. Control for movement of equipment within the port area rests with the TTU/port commander. MTMC and FORSCOM ensure that communications and liaison are established among the SPOE, the marshalling area at or near the SPOE, and the supporting installation to facilitate smooth arrival of units in the port area.

b. Installation Staging Area. This area, which is located within the installation, is where the deploying units assemble their equipment after it has been prepared for shipment and has departed the unit motor pool. Equipment is inspected by the ITO and possibly members of a deployment control unit (DCU). Equipment is inspected for —

(1) Packing (secure).

(2) Weight.

(3) Fuel level in fuel tank.

(4) Maintenance.

(5) Transportation Control Numbers (TCNs), LOGMARS, packing list, convoy markings.

(6) Hazardous material documentation (1387-2s).

(7) Loading within organic and commercial vehicles.

(8) Secondary loads properly blocked, braced and secured.

The status of departures from this staging area is reported to the TTU/port commander operating the port area. To avoid backlogs at the SPOE, the equipment may remain in this area until the TTU/port commander is prepared to receive the equipment in the port's marshaling area.

c. Marshaling Area. This area is located 2 or 3 miles from the SPOE, to control congestion within the terminal area and provide space for sorting of vehicles for vessel loading. This area is the final enroute location for preparation of unit equipment for overseas movement configuration prior to the equipment entering the staging area. Equipment will arrive within 48 hours of the ship-loading time and will be accompanied by guards. Equipment will also arrive by rail or highway and possibly in unit integrity. FORSCOM, in coordination with other MACOMs, designates a supporting installation which is responsible for the logistical support of deploying units that are designated to occupy marshalling areas outside a military ocean terminal or commercial terminal. The logistical support found in the marshalling area is an element separate from the PSA. The PSA only operates in the SPOE staging area. Upon its arrival at the marshalling area, the equipment will be split up in accordance with the cargo stowage plan. Sometimes a marshalling area is not always available. Units should be prepared for direct entry into the staging area, when necessary.

d. Staging Area. As the vessel readies for loading, equipment is called from the marshalling area or installation to the staging area by the TTU/port commander based on a call forward plan. Here the TTU/port commander assumes custody of the cargo. The PSA performs its functions such as driving and correcting deficiencies not discovered in the marshalling area. Equipment is then loaded onto the vessel. PSA personnel may be required to assist in loading/off-loading the vessel.

e. PSA and Marshalling Area Assignments. Due to port congestion and the need for rapid movement, it is possible that SPOEs other than those listed will be designated. In this event, marshaling area and PSA responsibilities will be tasked under AR 5-9 and commensurate with the workload already placed on the AR 5-9 installation. The peacetime SPOE assignments are for JCS exercises.

Installation	SPOE Peacetime	SPOE Mobilization
Fort Benning	Jacksonville, FL	Jacksonville, FL
Fort Bragg	Wilmington, NC	Wilmington, NC
Fort Buchanan	San Juan, PR	San Juan, PR
Fort Devens	Providence, RI	Providence, RI
Fort Dix	Philadelphia, PA	
	Bayonne, NJ	Bayonne, NJ
	New York, NY	New York, NY
Fort Eustis	Norfolk, VA	Norfolk, VA
	Portsmouth, VA	
	Newport News, VA	
Fort Hood	Galveston, TX	Galveston, TX
	Houston, TX	Houston, TX
Fort Irwin	Long Beach, CA	Long Beach, CA
	San Diego, CA	
Fort Jackson	Charleston, SC	Charleston, SC
Fort Lewis	Tacoma, WA	Tacoma, WA
	Portland, OR	
Fort Meade	Baltimore, MD	Baltimore, MD
Fort Ord	Oakland, CA	Oakland, CA
	Alameda, CA	
Fort Polk	New Orleans, LA	
	Beaumont, TX	
Fort Rucker	Mobile, AL	
Fort Sam Houston	Corpus Cristi, TX	
Fort Stewart	Savannah, GA	Savannah, GA

Appendix C:
Arrival/Departure Airfield Control Group Operations (A/DACG)

C-1. Concept of operations

a. Air transportation of units and equipment, includes airlanded operations, airborne operations, air assault, low altitude parachute extraction system (LAPES) operations, container delivery system, and heavy equipment drop operations. Air movements also include related tactical and administrative movements. Movement by other modes of transportation may precede or follow air movement.

b. Air movements may be conducted by any combination of task organizations. The operation may include a unified command, a subordinate unified command, a joint task force, or a uniservice commitment. Planning must include provision of forces to support staging and outloading. Continuous coordination between the DACG units, the transporting units, and other supporting activities is necessary.

C-2. Control and coordination

Air movements require close control by all participating units and close coordination of the many interservice activities. The Air Force will exercise overall control of airlift at the departure and arrival airfields. Airlift resources will, at all times, remain under the operational control of the Air Force. Resources of the deploying unit are initially under the control of the unit commander. Control of resources is passed to the departure airfield control group (DACG) at the Army alert holding area. Final control of resources is passed to the Air Force at the loading ramp area ready line. Control of the resources goes back to the unit commander upon release by the arrival airfield control group (AACG) at the arrival airfield. The Air Force will establish an Air Operations Center (AOC) at both departure and arrival airfields. The AOC provides a means for aircraft and airfield control and operation. It provides a jointly manned facility for exchanging information about the movement. Information affecting loading and offloading operations will be funneled through the AOC. Each of the principal representatives in the AOC will have continuous communications with the activities of their respective organizations.

C-3. Missions and functions

a. A/DACG.

(1) The A/DACG must coordinate and control onloading and offloading of units for deployment or redeployment. The A/DACG should be organized as an element within the installation table of distribution and allowances. Paragraph C-6 shows A/DACG assignments that installations must plan to support during peacetime and the execution phases of mobilization and deployment. Personnel and equipment resources come from units or activities which are not required to move with the transported force. The installation must plan manning for continuous operations. The A/DACG will be in place before the first deploying unit arrives.

(2) The A/DACG must be structured to provide essential support for the transported force. Each group will be made up of at least a command and control element, and other administrative and support personnel as determined by the size and scope of the operation (see FM 55-12 for the recommended organization). The A/DACG is the liaison with the Air Force at the airfield. Commanders of units and installations that have a directed or implied contingency mission involving an air movement operation should continuously identify, maintain, and train the personnel who will staff the A/DACG to ensure that

responsibilities can be fully carried out on short notice. When possible, marshaling/outload areas should be surveyed to provide current and accurate information on facilities available and support considerations.

(3) Designated A/DACG personnel must undergo appropriate training for carrying out functional responsibilities to support an air movement. Personnel responsible for supervising outloading must know loading procedures that apply to the types of aircraft to be loaded and be trained in hazardous material certification. It is desirable that they be formally trained in air movement operations at the U.S. Army Transportation School, Fort Eustis, VA. Appendix D lists the Military Airlift Command templates that A/DACG will maintain. Templates may be ordered through normal AG channels using DA Form 17 (Requisition for Publications and Blank Forms).

b. Airlift control element (ALCE).

(1) The ALCE is an element of the Air Force command and control system, employed at departure, en route, and at arrival airfields to plan, control, coordinate, and report airlift operations.

(2) The ALCE maintains operational control over Air Force units and aircraft participating in an operation at the ALCE site. The ALCE coordinates all operational aspects of the airlift mission. It is responsible for aircraft movement control, communications, technical supervision of onloading and offloading operations, aeromedical evacuation, and marshaling of aircraft. It provides continuous liaison with all interested agencies to ensure that the operation is proceeding according to plan.

c. Unit Liaison Team.

(1) The commander of the deploying unit should be kept informed of the current situation and activities at the airfield. To best accomplish this a unit liaison team will be established. Size, composition and positioning of the liaison team will be determined by coordination between the A/DACG and the unit movement officer (UMO).

(2) The unit liaison team represents the unit commander at the airfield and assists the commander of the A/DACG in outloading/offloading.

C-4. Planning and preparation

Preparation for air movement begins with receipt of the mission directive or order and continues through the planning phase until execution.

a. A series of local joint conferences are required during the planning phase for close coordination and to ensure a clear understanding of responsibilities. As a minimum, a joint planning conference will be held as soon as possible after receipt of the air movement order or directive. A final coordination conference will be held immediately before the move. Participating elements should be represented at these conferences by key personnel. Conference personnel must be able to resolve problems and make decisions for their organization to include interface requirements. These conferences do not rule out the need for continuous coordination throughout the planning cycle. Security and counterintelligence planning must be integrated in all aspects and phases of the deployment plan.

b. The task force commander or representative will conduct a final joint coordination meeting with the representative of the deploying unit, the A/DACG, and the ALCE. At this meeting, the deploying unit, A/DACG, and ALCE will present planning status and identify any problems.

C-5. Deployment

a. Marshaling area activities. The marshaling area is provided by the installation or base commander of the geographic area of responsibility from which the deploying unit departs. Marshaling area activities are the responsibility of the deploying unit commander. The marshaling activities may take place within the deploying unit permanent area or in another area to ease movement and control. In either case, the marshaling area activities should take place as close as possible to the departure airfield. Location should not cause unnecessary congestion to airfield operations or undue hardship to the deploying unit.

b. Alert holding area activities. The alert holding area is the equipment/vehicle and passenger control area. It is located in the vicinity of the departure airfield. It is used to assemble, inspect, hold, pallet build up, certify hazardous materials and service aircraft loads. Control of the load is transferred from the individual unit to the DACG at this point.

c. Call forward area activities. The call forward area is the portion of the departure airfield where the joint inspection is conducted. A final briefing is provided to the deploying troops and manifests are reviewed for accuracy.

d. Loading ramp area activities. The loading ramp area, including the ready line area, is controlled by the ALCE. It is at this point that control of units passes to the Air Force.

C-6. A/DACG assignments

Installation	Peacetime thru M+15	Aerial port of embarkation M+15 or Greater
Fort Benning	Lawson AAF	Lawson AAF
Fort Bliss	Biggs AAF	Biggs AAF
Fort Belvoir	Andrews AFB	Andrews AFB
Fort Bragg	Pope AFB	Pope AFB
Fort Buchanan	Roosevelt Rds NAS	Roosevelt Rds NAS
Fort Campbell	Campbell AAF	Campbell AAF
Fort Carson	Peterson AFB	Peterson AFB
Fort Chaffee	Little Rock AFB	
Fort Devens	Westover AFB	Westover AFB
Fort Dix	McGuire AFB	McGuire AFB
Fort Drum	Griffis AFB	Griffis AFB
Fort Eustis	Langley AFB	Langley AFB
Fort Harrison	Wright-Patterson AFB	Wright-Patterson AFB
Fort Hood	Robert Gray AAF	Robert Gray AAF
Fort Huachuca	Davis-Montham AFB	Davis-Montham AFB
Fort Irwin	Norton AFB	Norton AFB
Fort Jackson	Charleston AFB	Charleston AFB
Fort Knox	Standiford	Standiford
Fort Leonard Wood	Whiteman AFB	Whiteman AFB
Fort Lewis	McChord AFB	McChord AFB
Fort McClellan	Birmingham	Birmingham
Fort McCoy	Volk Minneapolis St Paul	Volk
Fort McPherson	Dobbins AFB	Dobbins AFB
Fort Meade	Dover AFB	Dover AFB
Fort Ord	Travis AFB	Travis AFB
Fort Polk	England AFB	England AFB
Fort Riley	Forbes AFB	Forbes AFB
Fort Rucker	Eglin AFB	Eglin AFB

Fort Sam Houston	Kelly AFB	Kelly AFB
Fort Sheridan	Gen Mitchell Field	Gen Mitchell Field
Fort Sill	Altus AFB	Altus AFB
Fort Stewart	Hunter AAF Robins AFB	Hunter AAF Robins AFB
Gowen Field	Gowen Field Mountain Home AFB	Gowen Field Mountain Home AFB

NOTE: It is possible that airfields other than those listed could be designated as onload points for Army units. In this event, DACG responsibilities will be tasked according to AR 5-9 and commensurate with the workload already placed on the AR 5-9 installation.

Appendix D: Planning Unit Air Movement

D-1. Introduction

a. This appendix is not designed to teach aircraft load planning, but to provide the unit movement officer with some basic planning procedures for preparing and planning aircraft loads.

b. Since units are required to move by air, a general knowledge of air load planning is essential before the UMO starts to develop the unit's load plans. FM 55-12, Movement of Units in Air Force Aircraft and MAC Pamphlet 55-41, Civil Reserve Air Fleet (CRAF) Load Planning Guide, will provide basic guidance for developing airload plans.

D-2. Contingency air movement planning

a. Once the mission is known, the unit must begin planning for a movement. Using the information given, load unit cargo vehicles with as much of the unit's equipment as possible and prepare FORSCOM Form 285-R. The unit must load cargo into those vehicles that have the word "cargo" in the official nomenclature (e.g., Truck, Cargo, 2-1/2 ton, M35A2). Make sure the cross country load capacity and "reduced" shipping configuration (TB 55-46-1) of the vehicle is not exceeded, except where authorization has been granted by the unit movement coordinator (UMC). (Authorizations must be in writing and cannot be granted for more than 1 year). Measure and weigh vehicles after they have been loaded to ensure accurate figures.

b. Using DD Form 2327 (see fig D-1), list all the different kinds of vehicles and equipment planned for airlift in columns a and b. Always list the heaviest weight for each vehicle type to ensure the allowable cargo load (ACL) is not exceeded. Fill in the dimensions from FORSCOM Form 285-R. Use a separate column for vehicles longer or higher because of modification. Use of the CALM software is an acceptable replacement for DD Form 2327.

