

CHAPTER 12

THEATER TRANSPORTATION

References

Fm 54-30, Corps Support Groups, 17 June 1993
FM 55-1, Transportation Operations, 3 October 1995
FM 55-10, Movement Control, 9 February 1999
FM 63-1, Support Battalions and Squadrons, Separate Brigades and Armored Cavalry Regiment, 30 September 1993
FM 63-2 Division Support Command, Armored, Infantry, and Mechanized Infantry Divisions, 20 May 1991
FM 63-3, Corps Support Command, 30 September 1993
FM 63-21, Main Support Battalion, 07 August 1990

Objectives

- Describe the mission of each movement control unit
- Identify mode operators in a theater of operations
- Describe each movement control team mission
- Identify the mission of the Movement Control Officer and the Division Transportation Officer

Background

The synchronized execution of the transportation functions reinforces the capability to conduct military operations. These functions are movement control, terminal operations, and mode operations.

Movement control is the planning, routing, scheduling, controlling, and coordinating responsibility for movements. Movement control also includes responsibility for in-transit visibility (ITV) of personnel, units, equipment, and supplies moving over lines of communication (LOC). It includes the commitment of assigned modes and terminal assets according to command planning directives. Movement control exists at all levels of war and through the range of military operations, and it is established regardless of the political nature of US involvement. Movement control is the most critical element of the Army transportation system. Figure 12-1 illustrates the movement control structure.

Terminal operations include the staging, loading, discharge, transfer, and documentation of cargo or personnel between various transport modes. The two major groups that exist are water terminal and inland terminal operations. This is covered in more detail in Lesson 14, Reception. Water terminals consist of fixed ports, unimproved ports, inland water, and bare beaches. Inland terminals consist of air, rail, and highway terminals. Logistic planners at all levels must provide for the adequate manning of

terminals. They must also provide for suitable facilities to ease the handling of the scheduled mode(s) and types of cargo and personnel.

Mode operations use transportation assets to link terminals into a continuous chain. The two major modes are surface and air. The surface mode is further subdivided into sea, inland waterway, highway, rail, and pipeline modes. The air mode is subdivided into fixed-wing and rotary-wing modes.

Movement Control at Echelons Above Corps

TRANSPORTATION (MOVEMENT CONTROL)				
XXXX	XXX	XX	X	II
COMMZ	CORPS	DIVISION	BRIGADE	BATTALION/ SQUADRON
MCA	CMCB	DTO	S-4	BN SPT PLT
TRANS BN (MC)	Port MCT	Div SPT MCT*	FSB SPT OPNs	
Port MCT	Area MCT			
Area MCT	MCT(R)	MCO		
MCT(R)			REGIMENT	
Cargo DOCs			BTO	
HN MCA		*CORPS ASSET	MCO	

Figure 12-1. Movement Control

Movement Control Agency (MCA)

At Echelons Above Corps (EAC), the MCA performs movement control functions. The MCA is assisted by subordinate transportation battalions (Movement Control Battalion [EAC] and Movement Control Battalion [MCB (Corps)]), and Movement Control Teams (MCTs). The MCA organization is flexible and designed to meet the specific transportation and movement control requirements of the theater. It uses a building block concept, which assigns the correct mix of battalions and teams to perform its mission based upon the geographical size of the theater, the number of forces, the transportation infrastructure, and the number and type of movement requirements.

The MCA is aligned to the Theater Support Command, ASCC. The MCA serves as the executive agent and primary staff element to the Army Service Component Commander (ASCC) for planning and controlling theater transportation operations. The MCA implements theater priorities established by the Deputy Chief of Staff, Operations (DCSOPS) in support of the commander's concept of operation. This requires close coordination with supply, maintenance, and transportation planners and operators.

- **The MCA plans and coordinates reception and onward movement so that units, personnel, and materiel are received in the theater and delivered to destination with minimum delay.**
- The MCA coordinates shipments into the theater, monitors movement status, and coordinates delivery to destination. To accomplish this mission, the MCA requires automated systems to interface and communicate with worldwide activities that support both sustainment movements and the movement of forces into the theater.
- The MCA mission is to provide movement management services and highway traffic regulation to coordinate for personnel and materiel movements into, within, and out of the theater. The MCA coordinates with allied-nations, Host Nations (HN), sister-Service movement control organizations, and USTRANSCOM or its components as required.

Movement Control Battalions (MCB)

There are two types of MCBs: MCB (EAC) and MCB (Corps). Each MCB has a specific mission and is organized to accomplish that mission. Both types of MCBs are responsible to the MCA for the control and management of movement matters in the transportation system for their respective regions. The MCA determines which specific functions the MCB will perform. The MCB provides command, control, and supervision for subordinate MCTs. An MCB will have as many subordinate MCTs as required operating in its region based on factors such as number of customers served, number of aerial and seaports, and nature of Main Supply Routes (MSRs). MCTs directly interface with the mode operators, shippers, and receivers.

