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Headquarters  
United States Army Installation Management Command,  
Europe Region  
Sembach, Germany

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## Military Operations

### Deployment and Redeployment Operations

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**Summary.** This regulation prescribes policy and procedures for deployment operations conducted in the USAREUR area of responsibility (AOR).

**Applicability.** This regulation applies to—

- U.S. Forces, DOD civilian employees, and DOD contractors who support Army deployment operations in the USAREUR AOR.
- U.S. Army Forces (including associated DOD civilian employees and DOD contractors who deploy with the Force) that deploy from or redeploy to the USAREUR AOR (as their home station).

**Records Management.** Records created as a result of processes prescribed by this regulation must be identified, maintained, and disposed of according to AR 25-400-2. Record titles and descriptions are available on the Army Records Information Management System website at <https://www.arims.army.mil>.

**Supplementation.** Organizations will not supplement this regulation without approval of the Mobility Operations Division, Office of the Deputy Chief of Staff, G4, HQ USAREUR.

**Forms.** AE and higher level forms are available through the Army in Europe Library & Publishing System (AEPUBS) at <https://aepubs.army.mil/>.

**Suggested Improvements.** The proponent of this regulation is the Mobility Operations Division, Office of the Deputy Chief of Staff, G4, HQ USAREUR (mil 537-4005). Users may suggest improvements to this regulation by sending DA Form 2028 to the USAREUR G4 (AELG-M), Unit 29351, Box 102, APO AE 09014-9351.

**Distribution.** This publication is available only electronically and is posted in AEPUBS at <https://aepubs.army.mil/>.

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**\*NOTE:** Appendixes D through F, H through L, O, and Q are updated whenever necessary and independently from the basic regulation (until incorporated in a future edition of this regulation). The Mobility Operations Division, Office of the Deputy Chief of Staff (ODCS), G4, HQ USAREUR, maintains these appendixes on the USAREUR SharePoint portal at [https://intranet.eur.army.mil/hq/g4/MOD/MOD\\_Center/Forms/Deployment\\_Processes.aspx](https://intranet.eur.army.mil/hq/g4/MOD/MOD_Center/Forms/Deployment_Processes.aspx).

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## **Glossary**

## SECTION I GENERAL

### 1. PURPOSE

This regulation prescribes policies and procedures to support USAREUR's mission as a trained and ready forward-deployed combat force that is prepared for immediate force projection to conduct and support unified land operations as well as joint, multinational, and other unified-action partner operations, if applicable.

### 2. REFERENCES

[Appendix A](#) lists references.

### 3. EXPLANATION OF ABBREVIATIONS AND TERMS

The [glossary](#) defines abbreviations and terms.

## SECTION II OVERVIEW OF THE DEPLOYMENT PROCESS AND RESPONSIBILITIES

### 4. FORCE PROJECTION OVERVIEW

Force projection is the ability to project the military element of national power in response to requirements for military operations.

a. Deployment is the second phase of the five phases of force-projection operations (that is, Phase 1: Mobilization, Phase 2: Deployment, Phase 3: Employment, Phase 4: Sustainment, and Phase 5: Redeployment).

b. When in support of another theater, USAREUR force-projection operations normally comprise the *Mobilization Phase*, *Deployment (of Forces) Phase*, and the *Redeployment Phase* (return to the home station (HS)). When in support of the USEUCOM theater, USAREUR force-projection operations may comprise all five phases. As a forward-deployed Force, USAREUR conducts *Employment Phase* and *Sustainment Phase* tasks on an ongoing basis.

c. Deployment is the movement of Forces from a point of origin to a specific area of operations (and sustainment en-route) to conduct operations according to a plan or order. Deployment encompasses all activities at and from the HS through arrival at the final destination. Deployment operations consist of the following five distinct and interrelated phases that can occur sequentially, overlap, occur simultaneously, or occur simultaneously with other phases of overall force-projection operations:

(1) Phase I: Predeployment activities ([sec IV](#)).

(2) Phase II: Movement to and activities at the port of embarkation (POE) ([glossary](#)) (fort-to-port) ([para 19](#)).

(3) Phase III: Movement to the port of debarkation (POD) ([glossary](#)) (port-to-port) ([para 20](#)).

(4) Phase IV: Reception, staging, onward movement, and integration (RSOI) ([glossary](#)) and also known as joint reception, staging, onward movement, and integration (JRSOI) ([glossary](#)). As USAREUR is a forward-deployed Force with ongoing employment and sustainment operations, this regulation does not specifically address RSOI or JRSOI procedures. Deploying units should refer to applicable guidance from the supported (receiving) geographic combatant commander (CCDR).

(5) Phase V: Redeployment ([sec VI](#)).

## **5. OVERVIEW OF THE USAREUR DEPLOYMENT PROCESS**

Deployment operations are characterized by multiple competing activities and priorities compressed in a short timeframe. In this environment, commanders can best ensure unit success at deployment operations by implementing a unit-level (from company to brigade level) command deployment discipline program (CDDP) according to the USAREUR CDDP ([para 26](#)) and rehearsing a disciplined unit-level execution of this USAREUR deployment process well before deployment becomes imminent.

a. The USAREUR deployment process provides USAREUR the capability to support the deployment of any scale of forces (that is, from a single unit to a full-scale deployment of all USAREUR Forces) because the process assigns management responsibilities to deployment nodes.

(1) These deployment nodes are able to fully support a unit's movement from HS through the various POEs using multiple strategic-lift modes (multimodal transportation) as necessary.

(2) The nodal-deployment concept increases quality control, ensures the efficient use of available resources, and provides USAREUR the ability to rapidly reinforce nodes with personnel and equipment when necessary.

b. USAREUR is capable of conducting deployments using centralized or decentralized operations. This flexibility increases the ability of USAREUR units to deploy, conduct interim deployments, and then redeploy without needing to rely on reach-back or staff augmentation after the unit deploys.

c. [Appendix B](#) provides POC information for the most commonly required subject-matter experts (SMEs) for the applicable programs and geographic areas throughout the USAREUR area of responsibility (AOR) to answer deployment-related questions not answered in this regulation.

## **6. MOVEMENT OPERATIONS FOR USAREUR DEPLOYMENTS**

Deployment operations may consist of air movements, sea movements, or both.

**a. Air Movements.** USAREUR units deploying by air will move through a series of nodes beginning at HS and ending at the POE (that is, the aerial port of embarkation (APOE)).

**(1) From HS to the Deployment Processing Center.** After the Office of the Deputy Chief of Staff (ODCS), G3/5/7, HQ USAREUR, issues call-forward instructions (usually in the form of a call-forward message), the units identified to deploy equipment and personnel using strategic airlift will move from their HS to a deployment processing center (DPC). For most USAREUR deployments, the designated DPC will be the USAREUR DPC ([para 16d](#)) at Rhine Ordnance Barracks (ROB), vicinity of Kaiserslautern, Germany.

**(2) At the DPC.** USAREUR places deploying units under the administrative control (ADCON) of the DPC to ensure the unit completes all required stations to standard before their available-to-load date (ALD) ([glossary](#)). The DPC must ensure the unit completes the processing of unit cargo (that is, that cargo is assembled, inspected, sealed if applicable, and certified for continued movement) for onward movement to the APOE, personnel processing for onward movement to the APOE, and any other select additional tasks particular to aerial transportation or the individual mission.

**(3) From the DPC to the APOE.**

(a) Because of the high demand for military strategic-airlift assets; Soldiers, their weapons, and to-accompany-troop (TAT) baggage will normally deploy on commercially-contracted aircraft through designated airports (either commercial airports or military airfields).

(b) After the ODCS, G3/5/7, HQ USAREUR, issues the call-forward instructions, the unit personnel will depart the DPC for the designated airport where the responsible DPC agency or the arrival/departure airfield control group (A/DACG) ([glossary](#)) will manifest the unit and assume ADCON and support of the unit until the unit departs.

**b. Sea Movements.** USAREUR units deploying by sea will move through a series of nodes beginning at HS and ending at the POE (that is, the seaport of embarkation (SPOE)).

**(1) From HS to the Installation Staging Area (ISA).** After the 21st Theater Sustainment Command (21st TSC) issues call-forward instructions, the unit will move from the HS to an ISA, which is a centralized location (normally in the vicinity of the HS) where unit cargo is assembled, inspected, sealed, and certified for continued movement to the POE

(a) Select IMCOM-Europe United States Army garrisons (USAGs) ([para C-1](#)) are responsible for planning, preparing, and operating ISAs (normally with augmentation by 21st TSC ISA deployment-support personnel (DSP)) for the tenant units assigned to their AOR.

(b) On the unit's arrival at the ISA, the 21st TSC DSP at the ISA assume ADCON of the unit's equipment and will direct the unit how to process the equipment most efficiently through all required stages.

**(2) At the ISA (under 21st TSC ADCON).** At the ISA, the 21st TSC DSP will inspect all equipment for suitability for sea movement. If deficiencies are found, the unit will correct the deficiencies. The unit will then form up the rolling stock for a unit convoy, load equipment onto intratheater transportation (ITT) ([glossary](#)) assets, or conduct both types of movement.

(a) Units must be prepared to load equipment onto any type of ITT asset by the ready-to-load date (RLD) established in the time phased force deployment data (TPFDD) ([glossary](#)) letter of instruction (LOI).

(b) Units must be trained in and capable of loading equipment onto all ITT modes (that is, barge, commercial truck, and rail).

**(3) At the ISA (Under USAG ADCON).** After the cargo is inspected, certified, and sealed, the 21st TSC relinquishes ADCON of the unit equipment to the USAG operating the ISA.

**(4) From the ISA to the SPOE.** The unit, in coordination with the local branch movement control team (BMCT) and USAG, is responsible for planning and conducting its own onward movement to the SPOE.

**(5) At the SPOE.** All equipment must be staged at the SPOE receiving area, pass inspection, and be received by the United States Army Military Surface Deployment and Distribution Command (SDDC) (that is, the Army service component command of the United States Transportation Command (USTRANSCOM)) port operator before the ALD established in the TPFDD LOI.

## **7. RESPONSIBILITIES**

Deployment is primarily a unit responsibility. To assist deploying units, USAREUR assigned specific deployment-support responsibilities to HQ USAREUR staff offices ([a through p below](#)), USAREUR major subordinate commands, and USAREUR specialized commands ([q below](#)), as well as clarified the responsibilities that should be the focus of the deploying unit ([r below](#)).

**a. Common Responsibilities of HQ USAREUR Staff Offices.** All HQ USAREUR staff offices will—

(1) Develop deployment-specific policies, programs, evaluations, and training to ensure USAREUR Forces can rapidly deploy.

(2) For operations plans or orders, analyze the final courses of action (COAs) for soundness and supportability in their functional area, provide input as appropriate, and develop appropriate annexes to the plan or order.

(3) When USAREUR activates the USAREUR Crisis Action Team (CAT), provide at least a 24-hour on-call capability or, if applicable, full-time representation to the USAREUR CAT.

**b. The ODCS, G3/5/7, HQ USAREUR.** The ODCS, G3/5/7, HQ USAREUR—

(1) Is the office of primary responsibility for coordinating USAREUR deployments.

(2) Prescribes command policy and provides guidance and general procedures on deployment execution, planning, and training.

(3) Establishes and publishes requirements for—

(a) TPFDD and all systems required to create and maintain the TPFDD (for example, Global Command and Control System–Army (GCCS–A), the Joint Force Requirements Generator II (JFRG II), the Battle Command Support and Sustainment System).

(b) Assigning and training operators necessary to rapidly create and manage the TPFDD.

(4) Will be prepared to operate the USAREUR CAT, the USAREUR Deployment Operations Center (DOC), or both on a 24-hour basis throughout any deployment operation.

(5) Conducts situation analyses and develops COAs to support deployment operations.

(6) Provides appropriate classification guidance.

(7) Validates unit personnel and equipment fill-levels for deployment after directing the cross-leveling or redistribution of personnel and equipment as necessary.

(8) Develops and publishes USAREUR priorities and tasking requirements related to deployments.