(1) Starting with column i, list all the vehicles, equipment, and personnel that have been directed to be put on the first aircraft load (chalk). Although it is better to plan aircraft loads to the maximum efficiency, mission requirements on a tactical move will sometimes force the unit to use less ACL or cabin space than desirable. After mission requirements have been satisfied, begin to list aircraft loads by vehicle type. The purpose is to get as many aircraft loads exactly the same as possible. If the unit has 10 M-113 armored personnel carriers (APC), for example, list them as five aircraft loads. Continue through the entire organization until all the vehicles and personnel are assigned a type load. Make sure vehicles and personnel are subtracted from the total after each type load has been planned. Also ensure the ACL is not exceeded and the aircraft is being used to the maximum extent possible.

(2) On top of each column of the form, number the type loads to show how often each type load is used; on the bottom of each column, show the number of aircraft for each type load. For example, the 10 APCs listed may be shown as type loads 1-5, and the bottom of the column would show a "5". Add up the number of aircraft loads to obtain the total number of aircraft to be requested.

(3) Prepare the passenger/cargo manifest using the appropriate MAC form for the type of aircraft that will be used. Plan the placement of each vehicle and item of equipment. Using templates, and the form for the appropriate aircraft, lay out each type load. Make sure the load is within the safe center of gravity limits of the aircraft, and the ACL is not exceeded.

(4) After vehicle placement, complete the front of the form. List each vehicle in the same order as they were drawn on the aircraft floor plan diagram (left to right). Fill in the weight and dimension data columns; however, do not fill in the bumper numbers yet. Fill in only the planning data columns. The actual data columns will be filled in upon the actual move. Fill in all special needs in the remarks section. Also list hazardous cargo documentation requirements and shoring requirements. Use a copy machine to copy as many different aircraft loads as needed.

(5) After making the copies, fill in the bumper numbers of the vehicles on the front of the form. Fill in only the "Planning Data" columns. Fill out the tactical elements for each aircraft load on the reverse of the form. Do not put in names and social security numbers at this time on the passenger manifest. They will be added only after the unit has been alerted for a move.

(6) When all the forms have been filled out, contact the unit's affiliated airlift control element (ALCE) to go over the forms. The Air Force must approve all loads before loading on any aircraft. The Air Force ALCE representative has the authority to approve unit loads. USAF personnel who have successfully completed the Strategic Mobility Planners Course, USAF MAC Affiliation Program, or USMC Landing Force Training Command Pacific (LFTCPAC) Mobile Air Load Planning Courses are authorized to sign the forms.

c. Special Assignment Airlift Mission (SAAM) Planning.

(1) Once the airlift requirement is known, the unit plans to load only the personnel and equipment required for the mission.

(2) Using the movement or training directive, the UMO prepares a SAAM or JCS Exercise Airlift Request (DD Form 1249) for submission to the installation UMC for further processing.

(3) For instructions on preparation of a DD Form 1249 see Attachment 6 to AR 59-8.

D-3. Preparing the manifest

a. The last step before an air movement is preparing the air manifest. Federal law requires a manifest for all air movement, military as well as civilian.

b. If the unit movement plan has been completed, part of the manifest task is already accomplished. The air loading table is the same form to be used for the actual flight. If the air loading tables can be copied in sufficient copies, they can be used as the manifest, but it will be necessary to fill in the rest of the data first. Copy both sides of the form to list personnel by name and SSN.

UNIT AIRCRAFT UTILIZATION PLAN

1. UNIT/TYPE PLAN (1): 1ST BN 7 INF (MECH)/STRATEGIC | 2. UIC (2): WC1864 | 3. UTC (3): | 4. DATE PREPARED (3): 23 OCT -- | PAGE 1 OF 1 PAGES

5. UNIT PROJECT OFFICER (Name, grade and organization) (3): SETH, RICHARD F, CPT, 1ST BN, 7 INF (MECH)

6. TELEPHONE NO (3): AV 963-1942

7. MAC PLANNER/CERTIFYING OFFICIAL (Name, grade and organization): FRYE, JAMES C. MSGT 567MAW

SECTION I - LOAD ID DATA (See Note 1 - Complete columns a through h, items 8 through 21)

SECTION II - PRELIMINARY LOAD PLAN (PART A Type Aircraft, PART B Total Aircraft, COLUMNS i through ad, ITEMS 8 through 21 Load Plans See Note 1)

PART A: C-141B | C-5A

ITEM NUMBER	a QTY TOTAL	b ITEM DESCRIPTION	c SEE NOTE 2	d INCHES LENGTH	e INCHES WIDTH	f INCHES HEIGHT	g POUNDS EMPTY WEIGHT	h POUNDS PLANNED WEIGHT	PART B I	i	II	j	III	k	IV	l	V	m	VI	n	VII	o	VIII	p	q	r	s	t	UNIT TOTAL
8	9	W95537 M101, 3/4 T TRL X39432	O	147	74	50	1340	2840			2				1		1											9
9	5	M880, 5/4T TRK X38592	O	219	80	74	4695	6000							1		1											5
10	3	M886 5/4 T TRK AMB W95811	O	224	80	104	5800	6115							1													3
11	12	M105, 1 1/2T TRL X40009	O	166	83	55	2670	5670					2		1				1									12
12	4	M35A2, 2 1/2 T TRK D12087	O	365	96	97	13180	18180							1				1									4
13	2	M113A1 ARM PERS CARR D11538	O	192	100	102	22500	22500									1											2
14	2	M577 COMD FTRAC E02807	O	192	100	104	22415	22415									1											2
15	1	M200A1/PU 405 GENTRL X40831	O	171	97	83	5310	5310											1									1
16	15	M813, 5T TRK CGO T05028	O	317	99	87	20910	26887	2				2						1									15
17	5	M1009, 3/4T TRK UTL T59492	O	192	83	75	5275	6400														5						5
18	6	M1008, 5/4T TRK CGO	O	221	86	76	6300	8800			3																	6
19	3	MIL PALLETS	CUBE (Each) 275	88	108	50	354	2000	1																			3
20	1		CUBE (Each) 418	88	108	76	354	3500														1						1
21	287	TROOPS	POUNDS (Each) 240	SEATS AVAILABLE																								287
				SEATS PLANNED					4		6		4		33		25		9		10		73					
22		TOTAL TYPE LOADS							3		2		4		3		2		1		1		1					
23		TOTAL PLANNED WEIGHT							72134		38020		66074		47205		59755		58207		37900		182520					

1. Completed by project officer

2. Use these marks to indicate:
X - Outsized
✓ - Bulk Cargo
O - Oversized

3. Mobile Load (Stacking Side - by - Side Planning (1) to be shown in aircraft load column - see example)
A. Equip. items planned side - by - side (Use slash mark)
B. Like items to be stacked (Circle Number)
C. Other items to be stacked (P. Primary, S. Items to be stacked on primary)

DD Form 2327, 84 FEB

Figure D-1. Sample DD Form 2327, Unit Aircraft Utilization Plan.

c. Distribute the completed manifest for CONUS moves as follows. (Additional copies may be required for intermediate airfields before arrival.)

(1) Copy 1 - Retained by the unit.

(2) Copy 2 - Departure airfield control group.

(3) Copy 3 - ALCE.

(4) Copy 4 - Load team.

(5) Copy 5 - Loadmaster.

(6) Copy 6 - Arrival ALCE.

(7) Copy 7 - Arrival airfield control group.

d. Distribute the completed manifest for moves outside CONUS as follows:

(1) Copies 1 through 7 - Same as above.

(2) Copies 8 through 15 - Customs official at arrival and departure airfields.

e. Check with the affiliated ALCE before completing the manifest. Last minute changes must be shown and the manifest must be absolutely accurate.

D-4. Test loading

a. The air movement plan must be tested. The unit should request aircraft through higher headquarters, but may use an aircraft mock-up for most of the testing. If the installation does not have an aircraft mock-up, the unit can simulate one by drawing a chalk outline on a section of hardstand. Reserve Component units are required to test load.

b. The use of a mock-up will provide unit drivers with valuable training in maneuvering in tight places. If used in conjunction with other training, as well as rehearsal for an actual alert. A test load will give the commander an idea on how long it will take to load unit equipment and prepare personnel for the movement. The more the unit rehearses an operation as complex as an air movement, the better it will go when the actual alert is given.

D-5. Airlift forms

This paragraph outlines the various airlift forms that the UMO may find it necessary to use when preparing to move the unit via air.

a. Unit Aircraft Utilization Planning.

(1) DD Form 2327 (Unit Aircraft Utilization Plan).

(2) DD Form 2327c (Unit Aircraft Utilization Plan, Continuation Sheets, Sections 1 and 2).

(3) DD Form 2328 (Aircraft Utilization Summary).

b. Passenger/Cargo Manifest.

(1) MAC Form 538, KC-135.

(2) MAC Form 539, KC 10A.

(3) MAC Form 553, B707-300C.

(4) MAC Form 554, DC8-50F.

(5) MAC Form 555, DC8-61/63CF.

(6) MAC Form 556, DC8-62CF.

(7) MAC Form 557, B747-100F/200C/200F.

(8) MAC Form 558, DC 10-10/30CF.

(9) DD Form 2130, C-5A, Passenger/Cargo Manifest.

(10) DD Form 2131, C-130, Passenger/Cargo Manifest.

(11) DD Form 2132, C-141B, Passenger/Cargo Manifest.

c. Cargo Templates.

(1) MAC Form 570, Army/Marine General Purpose Vehicles.

6 - M274
6 - M151
2 - M718
4 - M151 w/M416
4 - M151 side-by-side M416
1 - M151 side-by-side M762
1 - M151 w/M762
5 - M890
1 - M890 w/M103 w/PU
2 - M890 w/M101 w/PU
4 - M561 w/wn
2 - M561 w/wn w/M101
1 - M561 w/M101 w/PU
1 - M561 w/wn w/M103 w/PU
5 - M151 TOW
5 - M416
1 - M762
5 - M880
2 - M880 w/M103 w/PU
3 - M880 w/M101
2 - M880 w/M101 w/PU
1 - M890 w/M116
2 - M890 w/M101
2 - M886/M893
2 - M561 w/wn w/M167
2 - M561 w/wn w/M101 w/PU
1 - M561 w/wn w/M116 w/PU
1 - M561 w/M103 w/PU

(2) MAC Form 571, Army/Marine General Purpose Vehicles.

5 - M561
1 - M561 w/M116
3 - M561 w/M101 w/PU
2 - M167
6 - M101
2 - M561 w/M167
1 - M561 w/M103 w/PU
1 - M792
4 - M103 w/PU
4 - M101 w/PU

2 - M116
2 - M332
2 - M353 w/PU
6 - M35
2 - M35 w/M101A1 How
2 - M35 w/M102 How Ret
6 - M105A2
2 - M149
2 - M200A1 w/PU
3 - M35 w/M105A2
2 - M35 w/M102 How
2 - M35 w/M200A1 w/PU

(3) MAC Form 572, Army/Marine General Purpose Vehicles.

3 - M35A2 w/wn
2 - M35A2w/M332
2 - M35A2 w/M353
4 - M35A2 w/wn W/M332
1 - M35A2 w/wn w/M353
4 - M35A2 w/wn w/M102 How
4 - M35A2 w/wn w/M101A1
1 - RTFL10
3 - M35A2w/M105A2
2 - M35A2 w/M145
1 - M35A2 w/wn w/M149
2 - M35A2 w/wn w/M105A2
1 - M35A2w/wn/M200A1w/PU
4 - M35A2w/wnw/retractedM102
2 - RTFL6

(4) MAC Form 573, Army/Marine General Purpose Vehicles.

3 - M36A
1 - M36A2 w/M105
1 - M36A2 w/M149
1 - M36A2 w/M332
1 - M36A2 w/M353
1 - M36A2 w/M200A1
4 - M54A2C
1 - M54A2C w/M105A2
1 - M54A2C w/M149
1 - M54A2C w/M200
1 - M54A2C w/M353
3 - M36A2 w/wn
1 - M36A2 w/wn w/M105
1 - M36A2 w/wn w/M149
1 - M36A2 w/wn w/M332
1 - M36A2 w/wn w/M353
1 - M36Aw w/wn w/M200A1
4 - M54A2C w/wn
1 - M54A2C w/wn w/M105A2
1 - M54A2C w/wn w/M149
1 - M54A2C w/wn w/M200
1 - M54A2C w/wn w/M353

(5) MAC Form 574, Army/Marine General Purpose Vehicles.