Movement Control Teams

MCTs decentralize execution of movement responsibilities on an area basis or at key transportation nodes. They are the common points of contact for mode operators and users of transportation. MCTs are found at all levels of war based on the size of the supported force and the complexity of transportation operations. They provide flexibility in assignments based on forecasted workload. The five types of MCTs are as follows:

- **Port Movement Control Team (Port MCT):** Port MCTs are positioned at air terminals or seaports within the theater to coordinate expeditious clearance of personnel and cargo. This is the principal MCT that coordinates transportation requirements for movement of units as they arrive in theater. Responsibilities include scheduling, controlling, and coordinating movements. It is responsible for ITV of personnel, unit equipment, and sustainment supplies moving over the node. It includes commitment of assigned modes and terminal assets according to command planning directives. The Port MCT replaces the Air Terminal Movement Control Team (ATMCT).
- **Area Movement Control Team (Area MCT):** This team is responsible for movements originating in or transiting a specified geographic area. Area MCTs coordinate transportation support for movement requirements of theater storage

areas, corps storage areas, supply support activities, and medical supply points in a given geographical location, and non-divisional units operating in a division area. Responsibilities include scheduling, controlling, and coordinating movements. They are also responsible for the ITV of personnel, unit equipment, and sustainment supplies moving along LOCs. This includes commitment of assigned modes and terminal assets according to command planning directives. The Area MCT replaces the Movement Control Team (MCT).

- **Division Support Movement Control Team (Div Spt MCT).** This team augments the DTO (Division Transportation Officer), and assists the DTO in planning, controlling, and coordinating movements. The Div Spt MCT executes highway regulation for non-tactical movements within the division area, and plans and coordinates the use of MSRs within the division. It also provides technical expertise, ITV, and movement control support for divisional units. The Division Support MCT is a corps asset providing direct support to a division. Therefore, it is assigned to the corps, but attached to a division.
- **Movement Control Teams (Regulating) (MCT(R)).** The mission of this team is to operate in separate sections employed throughout the area of operations (AO) in key locations to observe, assess, and report progress of tactical and nontactical movements along MSRs. These teams also implement movement schedule changes as necessary to coordinate the movement of authorized traffic, resolve movement conflicts, and provide destination reporting points. This MCT(R) replaces the Movement Regulating Team (MRT).
- **Cargo Documentation Movement Control Team (Cgo Doc MCT).** The mission of the Cargo Documentation MCT is to provide cargo documentation for the transshipment of cargo at water, air, and rail terminals. The Cgo Doc MCT provides documentation required to load, discharge, or transship 500 short tons of general cargo or 480 containers daily at a water, rail, truck, or air terminal.

Mobility Warrant Officer (MWO)

The MWO provides the Army with a sound level of movement control technical and tactical expertise to support all phases of force projection operations. The MWO is a highly specialized expert and trainer for all movement control operations. MWOs will normally be assigned to a Div Spt MCT, although they may be assigned to independent brigades, or in various movement control positions at corps level and higher.

Movement Control in the Corps

Corps movements will primarily consist of unit movements and sustainment support movements. All movements operating concurrently must be coordinated, ensuring a continuous flow of available transportation assets, infrastructure, and LOCs.

The G3 plans and directs movement and maneuver of combat units through or within the corps area. This may require rapidly projecting these forces over extended distances on MSRs. The G3, coordinating with the G4, establishes priorities for using MSRs for both movement and maneuver. Maneuver will normally have

priority over movements. However, maneuver must be well coordinated with movements to prevent route congestion, enforce movement priorities, and provide continuous logistic support. Movement planners may also assist the G3 in planning the movement of combat forces.

The G4 establishes logistic support plans. **The G4, using the recommendations of the Corps Transportation Officer (CTO), establishes plans and implements logistic support priorities for movement.** These priorities become the basis of the corps distribution plan developed by the COSCOM support operations staff, the movement program and Highway Regulation Plan prepared by the MCB, and the traffic control plan prepared by the provost marshal.

The CTO is a special staff officer who works for the Corps Chief of Staff. The Chief of Staff has the option of placing the CTO under the staff supervision of the G3 or G4. He coordinates with the G3 during unit movement, force tracking, and maneuver planning. **The CTO assesses transportation requirements and their impact on highway regulation in the corps area.** He also advises the G4 of logistic and unit movement requirements. This may include support of reception and onward movement of forces, replacement operations, and reconstitution. The CTO assesses the overall effectiveness of movement programs and recommends the types of transportation units and assets required to accomplish the Corps' missions.