(9) Assists deploying units to plan and execute a culminating training event to certify their readiness to deploy.

(10) Assists redeploying unit commanders to plan training requirements according to the 24-month Army Force Generation (ARFORGEN) cycle reset requirements (AR 525-29).

(11) Manages all DOD travel to operational areas including the travel-clearance approval process (that is, country, special area, and theater as applicable) in support of USAREUR deployments and operations (according to the DOD 4500.54-G, Foreign Clearance Guide, the DOD 4500.54-M, Foreign Clearance Manual, and [AE Reg 1-40](#)).

(12) Establishes and publishes requirements for operation of command and control (C2) systems.

(13) Operates the Movement Operations Center (MOC), G3/3 Operations Division, ODCS, G3/5/7, HQ USAREUR (USAREUR MOC), to centrally manage deployment operations of Army units in the USEUCOM theater.

**c. The USAREUR MOC.** The USAREUR MOC coordinates, deconflicts, and directs all movements according to operational requirements and the applicable TPFDD LOI by—

(1) Publishing unit deployment guidance and movement orders on behalf of the CG, USAREUR.

(2) Establishing the deployment timelines necessary to meet the required delivery date (RDD) ([glossary](#)) that the supported CCDR directed.

(3) Managing the TPFDD by ensuring operational compliance, requesting validation ([glossary](#)) and, as required, requesting changes. In support of this requirement, the USAREUR MOC publishes the TPFDD LOI and establishes the requirements for operation of systems required to create TPFDD.

(4) Preparing and issuing call-forward instructions to direct unit movements from HS to the POE.

(5) Providing the chairman (normally the Chief, MOC, or the Deputy Chief, MOC, in the absence of the Chief) for the USAREUR Movement Control Board (MCB).

(a) The USAREUR MCB confirms TPFDDs, resolves movement issues, and serves as the USAREUR call-forward authority (that is, synchronizes call-forward instructions with the CG, USAREUR, commander's intent).

(b) USAREUR MCB members include representatives from the deploying units and the appropriate movement-support and movement-control organizations.

(6) Establishing and publishing requirements for operation of systems required to track movements.

(7) Serving as the interface between operational staffs, deploying units, and the transportation system.

**d. The Office of the Provost Marshal (OPM), G3/4 Protect Division, ODCS, G3/5/7, HQ USAREUR.** The USAREUR OPM will—

(1) Serve as the USAREUR proponent for all military police matters related to deployment support (for example, customs, military-working-dog support, physical security, vehicle registration).

(2) As necessary, provide coordination between subordinate and higher headquarters, the USAG provost marshals, and host-nation (HN) law-enforcement authorities, as necessary.

**e. The ODCS, G1, HQ USAREUR.** The ODCS, G1, HQ USAREUR, will—

(1) Develop and publish theater deployability criteria for military and civilian personnel to supplement DOD and Army criteria, as required.

(2) Develop and publish requirements and USAREUR supplemental standards for readiness, predeployment processing (PDP), and Soldier readiness processing (SRP).

(3) Establish and publish standards and training requirements for rear-detachment support.

(4) Establish, publish, and enforce appropriate safety standards at deployment-support sites.

(5) In coordination with the ODCS, G2, HQ USAREUR, identify Soldiers to serve as linguists to support deployment operations.

**f. ODCS, G2, HQ USAREUR.** The ODCS, G2, HQ USAREUR, will—

(1) Ensure timely and accurate responses to requests for intelligence information.

(2) Coordinate all intelligence-related support requests and requirements from USAREUR MSCs, USAREUR specialized commands, or higher headquarters.

(3) In coordination with the ODCS, G1, HQ USAREUR, coordinate for linguist support.

(4) Coordinate for USAREUR Staff Weather Officer (that is, the Commander, 7th Weather Squadron) support to the deployment or operation, as required.

(5) Coordinate and provide foreign-disclosure guidance, as required.

(6) Provide advice concerning the classification of message traffic, operational documents, and Office of the Chief Public Affairs (OCPA), HQ USAREUR, media releases.

**g. The ODCS, G4, HQ USAREUR.** The ODCS, G4, HQ USAREUR, will—

(1) Establish and publish requirements for the following:

(a) Systems used to create and maintain unit movement data (UMD) ([glossary](#)) (that is, the Transportation Coordinator-Automated Information Movement System II (TC-AIMS II) ([glossary](#)) and the Integrated Computerized Deployment System (ICODES)).

(b) Systems that provide in-transit visibility (ITV).

(c) Preparing and affixing transportation documents, labels, and tags.

(d) Equipment-deployability criteria according to TB 55-46-1/Navy NAVFAC P-1055, USAREUR supplemental guidance, and other theater-specific guidance.

(e) The USAREUR program to procure, store, and distribute blocking, bracing, packaging, crating, & tie down (BBPC&T) materials.

(f) The USAREUR program to procure, store, and distribute deployment-support equipment (DSE) (for example, containers, pallets).

(g) The USAREUR program to store privately owned vehicles (POVs) on behalf of deploying personnel.

(h) The USAREUR program to pack and store household goods (HHG) on behalf of deploying personnel.

(2) Establish internal procedures for monitoring the programs in subparagraphs (e) through (h) above.

(3) Identify and program for sufficient amounts of sustainment stocks to support routine exercise and training usage by USAREUR Forces as well as to meet deployment-support requirements (that is, ensure that the quantities identified in the TPFDD can be supported).

(4) Coordinate with the Defense Logistics Agency (DLA) to ensure supply support for all DLA-managed contracts, materiel, and property-disposal actions, as required.

(5) Coordinate with the United States Army Material Command, as required.

(6) Serve as the USAREUR proponent for the Logistics Civil Augmentation Program (LOGCAP) and, as required, coordinate LOGCAP support with the Office of the Deputy Chief of Staff, Engineer (ODCSENGR), HQ USAREUR.

(7) Serve as the USAREUR executive agent for HN logistics support, prepare statements of requirements, and, as required, coordinate with HN logistics agencies.

**h. ODCSENGR, HQ USAREUR.** The ODCSENGR, HQ USAREUR, will—

(1) Analyze deployment plans and verify that sufficient engineer forces are task organized in support of the deployment plans.

(2) Coordinate for an assessment to identify potential engineering areas of concern and engineer requirements for supporting force protection (FP), providing life support (for example, fire protection, geotechnical, snow and ice removal, structural, utility services), and supporting mobility operations.

(3) Coordinate with the ODCS, G4, HQ USAREUR, to—

(a) Acquire external engineer support for specialized engineer needs in support of deployments (for example, LOGCAP, contract support).

(b) Deconflict the competing requirements for Class IV (that is, barrier and construction materials) and verify that the identified quantities are planned for and available in the deployment flow.

(4) Coordinate for topographic support to deployments and contingency plans (by ensuring existing stockage levels or short-term production capacity can support the plans) to provide geographic documents, overlays, overprints, reductions and enlargements, and special purpose maps, as required.

**i. ODCS, G6, HQ USAREUR.** The ODCS, G6, HQ USAREUR, will—

(1) Coordinate with the Defense Information Systems Agency (DISA) to ensure deploying Forces obtain DISA services and designate a liaison officer to DISA, if necessary.

(2) Manage USAREUR signal resources to ensure deploying units and deployment-support sites receive adequate support.

**j. ODCS, G8, HQ USAREUR.** The ODCS, G8, HQ USAREUR, will—

(1) Establish cost-capturing mechanisms at the initiation of operations and seek reimbursement of costs incurred.

(2) Coordinate for establishment of a functional cost account (FCA) with the Office of the Deputy Assistant Secretary of the Army for Budget, Office of the Assistant Secretary of the Army for Financial Management & Comptroller, HQDA (also known as, the Army Budget Office). The ODCS, G8, HQ USAREUR, will also provide information about the establishment of any FCAs and transportation account codes (TACs) to the ODCS, G4, HQ USAREUR.

(3) Follow established procedures for cost capture of deployment-support activities and seek reimbursement whenever possible.

(4) Provide a funding paragraph for each USAREUR deployment order (DEPOD).

(5) Assign a responsible funding agency to each mission and manage the work-breakdown structure creation, funding, and reconciliation in the Army accounting system (that is, the General Fund Enterprise Business System (GFEBS)).

(6) When any Chairman of the Joint Chiefs of Staff (CJCS) project codes are assigned to an operation, coordinate with the ODCS, G3/5/7, HQ USAREUR, to notify all participating organizations about the project code.

(7) Establish and maintain current support agreements with HNs and other DOD service components for deployment-support requirements outlined in this regulation.

**k. Office of the Chaplain (OCHAP), HQ USAREUR.** When USAREUR is conducting deployment operations, the OCHAP, HQ USAREUR, will—

(1) Prepare and provide mission-related religious and cultural informational updates on the operational area of interest.

(2) Maintain a 24-hour operational capability (on call) to coordination with and provide assistance and information to the deploying units.

(3) Provide a liaison capability with local HN religious authorities.

(4) Monitor and advise the chain of command about the spiritual readiness and morale indicators of Soldiers and other personnel of deploying units and deployment-support organizations and units.

**l. OCPA, HQ USAREUR.** The OCPA, HQ USAREUR, will—

(1) Prepare and provide public-information updates or briefings related to deployment operations.

(2) Prepare and provide command-information support to deploying units and units involved in deployment-support activities.

(3) As required, coordinate with the public affairs staff at higher and subordinate headquarters. As required and in coordination with the USAREUR G2, coordinate with public affairs offices at higher headquarters for classification guidance.

**m. Office of the Command Surgeon (OCSURG), HQ USAREUR.** The OCSURG, HQ USAREUR, will—

(1) Develop plans for dental, medical, and veterinary (including food inspections) support of deployment requirements.

(2) Ensure appropriate amounts of medical prophylaxis and vaccination supplies are available in the theater.

(3) Advise the chain of command about any special medical considerations that may affect the deployment or operation.

**n. Office of the Inspector General (OIG), HQ USAREUR.** The OIG, HQ USAREUR, will establish procedures to validate deployment readiness during periodic and command inspections.

**o. Office of the Judge Advocate (OJA), HQ USAREUR.** The OJA, HQ USAREUR, will—

(1) Respond to requests for coordination, information, and legal support from deploying units and deployment-support units.

(2) Prepare and provide appropriate legal-informational updates related to the deployment or operation.

(3) Assist in developing rules of engagement before U.S. Forces deploy.

(4) Provide legal advice on all legal considerations affecting the mission (including the applicability of international agreements, international law, and status of forces agreements (SOFAs)).

**p. Principal Assistant Responsible for Contracting (PARC), USAREUR.** The USAREUR PARC will—

(1) Provide timely and effective contracting support to USAGs, other agencies, and units engaged in USAREUR deployment-support activities, as required.

(2) As required, deploy trained contracting personnel to support deployment operations.

(3) Serve as the USAREUR executive agent for all USAREUR contracting in support of deployments or operations.

**q. USAREUR MSCs and Specialized Commands.** USAREUR MSCs, USAREUR specialized commands (when directed by their higher headquarters and in coordination with USAREUR), and their subordinate units will plan and direct the training, deployment, sustainment, and redeployment of subordinate forces and other units as required. The following commands have the additional listed responsibilities:

**(1) 21st TSC.** The 21st TSC will—

(a) Plan, prepare, and conduct ITT of deploying USAREUR Forces from the point in time of their release by their parent unit through the period of loading and departure of units at the POE.

(b) Plan, prepare, and, on order, operate the USAREUR DPC at ROB, Germany.

(c) Serve as the USAREUR executive agent for ITT (ground) movement-control policy and procedures.

(d) As required, serve as the USAREUR executive agent for RSOI (or JRSOI) operations.

**(2) 7th Civil Support Command.** The 7th Civil Support Command will plan and direct the training, preparation, mobilization, deployment, sustainment, and redeployment of USAREUR-assigned United States Army Reserve (USAR) Forces and other Reserve Component units, as required.