1 - M54A2C w/M114
1 - M54A2C w/M332
1 - M54A2C w/M101A1 How
1 - M54A2C w/M102 Ret
1 - M54A2C w/M102
1 - M813A1
1 - M813A1 w/M105
1 - M813A1 w/M145
1 - M813A1 w/M353 w/PU
1 - M813A1 w/M114
1 - M813A1 w/M102
1 - M813A1 w/M200A1 w/PU
1 - M813A1 w/M332
1 - M54A2C w/wn w/M114
1 - M54A2C w/wn w/M332
1 - M54A2C w/wn w/M101A1 How
1 - M54A2C w/wn w/M102 Ret
1 - M54A2C w/wn w/M102
1 - M813A1 w/wn
1 - M813A1 w/wn w/M105
1 - M813A1 w/wn w/M145
1 - M813A1 w/wn w/M353 w/PU
1 - M813A1 w/wn w/M114
1 - M813A1 w/wn w/M102
1 - M813A1 w/wn w/M200A1 w/PU
1 - M813A1 w/wn w/M332

(6) MAC Form 575, Army/Marine General Purpose Vehicles.

2 - M49A2
2 - M50A2
2 - M51
2 - M55
1 - M55A2
2 - M59
2 - M109A3
2 - M342A2
2 - M292A2
2 - M291A22 - M543 w/wn
2 - M814
2 - M49A2 w/wn
2 - M50A2 w/wn
2 - M51 w/wn
2 - M55 w/wn
1 - M55A2 w/wn
2 - M59 w/wn
2 - M109A3 w/wn
2 - M342A2 w/wn
2 - M292A2 w/wn
2 - M813

(7) MAC Form 577, Army/Marine General Purpose Trailers.

2 - M269A1/M270A1
2 - M118A1
2 - M349A1
2 - M127A1C/M127A2C
2 - M348A2
2 - M373A2
2 - M750
2 - M129A1C/M192A2C
2 - M447
2 - M870
4 - M172/M172A1
2 - M915
2 - M131A2/M131A4/M131A5
2 - M313
2 - M131A3/M131A4/M131A5C
2 - M749
2 - M128A1C/M128A2C
2 - M790

(8) MAC Form 578, Army/Marine General Purpose Equipment.

2 - S.M.913
2 - I4 Fire Truck
3 - RTFL6
3 - MY843 w/PU
3 - MY102 How
3 - MY887
3 - Laundry Unit ELT9T
1 - MY149
6 - 463L Pallet Baggage
2 - AN/ISM 189/190
2 - MY10A
3 - RTFL10
4 - MY114 How
3 - MY101A1 How
2 - MY888
3 - Bath Unit MY1950
6 - 463L Pallet
1 - Double 463L Pallet

(9) MAC Form 579, Army/Marine Aviation Helicopters.

6 - UH1N
4 - AH1S
6 - AH1G/AH1H

(10) MAC Form 580, Army/Marine Aviation Helicopters.

4 - OH58A
6 - UH1D/UH1H
6 - UH1C/UH1MY

(11) MAC Form 581, Army Aviation Helicopters.

3 - CH47A/CH47B/CH47C
6 - UH60 Reduced
5 - UH60 w/Stabilizer

(12) MAC Form 582, Army/Marine Armored Track Vehicles.

4 - MY1
4 - MY60A1 w/Blade
4 - MY60A2 w/Blade
1 - MY728 CEV
3 - Lcher Bridge 60' on MY60 Chassis
4 - MY60A1
4 - MY60A2
4 - MY88A1
1 - MY578

(13) MAC Form 583, Army/Marine Armored Vehicles.

2 - MY911 w/MY747
2 - MY60A1
2 - MY60A2
1 - MY88A1
7 - MY520/MY877
2 - MY553
2 - S.M.1
2 - MY60A1 w/Blade
2 - MY60A2 w/Blade
1 - MY728 CEV
3 - MY559
3 - Lcher Bridge 60' on MY60 Chassis

(14) MAC Form 584, Army/Marine Mechanized Infantry Vehicles.

5 - S.M.3 CFV/S.M.2 IFV
6 - MY113A1
6 - MY106A1
5 - MY548
1 - MY561
2 - MY151
4 - MY578
3 - MY880/MY881/MY882/MY883/MY884/MY885
5 - MY551A1
6 - MY557A1
6 - MY125A1
6 - MY132A1
1 - MY561 w/wn
2 - MY151 w/MY416
1 - MY890

(15) MAC Form 585, Army/Marine Field Artillery Equipment.

4 - MY110A1
4 - MY109A1/MY109A2/MY109A3
3 - MY234
1 - MY55
1 - S.M.791 w/MY790
1 - MY109A3
1 - MY54A2C
1 - MY813
1 - MY54A1C
4 - MY110A2
5 - MY688E1/MY752E1
5 - MY198
1 - MY55 w/wn
1 - MY814 w/wn
1 - MY109A3 w/wn
1 - MY54A2C w/wn
1 - MY813 w/wn

(16) MAC Form 586, Army/Marine Air Defense Artillery Equipment.

1 - MY645
1 - MY514 w/AN/MPQ 48 1CWAR
2 - MY390C w/AN/MPQ 46 1H1I1R
1 - MY390C w/AN/MPQ 11 1PC
5 - MY390C
2 - MY200A1 w/PU
3 - MY167
3 - MY36A2 w/wn
1 - MY816 w/wn
1 - MY52 w/MY373A2 w/AN/MSM 94
3 - MY501E3
1 - MY514 w/AN/MPQ 51 TROR
1 - MY390C w/AN/MPQ 95 1CC
1 - MY390C w/AN/MPQ 50 1PA1
6 - MY192E1
2 - MY353 w/PU
3 - MY36A2
2 - MY814 w/wn
1 - MY543 w/wn
6 - MY730

6 - MY163A1
4 - Triple 463L Pallets

(17) MAC Form 587, Army Medical Equipment.

6 - MUST Ward
5 - MUST Power Pack
6 - MY886/MY893
7 - MY718
1 - MY35A2 w/MY149
2 - MY35A2 w/MY105
1 - MY543 w/wn

(18) MAC Form 588, Army Engineer Equipment.

1 - MY812 w/wn w/27' Boat
1 - MY812 w/wn w/Ramp Bay
1 - MABS
1 - Crane 20T RT
1 - 175GP
1 - LTO 300 Welder
1 - D60
1 - MT 250 25T Crane
1 - F5070 20T Dump
1 - MY345
1 - MY645
1 - PG70 Conv Belt
1 - LEB 300 Welder
1 - MY310 Cable Reel
1 - D8K w/wn w/Bull Blade
1 - D8K w/wn w/Angle Blade
1 - Roller Twd/Sheet Ft

(19) MAC Form 589, Army/Marine 463L Pallets.

8 - Triple 463L Pallet w/Overhang
8 - Double 463L Pallet
12 - 463L Pallet Worksheet
6 - 463L Pallet w/Overhang

(20) MAC Form 590, Template Worksheet.

2 - MY60A1
2 - MY553
2 - MY128A1C/MY128A2C
2 - MY577A1
2 - MY113A1
2 - MY35A2 w/wn
2 - MY561 w/wn
1 - MY105A2
6 - MY151
2 - MY416
2 - MY880/1/2/3/4/5 w/MY101 w/PU

2 - 463L Pallet w/Overhang
2 - Dougle 463L Pallets

6 - MUST Shelter
5 - MY51
6 - MY792
5 - MY32A2
1 - MY35A2 w/wn w/MY149
2 - MY35A2 w/wn w/MY105

1 - MY812 w/wn w/Interior Bay
1 - H446 5T RT Crane
1 - MRS 1-100 15 Cu Yd Scraper
1 - 290MY w/58SHG w/CT4
1 - Roll Crusher 523OD
1 - F15OOM
1 - Jaw Crusher
1 - 624 VL
1 - S.M.876
1 - MY796
1 - MW24B
1 - D7F w/wn
1 - 250 CFM
1 - JD 410
1 - K8K w/Ripper w/Bull Blade
1 - K8K w/Ripper w/Angle Blade
1 - Water Purification Van 1500/2600A

8 - Triple 463L Pallet
18 - 463L Pallet
18 - 463L Pallet Baggage

2 - MY88A1
1 - MY821
2 - MY818
2 - MY109A3
2 - MY35A2
2 - MY35A2 w/wn w/MY105
2 - MY561 w/wn w/MY101 w/PU
1 - MY149
3 - MY151 w/MY416
2 - MY880/1/2/3/4/5

Appendix E:
Reserve Component Deployment Movement Planning

E-1. General

Chapter 5 requires certain Reserve Component (RC) units to develop a deployment movement plan. All other deployable RC units, will prepare a concept deployment plan. Upon implementation of a deployment scenario, RC units with a deployment mission will deploy.

E-2. Mobilization station responsibilities

The mobilization station will provide RC with assistance and guidance on —

a. Deployment movement guidance.

b. Mode determination.

c. Installation support facilities.

d. En route support facilities.

e. Equipment redistribution and cross-leveling information.

E-3. Deployment plan formats

RC commanders may select one of the following formats:

a. Format one. This format is described in appendix I. It is required for units whose home station is the mobilization station and those RC units with a home station outside the continental United States.

b. Format two. This format is an addendum in the form of annexes and/or appendixes to the unit mobilization movement plan. It allows the unit commander to continue movement planning under the assumption that the mobilization station is an intransit stop with the theater of operations being the final destination. This format is required when format one is not used and —

(1) The unit is identified under the POMCUS program.

(2) The unit is assigned a Southwest Asia deployment mission.

(3) The unit is assigned a direct deploying or modified deployment mission.

c. Format three. This format consists of adding a concept of deployment to paragraph 3 of the mobilization movement plan. It is required for deploying units that do not use or meet the criteria for the formats above. The concept of deployment must address at least the concept of moving personnel, vehicles, and equipment between sea or air ports of embarkation and the mobilization station.

Appendix F:
CONEX Inserts and Special Pallets

F-1. Container use
The container express (CONEX) insert is designed to consolidate small items into shipment units easily handled by materials handling equipment. A second advantage of the insert is to provide protective packaging (e.g., electronic equipment, gunsights, typewriters, and precision instruments).

F-2. Description
A CONEX insert is an expandable, triple wall, fiberboard box with a maximum capacity of 1,000 pounds (including when mounted on a pallet).

F-3. Pallet
Pallets for CONEX inserts generally must be assembled by the unit loading team. To ensure that the banding of inserts to pallets is effective, cross pieces of pallets must cover the banding grooves of the pallet base. The CONEX insert with pallet is shown at figure F-1 and will be banded with four 1-3/4-inch metal bands. Figure F-2 depicts an assembled pallet.

F-4. Packing the CONEX insert
a. To obtain maximum use of the CONEX insert, use all available space. Use blocking, bracing, or filler only when equipment cannot be fitted in the insert container. Do not place items susceptible to damage in the bottom. Place lighter items on top.

b. Package and process all equipment according to specifications issued by the supply agency and to protect against damage in transit.

c. Drain and purge field ranges, water heaters, gasoline lanterns, fuel containers, and similar equipment. DD Form 1387-2 (Special Handling Certificates) must be completed for these items.

d. Bundle, palletize, strap, and ship separately items such as tent poles, empty 5-gallon cans, generators, and field chests which are of sufficient size and durability to be shipped without packing in CONEX inserts.

e. DD Form 1750, packing list, must be completed for conexes, conex inserts and pallets as well as each containerized item as secondary cargo.

F-5. Handling
a. Materials handling equipment. Use materials handling equipment for loading CONEX inserts onto vehicles for movement.

b. Roller Conveyors. The CONEX insert and pallet, when used with roller conveyors, require a sheet of 1/2-inch plywood the same size as the pallet. The pallet is placed on the plywood sheet to provide a solid surface for contact with rollers. Do not attach the pallet to the plywood sheet.

c. Stacking. CONEX inserts may be stacked only three high.

F-6. Availability
Two sizes of CONEX inserts available within the supply system are —

a. NSN 8115-00-753-4690 (45″ x 32″ x 28″).

b. NSN 8115-00-753-4691 (58″ x 33″ x 27″).

F-7. Reference
FC 55-65, Appendix A.

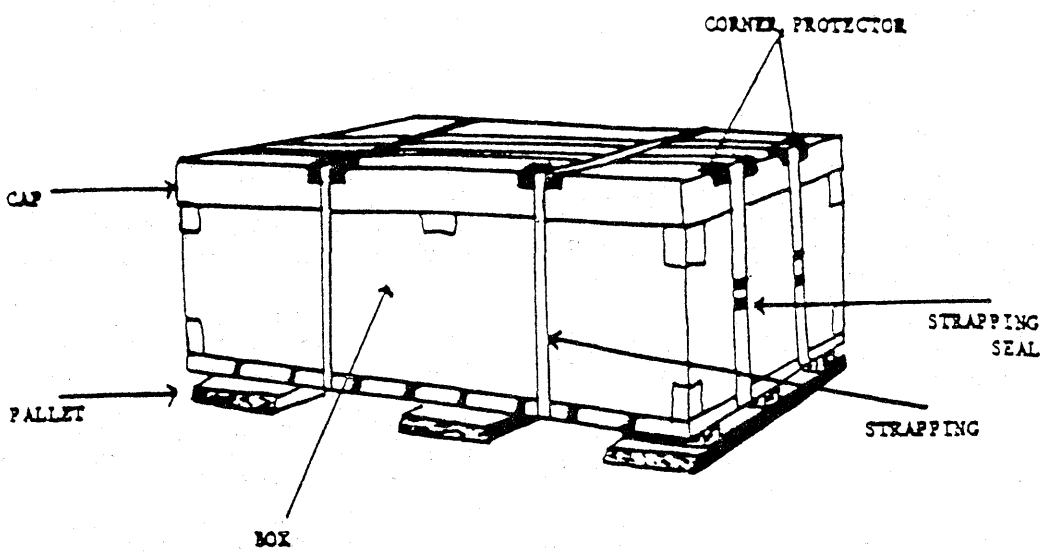


Figure F-1. CONEX insert with pallet.