Corps Support Command (COSCOM)

Both the Corps Movement Control Battalion (CMCB) and transportation mode operating units are assigned to the Corps and attached to the COSCOM. The COSCOM Deputy Commander for Support (DCG(S)) serves as the COSCOM support operations officer and has the transportation branch to execute his responsibilities. The DCG(S) also exercises staff supervision for transportation and materiel management through the Distribution Management Center (DMC). His responsibilities for transportation include developing and coordinating plans, policies, and programs to support transportation requirements, movement control, highway regulation, and cargo transfer operations in the corps area.

Transportation Support Branch, COSCOM Support Operations

The transportation support branch is a planning staff that integrates and coordinates transportation planning with all other support operations provided by the COSCOM. This branch executes planning responsibilities vested in the Support Operations Office for the movement functions. It also has responsibilities for recommending and coordinating plans, policies, and programs to support transportation, movement control, highway regulation and cargo transfer. The branch will also coordinate transportation plans and policies with the CTO, Corps G4, COSCOM DMC, DTO's, MCA and TSC DMC.

Corps Movement Control Battalion (CMCB)

The CMCB is the corps movement control organization. It provides centralized movement control and highway regulation for moving personnel and material into, within,

or out of the corps area. It also ensures effective and efficient use of available transportation resources. The CMCB commands and supervises attached teams engaged in movement control and highway regulation. It plans, programs, coordinates, manages, and analyzes transportation and movement requirements, and implements corps transportation priorities. It performs transportation planning, highway regulation, ITV, asset visibility, and liaison with COMMZ movement control organizations and Military Police.

The CMCB carries out command and control of its functional divisions. It commands, allocates, and supervises the operations of attached or assigned Area and Port MCTs and MCT(R)s. The CMCB and its attached teams require personnel, administrative, food service, transportation, and maintenance support from the COSCOM Headquarters, Headquarters Company, or other designated units.

The command section and headquarters detachment of the CMCB normally collocate with elements of the S-3 section. The S-3 section is divided into two sections, the Plans, Programs, and Operations (PP&O) Section and the Highway Traffic Section (HTS), to accomplish its mission. These two sections may also provide personnel to other locations in the corps area based on mission requirements. Portions of the highway traffic section may collocate with the corps rear command post (CP) operations cell. This cell is normally located near the Corps Materiel Management Center (CMMC) to allow close coordination between movement and materiel managers mission requirements. The missions of the S-3 sections are as follows:

Plans, Programs, and Operations (PP&O) Section. The PP&O Section coordinates transportation support and maintains the status of transportation activities throughout the corps. It is responsible for surface, logistic air, rail, barge movement, and container management. If assigned, the Air Mobility Command (AMC) liaison officer will operate in this section.

Highway Traffic Section (HTS). The HTS performs highway regulation within the corps Area of Responsibility (AOR). It coordinates movements originating in the corps area, regardless of destination. The HTS coordinates movements terminating outside the corps area with the MCA, other MCBs, DTOs, and HN. The HTS issues movement credits for approved movements, and deconflicts movement requests to prevent congestion on MSRs.

The CMCB commander positions movement control teams throughout the corps area to extend his control to critical transportation nodes, facilities, or operating units. **The CMCB collocates an Area MCT with each CSG HQ** to commit CSG transportation assets to execute the movement program, fill validated requirements in the CSG, and monitor asset use, availability, and readiness of CSG transportation assets. **PORT MCTs** will normally be located at corps or theater air, rail, and seaports. **MCT(R)s** are placed at key transportation nodes and other critical locations on MSRs to expedite surface movements. In addition a **Division Support Movement Control Team** will augment the Division Transportation Office (DTO).

Movement Control in the Division

Division transportation links the other logistics functions into a system dedicated to supporting the division maneuver elements and their weapons systems. The DTO, DISCOM DMC, and the Movement Control Officer (MCO) coordinate and control division transportation operations.

Division Transportation Officer (DTO)

The Division Transportation Officer (DTO) plans and establishes movement priorities based on the division commander's overall mission priorities. The DTO is a staff planner who coordinates tactical movements and operations with the division G3. The DTO coordinates with the G4 concerning logistic and administrative matters. He also provides guidance on transportation matters to all other staff sections and commanders within the division and the DISCOM. The DTO provides the formal link between the division and the CTO. The DTO normally serves in the division rear CP, but will operate from the main or tactical CP as required. The DTO has four primary functions: advising, planning, coordination, and technical assistance.

The Div Spt MCT, which is a corps asset attached to the division, augments the DTO. The DTO gives the DISCOM Movement Control Officer (MCO) broad policy guidance, basic plans, and policies. He also provides staff supervision and assistance concerning all modes of transport. When unusual requirements out-strip available division motor transport capabilities, the DTO requests additional transport support through the CMC B. An example of an unusual request would be the unforecasted requirement to move an armored brigade using HETs. A usual request made by the MCO may be for three stake and platform 40-ft trailers with tractors to help relocate a supply site.