**(3) IMCOM–Europe.** IMCOM-Europe will—

(a) Plan for and execute the support of the training, deployment, and sustainment of all tenant units and activities (according to the USAG where geographically assigned).

(b) Plan for and continue base support and FP operations for rear detachments (RDs), Family members, and non-deploying civilian employees at installations affected by the departure of deploying units.

**(3) 266th Financial Management Support Center (266th FMSC).** As required, the 266th FMSC will plan and direct financial-management predeployment training of financial-management personnel and units that will operate in the USEUCOM and USAFRICOM AORs after deployment.

**(4) 405th Support Brigade (405th SB).** The 405th SB, formerly the United States Army Material Command, Europe Region (also informally known as the 405th Army Field Support Brigade (405th AFSB)), provides Army field support to deployment, deployment-support, redeployment, and redeployment-support operations by means of their geographic-organized logistics readiness centers, centralized logistics-support agencies, and brigade headquarters.

**r. Unit Commanders.** Unit commanders at company (that is, battery, company, troop, and separate detachment) level and higher will—

(1) Ensure that all personnel and unit-related cargo meet deployment and redeployment readiness and preparation requirements of this regulation as well as local USAG deployment guidance.

(2) Identify, train, and equip personnel as required to support other deploying units and augment USAG deployment activities under the direction of the senior mission commander or appointed organization.

(3) For units at company through brigade level, appoint unit movement coordinators (UMCs) on orders. UMCs must have 12-months retainability in the unit ([para 13c\(2\)](#)).

(4) Ensure the unit and subordinate units (company-level and above) have trained personnel available and appointed in writing by the commander to certify hazardous material (HAZMAT). UMCs will not be appointed as HAZMAT certifiers. HAZMAT certifiers must have 12-months retainability in the unit ([para 13d\(1\)](#)).

(5) Prepare UMD for all ARFORGEN-directed missions according to the assigned plan identification number (PID).

(6) Identify their unit's BBC&T deployment requirements to the USAG directorate of logistics (DOL) for each active PID and procure sufficient BBC&T to support those requirements.

(7) Appoint in writing a container control officer and send the appointment orders to the Army Intermodal & Distribution Platform Management Office, SDDC (1 Soldier Way, Scott AFB, IL 62225 or [aidpmo@conus.army.mil](mailto:aidpmo@conus.army.mil)), to ensure proper reporting and use of Army and non-Army intermodal container assets according to AR 56-4. The container control officer must receive training on the use of the Army Container Asset Management System and is required to use the system for all intermodal asset movements and life-cycle events. The container control officer should have 12-months retainability in the unit.

(8) For deployment operations, report closure of personnel and equipment through the gaining chain of command.

(9) For redeployment operations, report closure of personnel and equipment through the HS chain of command.

(10) Establish a Family readiness group according to AR 608-1.

(11) Report unit deployment readiness (including appointment and training status of the airload planner, container control officer, HAZMAT certifier, and unit movement officer as well as the status of the organizational equipment list (OEL)) monthly to USAREUR as part of the USAREUR Sustainment Readiness Review.

(12) Implement a unit-level CDDP according to the Army CDDP (AR 525-93) and the USAREUR CDDP ([para 26](#)).

(13) Establish and maintain an on-order RD (identify RD personnel) and rehearse RD activities.

(14) Develop a plan to receive and store the HHGs and POVs of deployable personnel.

(15) During deployments, supervise the RD's operations for receipt and storage of HHG and POVs of deploying personnel.

### **SECTION III INFRASTRUCTURE**

#### **8. INFRASTRUCTURE OVERVIEW**

Future military deployments are likely to occur on short notice and will require Army Forces to mobilize and deploy with minimal preparation time. Therefore, USAREUR must rely on the existing HN transportation infrastructure to conduct these movements and must identify ahead of time Army, DOD, or HN infrastructure that adversely affects logistical support, hinders units from effectively deploying, or restricts units from meeting deployment timelines.

a. To identify infrastructure shortfalls, the Transportation Engineering Agency (TEA), SDDC, conducts surveys (that is, transportation infrastructure capability assessments) at installations (including power projection platforms (PPPs)) and POEs to evaluate the deployment-support infrastructure. The resulting analyses provide detailed information about the capabilities, characteristics, and limitations of these facilities and make recommendations (engineering and operational) to improve the throughput capabilities.

b. The TEA, SDDC, installations survey program provides planners and other TEA customers with important information about deployment infrastructure that serves as the basis for making key decisions and plans. [Appendix C](#) provides a current synopsis of this information.

#### **9. USAREUR POWER-PROJECTION PLATFORMS**

Power projection is the ability to apply all or some of the elements of national power (that is, economic, informational, military, or political) to rapidly and effectively deploy and sustain forces in and from multiple dispersed locations to respond to crises, contribute to deterrence, and enhance regional stability.

a. A PPP is an installation (for example, a USAG) that strategically deploys one or more high-priority active component brigades or larger units, mobilizes and deploys one or more high-priority USAR units, or both.

b. [Paragraph C-1](#) provides a summary of the capabilities, characteristics, and limitations of the select USAGs that normally serve as PPPs for USAREUR.

## **10. USAREUR AERIAL PORTS OF EMBARKATION**

[Paragraph C-2](#) provides a summary of the capabilities, characteristics, and limitations of the select commercial and military airports that normally serve as APOEs for USAREUR.

## **11. USAREUR SEAPORTS OF EMBARKATION**

[Paragraph C-3](#) provides a summary of the capabilities, characteristics, and limitations of the select commercial and military seaports that normally serve as SPOEs for USAREUR.

## **SECTION IV**

### **PREDEPLOYMENT ACTIVITIES**

#### **12. PREDEPLOYMENT OVERVIEW**

Predeployment activities are all of the actions taken at HS to prepare individuals, materiel, and units for deployment. Predeployment activities are constant and ongoing actions that are performed at the HS before notification of a deployment requirement and continue after the warning and alert notifications.

a. The particular predeployment activities a unit must conduct are determined during the military decision-making process (MDMP) according to the transportation requirements necessary to support the deployment and the theater infrastructure availability and capacity.

b. Units officially transition from *Phase I: Predeployment Activities* to *Phase II: Movement to and Activities at the POE*, after publication of the DEPORD and the call-forward instructions. Some predeployment activities (for example, training), however, will continue or recur throughout the deployment process.

c. The three phases of the USAREUR predeployment process are:

- (1) Phase 1: Select and Train Unit Deployment Personnel.
- (2) Phase 2: Deployment Planning and Requirements.
- (3) Phase 3: HS and Deployment-Node Predeployment Planning and Preparation.

#### **13. PHASE 1: SELECT AND TRAIN UNIT MOVEMENT PERSONNEL**

Units at company through brigade levels must select and appoint (as applicable, [paras a thru f](#)), and train ([paras a thru l](#)) personnel for the following deployment-support SME positions:

**NOTE:** Separate detachments or smaller units may not have the personnel or capability to satisfy all of the following duties. When a smaller unit must deploy, the higher headquarters of these units should plan to assist them with their appointed personnel.

a. **Brigade Mobility Officer.** The Army implemented the Mobility Officer Program to provide brigade-level units with an organic SME for the planning and execution of deployment and redeployment operations. The initial mobility officer training (the Warrant Officer Basic Course) provides brigade mobility officers the tools to successfully assist brigade combat teams to deploy and redeploy.

(1) Commanders normally will use the brigade mobility officer to plan and execute deployments and train unit personnel to perform the deployment-related tasks.

(2) The brigade mobility officer normally is assigned to the brigade S-4 and routinely coordinates with the brigade S3. Not every brigade is authorized (or may currently be assigned) a warrant officer.

**b. Brigade Movement Coordinators (BMCs).** Commanders will appoint primary and assistant BMCs. The primary BMC must be a warrant officer-1 or above (if assigned, the brigade mobility officer) and the assistant BMC must be a sergeant first class or above (ideally a noncommissioned officer in the 88N Military Occupational Specialty series). The BMCs are the liaison between the UMOs at the battalion and company levels and the installation agencies, the supporting movement control team (MCT), and other deployment-support organizations. The BMCs will—

(1) Advise commanders and staff on deployment and distribution processes, procedures, and issues.

(2) Plan and coordinate deployments and redeployments.

(3) Assist in preparing deployment and redeployment plans, orders, and standing operating procedures (SOPs).

(4) Develop, coordinate, and monitor deployment training for UMOs, TC-AIMS II operators, airload planners, HAZMAT certifiers, and unit load teams (ULTs).

(5) Review company and battalion input to the TC-AIMS II system.

(6) Validate the unit deployment lists (UDLs) of subordinate units, consolidate UDLS as appropriate, and forward the UDLs to the appropriate supporting organization.

(7) Provide accurate UMD to the joint planning and execution community to influence the TPFDD.

(8) Review and evaluate the effectiveness of subordinate units' movement plans.

(9) Coordinate with the Army in Europe USAG (or other installation activity, such as area support team) for deployment support.

(10) Train subordinate UMOs in duties and responsibilities of movement planning.

(11) Train ULTs on rail and air-loading procedures. [Appendix D](#) provides more information about rail operations training for ULTs and the ULT deployment requirements in support of rail operations.

**c. UMOs.** Although commanders are ultimately responsible for the success of their units' deployment, the trained and qualified UMO is the commander's primary representative and SME for all deployment-related issues. The UMO is therefore essential to the unit's success during deployment.

(1) Every deployable unit from company (including troops and separate detachments) through battalion level must appoint and train two UMOs (a primary and an alternate).

(2) The UMOs must be a staff sergeant or higher, be a graduate of the Combined Arms Training Center (CATC), Seventh Army Joint Multinational Training Command (JMTC), UMO Course (course number UMO 151), and have a minimum of 12-months retainability in the unit after the date of appointment or completion of the UMO Course (whichever is later).

(3) The UMO is normally an additional duty and most units cannot dedicate a person to perform only UMO responsibilities. Therefore, unit commanders must clearly define the critical tasks applicable to their unit from the following normally expected UMO duties:

(a) Serve as the unit commander's representative for movements issues and keep him or her informed of all aspects of movement operations.

(b) Normally, perform UMO duties under the administrative direction of the battalion or company XO with technical assistance and direction from the higher headquarters' deployment specialists including the battalion UMO or brigade mobility officer.

(c) Supervise and ensure movement training of unit personnel for the conduct for deployment, retrograde, rotation, and redeployment missions using all possible modes of transportation.

(d) Prepare movement documentation and supervise the unit's deployment activities.

(e) Maintain the unit's OEL and DSE requirements in coordination with the UMO and supply sergeant, S4, or property book officer (PBO). The UMOs must ensure that OEL dimensional data is correct and review the OEL with the commander annually to gain his or her approval.

(f) Prepare and maintain the unit movement plan (UMP).

(g) When required, coordinate and supervise marshalling and outloading of the unit.

(h) Coordinate with the appropriate mobility-support units, installation UMC, clearance authority, A/DACG, Military Sealift Command (glossary) port activities, and railroad representatives as required for the specific movement. Appendix E provides more information about liaison responsibilities.

(i) Provide personnel augmentation for loading operations and act as the senior unit-representative at aerial ports of debarkation (APODs), APOEs, seaports of debarkation (SPODs), and SPOEs.

(j) Maintain an up-to-date UMO continuity folder or book.

(k) Help prepare the unit cargo manifests, passenger manifest, or both (as applicable based on the mode of transportation and the amounts of transport assets allocated by the plan).

(l) Establish unit procedures to ensure accountability for all shipping containers, nets, and pallets used in the movement until the unit returns that equipment to a Defense Transportation System agency (normally through processing activities at an APOD or SPOD).

(m) Maintain the unit's BBPC&T plan and in coordination with the unit supply sergeant and battalion S4 ensure that the unit has sufficient quantities to meet training requirements.

(n) Review and maintain unit vehicle load-plans and load-cards and advise the commander concerning opportunities for conducting load-verification exercises.

(o) As necessary, build load-plans in ICODES.

(p) Assist in training the ULTs for movement by ITT (that is, barge, commercial or military truck, convoy, and rail) or intertheater transportation ([glossary](#)) (that is, strategic airlift or sealift).