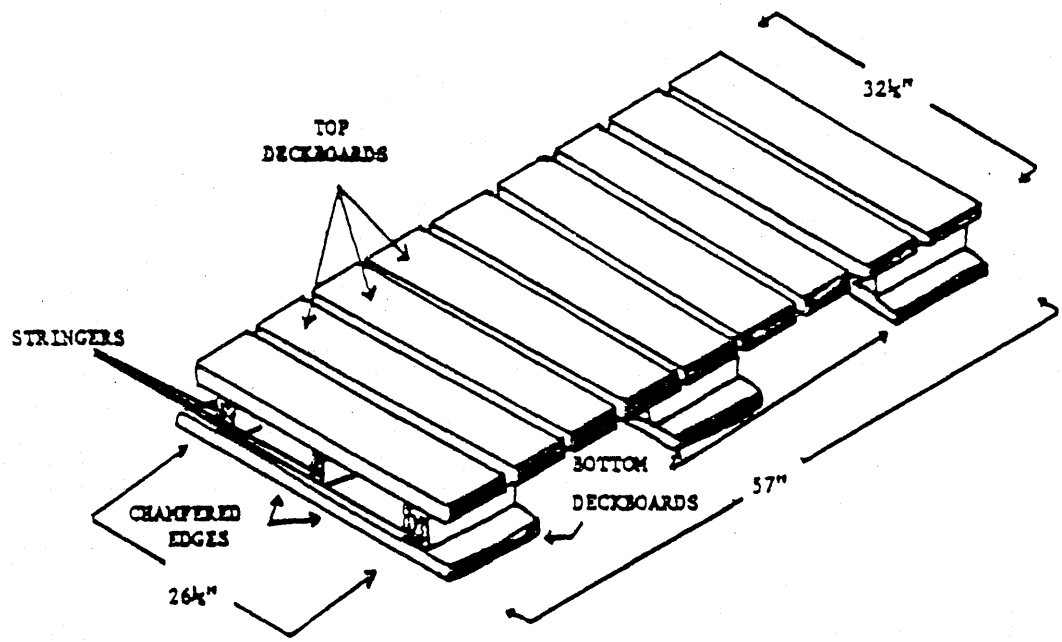


Figure F-2. Assembled pallet.

Appendix G:
Cargo Marking

G-1. General

a. Before the unit commander receives specific deployment information through the movement directives and/or the operation order,he/she will have already submitted accurate movement data to FORSCOM through AUEL updates from his/her COMPASS report. Upon receipt of the specifics, the unit commander will submit a final listing of the mode(s) by which each item on the AUEL report will travel. The installation transportation control and movement document (TCMD) for each item on the AUEL that will travel by surface. Because the TCMD is automated, the unit does not have to generate its own TCMD.

b. Transportation Control Numbers (TCNs).

(1) A complete TCN for an item consists of the unit identification code (UIC), the five digit shipment unit number and the line item number (LIN). For example, a TCN for a unit's 2-1/2 ton truck might read: WXYZAADOOOX40009. A unique TCN accepted for Army units deploying from CONUS uses the inherent features of the UMD listing in the Automated Unit Equipment List (AUEL) format.

(2) TCNs should be marked on all equipment. Vehicles should have the TCN stenciled on the front and rear bumpers in contrasting camouflage-colored paint with 2-inch lettering.

G-2. LOGMARS

Presently, as equipment arrives at the SPOE, it is married up with its TCMD, which was sent automatically to the terminal by the MTMC area command. The TCMD is then used to track the vehicle as it progresses through the transportation pipeline to its destination. The LOGMARS system consists of barcode labels (similar to the ones used in the grocery stores), portable barcode readers/recorders and computer hardware to complement the system. LOGMARS shipping labels will be affixed to the shipment by the deploying unit and as directed by the TTU/port commander.

G-3. Operation

LOGMARS shipping labels will be affixed to the shipment unit either by the deploying unit or at the terminal. Laser reading of the shipping label will be taken as the unit equipment enters the terminal, when positioned in the staging areas, and when loaded on a ship. At the SPOE, cargo tracking continues through similar reading made on the unit equipment as it passes through the various marshaling areas prior to release back to the owning units.

G-4. Marking

The units will mark containers with unit name, UIC, and address.

Appendix H:
Sample Unit Movement Plan

H-1. The intent of this appendix is to provide ideas, data, and samples of many items that must be considered in developing the unit movement plan. The following contains two parts:

a. The left side provides a guide for a unit movement plan. The sample also identifies and lists many of the critical areas required in the plan.

b. The right side provides instructions or an explanation of how the data can be collected. The instructions are numbered and refer to the number in parenthesis behind each line on the sample (left side).

c. Indicate appropriate information for HS/MS, the blanks in the sample represent dates and times to be determined by the unit movement officer. The annexes contain information required to support the plan.

SAMPLE UNIT MOVEMENT PLAN

UNCLASSIFIED(1)
Classification

Copy____of____Copies (2)
Issuing headquarters (3)
Place of Issue (4)
Time of signature (5)

Instructions/Notes

1. In accordance with this Regulation and FORMDEPS movement plan is unclassified.

2. This is a control feature to identify the number of plans and which copy is being used (#1-Original is the signed/authenticated copy and filed in official unit files.) The unit can produce and number subsequent copies as needed.

3. The organization preparing the plan:
   a. Usually a company/detachment unit.
   b. Numbered battalion with lettered companies should be the battalion if all units of the battalion move together.
   c. If an organization moves separately or units move independently, then unit should have their own plan.

4. Armory/Reserve center civilian address in the local community.

5. Date time group of signature or authentication.

--	----	-	---	--	For example:
DAY	HOUR (24 hr clock)	TIME ZONE (R for FL & GA)	MONTH (3 ltr abbrev.)	YEAR (only last 2 numbers)	012130R Sep 85

OPERATION PLAN NO. MOB-MOV 1 (6)

6. Typed all in capitals. Unit should have file of OPLAN numbers used. Recommend each unit start with abbreviation MOB-MOV #1 for 1987 submission to differentiate new plan from all others. As changes occur, then #2, 3, and 4 can be submitted as required or as changes become effective.

References: (7)
a. AC/RC MOB/DEP Plan, dtd _____
b. XXth Battalion MOV Plan
c. Installation MOB Plan, dtd _____
d. Your unit MOB file
e. 2A Pam 56-1, 11 May 1987
f. Tampa Bay, U.S. Army Corps of Engr, 1985
g. Exxon, Florida State, May 1985

7. As few as required, as many as needed. All references should have title and date issued/effective date.
   a. AC/RC MOB/DEP Plan governing move.
   b. Plan of intermediate higher headquarters (if required).
   c. MOB plan for MS (it governs many move actions and requirements upon arrival at MS).
   d. Reference to unit's MOB file; movement is only one part of mobilization.
   e. Convoy cdr's guide. This pamphlet contains useful checklists.
   f. Chart used to control movement of vessels/aircraft (only applicable to boat or aviation units).
   g. Map used to identify route of march. Info should be on title page, border, or in map legend.

TASK ORGANIZATION: (8) no change

8. Typed all in caps. For most numbered companies, after colon, type "no change." Units usually move in total. If:
   a. You are a numbered battalion with lettered companies, then HHC or HHD with the lettered companies should be listed if the battalion moves together.
   b. For units with detachments or lettered/numbered sub-elements, list them if units all move together.

1. SITUATION: (9)

a. Enemy Forces: (10) To be determined by intelligence reports from ARCOM, State Police, and City Police. Intelligence Summaries (INTSUM) will be used, if available.

b. Friendly Forces: (11)
TAG Ph#_____
HQ, Installation, Ph#_____

c. Attachments and Detachments: (12) None

d. Assumptions: (13)
1. All unit's vehicles will be at least combat serviceable.
2. All unit personnel will be available/present for movement to MOB Station (MS)_____
3. All MTOE equipment and supplies, including---------- excesses, will be transported to MS.
4. Prior to movement, all center or installation------ property and supplies will be transferred to the control of _____.
5. All unit vehicles and property on job order-------- or hand receipt will be recovered; or arrangements will be made to confirm its shipment to MS.
6. Gate times and dates designated by MS.---------- will not change and are basis for this plan.
7. Movement from HS to MS---------- will be administrative unless directed otherwise.
8. Planned commercial transport will arrive on time--- or after contacting your SI, the MOB Purchasing Authority (MPA) will procure transport in local area.

9. For a plan, type SITUATION in caps. This paragraph must contain subparagraphs a, b, c, d.

10. Information regarding enemy actions. In peacetime, reference should be made to coordinated actions to obtain data (state, local police agencies, or intelligence information services). It should also address the annex for enroute security actions. This is not for your theater of operations, but rather to gain info for the move to MS.

11. It should identify peacetime higher headquarters and civil organizations to be contacted until the transfer of command responsibility is accomplished after arrival at MS. It is used to identify agencies or other military sources available to you during movement. No command authority is implied.

12. If a unit has/does these actions, list them. All others, after colon, type "None." The dates and times of atm/detm should be stated.

13. These are conditions a commander believes will exist at the time of acting on the plan. If a critical assumption is false, the plan may not be achievable. At a minimum, the eight listed will be used.

All items are needed for unit to perform its wartime missions. Excesses will be identified and reallocated at MS. Individual or local agency should be identified and coordination made. Someone who will be responsible for federal property until relieved by proper authorities. Recovery plans should address equipment and vehicles. Short term hand receipts can be identified.

The following MSs have published approved dates/times:

If not administrative, ARCOM will advise units.

Must have approval from the SI.

2. MISSION: (14)
The 109th S & S Company will start movement from city, state, to installation, commencing at 0600, M+8 with departure of the advance party.
The unit main body will depart at 0800, M+9, moving by organic vehicle convoy to clear the MS main gate NLT 0258, M+10. Additional unit personnel and equipment will travel independently by commercial truck and bus.

14. The word MISSION is typed in caps. A concise statement of what is to be accomplished and its purpose. The statement never has sub-paragraphs. It covers who, what, when, and where questions.

The start time is determined from backward planning from your unit's gate (SP) time minus the total travel time in hours (from unit's DD Forms 1265, Request for Convoy Clearance). The arrival time is the MS's gate time for the unit's main body convoy. (NOTE: Units with less than six organic/military vehicles should still submit a DD Form 1265 to block out road space and establish an arrival time at MS.) The number of commercial trucks and buses is determined from your FORSCOM Form 285-1-R, Request for Commercial Transportation. The number of tons of equipment/supplies is found from totaling the tonnage on FORSCOM Form 900-3-R and 900-4-R. Composition of advance party is a unit's decision, based on MOB station and unit's needs to begin operations at MS.

3. EXECUTION: (15)
a. Concept of Movement (16)
1. To meet MS gate times, the 999th will have to simultaneously conduct coordination, processing and loadout operations using the unit's N-hour sequence (Annex T).
2. Priority of support and processing will be:
(a) ECS/AMSA recovery teams (Annex_)
(b) Advance party
(c) Load out of unit equipment
(d) Processing of unit personnel
3. All tasks required by FORMDEPS, FORSCOM Reg 55-1, AC/RC MOB/DEP Plan will be completed NLT _____ on M+9.
4. The advance party will consist of one Jeep and 1-2 1/2T truck with six people. The OIC will carry all documents listed in Annex___, Appendix___.
5. The main body convoy will consist of 63 organic vehicles broken into three serials. Each vehicle will have a driver and assistant driver.
6. SP times will be IAW approved DD Forms 1265 (Annex M).
7. ___ number of commercial trucks and ___ number of commercial buses will transport ___ tons of unit equipment and ___ unit personnel.

15. EXECUTION is typed in all caps. This paragraph will have at a minimum two subparagraphs, Concept of Movement, and Concept of Deployment. (NOTE: For units with two or more listed OPLANS, see FORSCOM Reg 55-1. The concepts clarify the purpose of the plan and is stated in sufficient detail to ensure appropriate action by subordinates. Reverse planning is used to establish and assign responsibilities so unit can meet its departure time from (SP) as stated in para #2-Mission.

16. Numbered subparagraphs are used to identify critical functions. If detailed guidance is needed; guidance, with reference to appropriate annex can be used. Again the sample's seven items are only ideas, but these seven should be common to almost all units.

b. Concept of Deployment (17)
   1. After arrival at MS, unit will conduct training, processing of equipment and supplies, plus preparation of personnel for onward movement to theater of operations.
   2. Guidance and movement data will be provided by Cdr, MS and EA MTMC.
   3. Onward movement will be:
      (a) Convoy of equipment to your supporting installation's preferred SPOE for shipment by ocean going vessel.
      (b) Movement of personnel to APOE for transportation by aircraft.

