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## **MOBILITY SYSTEM POLICIES, PROCEDURES, AND CONSIDERATIONS**



**15 SEPTEMBER 1983**



## MOBILITY SYSTEMS POLICIES, PROCEDURES, AND CONSIDERATIONS

1. This publication provides current, approved joint transportation procedures applicable to the submission of common-user movement requirements by the Military Services, Defense Logistics Agency, and the unified and specified commands. It also provides a compilation of mobility-related policies, procedures, and data taken from governmental, Department of Defense, and Service directives and other identified documents for use as a planning guide for the preparation of mobility-oriented studies and actions.
2. Planning factors contained herein which are derived from a Military Service shall be monitored for currency by that Service and included in an annual update of the document.
3. Recommended changes and comments should be forwarded to the Logistics Directorate, OJCS, Washington, D.C. 20301.
4. This publication supersedes JCS Pub 15, 2 June 1975.

For the Joint Chiefs of Staff:

DAVID O. SWENNES  
Colonel, USAF  
Secretary

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NG: None  
USAR: None

For explanation of abbreviations used, see AR 310-50

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## GLOSSARY

### ABBREVIATIONS AND ACRONYMS

A&AR	annual and as required
AFLC	Air Force Logistics Command
AIF	Army Industrial Fund
ALOC	air line of communication
ANSI	American National Standards Institute
APOD	aerial port of debarkation
APOE	aerial port of embarkation
ASD(MRA&L)	Assistant Secretary of Defense (Manpower, Reserve Affairs, and Logistics)
ASIF	Airlift Service Industrial Fund
CAS	Crisis Action System
CCNW	Concurrent Non-Warfare
CCT	Combat Control Team
CGO	cargo
CIN	cargo increment number
CINC	commander in chief of a unified or specified command
CMC	Commandant, US Marine Corps
COD	carrier onboard delivery
COMSC	Commander, Military Sealift Command
COMNAVSEASYSYSCOM	Commander, Naval Sea Systems Command
COMNAVAIRSYSYSCOM	Commander, Naval Air Systems Command
COMNAVFACENGC	Commander, Naval Facilities Engineering Command
CONUS	continental United States
CORE	Contingency Response Program
CRAF	Civil Reserve Air Fleet
CSA	Chief of Staff, US Army
CSAF	Chief of Staff, US Air Force
CSS	combat service support
DAT	Deployment Action Team
DLA	Defense Logistic Agency
DLAR	Defense Logistics Agency Regulation
DOD/DD	Department of Defense
DODD	DOD Directive
DODI	DOD Instruction
DOE	Department of Energy
DOL	Department of Labor
DOT	Department of Transportation

DOT EO	Department of Transportation Emergency Organization
FRIF	Defense Freight Railway Interchange Fleet
DSAR	Defense Supply Agency Regulation
DTS	Defense Transportation System
EDRE	emergency deployment readiness exercises
EUSC	effective US-controlled (Panama, Liberia, Honduras)
FAA	Federal Aviation Administration
FAD	force/activity designator
FCC	Federal Communications Commission
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FRA	Federal Railroad Administration
FRN	force requirement number
GMT	Greenwich mean time
GSA	General Services Administration
HAF	HQ Air Force
HHG	household goods
HQ	headquarters
ICC	Interstate Commerce Commission
ISO	International Standardization Organization
ITO	Installation Transportation Officer
JA/ATT	Joint Airborne/Air Transportability Training
JACC/CP	Joint Airborne Communication Center/Command Post
JCSM	JCS memorandum
JDA	Joint Deployment Agency
JDC	Joint Deployment Community
JDS	Joint Deployment System
JOA	Joint Operations Area
JOPS	Joint Operation Planning System
JSCP	Joint Strategic Capabilities Plan
JTB	Joint Transportation Board
JTBS	Joint Transportation Board Secretariat
KTS	knots

LAD	latest arrival date
LASH	lighter aboard ship
LOC(s)	lines of communication
LOTS	logistics-over-the-shore
LRC	long-range cargo
LRP	long-range passenger
M	monthly
MAC	Military Airlift Command
MAP	Military Assistance Program
MARAD	Maritime Administration
MEPS	Military Entrance Processing Stations
MBBLS	thousands of barrels
MOU	memorandum of understanding
MSC	Military Sealift Command
M/T	measurement ton
MTMC	Military Traffic Management Command
MTMCTEA	MTMC Transportation Engineering Agency
N/A	not applicable
NAS	Naval Air Station
NBC	narrow-body cargo
NBP	narrow-body passenger
NBR	number
NCA	National Command Authorities
NDRF	National Defense Reserve Fleet
NIF	Navy Industrial Fund
NM	nautical miles
NOAA	National Oceanic and Atmospheric Administration
NRC	non-unit-related cargo
NRP	non-unit-related passengers
NSC	National Security Council
NSDA	non-self-deployment aircraft
NSS	non-self-sustaining
NTPF	near term pre-positioning force
OASD(MRA&L)	Office of the Assistant Secretary of Defense (Manpower, Reserve Affairs, and Logistics)
ODR	Office of Defense Resources
OET	Office of Emergency Transportation
OJCS	Organization of the Joint Chiefs of Staff
OPCON	operational control
OPLAN	operation plan
OPNAVINST	OPNAV Instruction

OPORD	operational order
OPREP	operational report
OSD	Office of the Secretary of Defense
OST	Office of the Secretary of Transportation
OTD	Other Than Plan D
PAL	parcel airlift
PAX	passenger
PIN	personnel increment number
POD	port of debarkation
POE	port of embarkation
POL	petroleum, oil, and lubricants
POV	privately owned vehicle
RCS	reports control symbol
RO/RO	roll-on/roll-off
RRF	Ready Reserve Force
RRS	Ready Reserve Status
SA&A	semiannual and annual
SAAM	Special Assignment Airlift Mission
SAM	space available mail
SARDA	state and regional defense aircraft
SATO	Scheduled Airline Ticket Office
SPOD	seaport of debarkation
SPOE	seaport of embarkation
Sq Ft	square feet
SRI	short-range international
SRP	Sealift Readiness Program
SS	self-sustaining
S/T	short ton
TEU	twenty foot equivalent unit
TFE	Transportation Feasibility Estimator
TMO	Traffic Management Officer
TPFDD	Time-Phased Force and Deployment Data
TPFDL	Time-Phased Transportation Requirements List
TVA	Tennessee Valley Authority
UMMIPS	Uniform Materiel Movement and Issue Priority System
UND	urgency of need designator
USCG	United States Coast Guard

WASP	War Air Service Program
WBC	wide-body cargo
WIN	WWMCCS Intercomputer Network
WT	weight
WWMCCS	Worldwide Military Command and Control System

## TERMS

1. Air Carrier Aircraft. Aircraft registered with the FAA and under control as a US air carrier or foreign flag aircraft made available to the US through bilaterals or Protocols.
2. Capability (Transportation). The variable ability to support the movement, reception, discharge, and clearance of personnel and cargo within the physical capacity as augmented by adjusting the amount of personnel and equipment.
3. Capacity. The amount of cargo/passengers that can be accommodated by the physical components of the network or facility of interest.
4. Cargo Offering and Booking Function. The responsibility of MTMC to receive and process ocean export release requests from shippers, analyze cargo routing (e.g.1 mode, port, ocean carrier selection) from origin to destination and offer and book cargo to commercial ocean carriers under MSC agreement or to MSC-controlled ships.
5. Channel Airlift. Common-user airlift service provided on a scheduled basis between two points.
  - a. Requirements Channel. A MAC channel that serves two or more points on a scheduled basis depending upon the volume of traffic.
  - b. Frequency Channel. MAC airlift service provided at HQ USAF-approved frequency, based on user needs.
6. Civil Transportation. The movement of personnel, cargo, or mail by civil facilities and the resources necessary to accomplish the movement. (Excludes civil transportation resources owned by, controlled by, or under the jurisdiction of the Department of Defense.)
7. Civil Reserve Air Fleet. A fleet of civil aircraft with crews that is allocated by DOT to the Department of Defense in peacetime for use in times of crisis in international and domestic service. Upon activation of the CRAF, the military exercises "mission" control; operational cONTrol always remains with the concerned carrier.
8. Coastwise Traffic. Sea traffic between CONUS ports on the Atlantic coast, gulf coast, and Great Lakes; or between CONUS ports on the Pacific coast.

9. Common Service Military Transportation. Transportation services performed under assigned responsibility by one Military Service in support of other Services for which reimbursement is not required; e.g., aeromedical evacuation.

10. Common-User Airlift Service. The airlift service provided on a common basis for all DOD components and, as authorized, for other agencies.

11. Common-User Military Transportation. Transportation services provided by the military TOAs on a common basis within the Department of Defense under an industrial fund system. An example is the airlift service provided by MAC. Reimbursement to the Air Force is required for this service through the ASIF administered by MAC.

12. Common-User Ocean Terminal. A military installation, part of a military installation, or a commercial facility operated under contract or arrangement by MTMC that regularly provides terminal functions of receipt, transit storage or staging, processing, loading, and unloading of passengers or cargo aboard ships for two or more Military Services and for which reimbursement is made to MTMC through the AIF.

13. Common-User Sealift. The sealift service provided on a common basis for all DOD components and, as authorized, for other agencies and for which reimbursement is provided to the Navy through the NIF.

14. Communications Zone. Rear part of theater of operations (behind but contiguous to the combat zone), that contains the LOC, establishments for supply and evacuation, and other agencies required for the immediate support and maintenance of the field forces.

15. Container. An article of transport equipment that meets ANSI/ISO standards designed to be transported by various modes of transportation; designed to facilitate and optimize the carriage of goods by one or more modes of transportation without intermediate handling of the contents and equipped with features permitting its ready handling and transfer from one mode to another. Containers may be fully enclosed with one or more doors, open top, refrigerated, tank, open rack, gondola, flat-rack, and other designs. Included in this definition are modules or clusters that are so configured they can be coupled to form an integral unit regardless of intention to move singly or in multiple configuration.

16. CONUS. United States territory<sup>1</sup> including the adjacent territorial waters, located within the North American continent between Canada and Mexico.

17. contingency Response Program. Transportation emergency preparedness program designed to insure that the Department of Defense receives priority commercial transportation services during defense contingencies prior to the declaration of national emergency and during mobilization.

18. Defense Transportation System. Consists of military-controlled terminal facilities, MAC-controlled airlift, MSC-controlled sealift, and government-controlled air or land transportation.

19. DOD Components. For purposes of this directive, DOD components include the OSD, OJCS, the unified and specified commands, the Military Departments, the Military Services, and the Defense agencies.

20. DOD-Controlled Transportation. Transportation resources owned by, or under contract to, an element of the Department of Defense.

21. Domestic Air Traffic. Air traffic within CONUS.

22. Domestic Surface Traffic. Traffic within CONUS that moves by rail, highway, pipeline, and inland waterway, including intralake traffic on the Great Lakes system.

23. Eligible Traffic. Traffic for which movement requirements are submitted and space is assigned or allocated. Such traffic must meet eligibility requirements specified in joint travel regulations of the uniformed Services and publications of the Department of Defense and Military Departments governing eligibility for land<sup>9</sup> sea, and air transportation and be in accordance with the guidance of the Joint Chiefs of Staff.

24. Green Sheet. A procedure whereby a shipper service specifically identifies urgently needed shipments via MAC to move before all nongreen-sheeted cargo of the same service, including superpriority 999 shipments.

25. Inbound Traffic. Traffic originating in an area outside the CONUS destined for or moving in the general direction of the CONUS.



26. Intercoastal Traffic. Sea traffic between Atlantic coast, gulf coast and Great Lakes; CONUS ports; and Pacific CONUS ports.
27. Intertheater/Intercoastal Barge Traffic. Inland waterway traffic originating at CONUS interior terminals destined for intertheater/intercoastal movement via barge-carrying ships to destination.
28. Intertheater Traffic. Traffic between theaters exclusive of that between the CONUS and theaters.
29. Intratheater Traffic. Traffic within a theater.
30. JCS-Coordinated Exercise. Other joint/combined exercises the scheduling of which requires coordination by the Joint Chiefs of Staff.
31. JCS-Directed Exercise. Joint/combined exercises that are specifically directed by the Joint Chiefs of Staff.
32. Joint Airborne/Air Transportability Training. Provides basic airborne training and proficiency/continuation training in a joint environment for airlift aircrews and members of the Services to insure that the combat readiness of forces assigned to unified commanders is maintained. Airlift must be integral to the mission concept and objectives. JA/ATT flying hours are reimbursed to the ASIF from the Air Force Mission Account. (Reference DOD Regulation 4515.13-R, "Air Transportation Eligibility.")
33. Land Transportation. Movement by highway, rail, inland waterway, and pipeline.
34. Lines of Communication. All the routes, land, water, and air that connect an operating military force with one or more bases of operations and along which supplies and reinforcements move.
35. Logistics-Over-The-Shore. An over-the-shore cargo/POL off-load operation conducted in friendly territory or in a nonhostile environment when it is anticipated that there will be no opposition from enemy forces other than covert operations by small teams or forces.
36. Military Department. One of the departments within the Department of Defense created by the National Defense Security Act of 1947, as amended.

37. Military Land Transportation Resources. All military-owned transportation resources designated for common user or common service over-the-ground, point-to-point use.
38. Military Traffic. DOD personnel, mail, and cargo for transport.
39. Military Traffic Management. The direction, control, and supervision of all functions incident to the effective and economical procurement and use of freight and passenger transportation service from commercial for-hire transportation companies, including rail, highway, air, inland waterway, coastwise, and intercoastal carriers. (Reference to coastwise and intercoastal carriers is not intended to affect those responsibilities for ocean-carrier functions assigned to MSC but has reference to the traffic management authority necessary to determine the proper mode of shipment. Reference to air carriers is not intended to affect those responsibilities for procurement of commercial airlift services assigned to MAC.)
40. National Emergency. A condition declared by the president or the Congress by virtue of powers previously vested in them, which authorizes certain emergency actions to be undertaken in the national interest. Actions to be taken may include partial or total mobilization of national resources.
41. Opportune Lift. That portion of lift capability available for use after planned requirements have been met.
42. OSD/JCS-Directed Mission. An assignment to a unified/specified command or Service by OSD/JCS that includes a requirement for movement of cargo or passengers or both. The movement requirement, when made known to the appropriate single manager, will be accompanied by an appropriate transportation priority.
43. Outbound Traffic. Traffic originating in CONUS destined for overseas or overseas traffic moving in a general direction away from CONUS.
44. Out-of-Theater Airlift. A planned amount of airlift capability available to sustain operational activities related to the maintenance of combat readiness in those theaters not involved in combat operations.
45. pre-Positioning Stockpiling of equipment and supplies at or near the point of planned use or at a designated location to

reduce reaction time and to ensure timely support of a specific force during initial phases of an operation.

46. Readiness Air Passenger Terminals. Military air passenger terminals that are immediately available in wartime and, in peacetime are manned for the residual workload associated with military airlift operations.

47. Sealift Readiness Program. US merchant cargo ships committed by contract to DOD use in times of emergency without full mobilization or requisitioning authority.

48. Shipper Service(s). The Army, Navy (including US Coast Guard when appropriate), Air Force, Marine Corps, and Defense Logistics Agency.

49. Shelters or Special-Purpose Vans. A presized, transportable structure designed for a functional requirement that provides a live-in or work-in capability. This structure can be either rigid or expandable. Insofar as practical, the shelter shall conform to applicable ANSI/ISO container standards.

50. Space Assignment. An assignment of transportation capability to the individual Military Departments/Services by the appropriate TOA that completely or partially satisfies their stated requirements for the operating months.

51. Special Assignment Airlift Mission Requirements. Airlift requirements that require special consideration because of the number of passengers involved, weight or size of cargo, urgency of movement, sensitivity, or other valid factors that preclude the use of channel airlift.

52. Special Weapons. A term sometimes used to indicate weapons grouped for special procedures, for security, or other reasons. Specific terminology; e.g., nuclear weapons, guided missiles, is preferable.

53. State and Regional Disaster Airlift. The program used during an emergency of general aviation aircraft, other than civil air carrier aircraft allocated to the WASP.

54. Theater. The geographic area outside CONUS for which a commander of a unified or specified command has been assigned military responsibility.

55. Traffic Management. The direction, control, and supervision of all functions incident to the procurement and use of freight and passenger transportation services.

56. Transportation Emergency. A situation created by a shortage of normal transportation capability of a magnitude sufficient to frustrate military movement requirements and which requires extraordinary action by the President or other designated authority to ensure continued movement or essential DOD traffic.

57. Transportation Operating Agencies (Military) The MTMC, under the Department of the Army; MSC, under the Department of the Navy; and MAC, under the Department of the Air Force.

NOTE: MAC will function as a specified command under the following conditions:

- a. During war.
- b. In periods of crisis.
- c. During JCS exercises.

58. Transportation Operating Agencies (Civil). Those Federal agencies having responsibilities under national emergency conditions for the operational direction of one or more forms of transportation. They are also referred to as Federal modal agencies or Federal transport agencies.

59. Transportation Priorities. Indicators assigned to eligible traffic that establish movement precedence. Appropriate priority systems apply to the movement of traffic by land, water, or air.

60. US Forces. Used herein, including active and Reserve forces.

61. War Air Service Program. The program designed to provide for the maintenance of essential civil air routes and services and to provide for the distribution and redistribution of air carrier aircraft among civil air transport carriers after withdrawal of aircraft allocated to the CRAF.

## REFERENCES

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- b. Executive Order 10952, "Assigning Civil Defense Responsibilities to the Secretary of Defense and Others."
- c. Executive Order 11051, "Prescribing Responsibilities of the Office of Emergency Planning in the Executive Office of the President."
- d. Executive Order 11490, "Assigning Emergency Preparedness Functions to Federal Departments and Agencies."
- e. Executive Order 12148, "Federal Emergency Management Agency."
- f. General Services Administration, Office of Preparedness, "The National Plan for Emergency Preparedness."
- g. Department of Transportation Standby Order 1940.4, Emergency Procedures for Claiming Supporting Resources for Civil Transportation."
- h. Department of Transportation Standby Order 1940.4, "Emergency Procedures for the Control of Civil Transport.5
- i. Department of Transportation Standby Order 1940.5, "Department of Transportation Emergency Organization Standard Operating Procedure."
- j. Department of Transportation Order 1900.7D, "Department of Transportation Crisis Action Plan."

### 2. Department of Defense Directives/Instructions

- a. DOD Directive 3005.7, "Emergency Requirements, Allocations, Priorities, and Permits for DoD Use of Domestic Civil Transportation."
- b. DOD Instruction 4100.31, "Reports on Single Manager Operations."