Movement control planning and execution in the division is a staff responsibility, rather than being vested in operational units like those found at EAC and corps. Movement control at division level also includes the movement of uncommitted combat units in the division area. This requires close coordination between the G3 and G4. The G3 plans and directs maneuver, and the G4, through the DTO and Div Spt MCT, plans movements. Unless the two are planned concurrently, the best battle plans can be thwarted by road congestion. FM 71-100 series contains additional information on transportation operations in the division.

Movement and maneuver of combat forces are normally given priority over other movements, even though CSS traffic is essential to the success of battles and engagements. Planning and regulating movements require close coordination between the division staff and the commanders and staffs of the brigades, separate battalions, and companies.

Movement control planning and transportation management functions are the responsibility of the DTO. The DTO delegates responsibility for mode management, movement programming, and transportation management of the division support command (DISCOM) MCO.

Division Support Command (DISCOM)

The DISCOM provides division-level logistics support to all organic and attached elements of the division. The DISCOM commander is the principal logistics operator of the division. He exercises full command authority over all organic units of the support command, including transportation elements. The division G4 has coordinating staff responsibility for logistics planning, and develops division-level plans, policies, and procedures. The relationship between the division G4 and the DISCOM commander must be extremely close due to the similarities of interest.

Movement Control Officer (MCO)

The DISCOM MCO is a member of the DISCOM commander's staff, and serves as the link between the division transportation mode operators and the division users of transportation. **The MCO provides movement management support through control of the division's motor transport assets for CSS.** Movement management includes planning, coordinating, and controlling the allocation of available transportation resources to fulfill the commander's movement requirements. The commander charged with providing CSS exercises this control through the MCO.

The MCO develops the division movement program and coordinates transportation planning with the division materiel management center (DMMC). The DMMC has visibility over division materiel distribution requirements, and provides this invaluable information to the MCO. The MCO coordinates with the G1 to determine personnel movement requirements. The MCO will also maintain close and continuous coordination with division units and the DTO/Div Spt MCT to project transportation and movement requirements.

Transportation requests in the division are normally initiated by the S4 of the FSB/MSB and forwarded to the MCO. The MCO considers the justification, division priorities, and availability of assets. The MCO has committal authority for trucks in the TMT company (see below). He may also have committal authority for aviation brigade assets if aircraft have been allocated by the G3 for CSS air movement operations. In order to commit aircraft for movement, the MCO must first determine that air is the best mode to accomplish the movement requirement. When division transportation requirements exceed organic assets, the MCO will request additional support from corps through the CMC B or its servicing MCT based on DTO/Div Spt MCT guidance.

FSB Support Operations

The FSB Support Operations section provides limited movement management support to the brigade. Its main effort is coordinating and monitoring the movement of replenishment stocks and services for the FSB. It also coordinates backhaul of equipment and supplies with the MCO and DMMC. Delivery priorities are coordinated with the brigade S-4. When transportation requirements exceed the FSB's capability, it coordinates support with the MCO. The FSB support operations section also recommends MSRs to the MCO in the brigade sector.

Armored Cavalry Regiment

In the armored cavalry regiment, the support squadron MCO controls the use of transportation assets organic to the support squadron. The MCO, based on guidance and tactical priorities from the Brigade Transportation Officer (BTO), determines the appropriate mode to use for specific movement missions. Coordination between the MCO and the BTO ensures that transport equipment needed for a given mission is in the correct location at the correct time. This prior coordination reduces transportation delays and increases transport asset use. It also ensures that receiving and unloading capabilities of consignees are not exceeded.

The MCO provides committal authority. He sends a Transportation Movement Request (TMR) to task the S&T Troop to provide support to the supported unit. If the support squadron is unable to provide the required transportation support, the MCO forwards the requests for additional transportation support to the BTO. The BTO searches for compatible and available transport assets within the regiment to satisfy the request. If this search does not produce sufficient transport capability, the request is forwarded to the supporting MCT or CMCB. Normally, the BTO forwards only requests of an exceptional nature (for example, major buildups requiring company level support) to the CMCB. Otherwise, the BTO passes the requests to the supporting MCT.

Transportation Support Request Flow

Division maneuver and combat support battalions and squadrons do not have separate transportation staffs. The battalion S4 normally performs transportation functions with help from the support platoon leader. Their Tables of Organization and Equipment (TOEs) provide vehicles to support limited movement requirements such as resupplying their companies from the brigade support area (BSA). The battalion S4 requests transportation support and movement clearances through their brigade S4.