17. Required by FORSCOM Reg 55-1. It covers at least the concept of movement for unit personnel and property between MS and POE. Numbered subparagraphs can be used.

c. Tasks to Subordinate Elements: (18)
   1. MOB officer will complete and inform unit commander of all shortcomings/deficiencies in MOB checklist (Annex F, FORMDEPS).
   2. MOB purchasing authority will:
      (a) Procure all BBPCT materials (Annex _ NLT 0800, M+5.
      (b) Procure all commercial transport, if needed, NLT 0900, M+9.
      (c) Close all local outstanding accounts (Annex
   3. Movement officer will coordinate and confirm:
      (a) Changes to DD Forms 1265 NLT 1830, M+9.
      (b) Reconfirm FORSCOM Forms 285-1-R with supporting installation transportation office NLT M+2.
      (c) Confirm enroute stops/halts with appropriate businesses.
      (d) Confirm loading is IAW unit load cards and FORSCOM Forms 285-1-R.
   4. Orderly room will cease processing personnel at ___ and commence loading of equipment.
   5. Mess section will serve lunch on M+5 as last meal, then prepare loads of mess equipment.
   6. Maintenance platoon will cease repairing, processing vehicles at ___. Loading of platoon equipment will commence with loading time on vehicles to be completed NLT ___.
   7. Supply room will cease operations at ___. Priority will be given to loading of weapons NLT ___ and transfer of center/armory property to be completed NLT ___.

18. This subparagraph is optional. This subparagraph should be used to further clarify and assign duties/responsibilities required of small elements to accomplish the commander's concept and unit mission. As many numbered subparagraphs as needed can be used. Due to the nature of preparing to move, planners need to identify when routine operations stop and loading starts. Recommend careful consideration be given to this subparagraph. If the commander has determined it is not needed, type title, then word, "None."

d. Coordinating Instructions (19)

1. Physical security officer will coordinate current local information with city police and state police NLT two hours prior to movement.
2. All DD Forms 1750, Packing List, will be prepared at time of packing and all except one copy will be turned in to the unit MOV officer.
3. Platoon leaders/sergeants will coordinate with MOV officer/ Opns officer for:
   1. Order of March (see FM 55-30 &
   2. Density FM 55-312 for
   3. Rate of March possible additional
   4. Safety Factors points.)
4. Movement officer will furnish one copy of strip map to each vehicle driver plus one for each commercial vehicle used.
5. Upon arrival at MS, the commander and MOB officer will report to bldg ___ with all required documents.

19. Paragraph contains details of coordination and control applicable to two or more elements. Numbered subparagraphs will be used. The idea is to identify and obtain status of roads, possible problems and safety of government property before unit departs.
This provides the commander and supply section with documents to account for unit supplies and equipment.

Building number for commander to report to should be in MS mobilization plan.

4. SERVICE SUPPORT: (20)

20. The words SERVICE SUPPORT are capitalized. This paragraph contains instructions arrangements supporting movement. If lengthy, annexes can be used and referenced here. At lower levels of command, subparagraphs can be used. They will be titled:
a. Material and Services
b. Medical evacuation & hospitalization
c. Personnel
d. Civil-Military cooperation
e. Miscellaneous
By using sufficient detail here, the need for annexes can be minimized. Only critical bits of information are included.

a. Material and Services:

1. Class 1 (Subsistence)
   (a) The last meal prior to departure of the main body will be (B/L/dinner) on (date). It will be served at (name/location).

   (b) Enroute feeding will be from (hr) to (hr). (21) Coordination with restaurant has been made and letter with agreement to accept an SF 44, Purchase Order Invoice Voucher, for payment is found in TAB ___ of unit MOB file.
   (c) First meal to be fed at MS will be (B/L/ dinner) on date.

21. Should be identified in unit's DD Form 1265.

2. Class II Due to movement being an administrative one, all weapons, NBC equipment and other non-combat OCIE, will be packed, boxed and moved administratively.

Racks are deployable equipment/unit property.

3. Class III (POL Products).
   (a) All convoy vehicles and 1-5 gallon fuel can per vehicle will be topped off (filled up) NLT _____.
   (b) The convoy trail party will carry ___ gallons of oil and ___ gallons of grease to handle enroute maintenance problems.
   (c) Enroute refueling will be performed at (location) from hour to hour.

This info can/should be provided by unit maintenance personnel experienced with unit's vehicles.

This (if needed) should be identified and planned for in unit's DD Form 1265. Could be more than one location on long convoy route. List all locations and times.

4. Class IV (barrier/construction material)
   (a) Due to administrative nature of movement, all barrier/construction materials will be shipped.
   (b) BBPCT materials will be handled separately.
   (c) All BBPCT procured by unit MOB officer will be stored and issued from (section/place) within unit.
   (d) The complete BBPCT list for the unit is in Annex E, page E-15.

Important item. MOBEXs should provide valuable insights. For units with peculiar equipment/vehicles, appropriate supply bulletins should be used.

5. Class V (Ammunition)
   (a) Not normally authorized.
   (b) If unit moves weapons administratively, only requirement is for weapon guards. In that case recommend use of side arms (ammo locally available) rather than M-16s.
   (c) Time/location and person to issue ammo if needed.
   (d) Turn in procedure after arrival at MS.

6. Class VI: not authorized
7. Class VII: (major end items)
   Major end items will be loaded NLT _____.
   The breakdown for loading is:

Only those units with major end items (e.g., MHE, compressors, track vehicles, construction equipment,) will need to identify how these are moving. If unit is using commercial transport, the FORSCOM Form 900 series and FORSCOM Form 285-1-R series can be used.

8. Class VIII (Medical)
   All vehicles/aidmen will move with authorized first aid kits

Usually required only for medical units to identify how they move assigned stocks.

9. Class IX (Repair parts)
   (a) All Class IX, with the exception of trail party needs, will be packed, crated and boxed NLT _____.
   (b) Trail party will carry the following items during the convoy:

Unit maintenance personnel should have experience sufficient to identify critical items that might fail during movement (e.g., belts, tires, filters, bulbs).

1.
2.
3.
4.
5.

10. Class X: not authorized.
11. Maintenance:
    (a) The trail party for main body convoy will consist of _____ vehicles (type) and _____ personnel (usually maintenance section personnel.
    (b) Enroute PMCS will be performed at halt # _____. Can be determined from unit's DD Form 1265.
    (c) If vehicle fails/stops or has an accident, only the one vehicle will halt. Maintenance trail party will provide all assistance and keep convoy commander informed.
    (d) PMCS will be performed on all vehicles after arrival at MS. To be completed NLT _____.
    (e) Premovement Maintenance Support: See Annex J.
    (f) Enroute Maintenance Support See Annex K. These requirements can be determined, coordinated, and established either by letter or during coordination trip to MS by unit commander.
12. Transportation:
    (a) Air: Planning for air movement and TAT will commence upon receipt of flight info from MS.
    (b) Convoy: See Annex _____.
    (c) Rail. (Annex___). This needs to be included only for those units requiring rail movement of equipment. If needed then the following is essential at a minimum:
        1. Rail Company.
        2. How and who (numbers) will move unit equipment from center to rail loading site.
        3. What is needed to prepare equipment for rail shipment.
        4. BBPCT materials needed.
        5. Feeding and recovery of unit personnel from loading site.
        6. Property accountability and documentation procedures.
        7. Start times and completion times.
        8. Points of contact.
    (d) Commercial A critical item. Most units should have initiated commercial requirements on FORSCOM Form 900 series and on FORSCOM Form 285-1-R series. It becomes a matter of verifying those requests then establishing how and when these items are to be accomplished.
        (1) After the MOB purchasing authority has obtained BBPCT materials, sections, as planned will commence loading.
        (2) All unit materials will be boxed or crated with each box or crate having a DD Form 1750 prepared. UMO will collect DD Forms 1750.
        (3) 1.5 cu ft boxes will be used for files, books, or small items (Class IX).
        (4) 5 cu ft or dishpack type boxes will be used for items such as NBC masks, air filters, Class II clothing.
        (5) If required, custom crates will be made at the center; priority is. If needed, each unit will have to develop an independent list.

(6) All boxes/crates will be staged at _____.

(7) Loading of commercial vehicles will be completed NLT (time).

13. Unit Movement Data: See TABs _____ and TABs _____, Unit MOB file.

14. Facilities: See Annex Q.
15. Procurement: See Annex A.
16. Points of Contact: See Annex R.

b. Medical Evacuation and hospitalization
1. At HS:
(a) Routine sick call will be handled by: Dr._____; address _____.
(b) Hospitalization will be at _____; Ph#_____; address _____.
(c) Pharmacy needs will be met by _____; Ph#_____; address _____.
2. Enroute (first leg) from _____ to _____:
(a) Emergency medical treatment will be at _____, Ph# _____; address _____.
3. Enroute (second leg) from _____ to _____:
(b) Emergency medical treatment will be at _____, Ph# _____; address _____.
4. Enroute (this paragraph can be repeated as often as commander feels necessary, depending on length of movement.
5. From _____ to _____, personnel will be evacuated to MS hospital for medical treatment. (Normally at least a 50 mile radius from MS.)

c. Personnel:
1. Uniform for movement will be BDUs with combat boots and soft cap.
2. Final formation, prior to movement will be held (time) at (location). 1SG will conduct personnel accountability and convoy briefing will be conducted by _____.
3. Each individual is authorized a total weight of 200 lbs for personnel baggage. Unit scale will be used to confirm this. One duffle for TA-50 and one for clothing and comfort items is recommended. No TVs, large music boxes, or ice chests are authorized.
4. All personnel will remain at center/armory on (last night prior to movement).

A clear, open unit area suitable for storing, inventorying unit property prior to loading. Commercial trucks should be close to this area. Important if tractor/trailers are to be used.

d. Civil-Military Cooperation:
   1. Home Station:

      (a) State/Territory Police Ph# _____, address _____
      (b) City Police Ph# _____, address _____
      (c) Ofc of Civil Defense Ph# _____,
          address _____.
      (d) Closest military installation Ph# _____,
          address _____.

   2. Enroute: First Leg (from _____ to _____)
      (a) State/Territory Police Ph# _____, address _____
      (b) City Police Ph# _____, address _____
      (c) TAG Ph# _____, address _____
      (d) State/Territory DMV Ph# _____, address _____
      (e) Closest major airport Ph# _____,
          address _____

e. Miscellaneous: Any other support information felt necessary by planner/commander to ensure accomplishment of movement.

Listing depends on individual unit needs. Normally those critical items/agencies needed or anticipated are listed for each area along route of march.

5. COMMAND AND SIGNAL: (21)
   a. Command:
      1. Leadership responsibility and authority is delegated as follows:
         (a) ECS/AMSA recovery teams OIC/NCOIC will be:
             (1) (position title)
             (2) (position title)
         (b) Advance Party OIC/NCOIC will be (position title).
         (c) Convoy commander will be _____
         (d) Commercial bus OICs/NCOICs will be:
             _____
             _____
             _____
             _____
      2. At all rest/fuel/food halts, OICs will brief and account for all personnel. Enroute PMCS will be confirmed.
      3. Transfer of command from peacetime chain to ____(MS)___ will be upon arrival and confirmation at _____(MS)___.
      4. Unit will comply with N-hour sequence (Annex __).
   b. Signal:
      1. All routine status reports will be submitted telephonically to higher headquarters by either commander or unit MOB officer.
      2. The unit MOB officer will submit the required EXMOVREPs.
         (a) Advance Notice of Departure
         (b) Actual Departure
         (c) See Annex _____ for format.
         (d) POC is ___ARCOM, Unit Movement Coordinator.

21. Title is capitalized. This paragraph contains 2 subparagraphs:
    a. Command
    b. Signal

Needed only if different from unit commander.

Needed only if buses are used.

AR 55-113 governs these reports.

Times need to be converted to Greenwich mean time, so adjustment from local to ZULU is needed. (See FM 101-5, pg 6-7, for time conversion chart.)

3. Communications: (22)

(a) Convoy internal net frequency will be _____

(b) Call signs will be:

_____
_____
_____

(c) Location/disposition of radios in convoy will be:

_____
_____
_____
_____

(d) External radio net or channel for monitoring MS will be _____.

22. Request for radio frequencies, Form # ____, will be submitted to _____. Paragraph may be designed for telephone reports, if unit has no assigned radios. Use of CBs or SSBs is not authorized. Call signs for internal use should identify the element controlling a radio. It may be different from your MTOE (i.e., pace vehicle, wrecker, or movement officer). Units should submit request IAW ACP-190 Supplement #1, Annex K.

Location of radios should enhance the commander's ability to control. Lead vehicles or vehicle near to pace vehicle can warn of problems. Also, last or trail party having a radio can inform commander of problems at rear of convoy.

Will provide information as unit enters FM radio range of MS.

Signed
Commanding officer's signature on #1 copy. If he doesn't sign, then use authentication.

AUTHENTICATION: (23)

23. Typed in all caps. If commander hasn't signed and the signature can't be reproduced electronically, then the delegated representative must sign all copies of the plan.