- c. DOD Instruction 4410.3, "Policies and Procedures for the DoD Master Urgency List (MUL)."
- d. DOD Directive 4410.6, "Uniform Materiel Movement and Issue Priority System."
- e. DOD Directive 4500.2, "Land Transportation Outside the Continental United States."
- f. DOD Directive 4500.9, "Transportation and Traffic Management."
- g. DOD Regulation 4500.32R, "Military Standard Transportation and Movement Procedures (MILSTAMP)."
- h. DOD Directive 4500.34, "Shipment and Storage of Personal Property."
- i. DOD Instruction 4500.37, "Use of Intermodal Containers, Special-Purpose Vans, and Tactical Shelters."
- j. DOD Directive 4515.13, "Transportation by DoD-Owned and Controlled Aircraft."
- k. DOD Regulation 4515.13-R, "Air Transportation Eligibility.1"
- l. DOD Directive 4540.6, "Intermodal Systems Development."
- m. DOD Instruction 5030.3, "Memorandum of Agreement Between the Department of Defense and the Department of Commerce, Dealing with the Utilization, Transfer and Allocation of Merchant Ships."
- n. DOD Instruction 5030.45, "Department of Defense Representation on Office of Preparedness (OP) GSA Regional Preparedness Committees."
- o. DOD Directive 5100.51, "Noncombatant Evacuation."
- p. DOD Directive 5160.2, "Single Manager Assignment for Airlift Service."
- q. DOD Directive 5160.10, "Single Manager Assignment for Ocean Transportation."

r. DOD Directive 5160.53, "Single Manager Assignment for Military Traffic, Land Transportation, and Common-User Ocean Terminals."

### 3. Memorandum of Understanding

"Memorandum of understanding Between the Department of Defense and Department of Transportation Concerning the Civil Reserve Air Fleet Program," 7 May 1981.

### 4. Joint Regulations

- a. AR 55-23, OPNAVINST 4600.17C, AFR 75-37, MCO 4621.2B, DLAR 4500.26, "Submission of Dry Goods Requirements and the Assignment and Allocation of Sea Transportation Space."
- b. AR 55-36, OPNAVINST 4600.18C, AFR 75-39, MCO 4600.19A, DSAR 3005.4, "DOD Use of Domestic Civil Transportation Under Emergency Conditions."
- c. AR 59-10, OPNAVINST 4600.19B, AFR 75-22, MCO P4632.9, DSAR 4500.18, "DOD Use of Commercial Air Transportation Under the War Air Service Program (WASP)."
- d. AR 55-355, NAVSUP PUB 444, AFM 75-2, MCO P4600.14A, DSAR 4500.3, "Military Traffic Management Regulation."
- e. AR 56-1, OPNAVINST 4620.8C, AFR 75-47, MCO 4600.30C, "Use of Intermodal Container, Special Purpose Vans, and Tactical Shelters."
- f. AR 59-8, OPNAVINST 4630.18E, AFR 76-38, MCO 4630.6D, DLAR 4540.9, "Military Airlift-Department of Defense (DOD) Common User Airlift Transportation."
- g. AFR 76-7, OPNAVINST 4660.1A, AR 59-106, MCO 4660.1, "Operation of Air Force Air Terminals."
- h. AR 55-15, OPNAVINST 4640.3A, AFR 75-95, "Land Transportation Within Areas Outside the Continental United States."
- i. AR 55-4, OPNAVINST 11200.7A, AFR 75-23, MCO 4810.1, DLAR 4510.8, "CONUS Military Installation Outloading and Receiving Capability Report."

- a. JCS Pub 1, "Department of Defense Dictionary of Military and Associated Terms."
- b. JCS Pub 2, "Unified Action Armed Forces (UNAAF)."
- c. JCS Pub 3, Volume I, "Joint Logistics Policy and Guidance (U)."
- d. JCS Pub 3, Volume II, "Joint personnel/Manpower Policy and Guidance."
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- f. JCS Pub 6, Volume II, Part 11, Chapter I "JOPSREP."
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- h. JCSM-24-76, 5 February 1976, "Service Responsibility for Assigning Chiefs of Military Assistance Advisory Groups Missions/Military Groups in USSOUTHCOM (U)."
- i. JCSM-320-76, 17 September 1976, "Detailed Implementation Plan for the Consolidation of DOD Airlift Resources."
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- k. SM-209-83, 15 April 1983, "Joint Operation Planning System, Volume I (Deliberate Planning Procedures)."
- l. SM-735-81, 23 October 1981, "Terms of Reference for Joint Deployment Agency."
- m. SM-362-82, 14 June 1982, "Procedural Guidance for the JCS-Directed and JCS-Coordinated Exercise Program."
- n. SM-573-82, 9 September 1982, "Annex J (Mobility) to JSCP FY 83."
- o. SM-657-82, 15 October 1982, "Joint Operation Planning System, Volume IV (Crisis Action System)."



p. JDA Joint Deployment Procedures Manual, 1 January 1982.

q. JDA Joint Deployment System Users Manual, 1 March 1982.

6. Combined Publications

a. NATO STANAG 3631, "Wartime Air Movement Priority System for NATO Countries."

b. NATO STANAG 3093, "NATO Air Transport Request and Answer to Air Transport Request (NARAT and TRANSAR)."

c. Air Standardization Coordinating Committee Air Standard 44-38, "Air Movement Priorities."

7. Publications Containing Mobility Planning Data

a. AFM 76-2 "Airlift Planning Factors."

b. AR 220-10, "Preparation for Oversea Movement of Units (POM)."

c. FM 55-15, "Transportation Reference Data."

d. NAVMAT P-4000-2, "Logistic Reference Data."

e. FM 101-1, "Staff Officers Field Manual--Organization, Technical, and Logistical Data."

f. MTMC Pamphlet 700-1, "Logistics Handbook for Strategic Mobility Planning."

g. TB 55-46-1, "Standard Characteristics (Dimensions, Weight, and Cube) for Transportability of Military Vehicles and Other Outsize/Oversize Equipment (In TOE Line Item Number Sequence)."

h. MAC Pamphlet 55-41, "Civil Air Fleet Load Planning Guidance."

i. MTMCTEA Study OA78-10A, 13 May 1979, "Ammunition Ocean Terminal Expansion Plans Analysis."

## CHAPTER I

### INTRODUCTION

#### 1. Background--The Mobility System

a. Mobility is an integral element of US global military strategy. Adequate mobility resources are crucial to the security interests of the nation. A modern, flexible, and responsive national transportation network, comprised of military and commercial resources must exist to project US military power, sustain deployed forces, and meet contingency requirements anywhere in the world. This transportation system must be responsive to a vast spectrum of requirements throughout all peacetime, crises, and wartime environments.

b. The term Defense Transportation System is used to generically define the transportation policies, procedures, and methods by which DOD-sponsored personnel and materiel are moved. DTS is an element of the total US transportation system and consists, in a broad sense, of those assets that are covered under the definition of the DTS, which provide both strategic and tactical mobility. As a rule, strategic mobility is characterized by long-range intertheater airlift and sealift operations and the supporting CONUS landlift to move forces and supplies to APOE/SPOE. Tactical mobility is characterized by shorter range, intratheater movement via land, waterway, pipeline, and air transportation. While mobility hardware, in general, may be categorized as either strategic or tactical, many mobility assets have a dual capability of performing in the strategic or tactical mission. The inherent flexibility of many mobility resources enables multiple application of these resources.

c. The conditions under which DOD movement requirements must be met are numerous, ranging from normal peacetime operations through general war in which the Nation's transportation requirements are expected to exceed its capabilities. The transition period from peace to general war may be extremely short, or it could be a lengthy period wherein the total military transportation force may be required to operate in a crisis environment. Therefore, continuing cognizance must be maintained over transportation requirements and capabilities and that priorities and allocations of scarce transportation assets be properly assigned and honored during all stages of operating conditions.

d. Cognizance over transportation requirements and capabilities entails not only the review of past and ongoing operations but also the study of projected capabilities and requirements under varying scenarios. The data base prepared as a result of JOPS provides information to the Joint Chiefs of Staff and the Services to assist in identifying time-phased deployment requirements. Mobility studies also provide a basis for planning in response to operational tasks and serve as a means for service programmers to identify, develop, and justify program resources required to insure that future mobility systems will support projected mobility requirements.

e. To the extent practicable, assignment of transportation responsibilities should be the same in peacetime as in wartime to provide adequate training and to permit orderly transition in an emergency. In this regard, DOD common-user transportation resources are managed, controlled, and/or operated by DOD TOAs and the commanders of unified and specified commands, in both peace and war. The aggregate mobility capability provides critical logistic support and is a paramount factor in the development of operation and concept plans by the commanders of unified and specified commands, who should develop their transportation organizations in a manner that will permit effective compliance with this document, DOD directives, and JOPS, while allowing for adequate coordination of their transportation requirements between JDA and the TOAs.

f. In considering mobility problems, the level of detail will vary, depending on the scope of the problem and the echelon of command at which the problem is being worked. Notwithstanding the level of detail involved, mobility capability is conditioned by the following considerations:

- (1) Amount and availability of forces and materiel to be moved.
- (2) Availability and characteristics of movement resources both military and civilian.
- (3) Priorities established for the movement.
- (4) Duration of the movement.
- (5) Reception and throughput capabilities of ports of embarkation and debarkation.

(6) Intratheater transportation support capability.

(7) Attrition by enemy action.

(8) Requirements to convoy.

(9) Degree of protection provided LOCs.

2. Purpose. The purpose of this document is to describe the use of the total transportation system in mobility environments and the proper utilization of common-user mobility resource<. Specifically, this document:

a. Describes the responsibilities of, and interrelationships between, all activities involved in transportation planning and operations. This is accomplished in Chapter II.

b. Describes the transportation resources available to the Department of Defense in peace, war, and other times of national emergency. This is accomplished in Chapter III.

c. Provides direction and prescribes the procedures for submitting transportation requirements, assigning space, allocating transportation capability, determining the precedence of movement, establishing transportation priorities, and reporting on the use of transportation resources under both war and peace conditions. This is accomplished in Chapter IV and Appendices B and C.

d. Provides a ready reference of relatively constant mobility planning factors and considerations designed to enhance commonality in mobility studies and for determining gross estimates of transportation requirements and capabilities, especially when the automated outputs of computerized files are not readily available or appropriate. This is accomplished in Appendix A.

3. Application

a. Chapters IV and V of this document are directive in nature. Other chapters reflect a compilation of policies, procedures, and data extracted from the Department of Defense, Service, and other governmental directives. This information is included for the purpose of achieving commonality and standardization in the preparation of mobility studies and other mobility-oriented actions.

b. The information contained herein is intended to complement the guidance found in JOPS.

#### 4. Changes and Revisions

a. Users of this document are encouraged to submit recommended changes or comments.

b. Comments should be keyed to the specific page, paragraph, and line of the text in which the change is recommended. Reasons for recommended changes should be stated to insure complete understanding.

c. The TOAs referred to in this publication reflect the current transportation organization structure and not those proposed in JCSM-18-82, 3 February 1982. Should the decision be made to integrate MTMC and MSC into a surface transportation command, appropriate changes will be made to this publication.

## CHAPTER II

### MOBILITY AGENCY RELATIONSHIPS

#### 1. Background and Purpose

a. This chapter identifies the responsibilities, roles, and interrelationships of the principle agencies in the mobility environment.

b. Civil transportation emergencies may range from local strikes and natural disasters to general war. In all cases, the concept of Federal civil transportation management is that government intervention will occur only to the degree necessary to insure that a civil transportation system is responsive to federal needs. The same concept applies to the use of military resources for movement of essential DOD traffic during disruption of the civil transportation system within CONUS. During national emergencies, DOD transportation plans, programs, and operations will conform to federal policies and guidelines.

c. Basic to all Federal emergency planning is the National Plan for Emergency Preparedness published by the Office of Emergency Preparedness (now the Office of Preparedness, FEMA) in 1964. This plan outlines the roles of the Federal Government, the States and their political subdivisions, appropriate nongovernmental organizations, and individual citizens. It sets forth basic principles, policies, and responsibilities of civil government to meet any kind of national emergency. The management and operations of DOD-owned or controlled transportation resources are not within the purview of this plan.

2. Department of Defense. The Secretary of Defense is responsible for strategic mobility planning and operations within the Department of Defense. The Secretary of Defense has designated the ASD (MRA&L) to establish policies and provide guidance to DOD components concerning the efficient and effective use of DTS. The Secretary of Defense establishes Single Manager Service Assignments and, through these assignments, the creation and functional responsibilities of Single Manager TOAs.

#### a. The Joint Chiefs of Staff

(1) The Joint Chiefs of Staff review and evaluate movement requirements and resources and allocate capability

when required. To accomplish this, the Joint Chiefs of Staff task the TOAs to provide required information and assistance within their area of responsibility.

(2) In accordance with DOD Directives 5160.2, 5160.10, and 5160.53, the Joint Chiefs of Staff will:

(a) Establish procedures, in coordination with the appropriate Assistant Secretary of Defense and the Secretaries of the Military Departments, for the submission of movement requirements by DOD user components to the appropriate single managers and for the submission of evaluated requirements and capabilities by the single manager agencies. (See Chapter IV and Appendix III.)

(b) Prescribe a movement priority system in consonance with UMMIPS that will insure responsiveness to meet the requirements of the using forces. (See Chapter IV.)

(c) Review and evaluate movement requirements of DOD components for airlift, sealift, and CONUS land transportation and common-user ocean terminal service and the ability of MAC, MSC, and MTMC, respectively, to meet these requirements.

(d) Allocate, as required, the capabilities of MAC, MSC, and MTMC to support the movement requirements of approved plans of the Joint Chiefs of Staff or one of the user components.

b. Joint Deployment Agency

(1) As directed by the Joint Chiefs of Staff, JDA is responsible for coordination of deployment planning and execution and acts as the focal point for deployment associated decisionmaking information.

(2) JDA will:

(a) During deliberate planning, review supporting transportation plans involving common-user lift for the deployment of forces and movement of material as required by the supported commander.

(b) During time-sensitive planning and in coordination with the TOAs and supporting commanders, provide deployment estimates and other data to the supported commander(s) for developing alternative courses of action and optimal flow of forces into theater. JDA will also provide data for the Joint Chiefs of Staff to evaluate alternative courses of action for NCA decision to formulate lift requirements and support other decisions.

(c) During execution planning, interact with the Joint Chiefs of Staff, supported and supporting commanders, TOAs, and Services and provide a single point of contact for other supporting agencies.

(d) During deployment execution and sustainment, as agent of the Joint Chiefs of Staff and the supported commander(s) and within their guidance, adjust movement plans, schedules, and modes of transport; direct implementation of deployment decisions; provide impact of changes to the Joint Chiefs of Staff, affected commanders, Services, and Defense agencies.

#### c. Joint Transportation Board

(1) Responsibility. JTB is responsible to the Joint Chiefs of Staff for insuring that common-user transportation resources assigned or available to the Department of Defense are used to achieve the maximum benefit in meeting DOD objectives. JTB acts for the Joint Chiefs of Staff in the performance of the functions listed below and has the decision authority in these areas except in those instances where unresolved divergent views of any Service members of the board exist. In such instances, the matter will be referred to the Joint Chiefs of Staff for decision. The functions of the JTB are as follows:

(a) Maintaining continuous cognizance over transportation requirements and capabilities to insure that information is available to resolve problems that may cause an imbalance in transportation requirements and capability.

(b) Recommending to the Joint Chiefs of Staff or directing, as appropriate, courses of action to resolve transportation movement problems as presented.



directing, as appropriate, courses of action with respect to allocation of air and sealift capabilities and/or modification of procedures based on the following considerations:

1. When peacetime requirements, submitted by the Services, exceed capabilities to a significant degree and/or agreement as to space assignment proposed by the TOAs cannot be reached, the matter will be referred by the Services, or the TOAs through their respective Services, to JTB. JTB will review the requirements of the Services against the total requirement for all forms of transportation and evaluate competing claims.

2. When wartime requirements exceed allocated capability the Directors for Operations, Logistics, and Plans and Policy, OJCS, will furnish guidance on current and future joint operational and logistic priorities of the area or forces involved, and JDA will analyze the probable impact of JTB alternatives.

(d) When required, evaluating courses of action being taken by the TOAs and Services to resolve a transportation situation or problems and making appropriate recommendations to the Joint Chiefs of Staff, TOAs, or Services.

(e) Providing an interface between the Services, the TOAs, JDA, and OJCS on matters concerning transportation.

(2) Membership. JTB is chaired by the Deputy Director for Strategic Mobility, Logistics Directorate, OJCS. Voting members of JTB are general/flag rank officers from the Operations and Plans and Policy Directorates, OJCS, and Service Logistics/Transportation Staffs. JDA and the military TOAs provide nonvoting representatives. JTB is served by a Secretariat with representatives from the same offices as JTB but below flag/general officer rank. JTBS has decision authority on matters delegated to it by JTB.

(3) Relations Between JTBS. JTB of the Joint Chiefs of Staff and JTBS of unified commands are encouraged to establish close working relationships for the exchange of

information and discussion of mutual or interrelate problems.

d. Unified and Specified Commands

(1) General. Commanders of unified and specified commands perform, within their commands, functions of the same general nature as the Joint Chiefs of Staff. In addition, commanders of unified and specified commands are responsible for providing direction, control, and supervision of all functions incident to the effective procurement and use of land freight and passenger service from commercial transportation companies within the theater or area concerned except as otherwise assigned.

(2) Joint Transportation Board in Unified Commands. Because transportation is a critical asset in any emergency requiring the movement of military forces, unified commands need the ability to allocate available transportation resources rapidly on a priority basis. In order to react immediately during an emergency or war, procedures should be established and operating during peacetime by each unified command. Therefore, commanders of unified commands overseas are encouraged to establish, as appropriate, a command JTB oriented to address types of problems within their command similar to those addressed by the Joint Chiefs of Staff JTB on a worldwide basis.

(3) Responsibility for Intratheater Transportation. Transportation responsibilities are normally assigned to a component commander either on a geographical or functional basis. Transportation services and traffic management will normally be provided by the dominant user. Component commanders assigned common-user land transportation responsibility should establish Movement Control Centers to facilitate execution of movement requirements. Commanders of unified and specified commands coordinate with the appropriate commands concerning acquisition of common-user movement resources and the use of transportation resources assigned to their commands.

(4) Component Commands Mobility Functions. Commanders of unified and specified commands may develop movement requirements that involve common-user movement resources. Component commanders are responsible for the submission of forecast movement requirements to the parent Service. The Service remains as the responsible agency for the

submission of peacetime movement requirements to the TOA in accordance with appropriate joint Service regulations. Wartime intratheater movement requirements are submitted in accordance with the procedures of the theater unified commanders and are executed using theater assigned/allocated lift resources.