(q) Analyze the unit movement requirements based on the mission, orders, and the commander's guidance.

(r) Build and review UDLs. After gaining commander approval of the UDLs, send the commander-approved UDLs to the next higher headquarters for review.

(s) For the purposes of trans-loading the unit's equipment at the ISA, POE, and POD; identify to the installation (normally, the USAG) UMC all materiel-handling equipment (MHE) and transportation requirements that the organic assets of the unit are unable to meet.

(t) Coordinate movement requirements and priorities with unit HAZMAT personnel.

(u) Be familiar with the call-forward process and the unit actions that are required at the DPC and ISA.

(v) Supervise, assist, and, if required, train ULTs at HS, the DPC, and the ISA; supervise the loading of unit DSE, secondary loads ([glossary](#)), and vehicles to ensure they are properly stowed, marked, and documented; conduct final checks of all unit equipment before departure from the HS; and ensure that all documentation is accurate and all required BBPC&T accompanies the unit vehicles and equipment to the DPC or the ISA.

(w) Plan and supervise the formation of the unit for convoys to ensure (as best possible) that convoys depart at their scheduled start point (SP) times.

**d. HAZMAT Certifying Personnel.** Each deployable unit (company-level and higher) will select, train, and maintain two personnel who are capable of evaluating, certifying, and documenting HAZMAT for shipment by all modes of transportation.

(1) The unit HAZMAT personnel (primary and alternate) must be a staff sergeant or higher (primary), be a sergeant or higher (alternate), be a graduate of the CATC Hazardous Materials Certification Course (course number HAZ 12), and have a minimum of 12-months retainability in the unit after the date of appointment or completion of the HAZMAT course (whichever is later). The UMO may not serve as the unit HAZMAT certifier.

**NOTE:** The HAZ 12 course is normally a resident course at the CATC. Units or installations (to support multiple units) can also coordinate with the CATC to schedule a mobile training team (MTT) to come to their location.

(2) HAZMAT certifying personnel must maintain their proficiency and are required to attend refresher training every 2 years.

(3) Battalion S4s will conduct periodic (recommended quarterly) refresher training for the battalion's HAZMAT certifying personnel.

(4) The HAZMAT certifying person must be available to correct deficiencies starting at HS and through the acceptance of the HAZMAT at the POE by SDDC (for sea movements) or Air Mobility Command (AMC) (for air movements).

(5) Certifying HAZMAT is normally an additional duty and most units cannot dedicate a person to perform only HAZMAT responsibilities. Therefore, unit commanders must clearly define the critical tasks applicable to their unit from the following normally expected HAZMAT personnel duties:

(a) Advise the commander on all requirements necessary to move HAZMAT.

(b) Receive supervisory guidance from deployment specialists (for example, the company or battalion UMO, brigade mobility officer, MCT representatives).

(c) Assist in maintaining the UMP.

(d) Assist in training ULTs.

(e) Prepare and supervise the preparation for movement of all HAZMAT.

(f) Assist the UMO in documenting HAZMAT information in the UDL.

(g) As required, recommend waiver-requests to the UMO to transport noncompatible HAZMAT together, HAZMAT and Soldiers together, or both on an airplane or ship.

(h) Inspect and certify that all HAZMAT loads are safe to transport and comply with all applicable requirements and regulations. This requires HAZ 12 certification or higher.

(i) Prepare necessary documentation for movement of HAZMAT on identified modes of transportation. This requires HAZ 12 certification or higher.

(j) Prepare and ensure that all HAZMAT placards are correct and placed on equipment according to [AE Regulation 55-4](#). This requires HAZ 12 and European HAZMAT Certification (Road and Rail) Course (course number HAZ 15) certification.

(k) Take part in Air Force joint inspections (JIs) and Army pre-JIs of all HAZMAT cargo and, if required, all cargo. This requires HAZ 12 certification or higher.

(l) Correct and supervise the correction of all deficiencies for the transport of HAZMAT identified during the pre-JI or the Air Force JI. This requires HAZ 12 certification or higher.

**e. Airload Planner.** Airload planners are appointed and trained to prepare, check, and sign unit aircraft load plans. They have a vital role during the planning and execution of airlift operations. [Appendix F](#) provides more information about airload planning and airload planner requirements.

(1) Units at company through brigade level must have a primary and alternate airload planner identified and trained.

(2) AMC offers an (Air Force) airload planners course to those units that are aligned under the AMC Affiliation Program. The CATC also teaches an (Army) Airlift Planners Course (ALPC) (course number UMO 152), which unlike the Air Force course provides instruction on the use of the ICODES.

(3) The airload planner function is normally an additional duty and most units cannot dedicate a person to perform only airload planning responsibilities. Therefore unit commanders must clearly define the critical tasks applicable to their unit from the following normally expected airload planner duties:

- (a) Identify the type of aircraft needed to carry a load for unit deployment or redeployment.
- (b) Identify the exact number of aircraft needed to accomplish a particular mission.
- (c) Identify in advance any additional required loading aids to ensure these items are available at load time.
- (d) Minimize aircraft ground time by ensuring the unit is prepared to load.
- (e) Help the unit prioritize cargo and personnel for the movement.

**f. ULTs.** Each deployable unit (at company and battalion level) will select, train and maintain a team of personnel (the ULT) capable of loading the unit's equipment onto ITT assets or intertheater transportation assets (strategic airlift or strategic sealift). After the members are trained, commanders will appoint the members to the ULT by name on orders. ULTs—

- (1) Must be capable of loading and evaluating containers, pallets, and secondary vehicle loads.
- (2) Receive training and supervisory guidance from the BMC and UMO.
- (3) During the preparation and execution of unit loading, work under the direction of the units' designated lead (for example, the BMC, brigade mobility officer, the UMO (battalion, brigade, or both)).
- (4) Are composed by the commander based on the type and quantity of equipment to be loaded and the time available for loading. Therefore, the commander may need to adjust the standing ULT for a specific deployment.

**NOTE:** The battalion, brigade, or both may consolidate subordinate unit ULT requirements. If the higher organization has consolidated the ULT, that organization is responsible for assigning specific responsibilities, developing the training plan, conducting all ULT training, and supervising the ULTs during loading operations.

- (5) During deployment operations, will—
  - (a) Prepare or review container packing, packing-list preparation, and vehicle load plans and load cards to ensure accuracy and compliance with regulations and guidance.
  - (b) Attach or affix military shipping labels (MSLs), radio-frequency (RF) tags, and HAZMAT placards on vehicles and equipment.
  - (c) Prepare vehicles for shipment. This task includes purging or defueling vehicle fuel tanks, weighing vehicles and equipment, and marking the center of balance and chalk or serial numbers on the vehicles. The ULT must notify the UMO about all items requiring correction and provide other applicable information to the UMO for tracking in a consolidated report.
  - (d) As required in preparation for shipment, assist the vehicle drivers and crews to wash vehicles and equipment or to check washed vehicles and equipment.

(e) Assist the UMO when forming the unit vehicles for convoy operations.

(f) Load, secure, and tie-down (as applicable) vehicles and equipment onto barges, commercial or military aircraft, railcars, ships, and trucks.

(g) Load or assist the units with loading of 463L pallets (normally, this includes loading of TAT baggage onto commercially-contracted aircraft) and containers for air movement. Possible containers may be: binary-containers (BICONS), triple-containers (TRICONS), quad-containers (QUADCONs), Internal Airlift/Helicopter Slingable Container Unit 60 or 90 (ISU 60 or 90) containers, or any required combination.

**g. Safety Officer.** Each deployable unit (company and higher level) will select, train, and maintain two safety officers (a primary and an alternate) who assist the commander to mitigate risk and ensure that all operations are conducted in the safest manner possible.

(1) A safety officer must be a staff sergeant or higher (primary), be a sergeant or higher (alternate), have graduated from the CATC Safety Course (course number SOC 40), and have a minimum of 12-months retainability in the unit after the date of appointment or completion of the safety course (whichever is later).

(2) The deployment-related duties of the safety officer include the following:

(a) Conduct staff-assistance visits for subordinate units to ensure they comply with safety regulations and policies.

(b) Assist the commander, staff, and units in conducting safety and risk-management reviews in support of all operations.

(c) Assist the commander during deployments by inspecting units during marshalling, preparing for movement, and processing through the DPC, the ISA, or both and, as required, the POE.

(d) Prepare or assist in the preparation of DA Form 285 for all accidents and publish additional guidance or recommend to the commander new procedures or requirements as necessary.

**h. Supply Sergeant.** The unit supply sergeant assists the UMO and ULTs by reviewing BBPC&T and DSE requirements and ensuring that sufficient materials are available and serviceable during the unit's preparation for deployment. The supply sergeant also works in coordination with the UMO, the battalion S4, and the PBO to ensure that the commander's organizational property hand receipt and all deployable equipment is properly documented and either on hand or on order.

**i. Company-Level Executive Officer (XO).** The XO at the company level (that is, company, battery, detachment, or troop) assists the commander and the unit deployment personnel by supervising all deployment related training and activities. The XO can and often does serve as the company UMO and normally will—

(1) Plan for the packing and crating of all HHG for single or unaccompanied deploying Soldiers.

(2) Plan for the turn-in of POVs for single or unaccompanied deploying Soldiers as well as possibly the additional vehicles of accompanied deploying Soldiers.

(3) Lead the units' liaison teams at the DPC, the ISA, and the POE (as applicable).

**j. S1.** For the deployment process the battalion S1 will—

- (1) Monitor and help maintain the personnel readiness of Soldiers.
- (2) Research historical nondeployable rates for their type of unit and compare and analyze their unit's current nondeployable rates to identify systemic issues.
- (3) Ensure unit manning and personnel-readiness levels are properly identified in the appropriate human-resources (HR) automated system so that national-level personnel providers and the unit share a common operating picture.
- (4) Reassign non-deployable personnel to the RD derivative unit identification code (DUIC) and ensure the appropriate nonavailable code is posted in the electronic personnel system.
- (5) Maintain 100-percent accountability of all assigned personnel.
- (6) Train unit personnel on casualty reporting.
- (7) Train personnel on unit mailroom operations and obtain the documentation necessary for them to perform unit postal missions.
- (8) As required, continue the SRP process throughout deployment operations.
- (9) Before any deployment notification, identify and train the S1 RD personnel.
- (10) When required, establish the RD and conduct HR operations in the RD.

**k. S2.** For the deployment process, the battalion S2 will conduct an intelligence analysis of and a threat assessment for routes and nodal locations that will be used during deployment.

**l. S3.** During peacetime, the S3 schedules and monitors training within the unit and subordinate units. The S3 is also the lead planner for all movements and deployments. During the deployment process, the S3 also will—

- (1) Schedule, monitor, and conduct deployment-related training at the individual, leader, and collective task-levels.
- (2) Develop and issue the unit task organization and force-package sequence for the deployment.
- (3) Develop and issue the UMP from HS to DPC, the ISA, or both and when required, to the POE.
- (4) Synchronize unit line number (ULN) ([glossary](#)) assignments with the mission plan and the commander's guidance.
- (5) Confirm that the TPFDD reflects the unit's movement requirements.
- (6) Receive and promptly issue orders directing and coordinating deployment.
- (7) Develop and track completion of deployment and predeployment milestones.

**m. S4.** The S4 plays a vital role in planning and executing the deployment. The S4 will—

(1) Supervise the training and performance of the UMC.

(2) Ensure that the UMO maintains accurate OELs by coordinating with the PBO, the unit supply sergeant, and unit-level subordinate hand-receipt holders.

(3) Ensure that unit requirements for BBPC&T and DSE are accurate and acknowledged by the next higher headquarters. This task includes—

(a) Ensuring that the unit maintains a sufficient authorized level of BBPC&T and DSE and that the on-hand BBPC&T and DSE are serviceable.

(b) Developing the BBPC&T prioritization and distribution plan based on TPFDD requirements and theater transportation plan (TTP).

(4) Develop the UMP and conduct a periodic review of the UMP.