Brigades and battalions depend on the DISCOM to provide transportation support when requirements exceed their organic capabilities. Figures 12-2 and 12-3 illustrate the request flows at Division and Corps. Each brigade, depending upon the type of division, receives logistical support from a Forward Support Battalion (FSB) in the BSA. The movement control NCO, in the support operations office of the FSB, is the brigade S4's point of contact (POC) for transportation support from the DISCOM. The FSB forwards requirements to the DISCOM MCO. The MCO has committal authority for truck assets assigned to the truck company in the Main Support Battalion (MSB) in the division support area (DSA). The MCO also commits aviation assets to support logistical requirements when these assets have been allocated by the G3 for combat service support (CSS) air movement operations.

In the event the MSB cannot support the request, the MCO forwards the commitment to the supporting Area MCT. The MCO will forward a request for transportation support to the DTO or the servicing Area MCT. The MCO will normally forward only requests of an exceptional nature through the DTO for submission to the CMCB. The Area MCT will then commit the forward Corps Support Group (CSG). The forward CSG will task one of its CSBs (often the forward CSB) for the transportation

mission required by the MCO. If the CSG supporting the division cannot provide the support, the Area MCT will pass the requirement to the CMCB. The CMCB will assess the transportation capability within the other CSGs to support the requirement and commit the CSG that can best provide support.

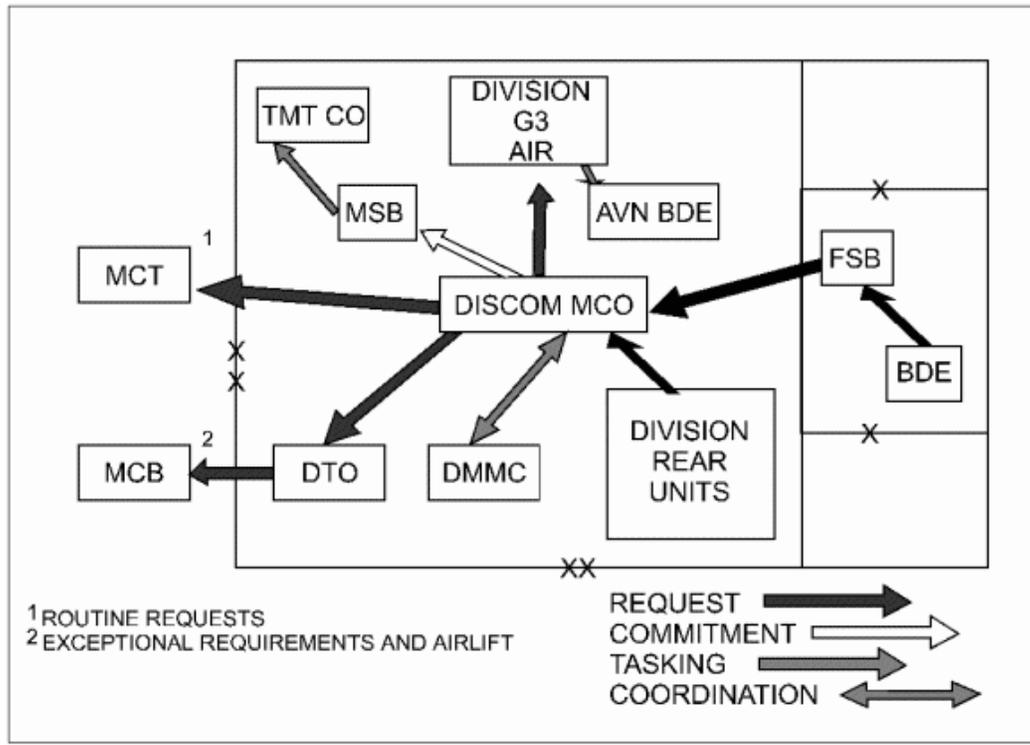


Figure 12-2. Transportation Request Process (Division)

If there is not alternative means of transport within the Corps, the CMCB will forward requests to the Movement Control Battalion (MCB) supporting the Corps. The CMCB will coordinate directly with the MCA for requirements of an exceptional nature such as movement of large forces, contingency operations, and intratheater airlift.