(5) OPLAN Development. In response to taskings by the Joint Chiefs of Staff, commanders of unified and specified commands develop a concept of operations using the forces and assumptions made available for planning in JSCP. Subordinate component commanders then determine their specific force requirements, supply requirements, and personnel replacements with recommended time phasing. CINC planners integrate component requirements and develop the joint TPFDD, which identifies units to support a particular operation plan and provide data concerning routing from origin to destination. Movement of these requirements are analyzed against transportation assets apportioned in Annex J (Mobility) to JSCP to determine transportation feasibility. After final refinement, the total requirement becomes the JDS data base.

e. Military Departments/Shipper Services

(1) The Military Departments retain the responsibility for training and logistic support (including transportation) of their respective forces. Each shipper service is responsible for the determination and collection of its common-user movement requirements. In addition, each shipper service is responsible for the submission of such movement requirements to the TOA in accordance with the appropriate joint Service regulation.

(2) The Department of Defense has assigned single-manager transportation responsibilities to each of the Military Departments.

(a) The Secretary of the Army is designated as the single Manager for Military Traffic, Land Transportation, and Common-User Ocean Terminals and intermodal containers. The secretary of the Army has designated the MTMC as the Single-Manager Operating Agency (TOA) for this function.

(b) The Secretary of the Navy is designated as the Single Manager for Ocean Transportation. The Secretary of the Navy has designated MSC as the Single Manager Operating Agency (TOA) for this function.

(c) The secretary of the Air Force is designated as the Single Manager for Airlift Services. The Secretary of the Air Force has designated MAC as the Single-Manager Operating Agency (TOA) for this function.

(3) Each Service is responsible for administrative support and performance of all transportation operations assigned by commanders of unified and specified commands at either their local shipping installations or throughout the theater.

(4) The US Army Corps of Engineers, District Engineers, subject to DOT EO policy direction, performs waterway rehabilitation and construction throughout the United States. Except for the Tennessee River System and the St. Lawrence Seaway System, the US Army Corps of Engineers would supply damage assessment data to both the National Resource Analysis Center and DOT EO. Manpower, equipment, materiel, and services needed for this work and for operation and maintenance of essential authorized projects serving navigation needs will be claimed by each District Engineer through the supervising Corps of Engineers division, which would be claimant at the regional level. The Chief of Engineers would act as associated claimant to the DOT EO at the national level.

(5) Land Transportation within Areas Outside CONUS

(a) The Department of the Army is responsible for:

1. Making land transportation available in overseas areas for the Military Departments except as otherwise provided in subparagraph 2d(1) above and subparagraph 2e(5) (b)2 below.

2. Coordinating all planning and requirements for the use of DOD-controlled land transportation equipment and facilities. However, commanders of overseas areas are not relieved of their authority and responsibility for operating DOD-controlled land transportation resources for the accomplishment of their mission.

(b) The Departments of the Navy and Air Force are responsible for:

1. Submitting to the Department of the Army requirements for common-service intratheater or area DOD-controlled land transportation service in accordance with instructions issued by the Department of the Army.

2. Providing land transportation support within their installations and activities and such other land transportation service as may be arranged with the Department of the Army or directed by the theater or overseas area commander.

f. Transportation Operating Agencies. The Military Departments, using DOD single-manager designations, have established TOAs. TOAs collect and analyze requirements within their areas of responsibility and allocate transportation capability accordingly.

- (1) MTMC, a major command of the US Army, has the responsibility for land transportation within CONUS, and for operation of selected common-user terminals in CONUS and overseas.

- (2) MAC, a major command of the US Air Force and a specified command reporting through the Joint Chiefs of Staff in times of contingency, has airlift responsibility for the Department of Defense between CONUS and overseas areas and between and within overseas areas.

- (3) MSC, under the operational control of the Chief of Naval Operations, has the responsibility for providing common-user ocean transportation support for the Department of Defense.

### 3. Federal Emergency Management Agency

a. Selected Peacetime Functions that Continue into Mobilization or wartime include:

- (1) Establishing policies for and coordinating all mobilization preparedness functions of Federal agencies.

- (2) Developing mobilization and civil emergency planning assumptions and broad preparedness objectives.

(3) Preparing and maintaining the Federal Master Mobilization Plan.

(4) Preparing nonmilitary plans and programs for Federal Government emergency functioning. (Plans include placing maximum practicable reliance on continued or expanded Federal agency peacetime functions and appointing current or new agencies to perform currently unassigned functions, such as overall economic stabilization or emergency information.)

(5) Controlling and publishing such basic Federal planning documents as "The National Plan for Emergency Preparedness," "Federal Emergency Plan D," and Documents for Contingencies (Other than a Plan D Situation) Which Justify Applications of Emergency Measures on a National Scale (OTD)."

(6) Guiding Federal regional councils and States in emergency preparedness.

(7) Coordinating material allocations in support of energy projects (using the amended Defense Production Act of 1950 as basic authority).

(8) Determining which materials are strategic and critical for stockpiling purposes; obtaining Department of Commerce technical advice; and arranging for GSA Federal Supply Service to procure, maintain, and dispose of such materials.

(9) Maintaining contingency plans for meeting crises arising from resource availability (e.g., market disruptions, transportation stoppages, and material shortages).

(10) Developing Federal emergency policies and procedures for claimant and resources agencies and potential military, foreign, industrial, and consumer needs; and guiding resource management agencies in developing allocation methods and controls.

(11) Leading US national participation in international civil preparedness activities such as those with Canada, Mexico, and the various NATO civil wartime agencies.

b. Additional Selected Functions in Mobilization or Wartime include:

(1) Activating and deactivating the ODR, if directed by President.

(2) Sitting on NSC (Director, ODR).

(3) Chairing the Defense Resources Board, composed primarily of cabinet members and heads of agencies, in order to resolve major issues on national resources or to recommend possible resolutions to the President (Director, ODR).

(4) Coordinating the integration of National Defense Executive Reserve (civilian) personnel from industry, government, labor, the professions, and academic communities into GS-15/SES or higher positions in cabinet departments and selected agencies (Department of Agriculture, Department of Commerce, DOE, Department of Interior, Department of Justice, DOL, DOT, and FCC).

(5) Instituting resource mobilization programs complete with the necessary procedures for claimancy, allocation, system control, and enforcement.

(6) Coordinating and adjudicating issues such as controls over wages, salaries, prices, and rents; consumer rationing; indirect monetary and fiscal actions; and priorities and allocation of resources.

(7) Coordinating Federal actions on strategic relocation of essential industries, services, and governmental or economic activities.

4. Department of Transportation. Under the National Plan for Emergency Preparedness, the Federal transportation community is led by the Secretary of Transportation. During national defense emergencies, the Secretary of Transportation has a wide range of delegated responsibilities, which are described in DOT orders. The secretary of Transportation is responsible for the executive management of the nation's total civil domestic transportation resources in a period of crisis. The OET is the secretary's peacetime staff element responsible for emergency transportation planning. Under emergency conditions, a management organization will be established within the Department. The abbreviation "DOT EO" refers to the emergency structure that the Secretary of Transportation plans to establish during a Presidentially declared national defense-related emergency. When activated, the DOT EO will be responsible for the executive management of civil transportation resources. Detailed organizational procedures

are set forth in DOT Standby Order 1940.5. The DOT EO emergency management field structure is designed to be responsive to the policy direction of the DOT EO national headquarters. The structure provides for the activation of 10 emergency regional offices at prearranged sites in the vicinity of the currently numbered regional offices of FEMA. During periods of communications with the national headquarters, the responsibilities of the DOT EO regional structure will be those delegated by the national headquarters. When no communications exist with the national headquarters, the regional DOT EO will exercise all of the secretary of Transportation's emergency resource management responsibilities. Civil transportation industry advisory committees may be established at the national level by the Secretary of Transportation to advise and assist the DOT EO national and regional directors. These committees will be composed of experienced and recognized leaders from appropriate segments of the transportation industry. The DOT EO regional director gives transportation policy guidance to Federal transportation regional agencies. Prior to a Presidentially declared national defense-related emergency, the Secretary of Transportation would exercise the delegated Defense Production Act Priority and Allocation authorities to provide DOD civil transportation priority service before and during mobilization. CORE procedures would generally be applicable under national defense emergency conditions by Presidential direction, the Secretary of Transportation will implement control systems governing the priority use of all civil-transportation and the allocation of its capacity to meet essential civil and military needs. Federal transportation agencies will carry out their plans in consonance with overall policy direction of the secretary of Transportation.

a. Federal Aviation Administration is responsible for: (1) operation of national airspace systems and civil air/ general aviation transportation facilities including air traffic control (2) administration of the War Air Service Program (WASP) to maintain essential civil and air service during times of national emergency and (3) at the request of the Department of Defense, and as approved by DOT's OET or the Secretary's Crisis Coordinator (if designated); provide priority service orders to support DOD priority requirements. Responsibility for some elements of air traffic control functions may be transferred by direction of the President to the Department of Defense in time of war.



b. Federal Highway Administration administers movement of traffic over Federal highways, including safety. The FHWA, DOT, in coordination with the State highway departments and, organized users of highways, has developed an emergency highway traffic regulation plan. This plan envisions, among other controls, the use of road space permits to control traffic over selected roads.

c. Federal Railroad Administration consolidates government support of rail transportation activities, provides unified national rail policy, administers and enforces rail safety laws and regulations, administers financial assistance programs for certain railroads, and conducts research and development in support of intercity ground transportation and future requirements for rail transportation. Provides Federal overview of all "AMTRAK" passenger service.

d. Maritime Administration administers programs related to ocean and Great Lakes shipping and related deep water activities including seaports, shipbuilding, and repair facilities. Upon receipt of notification from the Secretary of Defense that the president has decided to deploy substantial military forces to foreign areas, the secretary of Transportation requests authority to requisition ships. The President proclaims that the security of the nation is in jeopardy or that a national emergency exists; either action provides the authority to requisition ships under Section 902 of the Merchant Marine Act, 1936, as amended. The Secretary of Transportation notifies other Federal departments and agencies, and the public of the intent to requisition ships, and MARAD:

(1) Establishes the National shipping Authority as the executive agency for management of national shipping and port operations and, in a NATO contingency, as the national claimant upon the NATO shipping pool.

(2) Acquires ocean shipping by:

(a) Requisitioning US-flag merchant ships, US-owned ships registered under foreign flags, and ships subject to requisition under the Emergency Foreign Vessels Acquisition Act of 1954.

(b) Coordinating with the NATO Defense Shipping Authority to obtain allocation of European NATO-flag ships for service of the United States.

(c) Chartering neutral ships, as available and required.

(3) Allocates shipping capacity to DOD jurisdiction and control, in accordance with the provisions of DOD Instruction 5030.3, and provides additional shipping capacity under MARAD control to meet DOD requirements.

(4) In war or a Presidentially declared national defense-related emergency, establishes in consonance with secretary of Transportation, policy guidance controls necessary to ensure effective and efficient use of civil port capabilities to meet military and essential civil requirements. MARAD implements standby contractual arrangements for the priority use or allocation of selected ports for exclusive DOD use and for other federal uses. MARAD coordinates with the Department of Defense (including the USCG) on the requirement for, and arranges the use of, civil port facilities as auxiliary ammunition ports. In such a national emergency, MARAD would establish the minimal degree of control necessary to ensure effective and efficient use of civil port capabilities to meet military and essential civil requirements. An emergency port control organization would be activated as part of the National shipping Authority's emergency field organization. Local port industries would provide local situation reports through the National Shipping Authority to all interested agencies. Local MARAD port control officers would coordinate with DOD authorities to ensure availability of commercial port capabilities to support of military operations, particularly the employment of high-technology shipping systems.

(5) In conjunction with the coordinator of Ship Repairs and Conversions (presently the Commander, Naval Sea Systems Command) established by the Secretary of the Navy and Secretary of Transportation,;allocates repair facilities to activate naval and NDRF vessels, accomplish emergency conversions, and repair damaged naval and merchant ships.

(6) In a Presidentially declared national defense-related emergency:

(a) Activates, in cooperation with appropriate manpower agencies, a recruitment and utilization program for manpower needed to meet the requirements of ocean shipping and shoreside shipping-related operations.

grams for retention of seafarers and other critical workers in shipping related employment during the operation of Selective Service.

e. St. Lawrence Seaway Development Corporation is responsible for keeping the US-controlled sections of the St. Lawrence Seaway navigable.

f. Urban Mass Transportation Administration is responsible for assisting in the planning, financing, and development of urban mass transportation systems, facilities, and equipment.

g. US Coast Guard is responsible for maritime and inland waterway security, port security, and safety including navigational aids. It establishes and certifies ammunition loading procedures and port capability. Upon declaration of war, the USCG comes under OPCON of the Department of the Navy for port security and safety responsibilities both inside and outside CONUS. USCG's role in licensing additional mariners to serve expanded defense shipping needs is integral to the mobilization process.

h. National Highway Traffic Safety Administration establishes and publishes operational data on privately owned and operated automobiles.

## 5. Other Federal Agencies

a. Department of Energy ensures that crude oil, petroleum products, solid fuels, natural gas, and gaseous liquids are available and regulates their movement through petroleum and gas pipeline facilities.

b. Department of the Interior. TVA takes action in concert with the US Army Corps of Engineers to keep the Tennessee River Systems navigable.

c. Department of Health and Human Services has responsibility for receiving, processing, and relocating noncombatant evacuees.

d. Department of State is responsible for the operation of the noncombatant evacuation program with the exception of DOD-sponsored personnel.

e. Interstate Commerce Commission

(1) The ICC regulates interstate surface transportation including rail, freight and passenger motor carrier, inland waterways, coastal shipping, and freight forwarders services.

(2) Mobilization Procedures. Emergency procedures are specified by a series of ICC Transportation Mobilization Orders, which would be implemented in an emergency by that agency. Prior to and during mobilization, the ICC, at the request of the Department of Defense and as approved by DOT, may issue priority service orders to civil transportation carriers to support DOD priority requirements in accordance with CORE procedures.

f. US Postal Service maintains movement of essential military mail, including small spare parts.

g. National Oceanic and Atmospheric Administration provides aeronautical data and environmental weather services.

h. US Army Corps of Engineers, Civil Works/Rivers and Harbors provides for improvement, restoration, rehabilitation, operation, and maintenance of inland waterways, canals, harbors, and navigation channels within the United States and its possessions and territories under policy direction of the Secretary of Transportation in times of crisis.

6. State and Local Transportation Organizations

a. State and local emergency transportation organizations would consist of transportation agencies from those levels of government that have functional or modal responsibilities for water (including inland waterway), rail, motor carrier, or air transportation. These agencies would be organized as determined by appropriate State and local government officials and would be staffed by qualified representatives of industry and government.

b. Emergency highway traffic regulations are primarily the responsibility of State highway departments, in coordination with State Civil Defense and policy organizations and organized users of highways, operating under the general supervision and guidance of the regional offices of the FHWA.

c. State and local governments are responsible for the emergency utilization of intrastate transportation resources, subject to Federal policies and national control systems.

d. State and local authorities may coordinate with officials in adjoining areas and States for joint use of intrastate transportation during emergencies and advise the appropriate regional director of DOT EO of such action.

e. State and local authorities will also develop requirements for additional transportation and present claims to the appropriate DOT EO regional director for such services.

f. State and local governments will comply with Federal control measures to assist in assuring that essential interstate and international movements are not unduly interrupted.

7. Civil Carriers and Associations. Transportation carriers will operate their facilities so as to provide the maximum possible service within their capabilities to fulfill essential needs as specified by appropriate Government authorities. These services include: (a) providing continuity of management; (b) protecting personnel and facilities; (c) conserving supplies; (d) restoring damaged lines and terminals; (e) rerouting, expanding, or improving operations; and (f) securing necessary manpower, materiel, and services.

## CHAPTER III

### TRANSPORTATION RESOURCES

1. Purpose. This chapter describes the lift resources and their characteristics that are available to the Department of Defense and explains how these resources are activated in times of emergency.

#### 2. Airlift Capability

a. Department of Defense. DOD resources come from two main sources: (1) organic resources of MAC and (2) commercial augmentation through CRAF. The Navy and Air Force also operate Service air logistic programs that must operate in peace and war using commercial contract airlift.

(1) Military Airlift Command. MAC operates a fleet of C-SA/C-141B strategic aircraft (long range) and tactical C-130 (short/intermediate range) aircraft. The C-SA/C-141B fleet is stationed in CONUS and flies with a combination of active and Reserve associate crews to provide intertheater and intratheater airlift. MAC C-130's are stationed both in CONUS under the operational command of MAC and in Alaska, PACOM, and USEUCOM under the operational command of the unified commander. The primary wartime mission of the C-130 is intratheater airlift.

(2) Civil Reserve Air Fleet. Under CRAF:

(a) The Department of Defense provides for utilization of aircraft committed to CRAF by contractual arrangement with US certified civil air carriers that own or otherwise control such aircraft.

(b) The Department of Defense uses the contractually committed capability of the air carriers to augment the organic airlift capability of MAC in a declared defense-related national emergency or in defense-related situations short of a declared national emergency and to satisfy DOD airlift requirements based on plans approved by OJCS.

(c) The Department of Defense arranges for civil airlift augmentation within the categories defined below:

1. Peacetime Commercial Augmentation: Airlift required to support normal day-to-day peacetime augmentation requirements of the Department of Defense. CINCMAC obtains this support from the air carriers voluntarily under annual airlift service contracts.

2. CRAF Stage I: Air carriers in this category will furnish long-range airlift to the Department of Defense in order to support expanded peacetime military airlift requirements. CINCMAC has the authority to activate CRAF stage I.

3. CRAF Stage II: Air carriers in this category will furnish airlift to the Department of Defense in a time of defense airlift emergency. The Secretary of Defense, or his designee, has the authority to activate CRAF Stage II.

4. CRAF Stage III: This kind of civil airlift will furnish carriers to the Department of Defense in a time of declared national defense-related emergency or war, consistent with paragraph 4 of the MOU between the Department of Defense and DOT or when otherwise necessary for national security. Also, consistent with the terms of the MOU, the secretary of Defense has the authority to activate CARE stage III. CARE normally will be composed of unregistered air-craft under control of US certified civil air carriers that are needed to satisfy varying levels of defense needs. Under peacetime circumstances, civil air carrier aircraft best suited to meet specific DOD needs will be contractually committed by air carriers to the Department of Defense and will be subsequently allocated to CARE stage III by DOT. However, during periods of crisis, tension, or war, DOT, at the request of the Department of Defense, may allocate from available civil carrier resources, such as WASP, additional air carrier aircraft to CARE Stage III. The DOT allocation will identify each aircraft by manufacturer, model and series, FAA registration number, the civil air carrier that owns or otherwise controls the aircraft, and the intended operational segment of use, such as international long-range cargo, international

long-range passenger, international short-range, domestic, and Alaskan. The Secretary of Transportation is responsible for allocating specific types of aircraft to the Department of Defense for use during national defense-related emergencies, based on stated DOD requirements. All allocation actions requested by the Department of Defense and made by DOT will include recognition of the broad civil and military mobilization planning guidance prescribed in Presidential Directives.