(5) Coordinate with the USAG to ensure that all deployment support is planned and rehearsed (including the turn-in and storage of HHG and POVs).

(6) Plan and conduct periodic reviews of the training and preparation of UMOs and ULTs.

(7) Plan and conduct unit-level quarterly refresher training for HAZMAT certifying personnel.

(8) Ensure that the creation and submission of UDLs are according to mission plans, mission requirements, and the commander's intent.

(9) Confirm that the TPFDD reflects the battalion's movement requirements and that the *Level IV* data ([table 1](#) or [glossary](#)) are correctly reflected in the TC-AIMS II records.

(10) Assist with leading or in the absence of the XO lead a battalion liaison team at the DPC, the ISA, and the POE, as required.

## **14. PHASE 2: DEPLOYMENT PLANNING AND REQUIREMENTS**

**a. Overview.** The commander should select a COA (normally using the MDMP) and approve a clear operational task organization as the key to successful deployment planning.

(1) The task organization must include the date-time that units will be attached or detached and must assign responsibility for their deployment planning. For example, if a unit is attached before deployment, the gaining unit must include the attached unit's deployment data in their portion of the TPFDD. If the attachment does not take effect until after the unit's arrival at the POD or during RSOI, then the parent (losing) unit remains responsible for the unit's movement planning.

(2) Given the approved COA and task organization, the G3 or S3 can organize the Force for deployment. This process begins with the assignment of ULNs to the deploying units and linking the ULNs to the respective unit identification codes (UICs).

(3) Assignment of ULNs or developing the ULN naming convention is based on operational requirements. If constructed properly, the commander will be able to quickly scan a printed TPFDD and determine the appropriateness of a unit's place within the deployment flow.

<b>Table 1 Unit Movement Data Components</b>		
<b>UMD Term</b>	<b>Abbreviation</b>	<b>Remarks</b>
available-to-load date	ALD	The day that the forces are required to be at the POE and ready to load their equipment onto strategic lift.
combatant commander's required delivery date	CCRD	The day on which the supported geographic CCDR requires the forces to be in his theater for operations.
earliest arrival date	EAD	The first day that the forces may arrive at the POD and also be supported by the receiving theater (glossary).
latest arrival date	LAD	The last day that the forces may arrive at the POD and still meet the CCDR's requirements (glossary).
level II detail	NA	Total cargo in short tons (STONs).
level IV detail	NA	Information about major end items (containers, vehicles).
level VI detail	NA	Information about supply items and secondary loads (contents of containers).
mode source	NA	Method of movement (that is, air, rail, or sealift).
organization equipment list	OEL	A list of all (deploying and nondeploying) unit equipment.
origin	NA	The location of start of movements (normally, the HS).
port of embarkation	POE	The port the forces use to depart the supporting theater.
port of debarkation	POD	The port the forces use to arrive in the supported theater.
ready-to-load date	RLD	The day the unit needs to be ready to load ITT at the point of origin.
required delivery date	RDD	The day the forces are required to be at the destination (usually same as the CCDR).
unit deployment list	UDL	A by-item roster of all unit equipment being deployed.
unit line number	ULN	An alphanumeric code used to rapidly identify and reference the unit and its requirements for movement.

(4) After the G3 or S3 planner has linked the ULNs to UICs and identified movement requirements (for example, torch party, advance echelon (ADVON), main body), the planner passes the ULN-UIC association by means of an operational order or builds a shell of the unit TPFDD UMD using the Joint Operation Planning and Execution System (JOPES) ([glossary](#)) or the JFRG II-Computerized Movement Planning and Status System (COMPASS) system, depending on the echelon of the unit.

(5) The G3 or S3 planner associates the ULN-UIC line with a standard five-character unit type code (UTC) in either the JOPES, the JFRG II, or the COMPASS systems and populates the TPFDD with standard type-unit characteristic (TUCHA) file-data (that is, the standard movement characteristics of accompanying supplies, cargo, equipment, and personnel normally associated with that type of table of organization or unit).

(a) USAREUR units will normally manage the OEL data in TC-AIMS II before any deployment notification to provide the most accurate description of each unit's on-hand equipment and eliminate the need to rely on standard TUCHA data when building a TPFDD plan or creating a movement shell. [Appendix G](#) provides general USAREUR guidance for automated processing of UMD and [appendix H](#) provides in-depth information about the TC-AIMS II system and USAREUR TC-AIMS II procedures.

(b) The JOPES, the JFRG II, and the COMPASS systems are joint UMD systems that use default UTC (that is, TUCHA file) data as a system function. This data must be updated with current unit-specific OEL data to ensure that transportation feasibility assessments are accurate for lift requirements and force closure reporting.

**b. Orders and Messages.** In addition to any CJCS and CCDR-published orders, USAREUR publishes the following orders and messages:

**(1) The USAREUR DEPORD.** The USAREUR DEPORD—

(a) Addresses all issues specifically pertaining to the deployment of USAREUR Forces from fort-to-port.

(b) Addresses additional actions or phases in the deployment process (that is, movement port-to-port and RSOI), as required.

(c) In addition to the doctrinal concept of the operation and the tasks to subordinate units paragraphs, provides information about the following specific deployment-related subjects:

1. Required TPFDD validation dates.

2. ITT plan and requirements. In a large-scale deployment, ITT is centrally planned and executed to ensure lift is ordered for units based on their priority in the TPFDD and movement plan.

3. ISA schedule. This should describe the planned opening and closing dates of each ISA that is required and identify the planned deployment-support personnel required at each ISA.

4. DPC processing schedule. This should include the no-later-than (NLT) dates for any pusher units ([glossary](#) or [note below para 16](#)) to report to the DPC.

5. Convoy support center (CSC) requirements. This should include the NLT date for operation and the NLT date for augmentation DSP to arrive at the CSC.

6. POE locations. This should include the NLT date for operation and including the NLT dates for arrival of augmentation DSP and specialized driver requirements.

**(2) USAREUR Movement Fragmentary Order (FRAGO).** The USAREUR movement FRAGO directs the movement of unit equipment forward from the HS to and through the ISA to the POE to meet all deployment requirements before the RLD. The FRAGO is based on information and guidance in the USAREUR DEPORD and is modified to meet the actual movement schedule that was determined based on the theater transportation plan (TTP). The movement FRAGO specifies the mode of transportation that the unit will use from the HS to the ISA and from the ISA to the POE.

**(3) Call-Forward Message.** The USAREUR MOC writes and the USAREUR Watch distributes USAREUR call-forward messages (or instructions). The call-forward message notifies units to bring their unit personnel and equipment that are deploying by air from the HS to the DPC or the APOE. The message is based on information contained in the DEPORD and any FRAGOs and is then modified to meet actual movement schedules.

**c. UMD Systems and Processes.**

**(1) UMD Objective.** The objective of UMD systems and processes is to establish a TPFDD that ensures the Force will arrive at the right place, at the right time, and in the right order. The TPFDD is therefore a document identifying both force requirements and transportation requirements.

(a) USAREUR and USAREUR MSC or USAREUR specialized commands will normally develop the TPFDD deployment timelines. Building the timeline at a higher headquarters is required because of the complexity of the transportation plan (for example, the type of ship or aircraft assigned to a mission, variation in ship sailing speeds, number of units required to process through a single POE).

(b) The development of the TPFDD deployment timeline normally occurs simultaneously with the association of the unit ULN to UDL.

**(2) UMD Components.** For the Army, UMD includes any or all of data types listed in [table 1](#).

**(3) Automated Processing of UMD.** USAREUR currently processes UMD into the JOPES ((6) [below](#)) using either the TC-AIMS II ((4) [below](#)) or the JFRG II ((5) [below](#)). The USAREUR deployment process accommodates the distinct functions of both these systems. [Appendix G](#) provides more information and USAREUR guidance for automated processing of UMD.

(a) During normal operations, UMOs (at company and battalion level) will maintain an OEL for each deployable unit in their organization. The OEL is the baseline for cargo manifesting and allows the movement planner to identify general transportation requirements. For a deployment, the OEL is a list of the units' equipment that actually will deploy and require space on a plane, ship, or train (that is, any equipment that cannot be or is not normally shipped in an other container, trailer, or vehicle) and the planned number of containers (that is, 20-foot containers or military demountable containers (MILVANs), BICONS, TRICONS, and QUADCONs) required to move the unit. [Appendix I](#) provides more information about containers and containerization policy.

1. A unit's OEL must also establish the unit's customary-associations of vehicles or trailers and their secondary loads. For example, an ISU-90 container is normally used for air movements as a separately shipped item. If the container is always loaded onto a vehicle or trailer, however, the container can be part of the OEL as a secondary item.

2. The accuracy of the OEL is ensured by constant coordination between the UMO and the PBO. Commanders are required to review and certify the accuracy of their unit's OEL in conjunction with their Unit Status Report (USR) submission. Commanders will include the appropriate statement ([a or b below](#)) in the last sentence of the *equipment-on-hand gentext comments* section.

a. All subordinate unit OELs were reviewed according to AE Regulation 525-1 and are up-to-date. The last review and update occurred on \_\_\_\_\_ (date).

b. All subordinate unit OELs were not reviewed according to AE Regulation 525-1 or are pending corrections. The last review and update occurred on \_\_\_\_\_ (date).

(b) During the MDMP for a deployment operation, commanders decide what equipment is required to accomplish the mission. Based on that decision, the commander provides guidance to the UMO, who in coordination with the BMC develops the UDL from the OEL (as the baseline document).

1. The UDL must include the classified items, filled weight of containers, information about all HAZMAT (including ammunition), and sensitive items.

2. The UDL is the unit's equipment tailored from the OEL and segregated into the items required for each specific movement increment (for example, the ADVON, main body, trail party). The UDL increments are associated in TC-AIMS II with the ULN for the appropriate movement increment.

(c) UDL Reviews. The UMO and BMC are responsible for ensuring the data accuracy and compliance with the commander's requirements.

1. Commanders, in coordination with their UMOs, must review and verify the accuracy of their UDLs and the ULN associations.

2. Then, the UMO and battalion S4 review the accuracy of the UDLs and forward the battalion plans to the BMC using TC-AIMS II.

3. The BMC and brigade S4 consolidate all subordinate unit TC-AIMS II plans and ensure accuracy before sending to the Mobility Operations Division, ODCS, G4, HQ USAREUR (USAREUR MOD), for review.

(d) When all data is correct, the BMC is also responsible for sending the TC-AIMS II files to the applicable movement control team (MCT) for ITT movement planning and to the SDDC battalion responsible for the applicable SPOE.

1. The BMC sends the files to the movement control battalion by notifying that unit that the files are complete and reside on the TC-AIMS II server.

2. The BMC must actually send the consolidated unit TC-AIMS II files to the SDDC, which needs the data to complete the ship stow-plans and input the data to the Worldwide Port System.

(e) The BMC must monitor TPFDD validation for changes and if changes are required and after submission to the next higher headquarters, the BMC will—

1. Ensure that the changes are operationally essential and approved by the commander who authorized or required the change.

2. Immediately inform the applicable MCT, the SDDC, and the USAREUR MOC of those changes to the unit UMD to ensure that the related data (that is, JOPES and the train, build, and stow plan) are also changed.

**(4) TC-AIMS II.** TC-AIMS II is the Army's unclassified automated deployment system for building and managing OELs and UDLs. TC-AIMS II system users at company through division levels normally input data to the TC-AIMS II system through a web-based portal. The only stand-alone TC-AIMS II systems in USAREUR are managed by the USAREUR MOD. [Appendix H](#) provides more information about the TC-AIMS II system and USAREUR TC-AIMS II procedures.

**(5) JFRG II.** The JFRG II system is a classified software program that may be installed on any GCCS-A (classified-network) computer. The JFRG II enables the S3 or G3 to create the JFRG II plan (UMD shells) for ULN movement records and translates TC-AIMS II data into a usable format for the GCCS-A and JOPES systems.