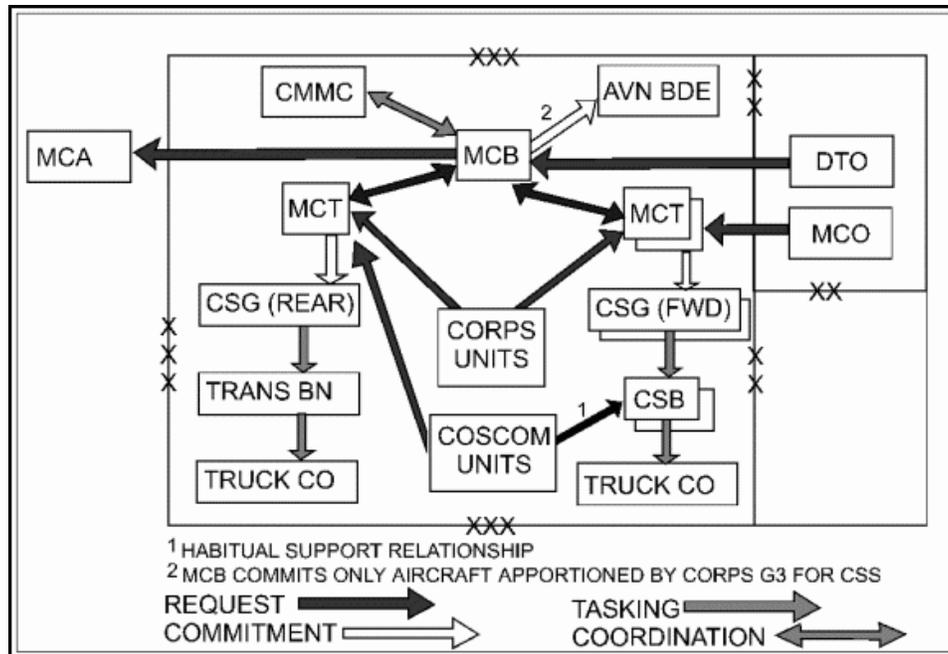


Figure 12-3. Transportation Request Process (Corps)

Mode Operations in the Theater of Operations

The **Transportation Motor Transport (TMT) Company in the MSB** provides all truck transport support to the division, including assisting with unit movements and distribution of supplies (except Class III (B) and V) throughout the division area. The MCO **commits** the MSB to a transportation mission, which is in turn **tasked** to the TMT Company by the MSB. In conjunction with the S&S Company, the TMT Company distributes supplies. However, transport of bulk Class III supplies to forward areas in the division is an S&S function. The TMT Company may provide emergency transportation support for Class V distribution if required.

The **light/medium, medium, and HET transportation companies are located throughout the COSCOM**. The light-medium transportation company moves general cargo from the forward CSB to supported units in the division area. This company also provides troop movement. The medium truck company is normally located in the rear CSB of the forward CSG and also in the transportation battalion of the rear CSG. This truck company is the workhorse on the battlefield. There are several variations of this company, to include a medium truck company container/cargo, petroleum (POL), and palletized load systems (PLS). The HET Company is generally assigned to the functional transportation battalion. However, it may also be assigned to the rear CSB of the forward CSG. The HET Company's primary role is to relocate tracked combat vehicles in support of a heavy maneuver force. **If there are three or more transportation battalions in the COSCOM, they may be organized as a Transportation Group.**

TRANSPORTATION (MODE OPERATIONS)				
XXXX	XXX	XX	X	II
COMMZ	CORPS	DIVISION	BRIGADE	BATTALION/ SQUADRON
TRANSCOM	TRANS GRP *	TMT CO		
TRANS GRP	REAR CSG TRANS BN			
TRANS BN	CSB TRANS COs			
HN			REGIMENT	
			S & T TRP	

* FORMED WHEN THERE ARE THREE OR MORE TRANS BNs

Figure 12-4. Mode Operators

The **Transportation Command (TRANSCOM)**, is the principal army transportation headquarters in the theater and **provides theater-wide mode operations**. In addition to providing major line haul transportation support for distribution of supplies and unit movements, **the TRANSCOM and its subordinate transportation units provide mode operations support to units in the COMMZ.**

Transportation and Logistics In A Joint Force: US policy states that the Services, however employed, will provide their own logistics support. However, the combatant commander exercises directive authority over logistics operations within his AOR. This authority is given to the combatant commander so he could do the following:

- Ensure the effective execution of OPLANs.
- Provide effectiveness and economy in operations.
- Prevent or eliminate unnecessary duplication of facilities and overlapping of functions among the components.

Combatant commanders have many options when establishing their transportation systems. They may use the executive agent, the dominant user, or the most capable Service concept. Based on the type of service support agreement, the combatant commander assigns logistics responsibilities.

The combatant command movement plan is key to a sound movement control system. The plan will integrate the transportation capabilities of the component commands and produce a movement control system with centralized planning and decentralized execution. Figure 12-5 depicts the structure of the transportation movement control organizations in a joint/unified command. The following paragraphs describe the transportation and movement control capabilities of each joint force component.

- a. **Army Component.** The Army provides common-user land and inland waterway transportation. They also furnish water terminal operations and when necessary, LOTS operations. They provide common-user land transportation through the TSC, MCA, Corps MCB, and the DTO.
- b. **Air Force Component.** The Air Force component provides theater common-user airlift. The combatant commander exercises command authority over all theater-assigned airlift forces through the Air Force Component Commander (AFCC), who exercises OPCON through the component airlift staff. The Commander United States Transportation Command (USTRANSCOM) exercises command authority of assigned airlift forces. The Commander, Air Mobility Command (AMC), exercises OPCON of United States Transportation Command (USTRANSCOM) assigned airlift assets through the air mobility element of the Tanker Airlift control Center (TACC).