(3) Service Logistic Programs. The Navy and Air Force both operate a civilian contract air transportation network within CONUS. QUICKTRANS (Navy) and LOGAIR (Air Force) contracts are negotiated each year. by MAC on behalf of the Services to operate between depots and major installations. This network must continue to operate in a war environment. Each Service also operates some Service-unique logistic/administrative airlift such as the Navy's COD to ferry spare parts from shore-to-carrier battle groups.

b. Civil Resources

(1) War Air Service Program

(a) General

1. In an emergency, the FAA is responsible for directing the nation's civil air carrier fleet to maintain service on essential air routes and for implementing systems that administer priorities of passengers and cargo, including mail on civil air carrier aircraft. The direction of WASP is subject to policy direction from the DOT EO.

2. The WASP is designed to maintain service over essential civil air routes and to provide for the distribution and redistribution of that portion of the civil air fleet allocated to the WASP by the Secretary of Transportation after allocation of aircraft to CRAF. The current WASP aircraft operate under Federal Aviation Regulations 121 and 135, with the exception of those aircraft allocated to the CRAF.



3. During an emergency, the FAA will issue orders as necessary to provide air carriers direction for performance of essential air services.

(b) Air Carrier Aircraft Management

1. In an emergency, the FAA will be responsible for the management of air carrier aircraft allocated by the DOT for the WASP to ensure the maintenance of an air transportation program in accordance with national emergency transportation policy.

2. The FAA will use appropriate resources of the Federal Government in developing WASP procedures to meet priority traffic requirements under emergency conditions and to provide supporting resource support for the WASP as well as the CRAF.

(c) WASP Management. The air carriers will provide the actual operational management under the emergency air service pattern, the same as they do for the CRAF.

(2) State and Regional Disaster Aircraft

(a) The SARDA would be activated by joint or unilateral action of the FAA and State Governors (or their designees) in accordance with existing arrangements in individual states. This plan may be executed in whole or in part, as necessary, to fulfill national and state emergency requirements.

(b) The FAA would provide guidelines for the use of State aviation organizations to manage other than air carrier aircraft resources. Under emergency conditions, these organizations would have primary control of these aviation resources, subject to the general direction of the FAA if required by overriding Federal needs. The FAA, through its regional offices, receives policy direction from the appropriate DOT EO region office.

(c) The actual task of providing other than air carrier airlift support would be the responsibility of aircraft owners, operators, and airport managers who perform the actual operation functions.

(d) Requests for other than air carrier airlift would be submitted to the emergency transportation authority at the state or local level.

(e) Requirements to support the essential airlift involving other than air carrier aircraft would be consolidated by FAA general aviation district offices for submission to the appropriate FAA regional office as required.

(3) Other. Some foreign governments have agreed to make assets of their national airlines available to the United States to aid in meeting emergency requirements in support of their own nation or other signatories to the North Atlantic Treaty. Long-range cargo aircraft have been committed under bilateral agreements to the United States. Other regional agreements exist for certain contingencies in the Pacific.

### 3. Sealift

#### a. DOD Resources

(1) Controlled Fleet--Nucleus and Charter. COMSC provides both intertheater and intratheater common-user sealift through operation of the MSC-controlled fleet in both peace, war, and contingency situations. COMSC adjusts and controls the total number of ships under MSC control to support DOD common-user sealift requirements. Under normal peacetime conditions, the MSC-controlled fleet consists of both military-owned vessels and civil ships under long-term charter to the Department of Defense. During periods of increased requirements, MSC can procure additional voluntary charters through the Navy Industrial Fund.

(2) Sealift Readiness Program. SRP is a formal agreement between US-flag ocean carriers and MSC for acquisition of ships and related equipment under conditions of less than full mobilization. Under the SRP, carriers agree to make their ships available for DOD use in exchange for peacetime business and/or government shipbuilding subsidies. COMSC can activate the SRP after approval by the Secretaries of Defense and Transportation.

b. DOT Resources. MARAD controls additional sealift resources that can be obtained to increase DOD lift capability.

(1) National Defense Reserve Fleet. NDRF was established by the Merchant Ship Sales Act of 1946 under the administrative control of MARAD. The fleet consists of many cargo ships, primarily World War II victory ships. These ships have an estimated activation time of 30 to 90 days each with some ships coming available up to 120 days. The Department of Defense and MARAD jointly operate a program to upgrade the responsiveness of part of the NDRF to permit activation within 5, 10, or 20 days. This segment of the fleet, called the RRF, currently consists of victory, SEATRAN, container, partial container, and breakbulk ships. The fleet is located at three layup sites at James River, Virginia; Beaumont, Texas; and Suisun Bay, California. The NDRF may be activated by Presidential proclamation under conditions that state the necessity for requisitioning ships because the security of the nation is in jeopardy or a national emergency exists. RRF ships may be made available to the Department of Defense under the provisions of Section 719, Defense Appropriation Act (Public Law 96-154, December 1979).

(2) US-Flag shipping and Effective US-Controlled Ships. One of the major uncertainties about shipping availability is that about half of the merchant ships owned or chartered by US citizens and corporations sail under foreign flags. EUSC ships are registered in Panama, Liberia, and Honduras and are composed primarily of tanker assets. These ships are considered militarily useful in the near term. MARAD is responsible for providing US-owned foreign flag ships for military support in time of war and will nominate such ships that are available in time to meet each requirement stated by MSC. MSC will determine the military suitability of those ships nominated. US-flag ships and US-owned foreign registered ships may be requisitioned under authority of Section 902, Merchant Marine Act 1936, whenever the President shall proclaim that the security of the nation makes it advisable or when a national emergency exists. The authority to requisition foreign ships lying idle in US ports under the Emergency Foreign vessels Acquisition Act, 1954 (Public Law 83-369), is contingent upon availability of authority to requisition of US ships. Ships may be requisitioned for title or for use. MARAD will consult with the Department of Defense to determine the appropriate form in particular cases; i.e.:

(a) Ships that require substantial modification or conversion for use as auxiliaries normally will be requisitioned for title and transferred to the Department of Defense under the provisions of Section 902(a), Merchant Marine Act 1936.

(b) Ships that will be used as auxiliaries and do not require substantial modification may be bareboat chartered or time-chartered. When the greater part of the US-flag fleet is required for defense support, MARAD will:

1. Issue a requisitioning notice to owners and operators.
2. Assume responsibility for operations of companies operating ships in foreign commerce with the United States.
3. Nominate ships for specific military requirements (as stated by MSC), and as the ships can be made available for specified on-berth dates, allocate them for DOD use.
4. Direct the allocation of ships in order to maintain essential domestic shipping service.

(3) Other. NATO member governments have agreed to make some of their national shipping assets available to the United States to aid in meeting emergency requirements in support of their own nation or other signatories of the North Atlantic Treaty. Ships have been committed through bilateral agreements to the United States. Similar agreements exist in some areas of the Pacific.

#### 4. CONUS Surface

a. DOD Resources. While the Department of Defense owns resources capable of moving supplies within CONUS, these assets are not used in day-to-day peacetime intratheater or interstate movement in order to ensure a viable commercial/ industrial transportation base within CONUS for war. MTMC controls the DFRIF, which consists of specialized heavy duty flat cars and railway tank cars and which will be mobilized in time of a defense emergency.

b. Civil Resources Contingency Response Program. American private industry has an enormous capability available to meet the peace and war CONUS transportation needs of the Department of Defense. MTMC CORE is designed to provide, through quick reaction procedures, DOD priority for commercial transportation prior to and during contingencies and mobilization. A key element of CORE is the CORE team, which gathers together senior decisionmakers from the Department of Defense, other Federal agencies, and the

commercial transportation industry. Representing all transportation modes, members have security clearances and are listed on a telephonic alert roster ready to respond on a moment's notice. CORE is executed in three phases, which can change in timing or duration dependent on the circumstances:

(1) Phase I may be activated by Commander, MTMC, upon receipt of a warning order or when it appears that an emergency situation is developing. Available information is analyzed and evaluated by HQ MTMC. CORE team members are notified using a 24-hour contact list and are given an initial brief.

(2) Phase II may be activated by commander, MTMC upon receipt of an alert order or when it appears that an emergency is imminent. CORE team members are immediately assembled at HQ MTMC and receive a current situation briefing. DOD transportation requirements are defined and passed to team members for planning actions required to locate and prepare to pre-position civil transportation assets to meet immediate requirements. Initial shortfalls are identified during this phase. CORE team develops alternatives and takes action to resolve shortfalls early-on.

(3) Phase III may be activated by Commander, MTMC, upon receipt of an execution order or the existence of a state of emergency even though a Declared National Emergency may NOT have occurred. CORE team members take immediate action to resolve transportation shortfalls affecting deployment or contingencies. Commander, MTMC, requests priority service for DOD requirements from DOT. If necessary, the DOT may authorize ICC, FAA, FRA, and MARAD to issue priority instructions to carriers- or ocean terminal operators directing that Department of Defense be given priority. In the event shortfalls result from a failure of a carrier to respond adequately, legal enforcement (injunction) action may be initiated by Commander, MTMC, through DOT, ICC General Counsels, and the Department of Justice.

5. Overseas Resources. Two sources of transportation/mobility resources due in an overseas area. The first consists of air and surface units assigned to the commander of a unified command for common transportation service. The Air Force and Army component commanders are normally delegated operational control of their respective Service assets to meet common theater requirements.

Host-nation support, negotiated through bilateral or multilateral agreements, is the other source. Under host-nation agreements, a nation may either accept responsibility for a particular function within its borders (e.g., POD cargo clearance), or it may designate civilian resources to be used in that function under military control.

## CHAPTER IV

### PROCEDURES TO OBTAIN TRANSPORTATION

1. Purpose. This chapter prescribes the procedures in peace and war that are used to (a) prioritize cargo and passenger movement, (b) forecast movement requirements, (c) allocate resources, (d) execute movement of people and cargo, and (e) report on those movements. It is important to realize that these processes are iterative and interactive, especially with regard to wartime procedures. The normal process is requirements determination, allocation of resources, execution, and reporting.

#### 2. Requirements' Determination and Submission

##### a. Establishing Movement Requirements

(1) A movement requirement is established by competent authority within the Military Services, unified and specified commands, or certain other DOD and Federal agencies. Additionally, requirements for use of DOD movement resources may be established by the executive branch of the government.

(2) Essentially, there are three ways in which movement requirements are developed: (a) on an ad hoc basis to meet a crisis situation or some immediate need; (b) on a projected basis using current programs and past requirements as guides in forecasting future needs, and (c) on a planned basis using all management tools available to identify time-phased movement requirements in support of an exercise or OPLAN.

(3) Requirements established on the basis of an anticipated development or to support an emergency operation usually have a priority and an objective that may preclude using the least-cost mode or means of transportation. On the other hand, movement requirements established on the basis of adjustments to annual forecasts enable the TOAs to manage their resources more efficiently with consequent savings in money, manpower, and materiel.

(4) DOD common-user movement requirements are categorized as follows:

(a) Shipper service forecasted movement requirements for current programs, including movement of critical materiel necessary to sustain readiness of in-place deployed forces.

(b) Nonprogrammed requirements in support of OSD/JCS-directed missions (other than for OPLAN implementation).

(c) JCS-directed and JCS-coordinated exercise movements.

(d) Movement requirements in support of OPLANS approved by the Joint Chiefs of Staff.

(5) DOD movement requirements may be executed using one or more modes of transportation. Shipments will be documented in accordance with DOD 4500.32R (MILSTAMP). Peacetime requirements are forecast to the TOAs by the Services for planning and budgeting purposes. While it is generally recognized that establishing movement requirements is not an exact science, the Services and other agencies involved will frequently reevaluate the planning factors and methodology they use to establish and forecast movement requirements. This is necessary to insure reasonableness and accuracy of requirements submitted to the TOAs. Peacetime requirement forecasts are normally submitted within each mode in these categories:

(a) Airlift Requirements

1. Channel airlift.
2. SAAM.
3. JA/ATT.
4. Exercises.

(b) Sealift Requirements

1. Intertheater (Including CONUS-originated shipments).
2. Intratheater.



3. Coastwise movements.

4. Exercises.

(c) The CONUS Civil Transportation Requirements

1. Rail traffic.

2. Motor traffic.

3. Inland waterway traffic.

4. Commercial transportation.

(6) The TOAs will develop and administer, in coordination with DOD components, Joint Service Regulations for submission of requirements consistent with the procedure set forth herein. (See Appendix C.)

b. Peacetime Movement Requirements

(1) Forecasted movement requirements are estimates of support needed for current Service programs. Each Military Service and DLA are responsible for the determination, collection, and submission to the appropriate TOA the movement requirements for airlift, sealift, and CONUS civil transportation in accordance with the schedules in Appendix C. Forecasts become operational through a process of refinement leading to the actual offering of the movement requirement to the TOA by the user or shipper.

(2) Non-DOD agencies will submit their movement requirements for DOD common-user transportation to OASD (MRA&L) for approval in accordance with DOD 4515.13R. The sponsoring agency will indicate the source of reimbursement.

c. JCS-Directed and JCs-Coordinated Exercises

(1) General

(a) The Joint Chiefs of Staff require annual submission and updating of all exercise proposals by commanders of unified and specified commands for the next \$ fiscal years. Exercises that involve the use of DOD industrial fund resources (MAC airlift, MSC sealift, and MTMC) will require separate contingency funding.

(b) When approved, the Joint Chiefs of Staff publishes the JCS-Directed and JCS-Coordinated Exercise Schedules covering the next 5 fiscal years.

(2) Responsibility. Commanders of unified and specified commands are responsible for submitting annual forecasts of their movement requirements in support of JCS-directed or JCS-coordinated exercises to the Joint Chiefs of staff per JCSM-362-82 procedures.

(3) Airlift Requirements

(a) Definitive airlift requirements to support JCS-approved exercises will be submitted to MAC not later than 70 days prior to the first day of the month in which the exercises are scheduled.

(b) Airlift requirements for these JCS-approved exercises will be supported in accordance with JCS air-lift priorities.

(c) Confirmation of TOA support is assumed unless otherwise notified by the TOA prior to the exercise.

(4) Sealift Requirements. Sealift requirements to support JCS-approved exercises will be submitted to MTMC with information copies to MSC in advance of the exercise month as follows:

(a) Point-to-point cargo lift, to include requirements of less than shipload lot,--90 days.

(b) Whole ship requirements, including specialized shipping or lift,--120 days.

(c) Confirmation of the TOA support unless otherwise notified by the TOA, prior to the exercise.

(5) CONUS Civil Transportation and Common-User Ocean Terminal Support. CONUS requirements to support JCS-approved exercises will be submitted to MTMC 60 days in advance of the exercise.

#### d. Wartime Movement Requirements

(1) General Procedures For Establishing and Meeting Wartime Deployment Requirements. The supported commander, in coordination with supporting commanders and Services, establishes movement requirements. This is accomplished by developing a deployment data base in JDS. The data base can be developed from existing or modified OPLAN TPFDD, or it can be built from scratch in a no-plan situation. The supporting commanders and Service materiel/personnel managers review this data base, source the various requirements, and then refine or establish detailed transportation requirements. When this has been done, TOAs extract/identify transportation requirements from JDS, plan for required transportation, and enter schedules in JDS. The JDS is used by the JDC to monitor the deployment:

(2) Planned War Lift Requirements. These requirements fall into the following categories: those of the supported CINC for OPORD execution and those of the other CINCs to sustain strategic LOGS. Supported CINC's requirements are formulated during deliberate planning and include the arrival sequence for deploying units and supporting materiel. The latter includes requirements to sustain pre-positioned and deploying forces. These requirements are supported by the transportation capability allocated by the JTB to the supported CINC. The deployment process is CINC and unit oriented. The resupply process focuses on the Service's responsibilities as providers of personnel replacements/fillers and materiel.

##### (a) Supported CINC

1. Deployment Lift. The supported CINC is allocated forces and other resources by the Joint Chiefs of Staff to meet his assigned mission. The CINC's time-phased force requirements are provided by the supporting CINCs. Individual force elements tasked are identified by FRNs in the data base. The approved OPORD/execution planning force list is loaded in the JDS data base and upon execution of a particular OPLAN, the OPORD data base will be reviewed incrementally by the CINCs via the Remote Users' Package. JDS is updated as necessary to reflect adjusted

movement requirements. Updates are made by automated interface, on-line single entries, and by OPREP-1, as a backup procedure. TOAs then pull the updated movement requirements from JDS and schedule carriers against them. The schedules are returned to JDS for transmission to the CINCs. Figure 1 identifies the interfaces in this process.

2. Resupply Lift. The supported CINC must use the lift capability allocated to meet the competing needs for forces and resupply to sustain in-place and augmenting forces. The CINC identifies resupply requirements in the JDS data base as PINS and CINS. During OPORD execution, component commands generate "pull" requirements in the form of personnel and materiel requisitions to support combat forces. Service components submit these requisitions to their respective service personnel and materiel managers and to appropriate DOD wholesalers for fill. If "push" requirements are generated, the cognizant materiel managers must obtain GINC validation/sponsorship for movement. The appropriate manager validates or makes adjustments to their planned GIN/PIN lift requirements with JDA. The supported CINC also designates "peacetime" LOCs (and establishes new ones, if needed) that continue to operate in support of the OPLAN over which PIN/CINS will flow. Figure 2 identifies the interfaces in this process.