(a) JFRG II is required at the USAREUR MSC, specialty-command, division, and separate-brigade levels. The plans section of the S3 or G3 is normally the most appropriate section to identify, train, and maintain JFRG II operators. Using JFRG II, the S3 or G3 planner is able to create movement plans and then test or model force packages and force closure estimates.

(b) The S3 or G3 of the headquarters unit certifies the accuracy of the unit JFRG II files and sends the data to the 21st TSC G3 or USAREUR MOC for input into GCCS-A or JOPES systems.

**(6) JOPES Database and Process.** The JOPES database and process is one application in a suite of the core C2 capabilities available through the GCCS-A or the Global Command and Control System-Joint (GCCS-J), which is a comprehensive, worldwide computer network. The JOPES identifies time-phased and prioritized force requirements according to the needs of the CCDR. The JOPES *Scheduling and Movement* function provides strategic-lift scheduling information for all air and sea carriers assigned to support specific ULNs.

**(a) Requirement.** Each USAREUR MSC and specialized command as well as the ODCS, G3/5/7, HQ USAREUR, is required to have JOPES-trained personnel and JOPES-capable systems.

**(b) JOPES Training.** There are two JOPES training courses taught by the Joint Deployment Training Center, Fort Eustis, Virginia (that is, the Joint Operation Processing and Execution System Support Personnel Course (JSPC) and the Joint Operation Processing and Execution System Action Officer Course (JAOC)). Both the JSPC and JAOC are taught (resident) at Fort Eustis or at select locations in the USEUCOM AOR by periodic MTTs (as coordinated between USAFRICOM, USEUCOM, and the service component commands). The Force Generation Branch, G3/5 Plans, ODCS, G3/5/7, HQ USAREUR, is the POC for MTT courses.

1. The JSPC is designed for personnel who need to use the JOPES functions of the GCCS-A or GCCS-J. The course emphasizes the role and use of JOPES applications in support of the crisis-action planning process with an emphasis on how to build and modify TPFDD requirements.

2. The JAOC is designed for JOPES planners who need to analyze requirements, develop force structure, analyze transportation feasibility, and track force closure.

**(7) Creating and Processing UMD.** In USAREUR, UMD can be created and processed to JOPES in one of the following three ways: JOPES-to-JOPES, JFRG II-to-JOPES, and TC-AIMS II-to-JOPES. Each USAREUR MSC or specialized command must determine the most appropriate method for them to create and process UMD to the TPFDD. The MDMP process is not affected by the differences in the methods.

**(8) ICODES.** ICODES load plans are required at two points during the deployment process (that is, when TPFDD validation is requested (preparation phase) and when the forces arrive at the DPC (execution phase)).

(a) During the preparation phase, the UMO and BMC review, approve and send consolidated copies of the deploying unit ICODES load plans (including hazardous diplomatic clearance information if applicable) to the USAREUR MOC. The USAREUR MOC will—

1. Review the TPFDD data and associated load plans and then approves the (if required, corrected) load plans.

2. Send approved load plans to the United States Air Forces in Europe/United States Air Forces Africa (USAFE/AFAFRICA) aircraft schedulers or the 618th Air and Space Operations Center (Tanker Airlift Control Center) (618th ASOC (TACC)) aircraft schedulers, depending on the type of aircraft needed to accomplish the mission.

3. Coordinate all necessary waivers based on the ICODES load plans and HAZMAT information.

(b) During the execution phase, the deploying unit liaison team arrives at the DPC with the unit ICODES load plans prepared according to the movement FRAGO. The DPC will—

1. Review the load plans and assists the unit in making necessary corrections based on updated mission information.

2. Send the ICODES load plans, transportation control and movement documents (TCMDs) (glossary), and hazardous declarations to the airload planners and loadmasters at the APOE.

**d. Movement Categories.** Table 2 provides the categories (explained in paras (1) through (3) below) by mode of transport (that is, air or sea) that a unit should consider when planning deployments.

<b>Table 2</b>	
<b>Movement Categories by Mode of Transport</b>	
<b>Air</b>	<b>Sea</b>
ULN or TPFDD-supported movements	Dedicated charter ships
Large-unit movements (strategic airlift)	Military Sealift Command owned ships
Small-unit movements	Scheduled liner-service ships
Special-assignment airlift missions	
Channel flights	
Frequency channel	
Requirements channel	

**(1) ULN or TPFDD-Supported Air Movements.** Unit deployments are most often supported by a TPFDD-supported movement. The type and number of planes allocated for a TPFDD-supported movement are based on the number of personnel and type and weight of equipment being moved. Other factors include the distance between the APOE and the APOD and the availability of intermediate staging bases (ISBs) (en-route locations capable of supporting the aircraft and crew). TPFDD-supported movements normally receive airlift support by means of a large-unit movement, a small-unit movement, or a special-assignment airlift mission (SAAM).

**(a) Large-Unit Movements (Strategic Airlift).** Strategic airlift is allocated for single ULNs that have at least 100 passengers (pax) or 15 short tons (STONs) of cargo flying from a single APOE to a single APOD.

1. The type of aircraft sourced for a large-unit move is based on the airfield capabilities at the APOE and APOD, aircraft availability, and the threat at the APOE and APOD.

2. USAREUR is able to combine ULNs to meet the 100 pax or 15 STON limitation provided that the combined ULNs have the same APOE and APOD, and the pick-up and delivery dates are in the same ALD to LAD window. USAREUR and the supported CCDR can coordinate for the combination of ULNs and two APOEs or two APODs based on aircraft availability.

3. Larger units must be prepared to move in segments or increments based on the type of aircraft sourced or missioned for the move.

**(b) Small Unit Movements.** Units that do not meet the requirements in (a) above may be required to change their movement schedule to coincide with other unit movements (as in (a)(2) above), move to an ISB or air-to-air interface site to link-up with additional deploying units, or move by CCDR-owned ITT aircraft (for example, USAFE/AFAFRICA C-130s).

**NOTE:** Units must have at least 25 pax or 7.5 STONs of cargo to qualify for use of a C-130 as a dedicated flight.

**(c) SAAMs.** A SAAM is used when the other types ((a) and (b) above) of air missions will not work and the deploying unit is willing or has the ability to pay for the chartered plane. The cost of a SAAM is based on the round-trip airtime, positioning and de-positioning costs, and crew travel costs. Units requiring a SAAM must send the SAAM request to the USAREUR MOC for approval.

**(2) Channel Flights.** The CCDR and USTRANSCOM establish air-channel service between two specified locations based on the amount of cargo planned for movement by air. Depending on the aircraft configuration and capabilities, passengers may be allowed on channel flights, however, passenger movements alone do not warrant the establishment of channel service.

**(a) Types of Channel Flights.** The following are the two types of channel flights that USAREUR Forces could use in a deployment:

1. **Frequency Channel.** Frequency channel flights are scheduled when the projected cargo requirements are sufficient enough to schedule missions to a location, regardless of the actual cargo requirement processed at the aerial port. This is an expensive operation since the planes will fly regardless of the amount of cargo at either the APOD or APOE.

2. **Requirements Channel.** Requirement channel flights are scheduled when the projected or on-hand cargo warrants a flight.

**(b) Priority on Channel Flights.** Channel flights are DOD common user airlift that operate on a first-come, first-served basis for cargo or passengers. DOD uses a first-come, first-served policy because normally all senders for cargo going to a deploying location set the priority code as '999' and then the aircraft operator is not able to determine priorities within the 999 code category for cargo nor to determine which competing sender's personnel priority is more urgent.

1. **Cargo Reprioritization.** Changing the priority of booked cargo is still possible based on the supported commander's priorities. The supported commander can move specific cargo to the front of the line by authorizing a *green sheet* request. The green sheet is reserved for the most important situations and must be requested through the supported commander's S4 or G4 to the USAREUR MOC.

2. **Personnel Reprioritization.** There are two techniques that may be used to change the passenger priority (that is, space substitution and space blocking), but only if the change is supported by the CCDR's priorities.

**a. Space Substitution.** Space substitution allows service component commands to substitute one unbooked traveler for one booked or space-reserved traveler from the same service. Units will send justified space-substitution requests to the USAREUR MOC for review, approval if applicable, and forwarding. Space-substitution requests require approval by USEUCOM or the appropriate supported CCDR.

**b. Space Blocking.** Space blocking removes or “bumps” booked or space-reserved passengers in order to move higher-priority passengers. The request process is the same as in [a above](#).

**(3) Sea Movements.** The following are the three types of sea movements that USAREUR forces could use during a deployment:

**NOTE:** In addition to the size of the shipment other considerations factor in the type of ship scheduled for a movement (for example, port capacity (that is, the maximum draft (depth of ship in the water) in the port, dock capacity, type of ship ramp, type of equipment, net explosive weight (NEW) restrictions)).

**(a) Dedicated Charter.** A dedicated charter (a full ship or priority of lift) is the method of shipping DOD most often uses for major force deployments and redeployments. The Military Sealift Command contracts for a dedicated-ship charter when the size of the shipment warrants a full ship.

1. This method of shipping is responsive to operational timelines, however, the shipping company is required to arrive at the SPOD only by the LAD (not necessarily earlier).

2. For planning purposes, 50,000 square-foot (ft<sup>2</sup>) of cargo should warrant a dedicated ship. Other factors (for example, the preference for a U.S. flagged ship, existing schedules) may still cause deployments or redeployments larger than 50,000 ft<sup>2</sup> of cargo to travel on multiple liner-service ships instead of a single dedicated-ship charter.

3. Planned sail speed of a dedicated ship is 16 knots.

**(b) Military Sealift Command Owned Ships.** When authorized by the Secretary of Defense and the size of the shipment warrants a dedicated ship, the Military Sealift Command can schedule military ships (also known as Gray Bottoms) to support USAREUR deployments or redeployments. The USAREUR MOC can provide the planned sustained sail speeds for military ships.

**(c) Scheduled Liner-Service Ships.** DOD uses scheduled liner-service ships to move cargo in less than shipboard lots along established trade routes when the SPOD and SPOE can be matched with the existing schedule of a ship. The SDDC books space on liner-service ships only when the timeline between ALD and LAD can be met and the priority of contracting goes to U.S. flagged ships. Liner service is the least preferred method for shipping because the schedule is based on the ships' existing schedules, which may not support operational requirements.

1. Liner companies provide service on a first-come, first-served basis, therefore multiple liner-service ships may be required to match the unit cargo requirements.

2. The planned sail speed for scheduled liner-service ships is 12 knots.

#### **e. Force-Tracking Systems.**

**(1) ITV Server.** The RF ITV system uses radio frequency identification (RFID) devices and satellite tracking devices to provide ITV information required by DOD, our NATO allies, and our coalition partners.

(a) The RF ITV system server traces the identity, status, and location of cargo from the point of origin to a destination by means of a worldwide infrastructure of RFID hardware and software. The RF ITV system receives near real-time position reports for conveyances from numerous satellite tracking systems such as the Army Movement Tracking System. Data is combined, processed, and delivered to numerous systems for processing and operational visibility.

(b) Users can access ITV data directly by logging into the web-based (common access card (CAC) accessible) RF-ITV Tracking Portal, which is the user interface to the ITV server. The RF-ITV Tracking Portal provides information about in-transit shipments through maps and tracking reports.

**(2) GCCS-A.** GCCS-A (the Army extension of the GCCS-J) provides the linkage between the Army tactical C2 systems and the GCCS-J. GCCS-A provides a suite of automated C2 tools to the Army's strategic and theater commanders, aids deployment and sustainment operations, and provides Army input to the CCDR's common operational picture. GCCS-A applications support collaborative planning with particular emphasis on force tracking.

(a) GCCS-A is the USAREUR C2 system of record for all deployments.

(b) The Commander's Force Analyzer application, which is the primary GCCS-A movement-planning application, graphically displays movement information, shows the availability of units deployed and deploying into a theater in support of an operations plan and displays the TPFDD.

(c) Before receiving and activating a GCCS-A system, units are required to have trained operators and, if issued a local area network server, a trained network administrator.

1. As each user is required to use only their own login and password and only trained users are issued logins, units must train sufficient personnel to be able to conduct 24-hour operations.