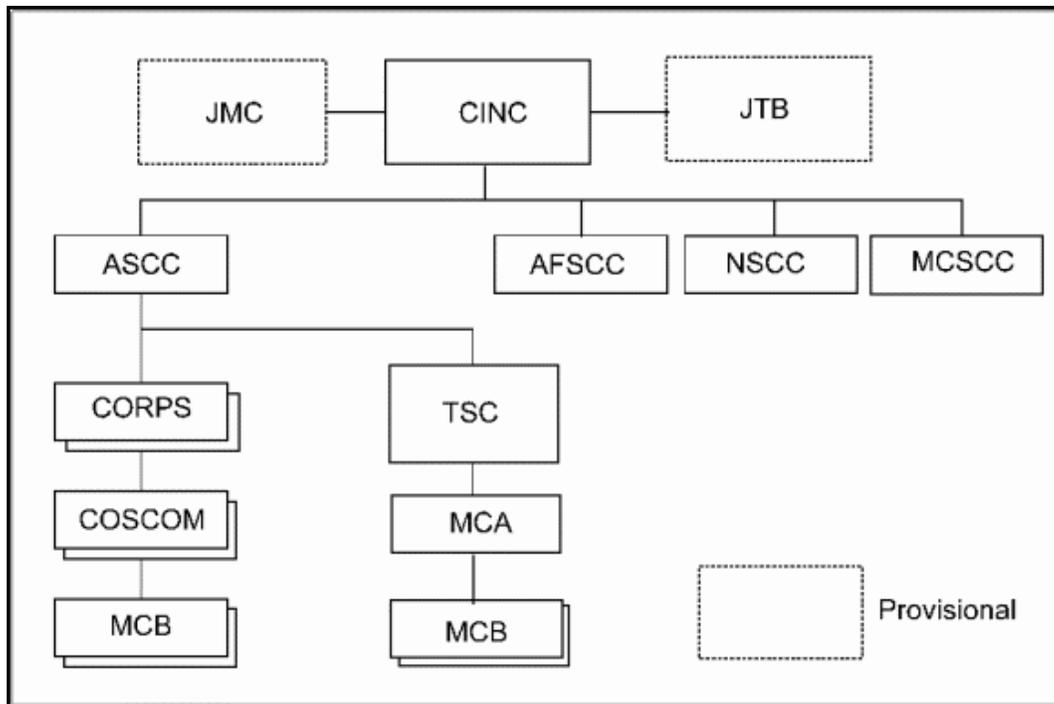


Figure 12-5. Transportation Movement Control Organizations in a Joint/Unified Command

- c. **Navy Component.** The Navy, through Military Sealift Command (MSC), provides common-user sealift to the theater. The Navy component, in cooperation with Army units, can provide the combatant commander with over-the-shore discharge and transfer capabilities, where port facilities are not available or inadequate. Navy cargo handling battalions and Navy cargo handling and port groups are Navy component organizations that conduct limited common-user port operations. The Navy component performs its movement control operations through the Navy component command, naval advanced logistics support site, naval forward logistics site, or a designated

representative. The advanced logistics support site (ALSS) and forward logistics site (FLS) provide logistics support, to include movement management, to theater naval forces during major contingency and wartime periods. They coordinate Navy land transportation requirements with Army movement control organizations or the Joint Movement Center (JMC).

- d. **Marine Corps Component.** The Marine Corps has a Strategic Mobility Officer (SMO) and an embarkation officer organic to their Marine Corps air-ground task force (MAGTAF) staffs. The SMO can coordinate Marine Corps movement requirements with the combatant commander, the JMC, and USTRANSCOM. The Marine Corps activates a force movement control center (FMCC) within theater to coordinate and provide transportation services to all land-based elements of the MAGTAF. As the Marine Corps primary MCA within theater, the FMCC establishes liaison and communications with the JMC and forwards all transportation shortfalls to the JMC.
- d. **Special Operations Forces (SOF) Component System.** The special operations logistics officer on the staff of the special operations forces commander normally directs the coordination of common-user lift requirements. The SOJ4 establishes a system to validate common-user lift requests from SOF units. The nature of the system depends on the composition and mission of the assigned force. The SOJ4 also establishes communication links with the JMC and the Joint Air Operations Center (JAOC). The special operations liaison element is normally located at the JAOC and assists in coordinating SOF requirements.

Theater Joint Movement Control Organizations. The theater commander may decide to form a JMC or a Joint Transportation board (JTB). These are described below.

Joint Movement Center. A Joint Movement Center (JMC) coordinates the employment of all means of theater transportation (including that provided by allies or HNs) to support the concept of operations. The JMC will also be the single coordinator of strategic movements for the combatant commander with USTRANSCOM.