3. JDS has cognizance over strategic movement requirements to the JOA or elsewhere within the supported GING's area of responsibility if associated with the OPORD. Other requirements are not under the purview of the JDS, and GINS and PINS will not apply to traffic moving over those LOGs. Intertheater frequency channels outside the OPORD JOA and/or in other theaters may be sustained at or below the minimum validated frequency, depending on JTB lift allocations. Services identify the minimum frequency of airlift needed for movement of critical materiel to sustain in-place forces outside the JOA/in other theaters. Upon execution of an OPORD, the supported CINC will validate the

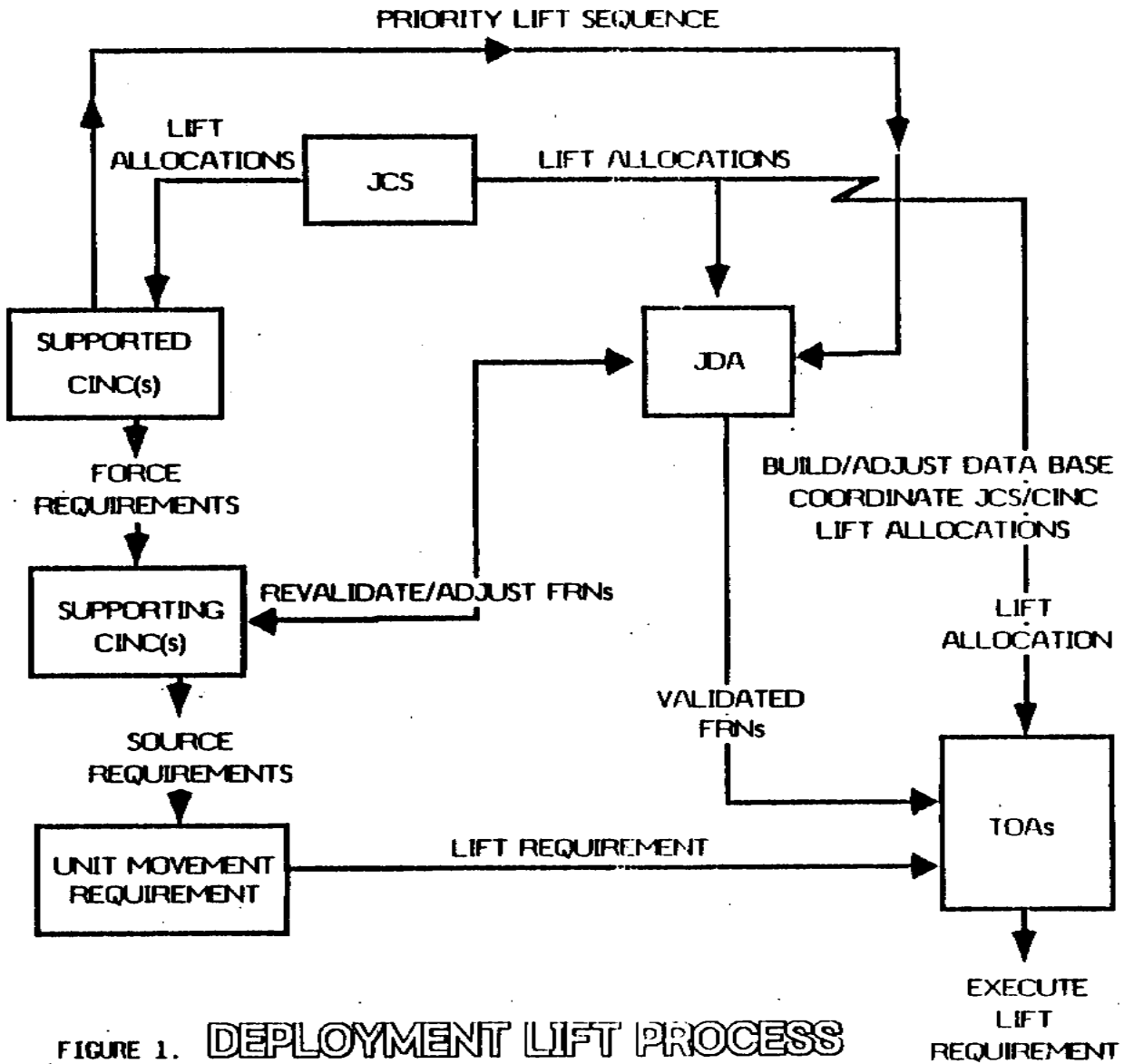


FIGURE 1. DEPLOYMENT LIFT PROCESS  
(EXECUTION)

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Figure 1. Deployment Lift Process

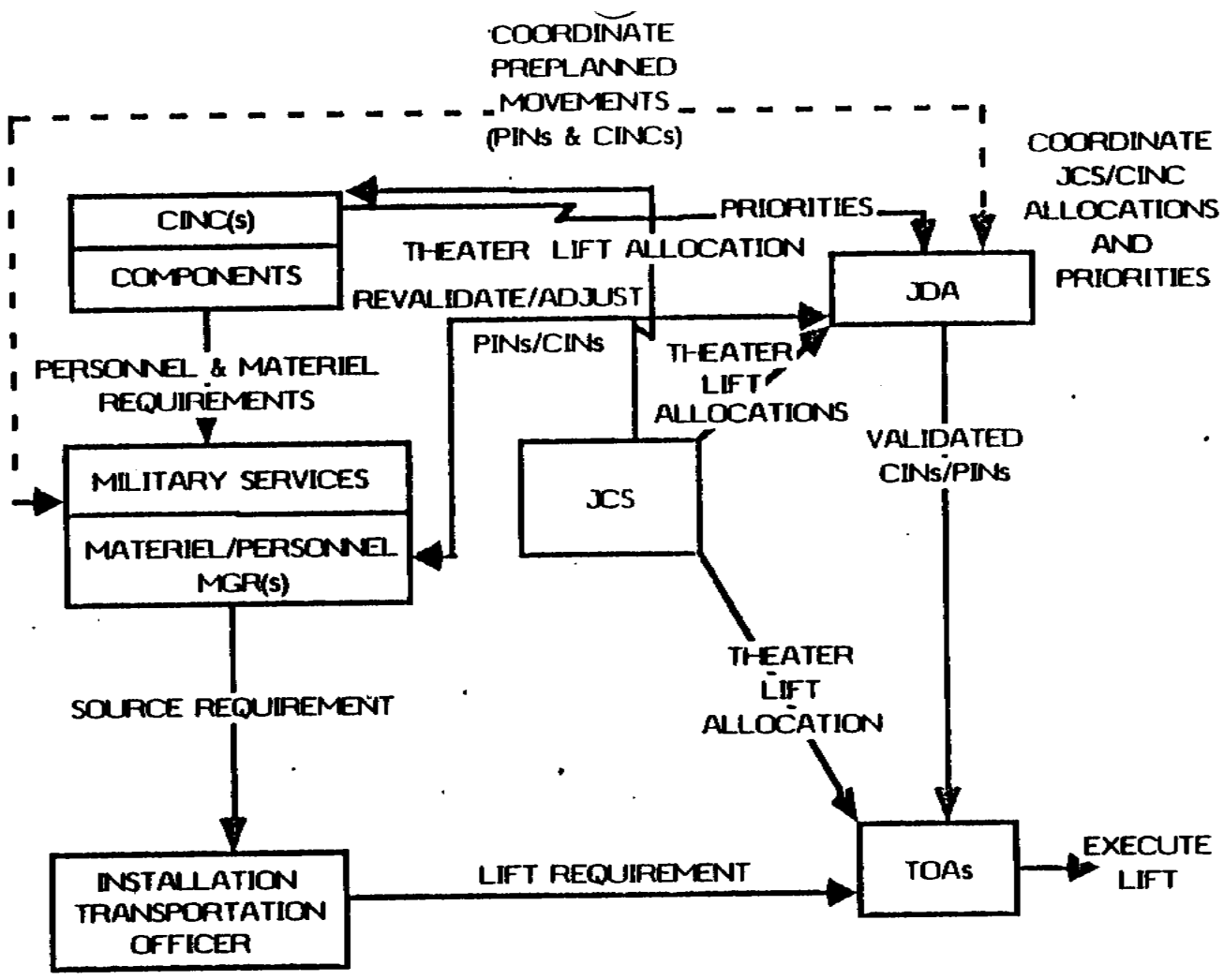


FIGURE 2.  
**RESUPPLY (PASSENGERS & EQUIPMENT/SUPPLIES)**  
 (EXECUTION)

Figure 2. Resupply (Passengers & Equipment/Supplies)

minimal level of service on those frequency channels in his theater, but outside the JOA, and apportion lift capability from his total allocation to meet them (i.e., a deduction from OPORD support).

(b) Other CINCs. Strategic LOCs will be operated to sustain readiness of deployed forces of other theater CINCs not involved in the contingency. These CINCs and Services will identify those strategic LOCs needed for movement of personnel and critical materiel to sustain deployed forces. The Joint Chiefs of Staff, in coordination with the CINCs, will allocate capability to preserve critical LOCs as well as to support designated OPORD(s).

1. Air lines of communication (frequency channels) are justified based upon stated mission essential needs rather than the volume of requirements. Normally, the Joint Chiefs of Staff will allocate airlift capability to sustain selected intertheater frequency channels at or below the minimum validated frequency. Upon OPORD execution, CINCs will validate the minimum frequency necessary to sustain their theater deployed forces outside the JOA.

2. Sea lines of communication will be sustained in areas outside the JOA based upon the exigencies of the situation in accordance with priorities established by the JTB.

(3) Unplanned Warlift Requirements. These unforeseen requirements, which will occur based upon actions dictated by the tactical situation, are usually of a short notice, rapid response nature necessitating airlift. Unplanned requirements are categorized as CINC lift requirements either to support an OPORD being executed or to sustain readiness during a crisis and NCR requirements. The procedures for submitting and validating unplanned movement requirements are as follows:

(a) Special Assignment Airlift Missions During a Crisis

1. SAAMs will not be used to support an OPORD deployment or the JOA once executed. Airlift to support the crisis, deployment flow, the JOA, and other theaters will be allocated by the Joint Chiefs of Staff (JTB). Any movement requirement to support the deployment flow or JOA should be submitted to the supported CINC, who will validate the requirement and enter it into the JDS deployment data base (i.e., create an FRN, CIN, or PIN). Two conditions, as

outlined in subparagraphs 2d(3) (a) and 3 below, could during a crisis that may require the use of SAAMs. However, requests for SAAMs to the JOA after OPORD execution will not be honored by MAC because allocated airlift assets will be used to support the deployment flow.

2. A developing crisis may warrant the supported CINC requesting SAAM movement of specific requirements. While the Joint Chiefs of Staff (JTB) may allocate airlift in the warning or alert orders, the use of the allocations does not take effect until OPORD execution is directed. In this interim, SAAMs would be the primary means of obtaining airlift. During a developing crisis before execution of an OPORD, OPLAN, or in a NOPLAN environment, Service airlift validating agencies will transmit SAAM requests directly to the supported CINC's designated agent for airlift requirements. Information copies will be provided to CINCMAC, JDA, and other concerned agencies. The supported CINC's designated agent will validate and, as required, prioritize SAAM requirements and advise the appropriate CINCMAC requirements office. Listed below are the CINC's designated agents:

- a. USCINCEUR: HQ USAFE RAMSTEIN AB GE//LGTA//
- b. USCINCPAC: HQ PACAF HICKAM AFB HI//LGTA-PAMO//
- c. USCINCLANT: USCINCLANT NORFOLK VA//J-761-LRC  
STRAT MOB OFC//
- d. USCINCCENT: USCINCCENT MACDILL AFB  
FL//CCJ4/7-M//
- e. USCINCSO: 24COMPW HOWARD AFB PM//LGTX//
- f. USCINCREC: USREDCOM MACDILL AFB FL//RCJ4-LRC//
- g. USCINCAD: USADCOM PETERSON AFB CO//J4T//

The supported CINC must also ensure that JDA and supporting commanders are aware of what requirements are being moved to the supported command so that, upon OPORD execution, these requirements are deleted from lift requirements in JDS prior to the TOAs scheduling movements. Validating agencies will submit SAAM requirements in accordance with the DOD Common-user Airlift Transportation Directives (AR 59-8, OPNAVINST 4630.18E, AFR 76-38, MCO 4630.6D, DLAR 4540.9). After receipt of the warning order or alert order, the supported CINC will inform JDA of validated SAAM



requests by submitting an OPREP-1 in accordance with JOPS, Volume IV. Upon execution of the OPORD, SAAM request procedures will no longer be used for airlift support of deployment flow to the JOA. Requests for SAAM airlift support can be submitted once the OPORD deployment flow has been completed.

3. The Joint Chiefs of Staff (JTB) will allocate the airlift assets to support the crisis deployment(s) and will also identify airlift assets available to MAC to support all other CINCs/commanders not involved in the crisis. However, those CINCs/commanders who need airlift support for their areas that are not part of the crisis area or JOA must request SAAM/channel support from MAC. MAC will use Joint Chiefs of Staff (JTB) allocated airlift assets to support the requirements. Validating agencies will submit SAAM requirements in accordance with the DOD Common-User Airlift Transportation directive (AR 59-8, OPNAV INST 4630.18E, AFR 76-38, MCO 4630.6D, DLAR 4540.9). However, if the CINC/commander is requesting to move requirements that are a part of an existing OPLAN, or if requirement is to support a developing crisis, the procedures in subparagraph 2d(3) (a)2 above apply. This will allow JDA to correlate the requirement and its movement against the applicable OPLAN and to begin setting up a data base for the CINC/commander for the crisis developing in his area.

(b) Unexpected, Time-Sensitive Movement Requirements

1. During a deployment or OPORP execution, unexpected time-sensitive movement requirements (analogous to those handled in peacetime by SAAM) may occur. Assuming the Joint Chiefs of Staff (JTB) allocated lift assets are fully committed, these requirements may be satisfied in one of three ways by:

a. Using assets temporarily available through agreements with allies, such as the NATO Bureau of Coordination for Civil Aviation agreement, or through contracting for foreign airline resources.

b. Using supported CINC-allocated airlift and deferring movement of an equivalent amount of lower priority requirements.

c. Requesting additional airlift from the Joint Chiefs of Staff (JTB).

2. These urgent types of requirements will be identified by supporting CINCs/Services to the supported CINC and JDA, with information addressees to include MAC and Joint Chiefs of Staff (JTB). JDA will coordinate with MAC to investigate the availability of temporary airlift assets. MAC will schedule the requirement if such assets are available. If temporary assets are not available, MAC will so inform JDA, with an information copy to the supported CINC, so that the supported CINC can decide to defer movement of a lower priority movement requirement or, as a last resort, request increased airlift from the Joint Chiefs of Staff (JTB).

3. The urgency of the situation will dictate the communication means used to perform the needed coordination. Movement requirements for pick-up 96 hours to 5 days and beyond normally can be handled through established JDS procedures. In any event, the requirements and lift scheduled against the requirements will be entered into the JDS deployment data base as expeditiously as possible, without delaying actual execution of the lift requirements.

(c) OPREP-1. The OPREP-1 format will be utilized to provide the minimal information necessary to update JDS deployment data base and to identify the movement requirement. Figure 3 identifies the process of SAAM and unexpected, time-sensitive movements.

(d) National Command Authority Lift

1. NCA lift requirements are urgent requirements not under the authority of a CINC. NCA requirements are validated by either a Military Service or a Government agency sponsor and must be submitted to the Joint Chiefs of Staff for approval. The Joint Chiefs of Staff will direct the prioritized order of execution for approved NCA lift requirements.

2. Figure 4 identifies this process.

### 3. Priorities

a. General. When requirements exceed capability, there has to be a way to determine relative importance that can assist logistic managers in mode and sequencing decisions. To maximize the benefit of limited airlift capability, the Joint Chiefs of Staff has adopted a separated priority system used in the operation of airlift resources.

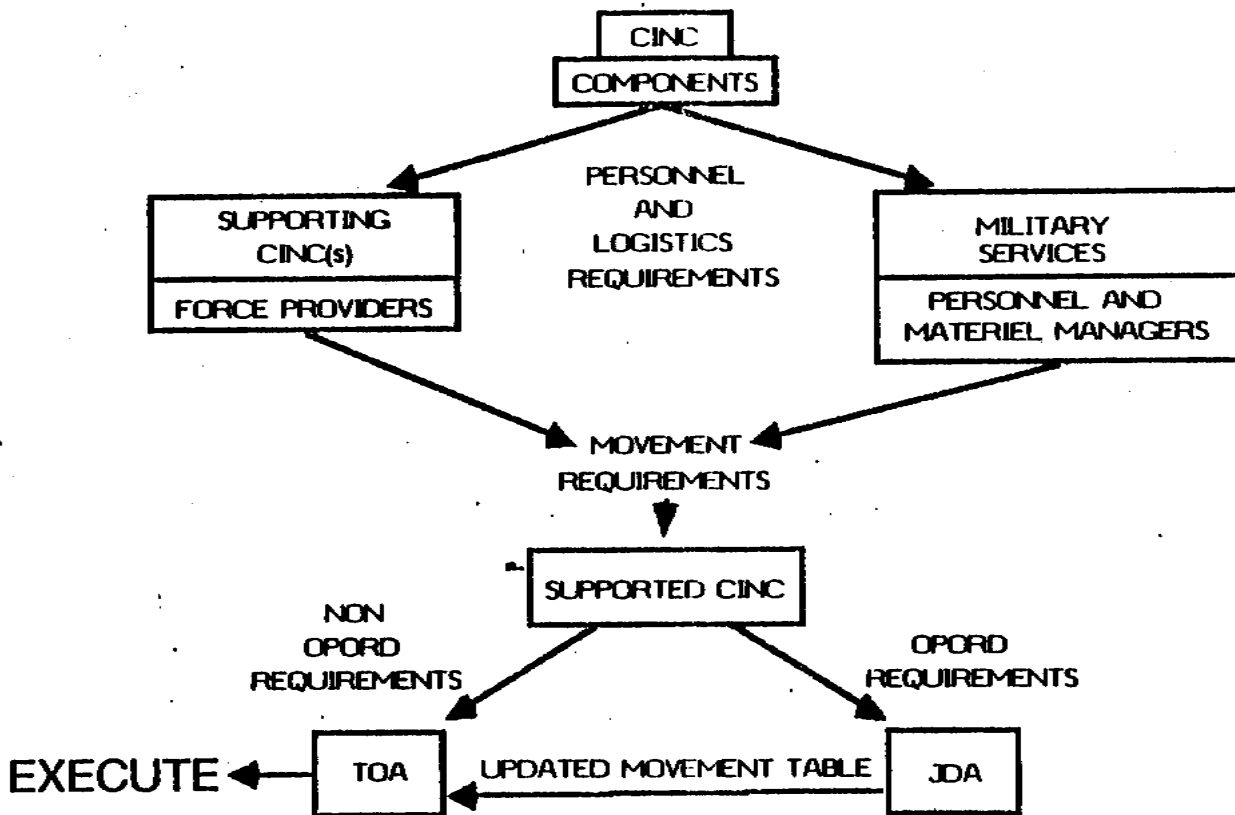


FIGURE 3. UNPLANNED CINC LIFT REQUIREMENTS

Figure 3. Unplanned CINC Lift Requirements

MILITARY SERVICE  
OR  
GOVERNMENT AGENCY

LIFT REQUIREMENTS

JCS - - - - - JDA

LIFT REQUIREMENTS

TOA



FIGURE 4.

# UNPLANNED NCA LIFT REQUIREMENTS

Figure 4. Unplanned NCA Lift Requirements

b. Movement priorities--Cargo. The movement priority system must insure responsiveness of movement to meet the readiness requirements of competing users. Therefore, the priorities used in the movement system must be related to both the importance of the mission of the user and how important a particular item is to that mission. The UMMIPS (DOD Directive 4410.6) establishes the framework to assign indicators of mission importance, and item importance. Force activity designators and urgency of need designators are used respectively to describe the importance of any given item to any specific mission. There are five FADS and three UNDS as shown in Table IV-1. Assignment of FAD I is reserved for the secretary of Defense based upon the JCS recommendation and criteria in DODD 4410.6. The Joint Chiefs of Staff may delegate authority to assign FADS II through V to the heads of DOD components and Federal agencies. The requisitioner determines the urgency of need based also on criteria established by DODD 4410.6. The combination of FAD and UND form a Priority Designator ranging from 1 through 15, which corresponds to what is commonly referred to as supply priorities. (See Table IV-1.)