2. Appropriate GCCS-A training courses are offered by the Strategic Mission Command Office, Fort Leavenworth, Kansas. Periodically, USAREUR also schedules MTTs to visit and provide training. The Mission Command Support Division, G3/3 Operations Division, ODCS, G3/5/7, HQ USAREUR, can provide more information.

**(3) Integrated Data Environment and Global Transportation Network Convergence.** The Integrated Data Environment and Global Transportation Network Convergence (IGC) program is a partnership between DLA and USTRANSCOM that merges their respective software systems (respectively, the DLA enterprise business system and the USTRANSCOM Global Transportation Network). This convergence provides DOD with an integrated set of end-to-end visibility, deployment, and distribution capabilities to effectively support a joint force commander's decision-making by providing actionable logistics information.

(a) The IGC created a single resource for DLA and USTRANSCOM to access common authoritative data, business standards, and information. The IGC is also synchronized with several other USTRANSCOM distribution process-owner initiatives, such as *Agile Transportation for the 21st Century*. The IGC is the USTRANSCOM ITV system of record.

(b) The IGC can create customizable dashboards, queries, and alerts based on a users' information requirements and business rules.

**(4) Single Mobility System.** The Single Mobility System (SMS) is a USTRANSCOM system that serves as a doorway to other mobility databases. The SMS allows authorized users to view missions from other C2 systems based on their predefined permissions.

(a) The SMS has three functional applications that allow force trackers to view air, sea, and CONUS-based ground movements. SMS also has an alert messaging system that notifies force trackers of any change to the schedule of any selected mission.

(b) USAREUR MSCs and specialized commands will be able to use the air and sea applications of SMS to gain visibility over their strategic air and sea missions.

(c) USAREUR MSCs and specialized commands must train sufficient personnel to be able to conduct 24-hour operations. Each SMS user requires an individual SMS account with an individual login and password.

(d) SMS training is available online as part of the system, however, units may also request on-the-job training from the USAREUR MOC.

## **15. PHASE 3: HOME STATION AND DEPLOYMENT-NODE PREDEPLOYMENT PLANNING AND PREPARATION**

**a. Preparation to Deploy.** The unit's transition from the planning and preparation phases to deployment execution is based on the requirements and general timelines of the CJCS, supported CCDR, USEUCOM, and HQDA orders. The USAREUR DEPORD establishes the actions required and the specific NLT dates for their completion.

**(1) The DEPORD Sequence.** USAREUR issues the USAREUR DEPORD after receiving the CJCS and HQ USEUCOM EXORDs that authorize the deployment. The time requirements for completing and validating the TPFDD are specified in the USAREUR and subordinate unit DEPORDs.

(a) USAREUR MSCs and specialized commands complete their MDMP and issue their subordinate DEPORDs.

(b) The TPFDD is considered completed when the USAREUR MSC S3 or G3 reviews the TPFDD and makes any changes required as a result of instructions or directives from higher headquarters EXORDs.

(c) After the last changes have been made, the USAREUR MSC S3 or G3 prepares and sends a newsgroup message (using the internal USAREUR coordinating newsgroup) to the USAREUR MOC to indicate that the TPFDD has been reviewed, is correct and free of fatal errors, and that the USAREUR MSC is requesting validation.

(d) The same process as in (b) and (c) above is mirrored by USAREUR and results in a newsgroup message (using the supported CCDR's newsgroup) to request validation.

(e) The USAREUR MOC monitors the USEUCOM TPFDD validation and USTRANSCOM allocation of strategic lift to ensure that the lift allocation meets TPFDD requirements. The USAREUR MOC Chief will immediately notify the USAREUR G3/5/7 of any strategic lift scheduling problem.

**(2) TTP.** For major deployments, the Transportation Integration Branch, Distribution Management Center, Headquarters 21st Theater Sustainment Command (21st TSC TIB), uses the validated TPFDD and deploying unit's priorities to plan and publish the initial TTP.

(a) Centralized planning and execution of ITT assets are necessary to ensure that the limited amount of ITT resources are applied first to the units with the highest priority.

(b) The TTP calculates the numbers and types of ITT assets that are required to move deploying units from HS, to and through the ISA or DPC and onward movement to the POE.

**(3) DSE.** By NLT receipt of the DEPORD, units will order sufficient DSE through their S4 or G4 based on the units' DSE plan and the modes of strategic lift designated for the deployment. Deployment personnel (for example, UMO, UMC) will ensure that DSE is serviceable or repaired before the unit begins to pack the equipment.

**(4) Packing.** Packing of DSE and secondary vehicle loads must be planned and orderly. The creation of a detailed packing list ensures that the unit is able to use ITV data and identify the exact location of all of their equipment. USAREUR units will use TC-AIMS II to prepare unit packing lists.

**b. PDPs, SRPs, and Other Predeployment Preparation.** Commanders will conduct periodic and formal reviews (that is, PDPs and SRPs) to ensure Soldiers meet readiness and deployment requirements. AR 600-8-101 provides specific procedures and requirements. [Appendix M](#) provides more information about the USAREUR Theater-Specific Individual Readiness Training (TSIRT) program, which is required training for personnel deploying as individual augmentees. Commanders—

(1) Will use PDPs and SRPs to ensure that all non-deployable personnel are screened according to AR 220-1, AR 614-30, all applicable command directives, and other applicable personnel regulations.

(2) Are encouraged to identify during the periodic SRP the number of POVs that would be turned in during a major deployment. Conducting POV and HHG turn-in procedures takes time and an unplanned turn-in event can adversely affect the unit during deployment preparation. [Appendixes N](#) and [O](#) provide more information about HHG storage procedures and POV storage procedures, respectively.

(3) Should make and test detailed plans for the RD, Family support, and religious support ahead of time for use during a deployment. Deploying has a major effect on a Soldier's Family. Soldiers who know that their Families are cared for during the deployment will be better focused on the mission.

(4) Should use deployment rehearsal of concept drills to help identify problem areas and seek assistance before the problem can affect a future or pending deployment.

## **16. USAREUR DEPLOYMENT NODES**

[Table 3](#) provides a list of the various sites that comprise deployment-node operations and paragraphs [a through h](#) provide information about the activity that takes place at each of the deployment nodes.

**NOTE:** Although deployment is a unit responsibility, when possible, USAREUR will use augmentation from nondeploying or late deploying forces (also known as pusher units) to help the deploying unit through the deployment nodes.

<b>Table 3</b>	
<b>Nodes of the USAREUR Nodal-Deployment System</b>	
<b>Nodes</b>	
<b>Common nodes</b>	
Installation staging area (ISA) (para 16a)	
Convoy support centers (CSCs) (para 16b)	
DOD-designated single port-manager and port-operator (para 16c)	
<b>Air nodes</b>	
Deployment processing centers (DPCs) and the USAREUR DPC (para 16d)	
Arrival/departure airfield control group (A/DACG) (para 16e)	
Airborne Deployment Facility–Aviano (para 16f)	
<b>Sea nodes</b>	
Port support activity (PSA) (para 16g) (glossary)	
Marshalling area control group (MACG) (para 16h)	

**a. ISA.** The ISA is a centralized location at or near the HS operated by an installation (in USAREUR normally the HS USAG) where units assemble their equipment for continued movement to a POE (normally a SPOE). USAGs will normally colocate the ISA with a railhead, however, USAGs may establish multiple ISAs or ISA locations (for example, designate separate ISAs to reduce congestion by establishing one ISA on post to process convoys and one ISA off post near the railhead).

(1) Despite their manpower limitations, USAGs are responsible for planning, preparing, and operating ISAs that are capable of supporting the simultaneous deployment of all tenant units while continuing normal operations. USAGs will use DSP from nondeploying and late deploying units or other USAREUR units to augment the ISAs. Together, the USAG and the 21st TSC will determine ISA manning requirements and identify to USAREUR positions they cannot fill that require augmentation.

(2) A key to deployment success in USAREUR is meeting all documentation and inspection requirements at the ISA and not waiting until arrival at the POE. All equipment will be inspected at the ISA and units should correct deficiencies before the RLD established in the applicable TPFDD LOI.

(3) Each ISA will normally operate the five processing stations listed in table 4 and explained in subparagraphs (a) through (e) below. The activity stations and sequence for the ISA are similar to, but not necessarily as complete or as complex as those at the USAREUR DPC (para d below).

<b>Table 4</b>	
<b>Processing Stations at the ISA</b>	
<b>Stations</b>	
Reception	
Documentation Inspection	
Maintenance Inspection	
Fuel or Defuel	
Final Inspection	

**(a) Reception.** The UMC, UMOs, or both assist the USAG commander’s designated ISA representative to receive the deploying units’ equipment. Units will arrive at the appointed location according to the movement FRAGO and coordinating instructions from the USAG. Equipment must be clean to be processed at the ISA, which will ensure receipt at the POE. The station noncommissioned officer in charge (NCOIC) issues an ISA orientation and safety briefing to the entire chalk before the chalk may move on to the second station.

**(b) Documentation Inspection.** The documentation station NCOIC reviews the required documents for each piece of equipment to ensure data accuracy, proper location, and serviceability of all labels and shipping documents according to the USAREUR HAZMAT guidance in [appendix J](#). The documentation station team will—

1. Inspect HAZMAT documentation and storage and ensure the unit HAZMAT certifying personnel make the necessary corrections.
2. Conduct a visual inspection of the equipment, including secondary loads, to ensure that everything is secure and will not cause a hazard or detach during movement to the POE.
3. Inspect vehicle load cards and cross-check equipment-shipping dimensions to ensure compliance with the shipping documents.

**NOTE:** Equipment dimensions must accurately identify how the equipment will be when stored on the ship. The port support activity (PSA) ([glossary](#)) crosschecks the dimensions before handing-over the equipment to the port manager to ensure all equipment is in the most-reduced configuration and is accurately listed on the shipping documents.

**(c) Maintenance Inspection.** The operator and troop commander will inspect each vehicle using the pre-operations preventive-maintenance checks and services checklist.

1. Equipment operators will annotate all deficiencies on a DA Form 2404 in duplicate. Operators will keep the first copy with the equipment and provide the second copy to the Maintenance Inspection Station NCOIC.
2. During the maintenance inspection, the station NCOIC will check the fuel tank and instruct the operator to move either to the fuel or defuel station ([\(d\) below](#)) or to the final inspection station ([\(e\) below](#)).

**(d) Fuel or Defuel.** All equipment with fuel tanks will be filled or defueled, as appropriate, to achieve the fuel level appropriate for the required movement (sufficient to reach destination, but not more than the standard authorized for the applicable shipping mode).

**(e) Final Inspection.**

1. The station NCOIC verifies that the equipment met all ISA standards and that all documentation is complete. If applicable, the NCOIC provides the USAG a consolidated list of all uncorrected deficiencies found in the inspection.
2. The ISA (normally the station NCOIC) sends to the POE PSA a detailed listing of equipment by chalk that is moving to the POE and a report of all non-mission capable equipment so that the PSA can ensure adequate MHE is available at the POE.
3. The unit must stage all equipment based on the ITT plan before loading equipment onto the applicable ITT asset (that is, barge, commercial truck, military truck, or rail) or forming for convoy operations. Units that are conducting convoys to the POE will receive the convoy briefing and all convoy information at the final inspection station.

(4) FM 3-35.4 and the Army Transportation School Commander's Guide to Strategic Deployment provide additional information about ISA procedures.

**b. CSCs.** CSCs may be required to provide an en-route rest-and-maintenance stops based on the distance between the ISA and the POE. The Theater Logistics Support Center Europe, 21st TSC, is responsible for planning and preparing CSCs to be able to support individual deployments or the simultaneous deployment of all USAREUR units.

**NOTE:** Although USAREUR systematically tasks the 21st TSC to conduct CSC activities, theoretically USAREUR could task any unit. If tasked, a unit will be able to use the 21st TSC-developed plans or request SME assistance from the 21st TSC to help plan a CSC.