The JMC oversees the execution of theater transportation priorities. It is also responsible for planning movement operations and for monitoring the overall performance of the theater transportation system. When there is no theater JTB, the JMC is the primary advisor to the combatant commander in the transportation apportionment process. The JMC identifies the difference between forecasted requirements and current capabilities of all modes to assist in the planning process. It also expedites action and coordination for immediate movement requirements to ensure effective and efficient use of transportation resources.

The JMC is organized along functional lines and is designed with a peacetime nucleus that can expand in proportion to the size of the joint forces and the desires of the combatant commander. A fully developed JMC will have an administrative section and two divisions such as plans and programs and operations. The combatant commander will first use his own staff and Service component staff personnel resources for the nucleus of the JMC. When

expanding a JMC, the combatant commander will consider the structure of his dominant force and component-unique movement control requirements. The combatant commander may also draw on reserve personnel to augment the JMC. The JMC's major responsibilities include the following:

- Forecasting long-term movement requirements.
- Planning common-user theater transportation by land, sea, and air (excluding bulk liquid fuel that moves by pipeline).
- Apportioning common-user transportation capability availability within the command among the projected transportation tasks. JMCs allocate apportioned common-user transportation to the components.
- Receiving and acting on airlift requests received from authorized component validators. Validates with AMC for intratheater air and USTRANSCOM for intertheater airlift.
- Monitoring sea deployment of forces and recommending changes to movement requirements and priorities in JOPES. Coordinates with the appropriate port commander for all seaport operations, reviews and validates sea channels, and monitors container control activities of all joint force components.
- Managing transportation requirements that cannot be met at lower levels in the movement control system.

Joint Transportation Board. The combatant commander may establish a theater JTB to review and manage policies, priorities, and transportation apportionments, beyond the authority of a JMC. The JTB consists of representatives from the Service components, movement control agencies, and the combatant command J3 (Operations), J4 (Logistics), and J5 (Plans and Policy). The combatant commander determines who should chair the theater JTB (normally the J4). The JTB is not a day-to-day activity. The JTB's major responsibilities include the following:

- Recommends priorities.
- Recommends allocation of assets.
- Reviews priorities and policies.
- Resolves conflicts between service component commands.

Chapter 12: Theater Transportation

Homework Assignment

Manuals Required to Complete Homework: FM 54-30, 55-1, 55-10, 63-3, 63-4, and 63-21.

1. List the three (3) transportation capabilities at the operational and tactical levels to achieve total integration of the system.

a.

b.

c.

2. What are the five- (5) types of mode operations?

a.

b.

c.

d.

e.

3. The transportation planner at the division level is _____, while the _____ directs the TMT Company to meet given requirements.

Ref: FM 63-21, p9-3

4. Based upon _____ and _____, if the division is unable to provide the required transportation support using organic assets, the _____ will forward a request for transportation support to the _____ or the _____.

Ref: FM 55-10, p7-29

5. Movement Control Teams (MCTs) are attached to Movement Control Battalions (MCBs) in the COMMZ and the CZ to _____ of movement responsibilities on an area or at key transportation nodes. The five types of MCTs are:

- a.
- b.
- c.
- d.
- e.

Ref: FM 55-10, p 4-11

6. The COSCOM motor transportation support organizations include:

- a.
- b.
- c.
- d.
- e.
- f.
- g.

Ref: FM 63-3, p8-8/9/10

7. Movement control teams maintain visibility of transportation assets within their area of operations and commit transportation assets of _____, _____, and _____.

Ref: FM 63-3, p8-20

8. The biggest challenge in Corps transportation operations is moving _____ from the corps rear area to the DSA or BSA if necessary.

Ref: FM 54-30, p10-1

9. The CSG attaches medium truck units to CSBs to _____

_____.

Ref: FM 54-30, p10-5

10. All movement control teams within the COSCOM area of operations are assigned to _____. An Area MCT collocates with _____ to provide movement control support.

Ref: FM 54-30, p10-13

11. Responsibilities for Army mode transport operations at the operational level of war rests with the _____. Depending on the size of the force deployed, the ASCC may have a _____, _____, _____, and/or a _____ operating the modes.

Ref: FM 55-1, p5-12

12. The Combatant Commander may organize a _____ to review and deconflict policies, priorities, and apportionments of transportation assets. He may also establish a _____ to control force movement and sustainment.

Ref: FM 55-1, p3-22

13. The Army executes COMMZ movement control through a _____ with subordinate _____. The _____ operates under the command and control (C2) of the _____.

Ref: FM 55-10, p 4-6

14. In the COMMZ, the transportation command commands most transportation units to include:

- a.
- b.
- c.
- d.
- e.

Ref: FM 63-4, p 6-2

Notes

Notes