Table IV-1

Supply Priority Designator Determination

Force Activity Designator	Urgency of Need Designator		
	A	B	C
I	1	4	11
II	2	5	12
III	3	6	13
IV	7	9	14
V	8	10	15

Priority designator/supply priorities translate directly into transportation priorities in accordance with Table IV-2. Transportation priority 1 and 2 cargo normally moves by air unless the Joint Chiefs of Staff, cognizant shipper service, or the requisitioner stipulate that air shipment

is not required or appropriate. Sometimes the characteristics of the cargo; e.g., size, weight, hazards, preclude air shipment. In these cases the cargo is diverted to surface. Priorities for retrograde material movements will be established based on the criticality of the item and not on the FAD/UND combination. Retrograde shipments fall under priority designators 03, 06, or 13 depending upon criteria in DODD 4410.6.

Table IV-2

Transportation Priority/Movement Conversion Table

Supply Priority Designator	Transportation Priority	Mode of Shipment
01-03	1	Air
04-08	2	Air
09-15	3	Surface

Some cargo moves as a result of other than requisition and issue transactions. The Military Services normally designate the transportation priorities for these items as in Table IV-3.

Table IV-3

Transportation Priorities for Non-Issue/  
Requisition Materials

Transportation Priority 1

- Armed Forces Courier Service Material
- Registered or Certified Mail
- CASREP and Command Pouches
- First Class and Official Mail Letters
- Priority, Mail Parcels

## Transportation Priority 2

Other Official Mail Parcels

Unaccompanied Baggage

## Transportation Priority 3

All Other Air Eligible Mail; i.e., SAM and PAL

Personal Property

Nonappropriated Fund Material

Material in Support of Non-DOD Agencies

c. Movement Priorities--Passengers

(1) Transportation priorities for passenger movement will be assigned by each Service. Under normal conditions, unless the Joint Chiefs of Staff direct otherwise, the passenger movement precedence will be in accordance with the Joint Service regulations that implement the single-passenger reservation concept.

(2) Personnel eligible for DOD common-user movement, as indicated in DOD 4515.13-R, will conform to the transportation priorities summarized below:

### (a) Transportation Priority 1

1. Personnel with an acute emergency that requires they be moved before everyone else and not be delayed for any reason.
2. Medical evacuees.
3. Personnel returning to the United States or its possessions on emergency leave.

### (b) Transportation Priority 2

1. Personnel who have an urgent deadline to accomplish an essential mission at the destination station.

2. Personnel destined for units or activities who are required to be in place to meet an emergency and whose travel is more urgent than travel under Priorities 3 and 4.

3. Personnel on temporary duty.

(c) Transportation Priority 3

1. Personnel movement of an urgent nature in order to accomplish an important mission.

2. Personnel returning to duty station from emergency leave.

3. Inductees traveling from MEPS to reception stations/training centers.

(d) Transportation priority 4

1. Personnel who are otherwise eligible for movement.

2. Dependents.

3. Personnel of non-DOD activities.

4. Registrants traveling from home to MEPS for processing.

d. JCS Airlift Priority System

(1) This subparagraph provides applicable word descriptions for priorities used in the management of DOD common-user airlift resources. An urgency of need or the existence of valid circumstances to use a priority other than normal channel airlift must be established by competent authority before these priorities can be utilized.

(2) The following list of priorities is in descending order. When requirements for airlift exceed capability, airlift managers are directed to apply capability to the highest priority category first at the expense or denial of lower airlift categories. Eligible traffic will be categorized into one of the following:



(a) Priority 1A. Covers requirements in support of:

1. A presidential-directed mission. Missions in support of the White House and approved by the Military Assistant to the President will be identified after the priority; i.e., Priority 1A1 VOLANT BANNER. Missions in support of the Vice President/Secret Service will be identified by the nickname VOLANT SILVER. The US Air Force project officer for Presidential flight support will be the only source for assigning priority to VOLANT BANNER and VOLANT SILVER missions.

2. US forces and other forces or activities in combat designated by the Joint Chiefs of Staff.

3. Programs approved by the President for top national priority.

NOTE: Such programs are set forth in the BRICK-BAT, 01 Category of the latest DOD Master Urgency List (Enclosure 1 to DOD Instruction 4410.3).

4. Special weapons.

(b) Priority 1B. Covers requirements in support of:

1. Missions specially directed by the Office of the Secretary of Defense or the Joint Chiefs of Staff.

2. Units, projects, or plans specially approved for implementation by the Joint Chiefs of Staff.

3. Validated minimal frequency channels.

(c) Priority 2A. Covers requirements in support of:

1. US forces or activities and foreign forces or activities that are deploying or positioned and maintained in a state of readiness for immediate combat, or direct combat, or direct combat support.

2. Industrial production activities engaged in repair, modification, or manufacture of primary weapons, equipment, and supplies to prevent an

impending work stoppage or to reinstitute production in the event a stoppage has already occurred or when the material is required to accomplish emergency or controlling jobs.

(d) Priority 2B. Covers requirements in support of:

1. JCS-directed exercises.
2. JCS-coordinated exercises.

(e) Priority 2C. Covers requirements in support of:

1. Air Force Operational Readiness Inspections requiring the use of Special Operations Low Level/Special Operations Employment (SOLL-II/SOE) assets.
2. Special operations forces training in support of, and when validated by, the Commander, Joint Special Operations Command (COMJSOC).
3. Those airframe days "fenced" by CINCMAC to support minimum essential JA/ATT, excluding other JA/ATT requirements under Priority 3B below.

(f) Priority 3A. Covers requirements in support of:

1. Readiness or evaluation tests when airlift is required in support of unit inspection or evaluation tests, including EDRE.
2. US forces or activities and foreign forces or activities that are maintained in a state of readiness to deploy for combat and other activities essential to combat forces.
3. Approved requirements channels.

(g) Priority 3B. Covers requirements in support of JA/ATT including:

1. Service training when airborne operations or airlift support is integral to combat readiness (e.g. field training exercises, proficiency air-drop, and air assault).
2. Combat support training (e.g., flare drops, unconventional warfare activities, and JACC/CP).
3. Service schools requiring airborne, airdrop, or air transportability training as a part of the program of instruction.
4. Airdrop/air transportability or aircraft certification of new or modified equipment.

(h) Priority 4A. Covers requirements in support of:

1. US forces and foreign forces or activities tasked for employment in support of approved war plans and support activities essential to such forces.
2. Static loading exercises for those units specifically tasked to perform air transportability missions.

(i) Priority 4B. Covers requirements in support of:

1. Other US forces or activities and foreign forces or activities.
2. Other non-DOD activities that cannot be accommodated by commercial airlift.
3. Static display for public and military events.

(3) The above airlift priorities are intended to support intertheater deployments into the JOA and do not address retrograde movements. Retrograde movements including cargo (repairables, containers, etc.), passengers (NEOs, medical evacuees, etc.), and their associated airlift priority are a responsibility of the supported CINC. Specific guidance and priorities will be published by the supported CINC in an OPORD/contingency environment, consistent with the overall operations.

e. Priorities--WASP

NOTE: A new air priority listing is contained in DOT documents. However, DOT implementation orders have not been published as of the publication date of Change 2 to JCS Pub 15. In the interim, upon implementation of the DOT Crisis Action Plan, and as appropriate the DOT Office of Emergency Transportation will immediately issue the new air priority listing and implementation orders to all government departments.

#### 4. Planning and Allocation of Resources

a. Peacetime

(1) Airlift. Upon receipt of requirements, MAC, in conjunction with the unified commands when theater-assigned airlift is concerned, projects and plans available air lift capability, including commercial contract airlift

against those requirements. If airlift appears insufficient to meet requirements, MAC will identify possible shortages of tonnage/space by geographic area before making the initial space assignment and will advise the shipper services. The shipper services will then advise MAC of the adjustments desired. When there is a shortage of airlift after initial space assignments are made, MAC will reduce each space assignment on a pro rata basis so that each shipper service bears a share of the shortage in proportion to the confirmed space. MAC will continue to accommodate, whenever possible, shipper service requirements for an increase in space assignments. When capability is sufficient to meet or approximately meet the total requirements submitted by the shipper services, it is expected that the shipper services will accept the space assignments proposed by MAC, agreeing collectively and with MAC to necessary minor adjustments. If agreement on space assignment cannot be reached among the shipper services and MAC, the problem will be referred by one of the shipper services or MAC to the Joint Chiefs of Staff (JTB) for resolution.

(2) Sealift. Upon receipt of sealift requirements from MTMC, MSC plans for the use of its controlled fleet. In accordance with DOD policy established in coordination with the DOT, cargo requirements in excess of the commercial berth term capability and the MSC-controlled fleet are met by augmentation through voluntary commercial charters. If sealift resources are still insufficient to meet peacetime requirements, provisions for activation of RRF ships (under Public Law 96-154) or SRP ships may be invoked. When total capability is sufficient to meet or approximate total requirements submitted by MTMC, it is expected that the shipper services will accept the space assignments proposed by MSC, agreeing collectively and with MSC to necessary adjustments. If agreement on space assignment cannot be reached among the shipper services and with MSC or requirements significantly exceed capabilities, the problem will be referred by one of the shipper services or MSC to the Joint Chiefs of Staff (JTB) for resolution. MSC will advise MTMC of space assignments and adjustments and shortfalls referred to the Joint Chiefs of Staff (JTB).

(3) CONUS Surface and Ports. Upon receipt of military movement requirements, MTMC determines workloads at the military ocean terminals and commercial port facilities,

evaluates capabilities to handle the workloads, and informs the Joint Chiefs of Staff (JTB) of any shortfall or other problem areas in terminal and intra-CONUS transportation capabilities that it cannot resolve.

b. Wartime

(1) The JSCP is the planning directive to the commanders of unified and specified commands and to the Chiefs of Services that tasks plan development for specific contingencies based on projected military capabilities and conditions during a short-range future period. Volume I provides strategic military concepts and regional guides for each of the major unified command areas. It assigns tasks to commanders of unified and specified commands and pLanning guidance to the Services for the support of the CZNCs in execution of assigned tasks. Volume II identifies the major combat forces available to CINCs for the development of their operation plans. Annex J to JSCP tells the CINCs what common-user lift resources are available for planning purposes; i.e., an initial allocation of resources for deliberate planning.

(2) The supported CINC develops his concept of deployment based upon guidance in Annex J to JSCP. Subordinate component commanders are then tasked to determine their specific force requirements, supply requirements, personnel replacements, and the recommended time phasing of these requirements. The component command force and support requirements (nonunit) are submitted to CINC planners who integrate them with other requirements to develop the draft TPFDD. Movement of these requirements are then analyzed against the allocated transportation assets in order to determine gross transportation feasibility of the plan. Refinements are made and the TPTRL showing the total movement requirement is extracted from the refined TPFDD.

(3) Supporting commanders develop plans to provide necessary direction to their command to accomplish the tasks assigned by the supported CINC OPLAN.

(4) After the CINC OPLAN is approved, JDA will build a Joint Deployment System Crisis Action Data base from the refined TPFDD. JDA maintains information on lift requirements for forces, resupply, and personnel fillers and replacements.

(5) JDA will intensively manage approximately the first 15 days of the data base so that it will be ready to support immediate execution. The exact number of days will vary with each OPLAN. The supporting commander(s) will ensure that specific forces are identified and available to meet deployment schedules. The TOAs will prepare and maintain specific movement schedules for the portion of the deployment data base that is intensively managed. Only movement tables need to be prepared by the TOAs for the remainder of the TPFDD.

c. Planning Factors. Appendix A provides planning and conversion factors for transportation resources.

## 5. Execution

a. Peacetime. TOAs apply capability to meet requirements in accordance with their planning and within the guidelines of the priority system. Problems not resolved at the TOA/Service level will be raised to the Joint Chiefs of Staff (JTB) for resolution.

### b. Wartime

(1) Upon receipt of a warning order, alert order, or other indication of a potential deployment, JDA will activate a Deployment Action Team in its command center. The team will establish communications with the Joint Chiefs of Staff (JTB), the supported and supporting CINCs, the Services, and TOAs using available secure/unsecure communications and WIN. JDA will begin an immediate review of deployment plans and data bases to ensure their applicability and will modify the crisis action data base to meet the situation as directed by the Joint Chiefs of Staff and the supported CINC. When no data base exists for an operation, the deployment community, in coordination with JDA, will create a deployment data base in JDS (see JOPS, Volume IV (CAS) and the JDS users manual). As the situation develops, JDA will, in coordination with the TOAs, develop estimates of the feasibility to support various deployment options and provide comments/recommendations to the supported CINC and the Joint Chiefs of Staff (JTB).

(2) JDA will make recommendations to the Joint Chiefs of Staff (JTB) concerning the pre-positioning of transportation assets to facilitate deployments and action required

to obtain overflight/landing rights. JDA personnel will monitor port, transportation, and LOC capabilities and limitations to determine the impact they will have on the deploy tent.

(3) When execution of multiple OPLANS is contemplated, JDA will obtain deployment priorities from the Joint Chiefs of Staff and the Joint Chiefs of Staff (JTB) and advise the rest of the deployment community. JDA will provide the Joint Chiefs of Staff (JTB) and the supported CINC with the impact of these priorities on closure times, transportation, and ongoing operations as soon-as can be determined.

(4) In a no-plan situation or when real world situations materially change the resource apportionment planned in Annex J to JSCP, JTB will reassign strategic lift capabilities to the CINCs based upon the exigencies of the situation (Figure 5). As the situation changes, the Joint Chiefs of Staff will review the allocation and make appropriate changes.

(5) Once capability is allocated among the CINCs, each theater CINC JTB should prioritize and allocate that theater's total capability (assigned plus JCS-allocation) between competing lift requirements (Figure 6). The supported CINC(s) will communicate the deployment and resupply decisions to JDA for execution. Other CINCs will validate airlift frequency channel requirements and allocate appropriate lift capability to their requirements.

(6) Services will be assigned strategic lift capability for their resupply and personnel replacements based upon CINC allocation in the JDS data base. The supported CINC(s) will identify Service lift assignments as PINs/ CINS, whereas other CINCs will validate the Service lift assignments on channels necessary to sustain in-place forces.

(7) Except for bulk POL, JDA will coordinate the execution of JCS and CINC lift allocation decisions for lift that supports the OPORDs being executed. As the agent of the Joint Chiefs of Staff and supported CINC(s), JDA will:

(a) Direct the implementation of JCS and CINC lift decisions with force providers, Service materiel and personnel managers, and the TOAs.

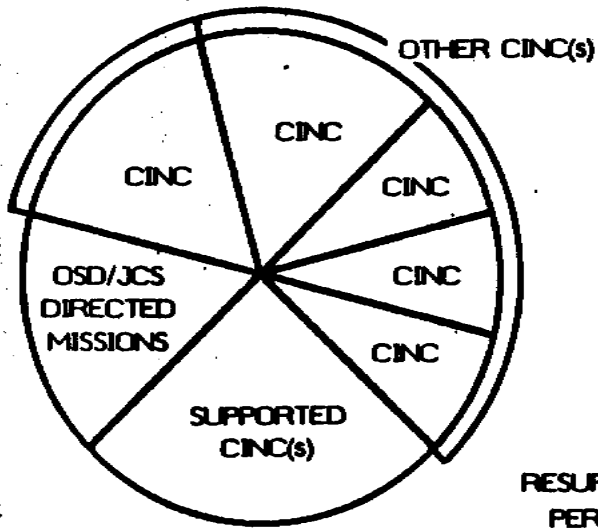
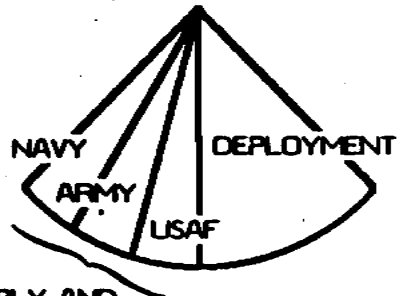


FIGURE 5. JCS APPORTIONS STRATEGIC LIFT



RESUPPLY AND PERSONNEL REQUIREMENTS

FIGURE 6. SUPPORTED CINC ALLOCATION OF APPORTIONED LIFT

Figure 5. JCS Apportions Strategic Lift.

Figure 6. Supported Cinc Allocation of Apportioned Lift



(b) Apportion lift capabilities for resupply and personnel replacements/fillers among the Services in accordance with the guidance of the supported CINC(s).

(c) Adjust movement plans schedules, and modes of transport.

(8) For CINC lift requirements outside the JOA, the TOAs will apply lift resources according to CINC allocation decisions as expressed by the CINC JTB.

(9) JDA will monitor and provide lift status on deploying military forces, personnel increments, and cargo increments to the Joint Chiefs of Staff, supported and supporting commanders, TOAs, and the Services.

(10) JDA will attempt to resolve transportation conflicts during deployment and will refer unresolved issues to the Joint Chiefs of Staff (JTB) for action.

(11) OSD/JCS-Directed Missions

(a) In situations considered appropriate by the Secretary of Defense or the Joint Chiefs of Staff, a mission may be levied upon the appropriate Military Department or shipper service to execute with the single manager concerned; or a mission may be levied upon a particular unified or specified command to be met with assigned movement resources. If OSD levies a mission directly upon a Military Department or shipper service involving only one shipper service, the mission is termed an "OSD-directed mission." If the Joint Chiefs of Staff, subject to the authority and the direction of the Secretary of Defense or the President, levy a mission upon any or all of the Services and unified and specified commands, the mission is termed a "JCS-directed mission."

(b) Movement requirements associated with either an OSD-directed mission or a JCS-directed mission, whether initiated in peacetime or wartime, are usually in response to crisis/emergency situations. When such missions are levied, the TOAs will make necessary adjustments in their operations to accommodate the common-user movement requirements in accordance with the priority and guidance provided when the missions are directed.

c. SATO

(1) The Scheduled Airline Ticket Office (SATO) system provides thorough, comprehensive, systematic

transportation support during contingency/wartime operations. It functions as the single point of contact for the commercial airline industry in dealing with DOT and FEMA. Base TMOs and ITOs will use the SATO system to obtain reservations, issue tickets, and resolve movement priorities for personnel traveling on commercial airlines within the CONUS. SATO will be used for: a) all small units (20 personnel or less), nonunit and filler/replacement personnel traveling to CONUS wartime APOEs for onward movement overseas; b) personnel whose wartime/ contingency travel requirements involve intra-CONUS travel to locations other than wartime APOEs. TMOs/ITOs should comply with guidance contained in the Military Traffic Management Regulation (AR 55-355, NAVSUPINST 4600.70, AFM 75-2, MCO P4600.14A, DSAR 4500.3), and request group moves (21 personnel or more) from MTMC. However, the SATO will be used for ticketing these passengers; and for group reservations if MTMC is unable to accommodate group move requirements.