ANNEXES:

Annex A Procurement
Annex B Class I (see basic plan)
Annex C Class II (see basic plan)
Annex D Class III (see basic plan)
Annex E Class IV Barrier Material/BBPCT
Annex F Class V
Annex G Class VII
Annex H Class VIII
Annex I Class IX
Annex J Premovement Maintenance Support
Annex K Enroute Maintenance Support
Annex L Air Transportation
Appendix 1 - DD Forms 2130, 2131, and 2132
Appendix 2 - Front Pintle Hook Vehicles
Appendix 3 - Air Loading Procedures
TAB A - Aircraft Commander SOP
TAB B - Load Team SOP
TAB C - Shoring Material Requirements
TAB D - 463L Pallet and Tie Requirements
TAB E - Aircraft Loading Plan

NOTE: Annexes can be either in 5 paragraph field order format or detailed sequentially numbered paragraphs. Due to most units being unfamiliar with field orders, numbered paragraphs should be used.

Annexes are used primarily for those items which would require too much space in the basic plan or pertinent to exact instructions for use by specific individuals.

NOTE: If an annex is not necessary or unused, type the annex title, then the words "not used."

If unit does not directly deploy by air, it moves to MS, then type only annex title, then the words, "not used."

Annex M Convoy Requirements
Appendix 1 DD Forms 1265
Appendix 2 DD Forms 1266
Appendix 3 FORSCOM Form 285-2-R
Appendix 4 FORSCOM Form 285-3-R
Appendix 5 Drivers Strip Map
Annex N Rail Movements
Appendix 1 Security Guard SOP
Appendix 2 Load Team SOP
Appendix 3 Load Plan
Annex O Commercial Movement Requirements
Appendix 1 FORSCOM Form 285-1-R
Annex P Unit Movement Data
Annex Q Facilities
Annex R Points of Contact
Annex S Safety
Annex T N-hour Sequence
Annex U Plan Coordination Documentation
Annex V Appointment Orders
Annex W Plan Approval

DISTRIBUTION: Should be to all key elements within unit and to higher headquarters.

ANNEX A

NOTE: Each annex should start, if used, on a separate page. For this example, they are listed one after another.
NOTE: Only those points or elements of information considered critical by the headquarters are included. Units may add or refine information needs as needed to their own situation.

1. References.
   a. ARCOM MOB Plan, Annex G (Finance) dtd _____
   b. FORMDEPS, Vol III, Annexes B & C.
   c. (unit) MOBFILE, TABS F & G (1)

1. Should identify where the tabs for Class A Agent and Mobilization Purchasing Authority are.

2. Purpose: To identify the procedures, materials/supplies and sources needed to accomplish movement from ___HS___ to __MS___.

3. Procedures:
   a. Beginning (M-date & hour) (2), the MPA or Class A Agent will start procuring unit supplies and services.

2. This may be a time during the alert and assembly phase, HS phase or when someone (MPA or Class A Agent) is ordered early to duty. The intent is to allow sufficient time to obtain items prior to the unit needing them.

   b. Using the lists, found in Annex E and Appendix I, the unit's representative will obtain/procure the needed supplies and services.
   c. The unit agent will handcarry previously prepared/ executed letters of coordination to serve as proof of agreement.
   d. The MPA will use SFs 44 for all transactions. One copy is to be given to seller, all others to be accounted for and retained by the MPA. Turn-in and processing of these documents will be completed at __MS__.

Unit must establish a system to control issuance and accountability of SFs 44. MPA will be accountable to Finance Office at MS.

   e. MPAs for either/both advance and recovery teams will adhere to same accountability procedures.
   f. One (vehicle type) with driver will be at the disposal of the MPA from (date and time).

State vehicle type and bumper number if possible to preclude confusion. Can be an Administrative Use Vehicle.

   g. Prior to departure, the MPA/Class A Agent will verify and close out all HS accounts.
   h. Enroute to __(MS)__, the MPA will verify all services/ supplies (food) consumed and complete appropriate SF 44.

Needed only if enroute feeding, fuel, or maintenance has been identified and coordinated.

ANNEX B Class I not used (1)

(1) Use only if the information in the basic plan is too lengthy or numerous meals/halts have to be made during movement.

ANNEX C Class II (2)

(2) Use only if more space and detailed procedures are required to explain load-out of unit supplies. (Details about shipment of weapons and NBC supplies would be points to be included in this annex.)

ANNEX D Class III POL (3)
Appendix I. Packaged POL
Appendix 2. Bulk Requirements
TAB A. Motor Fuels
TAB B. Aviation Fuels

(3) Use this annex for long or complex movements. Annex should address questions:
"Who"
"What"
"When"
"How"
"How much"
"How paid for"
"How coordinated"

ANNEX E Class IV (Barrier/BBPCT)

1. References:
   a. Chapter 6, FORSCOM Reg 55-1

2. Purpose: To provide guidance for the identification and local purchase of BBPCT materials required for movement.

3. Procedures:
   a. The unit movement officer will ensure the number of pallets, containers, boxes, banding materials, crates, and other material required to protect and unitize the unit equipment and supplies during transit is calculated using the appropriate technical manuals and experience from unit load tests.

   b. Platoon leaders/section supervisors will ensure required BBPCT materials are listed at the bottom of the Cargo Description and Type Pack block on the FORSCOM Form 285-R, Vehicle Load Card, for each load.

   c. The UMO will consolidate all requirements in Appendix I and ensure the MPA is aware of the need for BBPCT materials and that the purchase and delivery of materials must be to the unit supply sergeant NLT (N-hour).

   d. After delivery to the unit, materials will be drawn by appropriate platoon/section sergeants to ensure supplies are used to properly box and load unit equipment IAW unit load plans.

APPENDIX I (BBPCT List) to ANNEX E to Unit MOB/MOV Plan I

1. The following is a list of BBPCT materials needed:

The list should be a rollup or itemized list by section/platoon or vehicle type. The various TMs and SBs are needed to assist in preparation of list. The list will have two (2) types of materials. Materials used to actually secure unit vehicles and supplies needed to box and crate unit forms, property, and equipment.

NOTE: If unit deploys, its equipment/vehicles by air, special additional BBPCT may be required by the USAF.

ANNEX F Class V

Used only if ammunition is needed for shipment of weapons (.60 cal or less). Then identify how it is issued, controlled and accounted for. Remember to include in Annex A (Procurement).

ANNEX G Class VII

Use only if basic plan and related documents aren't detailed sufficiently to explain how this class of supply will be shipped.

ANNEX H Class VIII

Primarily used by medical units to explain unique shipping requirements. The questions included in Note 3, Annex D, should be answered.

ANNE Class IX

If basic plan does not fully explain how repair parts are to be boxed, crated and shipped, then use this annex.

ANNEX J Premovement Maintenance Support

This annex may not be needed by all units. Paragraph 4, a, 11(e) in the basic plan may be used. At a minimum, the following information should be provided:

(1) When Before Operation PMCS is to be done and completed.
(2) Who coordinates with your local AMSA shop to determine status/ availability of equipment.
(3) Who updates the unit's DA Form 2406, Material Condition Status Report. This can effect the unit's EXMOVREP, so the people involved need to keep each other updated.
(4) Remember, by this time, your unit maintenance shop may be packed and loaded, so if a vehicle breaks down, do you have a local truck garage to help you. If yes, it should be identified here.

ANNEX K Enroute Maintenance Support

Again, this annex may not be required for all units. If the unit has a long distance to travel or the equipment has a history of failures, this annex should be used. Items to be included should address the following:

(1) The points already listed in paragraph #4, a, 11.
(2) Location or disposition of organic recovery equipment or assigned towbars within the convoy.
(3) Locations of AMSA/ECS shops along the route of march.
(4) Use of government credit card to effect vehicle repairs. (Who can authorize or who has to be called if it is required.)
(5) Annex can also address the area recovery responsibilities of various Army organizations along the route of march.

ANNEX L Air Transportation

This annex should be used only by units deploying directly by air. It should be written by a graduate of the Aircraft Load Planners Course.

ANNEX M Convoy Requirements (1)	(1) This annex is critical for units that move from HS to MS via military convoy. It tells exactly how the commander and movement officer have planned the convoy. Prior to writing this annex, a review of the following FMs is important: a. FM 55-65, Strategic Deployment by Surface Transportation b. FM 55-312, Military Convoy Operations in the Continental United States c. FM 55-30, Army Motor Transport Units and Operations
In the basic annex, a wealth of data is provided. If properly planned, it provides the basis for the convoy briefing given prior to departure. It should include:	
(1) Order of March	Depending on unit size (Bn or Co). This tells who's first, second, third. For example: 1. Maint Plt, HQ Plt, 1st, 2d. 2. B Co, C Co, HQ, HHD, A Co.
(2) Method of movement	Self explanatory.
(3) Density: a. Open Road b. Congested Areas	How many vehicles per road mile. The distance between vehicles and serials determines this. For example, 100 meters on interstates and 20 meters on city streets. As speeds vary, the distances, due to safety needs, should vary.
(4) Speed: a. Open Road b. Congested Areas c. Catch-up	Basically self explanatory. Each of the three listed give info. Each require time and should be planned for prior to submitting DA Form 1265. The catch-up speed is the maximum allowable speed to close up serials to maintain vehicle distances. Identify traffic/convoy control procedures to be used in congested areas.
(5) Start, release & critical points (CPs)	Self explanatory. CPs, particularly at congested or transition points, should be identified.
(6) Convoy Control	Identify signs and flags at a minimum, plus who is responsible for placing and retrieving them from unit vehicles.
(7) Detailed Timings	Information as to how much time is to be used for: (1) PMCS (2) Refueling (3) Messing
(8) Identify gate and arrival times assigned by MS.	
(9) Instructions for Halts.	Self explanatory
	NOTE: For watercraft and aviation type units, the same detailed planning should be accomplished.
Appendix 1. DD Form 1265	See FM 55-312.
Appendix 2. DD Form 1266	Only if needed for outsized, overweight vehicles.
Appendix 3. FORSCOM Form 285-2-R	See FORSCOM Reg 55-1
Appendix 5. Drivers Strip Map	See FORSCOM Reg 55-1. One good copy can be kept updated, and if needed, additional copies can be reproduced.

ANNEX N Rail Movements:

Appendix 1 Security Guard SOP
Appendix 2 Load Team SOP
Appendix 3 Load Plan

Units with specialized/oversized equipment should contact their SI to clarify requirements for movement to MS. If you are an exception, assistance should be requested from:

1. higher headquarters
2. local railroad
3. Readiness Group
4. ARCOM

ANNEX O Commercial Movement Requirements

Deployment planning. Any special instructions needed to load unit equipment/supplies on commercial transport. For example: how to reduce vehicles to shipping configuration, or special BBPCT needed to secure loads to transports.

Appendix 1 FORSCOM Form 285-1-R

Self explanatory.

ANNEX P Unit Movement Data

1. This is the place to store unit load cards (FORSCOM Form 285-R) for both organic and commercial vehicles.
2. For COMPASS Report or AUEL, refer to TAB K in unit MOBFILE.
3. If any unit equipment requires special crating or preparation, it should be identified here. Reference should also be made to Annex E, this plan.

Remember, when the movement plan is submitted to higher headquarters, copies of the latest AUEL and all load cards must be forwarded.

ANNEX Q Facilities

RON requirements. Requirements for loading at HS (forklifts, scales, ramps).

ANNEX R Points of Contact

0800, M+5.
(b) Procure all commercial transport, if needed, NLT 0900, M+9.
(c) Close all local outstanding accounts (Annex _)

3. Movement officer will coordinate and confirm:
   (a) Changes to DD Forms 1265 NLT 1830, M+9.
   (b) Reconfirm FORSCOM Forms 285-1-R with supporting installation transportation office NLT M+2.
   (c) Confirm enroute stops/halts with appropriate businesses.
   (d) Confirm loading is IAW unit load cards and FORSCOM Forms 285-1-R.
4. Orderly room will cease processing personnel at ___ and commence loading of equipment.
5. Mess section will serve lunch on M+5 as last meal, then prepare loads of mess equipment.
6. Maintenance platoon will cease repairing, processing vehicles at ___. Loading of platoon equipment will commence with loading time on vehicles to be completed NLT ___.
7. Supply room will cease operations at ___. Priority will be given to loading of weapons NLT ___ and transfer of center/armory property to be completed NLT ___.

This annex is desigs (Annex _ NLT operations stop and loading starts. be given to this subparagraph. If the commander has determined it is not needed, type title, then word, "None."

ANNEX U Plan Coordination Documentation: See TABs N thru Z, as applicable, in Unit MOBFILE.	Judgement call on which tabs can be used. Identify those tabs containing letters of coordination confirming movement data only. These tabs are critical to MPA, Class A Agent, MOV officer, and advance parties.
ANNEX V Appointment Orders: See TAB M-1 in Unit MOBFILE.	Per/MOBFIRE Checklist; Orders are not necessary to accomplish movement, but must be administratively filed.
ANNEX W Plan Approval: See TAB M-1 in Unit MOBFILE.	Per/MOBFIRE Checklist; Approval is not necessary for movement but must be filed.

Sample N-Hour Sequence (See Annex T)

EVENT NUMBER	HOUR & MINUTE	RESPONSIBLE PERSON/NCO/OFF	LOCATION IN COMPANY	COMPLETION OF EVENT IS REPORTED TO WHOM?	IS A REPORT REQUIRED BY HIGHER HQ?	WAS THE REPORT SENT? HOW? WHEN?