(2) The local SATO will identify movement priority problems to the Air Transport Association for centralized resolution through and with the DOT. The SATO system will be used for small, high priority cargo shipments requiring movement in the commercial airlift system.

(3) The SATO system will also be used to obtain commercial airline reservations and ticketing to support the onward movement of noncombatant evacuees who arrive at CONUS APODs from overseas aboard DOD organic or CRAF aircraft.

(4) ITOs/TMOs are strongly encouraged to exercise SATO reservation and ticketing capability during local or command-sponsored exercises (both FTXs and CPXs) that simulate contingency/wartime taskings.

(5) The MTMC books and procures surface passenger transportation for all groups of 21 or more personnel moving over 450 miles. The ITO/TMO will deal with the SATO to arrange other surface movements and will arrange for all surface transportation if MTMC is unable to accommodate group move requirements.

(6) This guidance applies to TMOs/ITOs with any type of SATO (Main, Branch, or Satellite). For bases

without any type of SATO support, use locally available reservation and ticketing capability. However, use of a travel agent must be approved by DOD and GSA under a contract or Memorandum of Understanding (MOU). Travel agents will not be used if SATOs are available to the TMO, as defined above.

## 6. Reporting

a. Peacetime. Reporting on the operations of the TOAs are in accordance with the schedule and format found in DODI 4100.31.

### b. Emergency or War

(1) Subject to the authority and direction of the President and the Secretary of Defense, the functions of the Joint Chiefs of Staff include a requirement to provide for the strategic direction of the Armed Forces, including the direction of operations conducted by unified and specified commands.

(2) The JTB acts for the Joint Chiefs of Staff in maintaining cognizance over transportation requirements and capabilities and ensuring that information is available for determining and adjusting allocations of common-user resources and priorities.

(3) Appendix B provides summary-type information to be reported to the Joint Chiefs of Staff (JTB) when directed by the Joint Chiefs of Staff.

## CHAPTER V

### EMPLOYMENT OF MILITARY MOVEMENT RESOURCES DURING A DISRUPTION OF CIVIL TRANSPORTATION IN CONUS

1. Purpose. This chapter provides guidance and assigns responsibilities in connection with the use of military-owned land and air movement resources during a disruption of civil transportation service within CONUS.

2. General. If CONUS civil transportation service is disrupted and the Secretary of Defense so directs, the military-owned capability specified in this section will be applied within CONUS to help meet military movement requirements. The Services, commanders of unified and specified commands, DLA, MTMC, and MAC are responsible for providing data or making available vehicles and aircraft with associated operations, maintenance, and administration.

3. Military planning. Planning for the use of military land and air transportation resources in CONUS transportation emergencies has already been undertaken. MAC and MTMC have developed plans for the use of military and contract aircraft. Suitable military aircraft are those with the capability of airlifting at least 6 passengers or 2,000 pounds of cargo or both.

4. Military Coordination. To provide for coordinated planning, the following responsibilities apply:

a. The Chief of Staff, US Army, will:

(1) Prescribe, in coordination with the other Services, the types of military-owned vehicles that can be usefully employed in an emergency.

(2) Prescribe, in coordination with the other Services, the reporting procedures for furnishing inventory data about military vehicles.

(3) Maintain an up-to-date inventory, by location and category, of military-owned vehicles in CONUS.

(4) Furnish Army-owned aircraft inventory data to MAC upon request.

b. When MAC airlift assets require augmentation, the Chief of Staff, US Air Force, will:

(1) Prescribe, in coordination with the other Services and MAC, the types of military-owned aircraft that can be usefully employed in an emergency.

(2) Prescribe, in coordination with the other Services and MAC, the reporting procedures for furnishing inventory data about military aircraft.

(3) Furnish USAF-owned, non-MAC airlift inventory data to MAC upon request.

c. The Chief of Naval Operations will furnish USN-owned aircraft inventory data to MAC upon request.

d. The Commandant of the Marine Corps will furnish USMC-owned aircraft inventory data to MAC upon request.

e. The Secretary of Transportation will be requested to furnish USCG-owned aircraft inventory data to MAC.

## 5. Categories of Resources

a. All transportation resources normally positioned in CONUS will be placed in four categories for the purpose of the inventory. These categories provide for the increasing application of military resources in response to increasing shortages of civil transportation that may result from different degrees of severity of the emergency.

b. The four categories listed in the order in which they would be used are:

(1) Category I. Administrative-use vehicles that can be made available by curtailing routine administration and operations without disrupting essential military operations and training.

(2) Category II. Administrative-use vehicles that can be made available by not using them in training activities.

(3) Category III. Tactical-use vehicles that can be made available by not using them in training activities.

(4) Category IV. Remaining vehicles that are not reported in the first three categories.

6. Military Responsibilities During Augmentation of Civil Resources

a. The Joint Chiefs of Staff

(1) Upon the recommendation by the Commander, MTMC, to the Joint Chiefs of Staff (JTB) that the situation so warrants, the Joint Chiefs of Staff will, if deemed appropriate, recommend to the Secretary of Defense that he authorize the use of military vehicles or military aircraft to augment the civil transportation capability:

(2) When the use of military resources is directed, the Joint Chiefs of Staff will determine the categories of resources to be used.

b. The Chief of Staff, uS Army will assign land-transport missions to commands that furnish vehicles.

c. The Commander in Chief, Military Airlift Command will assign air-transport missions to other commands and Services that furnish aircraft.

d. The Commander, Military Traffic Management Command, will:

(1) Receive intra-CONUS movement requests from shipper services and agencies.

(2) Refer movement requests to designated commanders of the Army and Air Force for fulfillment by military-owned or military-controlled capability.

e. All Shipper Services and Agencies will:

(1) Submit intra-CONUS movement requests to MTMC.

(2) Continue to establish movement priorities in accordance with the UMMIPS and this publication.

(3) Submit to the Joint Chiefs of Staff (JTB) unresolved problems of:

(a) Priorities.

(b) Allocation of limited capability.

## APPENDIX A

### PLANNING AND CONVERSION FACTORS

1. Background and Purpose. Situations requiring transportation planning range from those that conform to the process of deliberate planning to those time-critical events that demand an immediate response. Regardless of the situation, some transportation planning factors are constant. The following tables serve as a central source of ready reference.

#### 2. Brief Description of Tables

a. Table I--Sealift Planning Factors. Provides load, discharge, and convoy time.

b. Table II--Ship planning Factors. Provides average speed, dimensions, and capacities of ships by type.

c. Table III--Aircraft Planning Factors. Provides speed and capacity by aircraft model.

d. Table IV--Land Transport Planning Factors. Provides transit times from CONUS origins to CONUS ports.

e. Table V--Container Characteristics. Provide dimensions and capacities of standard cargo containers.

f. Table VI--Categories of Air Terminals With Container Materiel Handling Capability. Provides definitions of air terminal categories based on container materiel handling capability.

g. Table VII--Mathematical Conversion Factors. Provides mathematical constants to convert between different systems of measure for distance, area, weight, and volume.

h. Table VIII--Commodity Conversion Factors. Provides mathematical constants to convert between M/T and S/T for specific military commodities.

Table I

Sealift Planning Factors

Shiploading Times by Commodity

Commodity/Type Load	24-Hour Day	
General Cargo/Breakbulk	3,300	M/T
General Cargo/Container	450	containers (1 crane)
Ammunition/Breakbulk	2,100	M/T
Ammunition/Container	450	containers (1 crane)

Tanker/Class Load and Discharge Rates

Tanker/Class	Load (Days)	Discharge (Days)
All	2	2

Standard Ship Discharge Rates at Pierside

Commodity/Type Load	20-Hour Day	
General Cargo/Breakbulk	2,500	M/T (5 gangs) 1 shift
General Cargo/Container	300	containers (1 crane)
Ammunition/Breakbulk	3,000	M/T (5 gangs) 1 shift
Ammunition/Container	300	containers (1 crane)
Barge Ship/General Cargo	40	M/T (per barge 1 gang) per hour

Convoy Times (30-60 ships, 14 knots)

Wait	4 days	Unload	4 days
Assembly	1 day	Refuel	1 day
Movement	(varies)	Reassemble	1 day
Dispersal	2 days	Movement	(varies)
		CONUS Dispersal	1 day

Ship Load/Unload Times (Days)1~

Type of Ship		Load	Unload
Breakbulk	Slow	4	4
	Fast	4	4
Container/Breakbulk	Slow	4	4
	Fast	5	5



Self-Sustaining Container	Slow	1	1
	Fast	3	3
Non-Self-Sustaining Container	Slow	1	1
	Fast	1	1
SL-7	Slow	2	2
RO/RO or Container	Slow	1	1
	Fast	2	2
RO/RO	Slow	1	1
	Fast	1	1
SEATRAN		3	2
LASH2/		2	2
SEABEE3/		1	1

1/ Assumes 20-hour workday.

2/ 2 days to load/unload ship and 2 days (4 for ammunition) to load/unload lighters. Lighter load/unload operations may run concurrently, but in any event a minimum of 2 days should be allocated for load/unload operations (including lighters) involving resupply/unit equipment.

3/ 1 day to load/unload ship and 2 days to load/unload barges when barges are loaded/unloaded at SPOE. A minimum of 2 days should be allocated for concurrent operations dependent upon barge berthing and terminal throughput capabilities.

Table II. Ship Planning Factors

Ship <sup>1/2/</sup>	Avg Max Speed (knots)	Avg M/T <sup>3/</sup>	Avg Sq Ft <sup>4/</sup>	TEUs <sup>5/</sup>	Max Draft (ft)	Avg Max Draft (ft)	Max Length (ft)	Avg Max Length (ft)
<b>Breakbulk/Container</b>								
Slow SS	17.0	15,687	14,067	60	30.0	30.0	592	592
Fast SS	21.0	14,922	10,062	180	32.0	32.0	660	590
<b>Breakbulk</b>								
Slow	17.7	15,366	63,976	NA	31.0	30.6	523	500
Fast	20.4	18,315	70,483	NA	35.0	31.8	605	562
<b>Container</b>								
Slow SS	17.4	29,135	NA	1,079	30.0	27.5	695	653
Fast SS	20.0	14,314	NA	530	33.0	33.0	669	669
Slow NSS	16.4	23,335	NA	864	33.0	30.7	695	584
Fast NSS	23.4	36,387	NA	1,348	41.0	33.2	947	718
<b>RO/RO or Container</b>								
Fast SS	24.0	22,518	33,919	834	34.0	34.0	601	601
<b>RO/RO</b>								
Slow SS	18.0	17,096	86,478	NA	27.0	27.0	499	499
Fast SS	22.0	42,293	145,367	NA	32.0	31.0	695	662
Fast NSS	24.8	23,580	171,280	NA	28.0	20.0	791	736
LASH	22.0	41,649	133,532	169	38.0	36.7	893	861
SEABOX	20.0	46,501	103,455	320	33.0	33.0	876	876
Ex-SEATRAN	16.0	20,037	67,997	NA	27.0	27.0	560	560

- <sup>1/</sup> This ship data is for US-flag dry cargo active and RRF ships and was computed from Military Traffic Management Command Transportation Engineering Agency, Transportability Analysis Reports Generator (TARGET).
- <sup>2/</sup> US-Flag Dry Cargo Ship Summary, August 1979.
- <sup>2/</sup> Slow category includes those ships with speed capability less than 20 knots. Fast category includes those ships with speed equal to or greater than 20 knots.
- <sup>3/</sup> Includes container capacities, if any.
- <sup>4/</sup> Does not include container capacities.
- <sup>5/</sup> TEU represents container carrying capacity counted in slots for 20-foot equivalent units.

Table III. Aircraft Planning Factors

Table III  
Aircraft Planning Factors<sup>1/</sup>

Type Aircraft	Block <sup>2/</sup> Speed (Kts)	Avg Payload <sup>3/</sup> Bulk Cargo(S/T)	No. 463L Pallets	Avg Payload <sup>3/</sup> Oversize Cargo (S/T)	Troops <sup>3/</sup> Plus Cargo	PAX <sup>3/</sup> Only Wartime	Para-Troops
C-5A	423	73.6	36	67.2 <sup>4/</sup>	73	340 <sup>5/</sup>	—
C-141B	410	24	13	21.9	17 <sup>6/</sup>	200 <sup>5/</sup>	155
C-130	260	13.8	6	9.9	20	91	64
C-123	135	5.8	0	5.8	10	58	46
C-7	107	2.3	0	2.3	10	31	25
KC-10	445	62.1	27	26.4	75 <sup>7/</sup>	75	-
B-707	440	29.9	13	-	-	149	-
B-727	427	18.4	8	-	-	105	-
DC-8	440	34.5	18	-	-	259	-
Stretched							
B-747-100	450	64.4	45 <sup>8/</sup>	57.7	-	387	-
B-747-200	450	89.7	45 <sup>8/</sup>	66.7	-	383	-
DC-10-10	440	36.8	30	33.2	-	- <sup>9/</sup>	-
DC-10-30	445	57.6	30	37.0	-	277	-
DC-10-40	445	-	-	-	-	236	-
L-1011	445	-	-	-	-	165	-
L-1011-50	450	-	-	-	-	238	-

- 1/ Annex J to JSCP for the current year is "available for planning" to the Military Services and the unified and specified commands. Annex J provides guidance for the use of these lift resources in the development of OPLANs.
- 2/ C-5A, C-141B, KC-10, and CRAP block speeds are computed at 2,500 nm with the exception of the B-727, which was computed at 1,500 nm. (C-130 block speeds are computed at 1,000 nm and C-123/C-7 block speeds are computed at 300 nm.)
- 3/ C-5A, C-141B, KC-10, and CRAP average payloads are computed for critical leg of 3,500 nm.
- 4/ Average oversized payload: 65.0
- 5/ PAX noncombat evacuation planning; C-5-600 PAX, C-141B-288 PAX.
- 6/ PAX with oversized cargo.
- 7/ Includes 17 pallets.
- 8/ Includes 9 pallets located in aircraft belly that cannot exceed 64 inches in height.
- 9/ DC-10-10 cannot carry any troops 3,500 nm. 170 troops can be carried 2,500 nm, 250 troops can be carried 1,700 nm.

Table IV. Land Transport Planning Factors  
(based on MTMC experience)

Table IV  
Land Transport Planning Factors  
(based on MTMC experience)

Transit Time (Days)

<u>CONUS Origin</u>	<u>APOE</u>	<u>East Coast SPOE</u>	<u>Gulf Coast SPOE</u>	<u>West Coast SPOE</u>
<b>Unit Movements</b>				
East Coast	1	4	6	8
Mid-CONUS	1	5	4	6
West Coast	1	8	6	3
<b>Resupply</b>				
<b>General</b>				
East Coast	1	4	6	8
Mid-CONUS	1	5	4	6
West Coast	1	8	6	3
<b>Ammunition</b>				
East Coast	1	3	<u>1/</u>	7
Mid-CONUS	1	3	<u>1/</u>	4
West Coast	1	7	<u>1/</u>	3
<b>Container</b>				
East Coast	1	4	6	8
Mid-CONUS	1	5	4	6
West Coast	1	8	6	3

1/ Ammunition is normally loaded out of the east and west coast ports only.

Table V. Container Characteristics

Table V

Container Characteristics.

<u>Container Sizes</u> <sup>2/</sup>	<u>Max Load</u> <sup>1/</sup>		<u>Max Gross</u>		<u>Cubic Feet</u> <u>CAP</u>
	<u>WT</u>	<u>S/T</u>	<u>WT</u>	<u>S/T</u>	
20'x8'x8'	20		22.4		1,100
20'x8'x8 1/2'	20		22.4		1,200
24'x8'x8' 6 1/2"	22		24		1,427
27'x8'x9 1/2'	30		32.6		1,775
30'x8'x8 1/2'	25.2		28		1,776
35'x8x8 1/2'	22.5		25		2,088
40'x8'x8'	30.4		33.6		2,200
40'x8'x8 1/2	30		33.6		2,400
40'x8'x9 1/2'	35		38.7		2,640

<sup>1/</sup> Average load weights for closed-top dry containers. Maximum loads vary with container tare weight which, in turn, varies with type of construction (aluminum, steel, plywood, etc.).

<sup>2/</sup> Sizes currently in use by US-flag container carriers. Weights based on closed-top dry containers.

## Table VI

### Categories of Air Terminals With Container Materiel Handling Capability

1. While some air terminals are not required to handle containers or tactical shelters, others may be extensively used as marshalling areas for deploying units or as sea/air interface bases. All air terminals will be categorized using the definitions below. Air terminals categories for handling ISO sea-land or air-land containers and tactical shelters are defined as follows:

a. Category I--Primary aerial container port. Bases or terminals having mobile container handling equipment, capable of handling 20- and 40-foot containers with gross weight of 67,200 pounds.

b. Category II--Aerial container port. Bases or terminals having mobile container handling equipment, capable of handling 20- and 40-foot containers with gross weight of 50,000 pounds.

c. Category III--Aerial container ports. Bases or terminals having 40,000 pound K-loader and crane or mobile container-handling equipment capable of handling 20-foot containers with a gross weight of 38,000 pounds.

d. Category IV--Bases or terminals with a crane and a 25,030 pound K-loader capable of handling 20-foot containers with 25,000-pound gross weight.

e. Category V--Bases or terminals with no container handling capability.

f. Category VI--Mobile aerial port unit with a Category IV capability. Receiving bases or terminals must be equipped with crane.

g. Category VII--Mobile aerial port unit with Category III capability. Receiving bases or terminals must be equipped with crane.

2. Services that operate air terminals will maintain a list of their respective terminals reflecting their category posture and plans to upgrade their capability for wartime.

Table VII. Mathematical Conversion Factors

Pp. A-9--A-1

Table VIII. Conversion Between S/T and M/T By Commodity



## APPENDIX B

### SUMMARY INFORMATION REQUIRED BY THE JOINT CHIEFS OF STAFF (JTB) DURING EMERGENCY OR WARTIME TRANSPORTATION OPERATIONS

1. Concept. The summary reports outlined herein will be submitted upon implementation of a JCS-approved OPLAN or during extraordinary logistic situations requiring intensive management actions at the JCS level. The reports will be submitted in response to a request made by the Joint Chiefs of Staff (JTB). Submission will normally be transmitted via WIN teleconference with priority message as backup if WIN is nonoperational. The reports will be classified in consonance with DOD security procedures. TOAs should make every effort to avoid unnecessary duplication of existing reports. Established reporting requirements, including those specified in JCS Pub 6, "Joint Reporting Structure," and the JDS procedures Manual should be reviewed and recommended modifications submitted as appropriate to meet the informational needs of the JTB. However, manual procedures for submission of requirements/allocations will be retained to allow for submission under conditions of regional isolation, power, and communications outage, etc.

#### 2. Reports

##### a. R-1 Daily Airlift Summary

(1) Report is submitted on a daily basis by MAC to the Chief of Staff, US Air Force, Joint Chiefs of Staff (JTB), and JDA, with information copies to the other Services, TOAs, and the appropriate supported commander(s) as of 2400 GMT daily. Report is dispatched to all addressees by 0400 GMT the following day.

(2) General instructions for completion: The report should include only the activity occurring at the reporting location (APOE/APOD). If the reporting agency is consolidating lower level reports, it would report only movement unloaded or offloaded at the APOEs/APODs being consolidated. Submit automatically.

(3) Format

IMMEDIATE  
FROM: MAC/CAT

TO: CSAF/LRC/CSS  
JCS/JTB  
JDA/DAT

INFO: Other Services  
CINCs (as required)  
TOAs

CLASSIFICATION

R-1 Report. Daily airlift summary. (Number sequential)

R-1A/OPORD onload last 24 hours

A/Line number/OPORD number/APOE/bulk/over/out/total  
CGO/total PAX

A/Line number/OPORD number/total cargo/total PAX

R-1B/Channel onload last 24 hours

B/Line Number/Channel 3 letter codes/bulk/over/  
total CGO/total PAX

R-1C/SAAM onload last 24 hours

C/Line number/SAAM number/APOE/destination

APOD/bulk/over/out/total CGO/total PAX

R-1D/OPORD offload last 24 hours

D/Line number/OPORD number/APOD/bulk/over/out/total  
CGO/total PAX

R-1E/Channel offload last 24 hours

E/Line number/Channel 3 letter codes/bulk/over/out/  
total CGO/total PAX

R-1F/SAAM offload last 24 hours

F/Line number/SAAM number/APOD/origin APOE/bulk/  
over/out/total CGO/total PAX

R-1G/OPORD planned onload next 24 hours

G/Line number/OPORD number/APOE/bulk/over/out/total  
CGO/total PAX

G/Line number/OPORD number/total cargo/total PAX  
R-1H/Channel Planned onload next 24 hours  
H/Line number/Channel 3 letter codes/bulk/over/  
out/total CGO/total PAX

R-1J/SAAM planned onload next 24 hours

J/Line number/SAAM number/APOE/APOD/bulk/over/out/  
total CGO/total PAX

R-1K/Remarks

K/Line Number/Remarks

Note: For reporting purposes OPORD on/off loads  
(Sections A, D, and G) are FANs. Resupply (CINs) and  
personnel replacements/fillers (PINs) for an OPORD being  
executed will be reported as channels. Scheduled air movement  
supporting the other CINC(s) will be reported as channels.  
SAAMs are those unprogrammed requirements outside the OPORD  
joint objective area.

Sections A, D, and G should contain OPORD information by  
aerial port with a summary line for each OPORD; e.g.:

R-1A/OPORD onload last 24 hours

A001/XXX1/CHS/10/20/50/80/165

A002/XXX1/DOV/20/10/30/60/100

A002/XXX1/140/165

A004/XXX2/Dov/10/20/50/80/165

A005/XXX2/80/165

b. R-2 Sealift Movement Summary

(1) Report is submitted by MSC to the Chief of Naval Operations, the Joint Chiefs of Staff (JTB), and JDA, with information copies to MARAD, other Services, TOAs, and the supported commander(s).

(2) Frequency for submission of this report will be specified by the Joint Chiefs of Staff (JTB) at the time the reporting requirement is established. Depending on the amount and sensitivity of sealift movements involved, the frequency may be daily, weekly, of one time, and may apply to one portion of the load categories; e.g., POL only. When more than one OPLAN is being implemented, a separate breakout of sealift movements is required for each OPLAN or special sealift movement situation.

(3) Format

SEALIFT MOVEMENT SUMMARY \_\_\_\_AS OF \_\_\_\_\_ GMT \_\_\_\_ (DATE)

(a) In support of OPORD XXX

POL (MBBLS)	Ammunition (M/T)	Other Dry Cargo (M/T)	Total PAX (No.)
----------------	---------------------	-----------------------------	-----------------------

Past 24 hours actual onload

Sailed last 24 hours

Planned next 24 hours onload

Scheduled to sail next 24 hours

Total intransit on high seas

Scheduled to arrive in theater  
next 24 hours

Arrived at theater port last  
24 hours

Past 24 hours actual offload  
in theater

(b) MSC assessment of sealift movement operations and, if appropriate, recommendations to the Joint Chiefs of Staff (JTB), for resolution of problems.

Example 1. Queuing at Port X is primary cause for offloading delays. Action is being taken to obtain additional lighters to assist in unloading larger ships.

Example 2. Ammunition outloading constraints is causing queuing problem of ships awaiting onload at Port X SPOE. (If JTB guidance is required, a separate message that specifically addresses problem and recommends solution should be submitted to the JTB as deemed appropriate by the Chiefs of Naval Operations or HQ, MSC.)

c. R-3 Common-User Airlift Availability

(1) Report is submitted by CINCMAC to Chief of Staff, US Air Force, the Joint Chiefs of Staff (JTB), and JDA, with information copies to other Services, TOAs, and appropriate supported commander(s) as of 2400 GMT daily. Report is dispatched to all addressees by 0400 GMT the following day. Submit automatically.

(2) General instructions for completion:

(a) Report military aircraft by their designated series.

(b) Report only C-130A/B/D/E/H, C-123, C-7 aircraft that are nonaugmenting forces.

(c) Report CRAF WBC, WBP, NBC, NBP, and SRI by number of aircraft available.

(d) Under OPORD number, list airframes committed to that OPORD, plan, or contingency listed. List all aircraft committed, even if they were in maintenance or not flying during the reporting period.

(e) Under channel, list airframes committed to channel operations that support other CINCs. List all aircraft committed even if they were in maintenance or not flying during the reporting period.

(f) Under SAAM, list airframes committed to SAAM operations that are not available for any other purpose. List all aircraft committed, even if they were in maintenance or not flying during the reporting period.

(g) Under available for commitment, list any remaining mission-capable air frames not previously committed that are available for commitment.

(3) Format:

IMMEDIATE  
FROM: MAC/CAT  
TO: JCS-/JTB  
CSAF/LRC/CSS  
JOA/DAT  
INFO Other Services  
CINCs (as required)  
TOAs

CLASSIFICATION

R-3 Report Common-User Airlift Availability (Number Sequentially)

R3/C5A

0001/OPORD Number/Number A/C; OPORD Number/Number of CSAs; Channel/Number CSAs; SAAM/Number CSAs; Available/Number of CSAs.

R3/C-141B

0002/OPORD Number/Number C-141B; OPORD Number/Number of C-141B; Channel/Number C-14B; SAAM/Number C-141B; Available/Number of C-141B.

R3/C-130

0003/OPORD Number/Number C-130; OPORD Number/Number of C-130; Channel/Number C-130; SAAM/Number C-130; Available/Number of C-130.

R3/C-123

0004/OPORD Number/Number C-123; OPORD/Number/Number of C-123;  
Channel/Number C-123; SAAM/Number C-123; Available/Number of  
C-123.

R3/C-7

0005/OPORD Number/Number C-7; OPORD Number/Number of C-7;  
Channel/Number C-7; SAAM/Number C-7; Available/Number of C-7.

R3/CRAF LRC (WBC/NBC)

0006/OPORD Number/Number A/C; OPORD Number/Number of A/C;  
Channel/Number A/C; SAAM/Number A/C; Available/Number of A/C.

R3/CRAF LRP (WBP/NBP)

0007/OPORD Number/Number A/C; OPORD Number/Number of A/C;  
Channel/Number A/C; SAAM/Number A/C; Available/Number of A/C.

R3/CRAF SRI

0008/OPORD Number/Number A/C; OPORD Number/Number of A/C;  
Channel/Number A/C; SAAM/Number A/C; Available/Number of A/C.

R3/Remarks

0009/Remarks

d. R-4 Common-User Sealift Resources Availability

(1) Report is submitted by MSC to the Chief of Naval Operations,  
the Joint Chiefs of Staff (JTB), and JDA, with information copies  
to other Services, TOAs, and appropriate supported commander(s).

(2) Report is submitted when requested by the Joint Chiefs  
of staff and on a weekly basis thereafter. (Daily during  
exercises.)

(3) Format

R-4 SEALIFT RESOURCES AVAILABILITY OF \_\_\_\_\_ GMT \_\_\_\_\_ DATE

Available				Total
Ships/ Type1/	Total Committed OPORD XXX	Total Committed OPORD XXX	Total Committed Other2/	for Commitment3/

Breakbulk

Slow

Fast

Containership

Slow SS  
Fast SS  
Slow NSS  
Fast NSS

RO/RO

Slow  
Fast

LASH

AIRCRAFT FERRY

SEATRAN  
SEABARGE

Troop/Passenger

Tankers

Small  
Medium  
Large

- 1/ Ship types included in the above report are groupings of ships with close similarity in ability, speeds, and capacity. Average characteristics of the ship types are shown in Appendix C.
- 2/ Committed to support CCNW or to other than an OPLAN implementation.
- 3/ Ships under MSC OPCON or otherwise available for DOD use but not yet committed.



e. R-S Common-User Ocean Terminal Workload Status

(1) Report is submitted by MTMC to Chief of Staff, US Army, the Joint Chiefs of Staff (JTB), and JDA, with information copies to MARAD, other Services, TOAs, and appropriate supported commander(s).

(2) This report will be required during consideration of port embargo and queuing problems (involving any or all modes) at the common-user ocean terminal. Submit report upon JCS request.

(3) Format and general content are as follows:

(a) R-S Common-User Ocean Workload Status

Vessel Number	Daily Cargo	Cargo	Planned	Ships
Ocean Support Ships	Throughput	Cargo Loaded	Onload Next	
Awaiting Terminal Systems	Working Capability	Onhand Past 24 Hours	24 Hours	Berths

(b) MTMC assessment of common-user ocean terminal workload and, if appropriate, recommendations to the Joint Chiefs of Staff (JTB) for resolution or problems.

f. R-6 CONUS APOE Workload Status Report

(1) Report is submitted by MAC to the Chief of Staff, US Air Force, Joint Chiefs of Staff (JTB), and JDA, with information copies to the other Services, TOAs, appropriate supported commander(s), and AFLC as of 2400 GMT daily. Report is dispatched to all addressees by 0400 GMT the following day.

(2) General instructions for completion:

(a) Headquarters MAC will submit a consolidated R-6 report to action and information addressees.

(b) HQ AFLC will submit a consolidated R-6 report as of 2000-GMT for those APOES under their operational control to arrive at HQ MAC/CAT not later than 2200 GMT the same day.

(c) Norfolk NAS will submit an R-6 report as of 2000 GMT to arrive at HQ MAC/CAT not later than 2200 GMT the same day.

(d) Submit automatically in tons/pallet positions.

(3) Format

IMMEDIATE

FROM: MAC/CAT

TO: CSAF/LRC/CSS  
JCS/JTB  
JDA/DAT

INFO Other Services  
TOAs  
AFLC/LOZX  
CINCs (as required)

CLASSIFICATION

R-6 Report, CONUS APOE workload status report, NBR (sequential)

R-6A/Daily cargo throughput capability in S/T

A Line Number/APOE/Palletized S/T; Rolling Stock S/T; Pallet  
and Roll Stock Total S/T

R-6B/OPORD cargo on hand in pallet positions and tons  
B Line Number/APOE/OPORD Number/Positions

Palletized/Positions Rolling Stock/Total Tons Pallets and  
Rolling Stock

R-6C Channel cargo on hand in tons

C Line Number/APOE/Channel X (S/T) Channel Y (S/T) Channel  
Z (S/T)

R-6D/SAAM cargo onhand in S/T

D Line Number/APOE/SAAM Number S/T; SAAM Number S/T;  
SAAM Number S/T

R-6E/Limiting factors

E Line Number/APOE/Limiting factors

R-6F/Remarks

F Line/Remarks

g. R-7 APOD Workload Status Report

(1) Report is submitted by the supported commander(s) to the Joint Chiefs of Staff (JTB), with information copies to the Services, JDA, DLA, MAC, and MTMC.

(2) Start and frequency of submission will be established by the Joint Chiefs of Staff (JTB).

(3) Format and general content are as follows:

(a) R-7 APOD Workload Status

APOD	Daily Cargo Throughput Capability	Cargo Awaiting Onward Movement By:	
		Air LOC	Surface LOC
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____

(b) Supported commander's assessment of APOD through-put clearance capability and, if appropriate, recommendation to the Joint Chiefs of Staff (JTB) for resolution of problems.

h. R-8 SPOD Workload Status Report

(1) Report is submitted by the supported commander(s) to the Joint Chiefs of Staff (JTB) with information copies to the Services, JDA, DLA, MSC, MTMC, and MARAD.

(2) Start and frequency of submission will be established by the Joint Chiefs of Staff (JTB).

(3) Format and general content are as follows:

(a) R-8 SPOD Workload Status Report

PORT	Daily Cargo Throughput Capability	Cargo Onhand Requiring Throughout	
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____

(b) Supported commander's assessment of SPOD through-put clearance capability and, if appropriate, recommendations to the Joint Chiefs of Staff (JTB) for resolution of problems.

APPENDIX C

REQUIREMENTS FORECASTING SCHEDULES

Schedule for Submitting Forecasted Airlift Requirements,  
Space Assignments, and Operating Schedules

Peacetime1/ (Due Dates)	Action Agency and Actions2/
1 September	MAC. Prepares and distributes channel sequence listing. (Optional, depending on changes.)
1 November	Each Service and DLA. Furnishes the report for worldwide airlift requirements forecast for the fiscal year commencing 23 months after 1 November due date to MAC, with a copy to MTMC for CONUS outbound requirements. RCS HAF LET (A + AR) 7120 (DD) applies to channels and JA/ATT requirements. RCS HAF LET (SA + A) 7901 (DD) applies to SAAM requirements.
1 November	Each Service and DLA. Updates as necessary the 1 November report furnished under RCS HAF LET (A + AR) 7120 (DD) and RCS HAF LET (SA +, A) 7901 (DD). Changes will be accepted up to 3 months prior to the start of the operating year.
I-100	Each Service and OLA. Furnishes the report under RCS HAF LET (M) 7116 (DO) to MAC; information copy to MTMC. All forecast requirements are space assigned unless MAC notifies otherwise.
3/	MAC. Advises each Service, DLA, and the Joint Chiefs of Staff of space shortages by geographical area and proposes adjustments.
3/	Each Service and DLA. Advises MAC that it accepts the proposed space assignment with any adjustment that may have been agreed upon. If the Service or DLA does not accept and there is a shortage of space, the JTB may allocate airlift.

Peacetime1~  
(Due Dates)

Action Agency and Actions2/

I-90	MAC. Distributes the initial cargo and passenger Space Assignment Report RCS HAF LIT (M) 7119 (DD).
I-75	MAC. Furnishes the passenger flight schedules for channel airlift.
I-60	Each Service and DLA. Submits necessary changes to short-range (100-day) forecast.
I-40	Each Service and DLA. Submits necessary changes to requirements.
I-20	MAC. Distributes changes to initial space assignments.
I-15	MAC. Distributes the cargo flight schedules for channel airlift.
I-Day	MAC, the Services, and DLA. Begin the month of airlift operations.
I+30	MAC. Distributes final RCS HAF LET (M) 7119 (DD), report.
I+60	MAC. Distributes the MAC Traffic Movement Report, RCS BAF LET (M) 7121 (DD) to the Services and DLA.

- 1/ 1-day is the first day of the operating month for which space is to be assigned.
- 2/ Underlined action agencies will transmit information by appropriate means to meet schedule of actions.
- 3/ As necessary.

Schedule for Submitting Forecasted Sealift  
Requirements, Space Assignments, Operating Schedules,  
and Utilization Reports

Peacetime Schedule-1~  
(Calendar Days)

Actions

FOR PLANNING

1 May Shipper Services and DLA. Furnish preliminary annual worldwide requirements to MSC through MTMC for the fiscal year.<sup>2/</sup>

1 March Shipper Services. Furnish updated annual worldwide requirements by month to MSC through MTMC for the fiscal year.<sup>2/</sup>

FOR OPERATIONS

I-15 Shipper Services. Furnish worldwide requirements to MSC through MTMC, with information copies to the Joint Chiefs of Staff. Worldwide passenger and cargo requirements will be submitted for the operating month and 2 succeeding months.<sup>2/</sup>

I-12 MSC. Furnish a summary of requirements and capabilities and proposed space assignments to the shipper services, the Joint Chiefs of Staff, and MTMC.

I-10 MSC. When there is no shortage of space, shipper services advise MSC of acceptance (including agreed adjustments if necessary) of proposed space assignments. MSC advises the Joint Chiefs of Staff of the shipper service acceptance of space assignments and distributes space assignment.

I-8 MSC. Distribute operating schedules, based on Shipper Service acceptance, of MSC assignments or allocations by the Joint Chiefs of Staff (JTB).

Peacetime schedule  
(Calendar Days)

Actions

I-8 Shipper Services, MTMC or MSC. Advise the JTB of the inability to resolve any space assignment problems that have arisen since their original acceptance.

I-Day Month operations begin.

I+60 MSC. Provide monthly utilization reports to the Joint Chiefs of Staff, shipper services, and MTMC.

- 1/ I-day is the first day of the operating month for which space is to be assigned or allocated.
- 2/ Complete shipper service/DLA requirements are to be submitted on magnetic tapes and punched cards in accordance with current procedures.



Schedule for Submitting Forecasted Requirements and \*  
 Allocating CONUS Civil Transportation During  
 Emergency or Wartime Periods1/

Action2/	Schedules3/4/
1. The shipper services and DLA submit forecasted movement requirements to MTMC, with information copies to the Joint Chiefs of Staff, JDA, other Services, and applicable DOD agencies.	I-452/
2. MTMC submits consolidated requirements by mode, with an indication of shortages to the Joint Chiefs of Staff (JTB) and the JDA for review and validation.	I-302/
3. The Joint Chiefs of Staff (JTB) submit total military requirements to ASD (MRA&L) for presentation to the DOT EO and request allocation of required capability by DOT to the Department of Defense.	I-25
4. ASD (MRA&L) advises the Joint Chiefs of Staff of allocation received from the DOT EO.	I-20
5. JTB determines relative urgency and advises MTMC and shipper services of allocations.	I-15
1/ Forecasted transportation requirements include all CONUS movements, both the CONUS leg of deployments and intra-CONUS moves during mobilization. Level of detail and format are specified in AR 55-36/OPNAVINST 4600.18 C/AFR 75-39/MCO 4600.19C/DSAR 3005.4. These requirements are planned requirements. Refined actual movement requirements will be available in the JDS data base and available for agencies and commanders to update and to permit the TOAs to flow/schedule the latest updated movement requirements.	
2/ Information will be transmitted to action and information addressees by appropriate means to meet schedules.	
3/ Requirements for CONUS civil transportation in peacetime will be submitted when called for by the Joint Chiefs of Staff.	
4/ I-Day is the first day of the operating month for which space is to be allocated.	