Appendix I:
Unit Movement Coordinator

I-1. Introduction
This appendix presents an overview of the duties and functions of the unit movement coordinator (UMC) and gives the commander guidance and criteria for selecting the UMC.

I-2. Selecting the UMC
The UMC is generally tasked to work in the logistics area of a command. In an installation, the UMC will probably work for either the transportation officer or within the DOL, Plans and Operations Section. In a STARC or MUSARC, the UMC will probably work for the G-4. It is important that the UMC be close to the sections that develop plans and the sections of the transportation office that move both personnel and freight. The UMC must work constantly with these sections to properly complete assigned tasks.

I-3. Security clearance
The UMC must be cleared for classified material. Normally, a minimum clearance of SECRET is sufficient. Much of the planning will be based upon the classified operation plans (OPLANS) that task the active units of an installation, or that support the various mobilization contingencies.

I-4. Retainability
The UMC is the primary point of contact for coordination between the deploying unit, the installation and other commands for overall transportation support. The UMC's expertise is a critical factor in the successful execution of mobilization and deployment movements. Selected UMCs must have at least 1 year of retainability.

I-5. Background
The UMC must be aware of support requirements and must be alert for other logistical shortfalls. The UMC must consider not just the transportation aspects of a move, but facilities, services, resupply, and maintenance to support the unit enroute. The UMC must be aware not only of support requirements and must always be alert for other logistical pitfalls. The Defense Transportation System is becoming increasingly automated. The UMC should be versed in automation techniques. However, the most critical background that must be considered for the UMC is transportation.

I-6. Training
There are many courses available to reinforce the UMC's current level of training and background.

a. TRADOC offers many courses. The most highly recommended is the Surface Deployment Planning Course at Fort Eustis, VA.

b. The Air Force offers an air load planning course which can be taught at the installation. Coordination must be through the supporting airlift control element (ALCE) that supports your command.

c. The Hazardous Cargo Certification Course, taught at many locations, gives the UMC the capability of certifying hazardous loads for military and commercial shipments. This training allows the UMC to train and certify UMOs for hazardous materials.

I-7. Responsibilities
a. UMC actions determine the unit's ability to support mobilization and deployment effectively. Appendix A contains a list of reference publications.

b. The UMC must establish contact with the Unit Movement Branch, Transportation and Services Division, FCJ4, HQ FORSCOM, and the COMPASS Section, AUTOVON 367-6918 or commercial (404) 669-6918.

c. The UMC —

(1) Is the single point of contact between the command and the Defense Transportation System (DTS), on an action officer level, for unit moves.

(2) May be required to investigate and provide recommendations on almost any aspect of unit moves, including —

(a) Staffing and development of new concepts and policy.

(b) Acquisition, correlation, and analysis of information on common movement characteristics. Examples are determining or validating transportation engineering data and relationships between moving units.

(c) Submitting and retrieving information from automated information agencies.

d. Reviews, approves,and maintains on file unit movement plans for the command.

e. Compiles movement information, not only that provided to FORSCOM but required by other commands as well.

f. Prepares unit movement guidance, directives, and taskings for publication.

g. Trains subordinate units in movement planning requirements.

h. Coordinates movement and related requirements with other commands, to ensure that the unit can move with ease and minimum problem.

i. Is the command action officer for developing mobilization, deployment, reception, support, and clearance plans for transportation logistics.

j. Maintains accountability on military containers and 463L pallets and nets for the command.

k. Is the command's transportation point of contact for unit moves.

I-8. Movement coordination
The UMC, though not part of the daily transportation operation, must know the movement agencies and requirements.

a. Transportation office. The transportation office is the point of contact for commercial cargo and personnel movements. Prior coordination on every possible move is the only way to ensure the capabilities of these sections will not be overwhelmed when a movement occurs.

b. Facilities engineer. The facilities engineer is the support activity point of contact on the availability of blocking, bracing, packing, crating, and tie down material availability. Requirements must be coordinated to ensure that materials are available or can become available before a move.

c. Data processing center. The data processing center is where unit movement data (UMD) is received, keypunched, and transmitted. The flow of information through automated systems is highly structured. The UMC must know and understand command capabilities.

d. State Department of Transportation (DOT), law enforcement agencies, and other commands. When the unit movement plan calls for a convoy, coordination must be made with each Department of Transportation, law enforcement agency, and other command that would have potential concurrent use or governing authority of the highway. The unit is not authorized direct communication

with these agencies so the UMC must do the necessary coordination before convoy clearances and special hauling permits will be issued.

e. Adjacent and lateral commands. There must be coordination when a unit is traversing another command's area of responsibility, regardless of the mode of transportation. This coordination may include only a notification that the move is anticipated through the inclusion of detailed support requirements. Commercial and organic moves require equal attention.

f. Higher commands. Higher commands develop movement policy, with UMC support, so that sound traffic management principles apply to units on the move. UMC are encouraged to seek assistance of explanations by telephone as needed.

I-9. Movement reporting

Movement reports that must be submitted when required by operational or exercise directive are —

a. Expedited movement reports (EXMOVREP). These reports are prepared using the instructions in AR 55-113 for CONUS moves (origin to destination), and AR 220-10, for overseas moves. They relay advance and movement information on the departure and arrival of units. They are the process through which units on the move are controlled.

b. Unit movement data (RCS AFLG-165). These data are prepared by the unit and sent to FORSCOM. They show the anticipated movement characteristics of a unit and are used in developing operation plans by the joint planning community, FORSCOM, and the command. UMC are required to keep UMD on file. Data will be transmitted by AUTODIN or other automated means when available. AR 220-10 and FORMDEPS contain the regulatory statues of this requirement.

c. Deployment/employment/mobilization status system (DEMSTAT). This FORSCOM-unique automated command and control/operations system requires reporting unit status. During crisis situations, it is used for determining when a unit is ready to move. Caution is advised when operating within this system. If a unit is not ready to move because of transportation, and the reason is because it has not received a port call, then the unit is actually ready to move and awaiting the port call. An indication of not ready to move means no port call can be issued unless directed.

d. All Reserve Component units with a commercial movement requirement will be required to fill out Card Type "H" FORSCOM Form 900-5-R, Contingency Standing Route Order (CSRO) and Remarks Worksheet IAW FORSCOM Regulation 55-2, paragraph 4-9, page 15.

(1) Those units requiring commercial transportation with a Mobilization Station Arrival Date (MOBSAD) of M15 or less will be issued a CSRO from their respective MTMC area command.

(2) Upon mobilization, the USPFO Traffic Manager/ITO responsible for those units requiring commercial transportation with a MOBSAD of greater than M15 must send a Request for Routing message to the appropriate MTMC area command. The request for routing message begins the process through which the MTMC area command can issue the appropriate port calls and routing instructions.

(3) Commercial carriers recommended by the units support ITO will appear on the units AUEL. Units are prohibited from contacting those carriers for any purpose. Only the ITO may have any discussions or communications with carrier personnel under provisions of Federal procurement regulations.

I-10. The command movement organization

a. The UMC is the command technical movements expert and will be called upon to give advice to those in both superior and subordinate positions. When reviewing plans, the UMC must ensure that all aspects of logistics have been addressed and the plan is designed to meet the needs of the unit, not a preconceived concept. Not all units will move by air, so the UMC must take a realistic approach to challenges of the move. Automation technology has increased the amount of information that can be used. The UMC should encourage movement planning personnel to use all information available.

b. One of the elements of the movement organization may be the container control section. AR 55-1 gives requirements for reporting, maintaining, and accounting for containers. The UMC will determine the number and types and staff accordingly, to meet these requirements.

c. The UMC may be responsible for managing installation war reserve 463L pallets and nets. AR 59-18 provides the necessary regulatory guidance.

d. The inspection team must be versed in all aspects of logistics. Judgment will be based on the facts as related to the unit being inspected. What will work for one unit may not necessarily work for others.

e. The UMC may operate the arrival/departure airfield control group or port support activity during wartime without outside support. The UMC must ensure that the authorization document allows for this staffing requirement and maintain a cell of qualified people to oversee the transition from peace to war.

f. The UMC may have a highway regulatory and coordinating element. This element is tasked to oversee coordination for use of the highways. Under normal circumstances, not many people are involved in this operation; however, during crisis periods, this task may become enormous.

g. The UMC must maintain liaison with many elements within the Defense Transportation System. The elements tasked, their training to perform the missions, and the availability of equipment to support the mission, are the primary concerns for UMC.

Appendix J:
Air Transportability Certification/Waiver

J-1. Air transportability certification/waiver procedures.

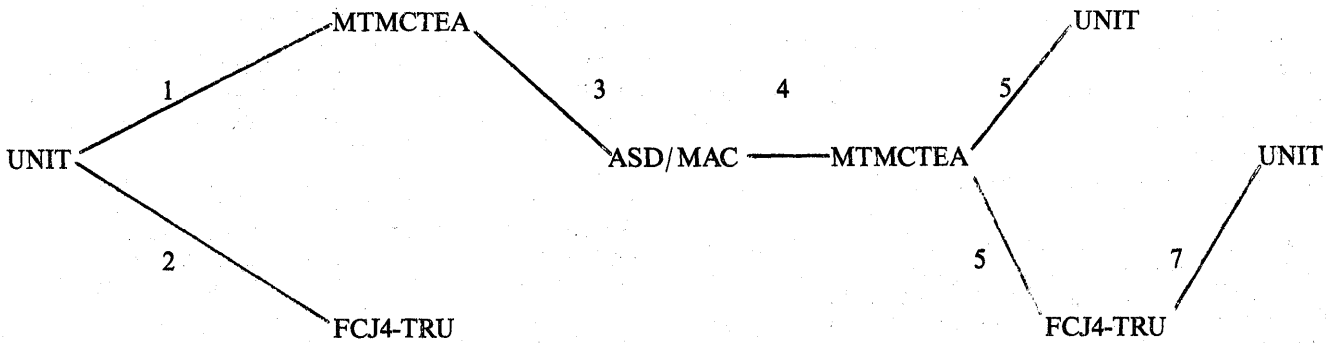
a. Military Traffic Management Command, Transportation Engineering Agency (MTMCTEA), is the Army central focal point for obtaining a one time air transport certification/waiver.

b. Units that have a valid requirement to have equipment airlifted that is not listed in TB 55-46-1, as being certified as air transportable aboard military aircraft, may request a certification or waiver to load the equipment aboard military aircraft.

c. The request will state why the equipment must be airlifted, shipping configuration, Line Item Number (LIN), nomenclature, dimensions, weights, any modifications that have been made to the equipment and type of aircraft the item of equipment is to be loaded aboard. A weight ticket and photograph of the equipment should be forwarded with the request.

d. Request will be forwarded through channels, STARC DMC, MUSARC or Installation UMC, as appropriate to Commander, MTMCTEA, P. O. Box 6276, Newport News, VA 23606-0276. An information copy should be furnished to Commander, FORSCOM, ATTN: FCJ4-TRU, Fort McPherson, GA 30330-6000.

J-2. MTMCTEA will coordinate with the appropriate Headquarters, Aeronautical Systems Division or Military Airlift Command (MAC), to obtain a certification/waiver as needed and will provide the requestor and this Headquarters with an approval/disapproval of the request. Figure J-1 illustrates the flow of a request for waiver.



1. DMC/UMC receives unit request for certification/waiver and forwards to MTMCTEA.
2. DMC/UMC unit provides information copy to commander FORSCOM (FCJ4-TRU).
3. MTMCTEA coordinates with HQ Aeronautical Systems Division/MAC to obtain certification/waiver.
4. ASD/MAC reviews request and approve/disapprove. Approval/disapproval is sent to MTMCTEA.
5. MTMCTEA forwards information copy to Cdr, FORSCOM, ATTN: FCJ4-TRU.
6. MTMCTEA notifies unit of approval/disapproval.
7. FCJ4-TRU will notify all other FORSCOM units when certification/waiver is granted.

Figure J-1. Air transportability/waiver procedures.

Appendix K:
CONUSA Convoy Support Directories

K-1. General

The CONUSA Convoy Support Directories provide information about routes and support facilities throughout CONUS. The purpose of these documents is to aid commanders and movement control personnel in planning routes and logistical support for military convoys. These directories will be maintained in the MOBCON Automated Support System (MASS) road network database. The SMCC, as the road network database manager for each state, will have the responsibility for maintaining the database,through MASS, with the CONUSA providing assistance in the collection of data and publishing the directories on a basis. This appendix describes the criteria to be used when constructing these directories.

K-2. Types of directories

The two Convoy Support Directories published by the CONUSAs are the Main Supply Route (MSR) Directory and the Service Support Directory.

a. The MSR Directory. The MSR Directory identifies all state, interstate, and federal highway systems, within a state, that have been approved for use by military convoys.

(1) Highway Identification. Roads and highways often have multiple names or designations. To avoid confusion and to provide a uniform system for coordinating highway movements, this system uses the following rules to identify and abbreviate highway designations.

(a) Interstate highways are identified by the one letter abbreviation "I", followed by its numerical designation (e.g., I70, I35, etc.).

(b) Federal highways are identified by the abbreviation "U", followed by its numerical designation (e.g. U40, U275, etc.).

(c) Federal Reservations roads are identified by the abbreviation "V", followed its numerical designation or name (e.g., V13th st, V Victory Dr., etc.).

(d) State highways are identified by the abbreviation "S" followed by its numerical designation (e.g., S96, S14, etc.).

(e) County roads are identified by the abbreviation "C", followed by its numerical designation (e.g., C96, C14, etc.).

(f) Local roads and named streets are identified by the abbreviation, "L", followed by its numerical designation or name (e.g., L107, L 1st St, etc.).

(g) If a road has more than one label, choose the label with the highest priority. For example, I70 between Topeka and Fort Riley is also labeled US40. I70 is the proper identification for this highway. The order of priority from highest to lowest is Interstate Highways, Federal Highways, state routes, county roads, and local roads.

(2) Highway Restrictions. Several restrictions can affect a route's suitability for use by military convoys. The MSR must contain information about the nature and location of these restrictions. The following restrictions will be included in the MSR:

(a) Size Restrictions. A portion of a highway in the MSR Directory varies from the state's normal size limitations.

(b) Time Restrictions. A portion of a highway in the MSR Directory that is off-limits to military traffic during specific times.

(c) Sectional Restrictions. A portion of a highway in the MSR Directory or specific lanes of a highway that are off-limits to military traffic.

(d) Seasonal Restrictions. A portion of a highway in the MSR Directory that may be closed during specific seasons.

(e) Directional Restrictions. A portion of a highway in the MSR Directory that is limited to travel in only one direction.

(f) Terrain Restrictions. A portion of a highway in the MSR Directory has excessive uphill or downhill grades.

(g) Other Restrictions. A portion of a highway in the MSR Directory that has restrictions that are not covered by the size, time, sectional, seasonal, directional, or terrain restrictions (e.g., gravel roads or roads the SMCC wishes restricted from use by military traffic for other reasons).

(3) Highway Selection. The SMCC must coordinate with the appropriate state agencies to determine which highways are available for military use and what restrictions exist on the use of these highways. As a minimum, the roads will be included in the MASS database. The SMCC may add roads to the MASS database by submitting the appropriate information IAW MASS user's guidance. The MCC may restrict the use of any of the roads in MASS. The routes selected should, to the extent possible, bypass areas with dense civilian and commercial traffic or other choke points.

b. The Service Support Directory. The Service Support Directory lists all the facilities in the CONUSA Area that have been identified as available to provide service support to moving units. The Service Support Directory will contain information on the following types of facilities:

(1) Rest Areas. These are any facilities that have been identified for use as rest areas for military convoys. Examples of these types of facilities are state rest areas, parks, and possibly abandoned shopping center parking lots.

(2) Communication Points. These are facilities that have means of communication other than telephone that are available for use by military convoys. Examples of these types of facilities are local and state law enforcement headquarters, and Civil Defense facilities.

(3) Supply and Service Facilities. These are facilities that can provide food, fuel, maintenance, and medical support to moving units. Examples of these types of facilities are commercial truck stops, restaurants, National Guard Organizational Maintenance Shops, and hospitals.

K-3. Directory Format

The CONUSA Convoy support directories will be maintained on the MASS mainframe and the format will be published in the MASS users manual as well as the procedures for the CONUSA to extract the information necessary to publish the directories.

Glossary

Section I
Abbreviations

AACG	arrival airfield control group
AAR	Association of American Railroads
AC	active component
ACL	allowable cabin load
A/DACG	arrival/departure airfield control group
ALCE	airlift control element
AMOPS	Army Mobilization Planning System
AMSA	Area Maintenance Support Activity
APOD	aerial port of debarkation
APOE	aerial port of embarkation
ARNG	Army National Guard
ASPUR	automated system for processing unit requirements
AUEL	automated unit equipment list
AUTODIN	automated digital network
BBM	blocking and bracing material
BBPCT	blocking, bracing, packing, crating, and tie down
CCM	cross country movement
CG	center of gravity
CI	coordinating installation
CINCARLANT	Commander in Chief, United States Army Forces, Atlantic
CINCARRED	Commander in Chief, United States Army Forces, Readiness Command
CINCLANT	Commander in Chief, Atlantic
CMR	cargo movement requirement
COFC	container on flatcar
COMPASS	Computerized Movement Planning and Status System
CONEX	container express
CONPLAN	contingency plan
CONUS	Continental United States
CONUSA	the numbered armies in the Continental United States
CSRO	contingency standing route order
CTA	common table of allowances
DA	Department of the Army
DACG	departure airfield control group
DCSLOG	Deputy Chief of Staff for Logistics
DCSPER	Deputy Chief of Staff for Personnel
DCU	deployment control unit
DEH	Directorate of Engineering & Housing
DMC	defense movement coordinator
DODX	Department of Defense-owned rail cars
DOL	Directorate of Logistics
DPTM	Directorate of Plans, Training and Mobilization
DS	direct support

DTS	Defense Transportation System
EAD	earliest arrival date
ECH	movement echelon (see terms)
ECS	equipment concentration site
EDRE	emergency deployment readiness exercise
EHTR	emergency highway traffic regulation
ERP	enroute reporting point
FC	assignment code meaning FORSCOM
FORMDEPS	FORSCOM Mobilization and Deployment Planning System
FORSCOM	United States Forces Command
GEOLOC	geographical location code
GOCOM	United States Army Reserve General Officer Command
GS	general support
GTR	government transportation request
HRPT	highway regulation point team
ICCD&H	ICC-classified dangerous & hazardous
ICC-D/H	ICC-classified dangerous & hazardous
IC-UMO	intermediate command unit movement officer
ISA	inter/intraservice support agreement
ITO	Installation Transportation Officer
JCS	Joint Chiefs of Staff
JDA	Joint Deployment Agency
JDS	joint deployment system
JOPS	Joint Operations Planning Systems
JTX	joint training exercise
LAD	latest arrival date
LDC	Land Defense of CONUS
LFTCPAC	Landing Force Training Command Pacific
LIN	line item number
LOC CODE	location code
LOGMARS	logistics application of automated marking and reading symbols
LSA	logistics support agency
LTON	long ton
MAC	Military Airlift Command
MASS	MOBCON automated support system
MATES	mobilization and training equipment site
MEE	minimum essential equipment
MHE	materials handling equipment
MILVAN	military-owned demountable container
MILSTAMP	Military Standard Transportation and Movement Procedures
MOBCON	mobilization movement control
MOBSCOPE	mobilization shipments configured for operational planning and execution
MODE TO POE	Mode of transportation to port of embarkation or mobilization station
MPE	Mode of transportation to port of embarkation or mobilization station
MS	mobilization station
MSC	Military Sealift Command
MSCD	military support of civil defense
MSR	main supply route
MTBSP	mobilization troop basis stationing plan
MTMC	Military Traffic Management Command
MTMCTEA	MTMC Transportation Engineering Agency
MTOE	Modified Table of Organization & Equipment
MTON	measurement ton
MUSARC	Major United States Army Reserve Command
NAP	not authorized prepositioning
NAP-D	not authorized prepositioning-deferred
NG	Assignment code meaning "National Guard"
NGB	National Guard Bureau
NTAT	not to accompany troops
OCONUS	outside Continental United States
OPCON	operational control
OPLANS	operation plan
OPORD	operation order
PAX	passenger
PERL	prepositioned equipment requirements listing
PIN	plan identification number
PLL	prescribed load list
POD	port of debarkation
POE	port of embarkation
POL	petroleum, oils and lubricants
POMCUS	prepositioning of materials configured to unit sets
PSA	port support activity
PSN	position
PURE	POMCUS unit residual equipment
QTY	quantity
RAPOE	regional aerial port of embarkation
RC	reserve components (ARNG and USAR)
RCS	requirement control symbol
RON	remain overnight
SAAM	special assignment airlift mission
SAS	special airlift summary
SI	support installation
SMC	site movement coordinator
SMCC	state movement control center
SPOD	sea port of debarkation
SPOE	sea port of embarkation
STARC	State area command
STR	personnel strength
S/CI	support/coordinating installation
TACP	tactical air control party
TAT	to accompany troops

TC	transaction code
TC ACCIS	Transportation Coordinator Automated Command and Control Information System
TCMD	transportation control and movement document
TCP	traffic control point
TCS	temporary change of station
TEA	Transportation Engineering Agency
TGTM	transportation guidance technical manual
TOC	transportation operating command
TOFC	trailer on flat car
TP PK	type pack
TPSN	troop program sequence number
TR	transportation request
TRANSCOM	United States Transportation Command
TTU	transportation terminal unit
TUCHA	type unit characteristics
T/E	type of equipment code
TES	unit training equipment site
UIC	unit identification code
ULN	unit line number
UMB	unit movement book
UMC	unit movement coordinator
UMD	unit movement data
UMO	unit movement officer
UNITREP	unit status and reporting
USAMMA	US Army Medical Material Agency
USAR	United States Army Reserve
USPFO	United States Property and Fiscal Officer (ARNG)
WCOMMCDE	water commodity and special handling code
WETS	weekend equipment training site
W/I	waiver indicator
WWMCCS	Worldwide Military Command and Control System
XPLAN	Exercise Plan

Section II
Terms

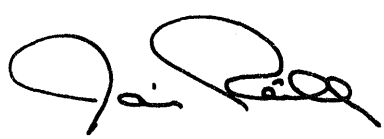
Accompanying supplies	Cargo, other than TOE/MTOE equipment items, which will accompany. A unit from origin to POD, staging area, or objective area. (See FORSCOM Reg 700-2 for specific guidance concerning supplies authorized to accompany deploying units when moved either administratively or tactically.) As applied to RC mobilizing units, the term is defined as cargo, other than TOE/MTOE equipment.
Bulk cargo	Cargo which can be loaded on a 463L pallet without exceeding any of its usable dimensions, 104 inches by 84 inches, and not exceed 96 inches in height.
C-days	The date established by the Department of the Army for the commencement of deployment.
Echelon	Movement echelon. A data control field used to group equipment items within the unit movement data master file for some specific purpose (dependent upon the type data code application).
Enroute Reporting	A point on a convoy route at which the convoy commander is required to report to the appropriate SMCC.
General cargo	See definition for bulk cargo.
Large/heavy cargo item	A container, box, crate, pallet, or individual bare item of equipment which exceeds 72″ in length or width, 67″ in height, or 5,000 pounds in weight. These criteria also apply to the term "outsize/overweight" and provide a basis for identifying cargo with potential transportability limitations.
Logistical Support	The providing of billets, bivouac areas, meals, POL supplies, maintenance, medical, and/or other services at military installations or civilian agencies.
Long ton	2240 pounds.
Marshaling area	A location that the support installation designates to marshal units for shipment.
Mob entity	Applicable to USAR and ARNG only. The level of organization that must report unit movement data to FORSCOM. Generally this means separate companies or battalions. Exception: ARNG units and detachments subordinate to a separate company or battalion assigned to another state, the subordinate unit is considered a Mobilization entity.
Modified Deployment Plan	A plan based on the unit's wartime mission statement to support the movement from the mobilization station to the port of embarkation.
Measurement ton	The unit of Volumetric measurement of equipment associated with surface-delivered cargo. Measurement tons equal total cubic feet divided by 40 (1MTON 40 cubic feet).
Nonair transportable	Any single piece of cargo which cannot be loaded on a C5 aircraft: cargo that exceeds the dimensions of either of the following: a. 1465 inches length by 156 inches wide by 162 inches high. b. 1465 inches length by 228 inches wide by 114 inches high.
100T HV DY	100-ton heavy duty flat car.
Outsized cargo	Cargo which exceeds the capabilities of the C141 aircraft.
Oversized cargo	Any single item which exceeds any of one of the following dimensions: 104 inches long, 84 inches wide and 96 inches high, and will not fit on a 463L pallet.

Pullman	Sleeping car (rail).
Red TAT	Request deployment to accompany troops. Cargo which must arrive at the overseas destination before or concurrently with troops. If accompanying troops, need not be accessible during the voyage.
Shipping configuration	The manner in which an item is prepared for shipment.
Significant change	As applied to UMD, a significant change is one which materially affects the movement problem or solution. For example, a change in either the origin or destination of a movement will materially affect the movement problem. Changes in either passenger or cargo movement requirements which will increase or decrease the need for transportation equipment (aircraft, rail cars, buses, truck, etc.) will materially affect the movement solution.
State Movement Control Center	The agency responsible for performing the convoy movement control responsibilities of the Adjutant General of each state.
STON	2000 pounds.
Supercargo	Personnel that accompany cargo on board a ship for the purpose of accomplishing enroute maintenance and security.
SRC	Standard requirement code (TOE plus year of issue plus variation).
SRC STR	SRC (TOE) personnel strength.
UMD	Unit movement data. A detailed listing and summary of unit related information describing passenger and cargo movement requirements under AR 220-10 and 10-42.
UTC	Unit type code: A JCS developed and assigned code, consisting of five characters which uniquely identify a "type unit".
Yellow TAT	Cargo which must accompany troops and which must be accessible during the voyage. For personnel traveling via commercial air, this is generally only that baggage that would fit under the seat.

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