**(1) CSC Levels.** USAREUR uses the following two types of CSCs, differentiated by the level of service they can provide:

(a) Level I CSCs provide vehicle refueling and limited personal comfort facilities (that is, beverages, snacks, and latrines).

(b) Level II CSCs provide limited maintenance and life support sufficient for the drivers and their equipment to remain overnight.

**(2) Convoy Operations.** Each deploying unit must be prepared to conduct unit convoys from the HS to the ISA or the DPC without the use of an externally provided CSC. When required, units must also be prepared to conduct unit convoys from the ISA to the POE. Normally the 21st TSC, however, will coordinate and operate any required CSC for convoys to the POE. The convoy operations will occur in the following sequence of events:

(a) The 21st TSC transfers ADCON of the unit cargo to the USAG after ISA activities are completed.

(b) The 21st TSC is responsible for route planning and controlling unit convoys between the ISA and the POE.

(c) The 21st TSC will notify the unit through the USAG about the times when the CSC will be operational and to provide any coordinating instructions.

**c. DOD-Designated Single Port-Manager and Port-Operator.** The (military) POEs are under the control of to the DOD-designated single port-managers (that is, the SDDC for seaports and barge sites and the AMC for airports). The deploying unit processes through the POE (with the assistance of USAREUR-designated deployment-support organizations) at the direction of the DOD-designated single port-manager so that they are ready to load onto the strategic-lift asset by 2359Z on the day before the ALD.

**d. DPCs.** A DPC is an external organization that supports a units' deployment by operating a site comprising eight stations ([para \(3\) below](#)) to process and prepare deploying units' equipment for movement by air.

**NOTE:** Units moving equipment and personnel by air will normally move directly from the HS to the USAREUR DPC (according to the movement FRAGO instructions). These units do not normally process equipment through the USAG ISA because the USAREUR DPC meets and exceeds all ISA deployment-support standards.

**(1) The USAREUR DPC.** The USAREUR DPC is warm-based at ROB, Germany, which is located approximately 5 kilometers east of Ramstein Airbase. When the USAREUR MCB requires it, the USAREUR MOC activates the USAREUR DPC.

(a) The 21st TSC provides facility management and operational supervision of the USAREUR DPC.

(b) USAREUR also identifies individual units on a rotational basis to supplement the 21st TSC with pusher units. Before taking over the USAREUR DPC pusher-unit mission, the tasked unit must successfully receive training from the 21st TSC on all applicable tasks.

**(2) Other DPCs.** When required, USAREUR may task the 21st TSC or another unit to establish and operate a DPC at another location that is closer to the designated APOE. These DPCs will use the same processing stations and standards as the USAREUR DPC.

**(3) DPC Stations.** Each DPC station has clearly defined and measureable criteria to ensure that the equipment will pass the Air Force JI when the equipment is called forward to the *purple ramp* (that is, the aircraft loading area at the designated airfield). [Table 5](#) provides a list of the eight stations that normally comprise a DPC.

<b>Table 5</b>
<b>Processing Stations at the DPC</b>
<b>Stations</b>
Vehicle documentation, HAZMAT, and secondary load inspection
Pallet and ISU inspection
Wash rack
Maintenance inspection
Frustrated cargo (includes containers, equipment, and vehicles) holding and correction
Fuel and defuel
Weighing and center-and-balance
Pre-JI

**e. The A/DACG.** An A/DACG is normally an ad-hoc organization that coordinates with air-terminal MCTs, Air Force TACCs, and Air Force aerial port squadrons at the arrival or departure airfields.

(1) The size of the A/DACG depends on the mission. Unit airload teams also augment the A/DACG. [Appendix K](#) provides more information about A/DACG personnel and their individual responsibilities.

(2) The AMC is normally the airport manager and will provide guidance and oversight of A/DACG operations. In the USAREUR AOR, however, A/DACGs may be required to operate at civilian or HN airports that do not have AMC representation.

**f. Airborne Deployment Facility–Aviano (ADF–Aviano).** The ADF–Aviano facility is located at Aviano Airbase, Italy, and is operated by the USAG Vicenza A/DACG (USAG Vicenza provides the A/DACG core personnel and SME knowledge). In addition to the A/DACG, the ADF–Aviano facility comprises an operations center, a conference center, a heavy drop rigging site, and areas designated for the out-loading of USAFRICOM, United States Army Africa/Southern European Task Force (USARAF/SETAF), and 173d Airborne Brigade Combat Team (173d Abn BCT) units.

**g. PSA.** The PSA is a temporary organization comprised of personnel with specific job-skills or training that augment deployment-processing of equipment and personnel through the SPOE for inland waterway (barge), intra-coastal, and ocean shipping.

**NOTE:** Although USAREUR systematically tasks the 21st TSC to conduct PSA activities, theoretically USAREUR could task any unit. If tasked, a unit will be able to use the 21st TSC-developed plans for the major ports in Northern Europe (for example, Bremerhaven, Antwerp).

(1) The SDDC is the seaport single-manager and develops the specific requirements for PSA personnel and their qualifications. The senior SDDC representative at the port provides all technical guidance and oversight of PSA operations (that is, the PSA is under the operational control (OPCON) of the SDDC while working at the port).

(2) The marshalling area control group (MACG) provides all life support to the PSA (that is, ADCON of the PSA when the PSA is not working at the port).

(3) [Appendix L](#) provides more information about the PSA.

**h. MACG.** The deploying unit is focused on the deployment and its follow-on Army mission and may not have sufficient experience with how to efficiently moving through an Air Force or Navy operated POE according to the port manager's requirements. USAREUR designates a MACG to plan and prepare port activities and provide a knowledgeable interface between the deploying unit and the SDDC (Army) or AMC (Air Force) port managers. The MACG will—

(1) Receive, stage, inspect, and process equipment for transfer to the SDDC or AMC port manager who is then responsible for loading the barge, plane, or ship.

(2) Establish C2 systems that are capable of receiving deploying unit personnel and equipment and communicating deployment status to USAREUR.

(3) Maintains constant and effective communications with the SDDC or AMC port manager.

(4) As required, plans, establishes, and controls necessary FP Forces to support port operations; coordinates with SDDC and AMC and other security forces (for example, HN civil authorities, commercially contracted guard forces, other military units) operating in the area to synchronize FP.

(5) Coordinates with the SDDC or AMC port manager for administrative work-areas necessary for the MACG to provide C2.

(6) Provides visitor control and operational briefings to all visitors to ensure that port operations are unaffected. The MACG coordinates all port visits with the SDDC or AMC port manager.

(7) Establishes a life-support area capable of housing, feeding, and providing administrative and religious support to all USAREUR personnel working at the port including the PSA, unit liaison officers, vehicle drivers, and FP personnel.

(8) Ensures that the TPFDD matches shipping data before releasing the equipment to the SDDC or AMC port manager.

(9) Receives, inspects and ensures deploying equipment is properly labeled and configured to the appropriate dimensions for deployment.

(10) Provides or recovers BBPC&T materials as necessary.

## **17. PREPARATION FOR MOVEMENT**

**a. Unit Liaison Team Requirements at the Deployment Nodes.** Every deployment requires a unit liaison team at critical deployment nodes (for example, APOE, DPC, ISA, SPOE). The liaison officer or team must understand the unit's deployment plan and be able to quickly correct deficiencies and provide effective communications with the unit headquarters. Liaison team requirements vary according to the size of the deployment. The XO or S4 normally leads the liaison team and is augmented at least by the UMOs and UMCs of the deploying units. The liaison team must arrive at the deployment node early enough to coordinate the departure from HS and arrival at the node of the first units.

**b. Movement from HS to ISA or DPC.** Units will adhere to the movement FRAGO instructions. USAREUR intends for all units to process through the ISA nearest to their HS, normally the ISA of the USAG where the unit is a tenant. In some cases, the volume of equipment may not warrant opening an ISA and USAREUR will order the unit to the nearest active ISA.

(1) When USAREUR uses centralized ITT planning, the movement FRAGO will specify the number and type of ITT assets ordered for the movement and the reporting location at their (HS) ISA.

(2) For movements requiring additional coordination, the movement FRAGO, march-credit packet, or both will include the SP and release-point (RP) locations and times.

(3) Units will report their arrival at the DPC, ISA, or both as well as any problem or situation that requires assistance to their higher headquarters.

**c. Processing at the DPC and ISA.** Processing at the DPC or the ISA is the last step of the predeployment processing phase. The physical movement from the DPC or ISA to the POE is the point of transition to the first step of the deployment phase ([sec V](#)).

(1) During DPC and ISA processing, units retain their organic command relationships but are under the ADCON of the DPC officer in charge (OIC) and the ISA commander respectively. This command relationship ensures efficient movement and adherence to the DPC and ISA standards while the deploying unit retains its inherent responsibility for ensuring that the unit equipment and personnel are prepared to deploy and keeping the HS chain-of-command informed.

(2) The DPC OIC and ISA commander will report the completion of deployment processing by chalk to the responsible deployment-support headquarters.

(3) After completion of processing, the unit forms its equipment for a unit convoy, loads equipment on the scheduled ITT assets, or conducts both operations.

## **SECTION V DEPLOYMENT**

### **18. REPORTS AND REPORTING REQUIREMENTS**

Reporting throughout the deployment preparation and execution phases is critical, both in frequency and accuracy, to ensure mission success and that no strategic lift asset is required to wait on USAREUR deploying units. USAREUR has developed a series of formats for spot and daily reports to support deployment operations. [Appendix P](#) provides the minimum essential information and the line-number sequence for the report formats.

**a. Closure Reports.** USAREUR MSCs and specialized commands will ensure that the senior traveler for each unit immediately reports their arrival, using the USAREUR format, directly to the USAREUR parent unit and the unit liaison team at the POD or the appropriate element during the RSOI phase. Each USAREUR MSC and specialized command is responsible for providing the USAREUR Watch Officer with closure reports and ensure the accuracy of subordinate units' personnel reports and status.

**b. Transportation Discrepancy Report.** The purpose of a Transportation Discrepancy Report (TDR) is to document the loss of or damage to Government material to support the filing of claims against commercial carriers for reimbursement as well as to document miscellaneous transportation discrepancies such as missing or incorrect seals, improper blocking and bracing, or HAZMAT discrepancies.

**(1) Sending TDR Reports.** When equipment is damaged during transport in the USEUCOM AOR, units will send the initial TDR notifications and the completed TDRs to one of the following two organizations depending on the mode of transportation and current guidance:

(a) For tenders involving commercial highway, rail, or barge transportation, to the Intratheater Commercial Transportation Branch, Logistics Operations Division, J4, HQ USEUCOM, Unit 30400, APO AE 09131-0400.

(b) For Universal Service Contract containers, break bulk cargo, and deployment or redeployment equipment and containers, to the Quality Assurance Office, 598th Transportation Brigade Unit 6713, APO AE 09142-6713 or e-mail: *usarmy.sembach.598-trans-bde.mbx.quality-assurance@mail.mil*.

**(2) Additional Information.** USAREUR TASKORD 11-0463 (Reporting of Loss, Pilferage, or Damage to Commercial Shipments) provides more information about the TDR submission process.

## **19. MOVEMENT FROM FORT TO PORT**

The movement from HS through a POE is a complex operation that, when properly executed, helps ensure synchronized delivery of personnel and equipment at the POD by the LAD.

a. Units move from their HS through their ISA or DPC to a particular POE (APOE or SPOE) using the strategic transportation-mode (air or sea) designated in the TPFDD LOI and movement FRAGO.

(1) Units deploying equipment using sealift deploy from HS; process through their ISA; and then convoy, load their equipment onto the designated ITT transportation asset (that is, barge, commercial truck, or rail), or do both for movement to the SPOE.

(2) Units deploying equipment using strategic airlift move directly from their HS to a DPC (normally, the USAREUR DPC) according to the call-forward instructions in their movement FRAGO and supplemental call-forward instructions. Units process through the DPC, complete all tasks necessary to pass the Air Force JI, and then load the aircraft in time to meet the scheduled departure.

b. To ensure that deploying units are able to complete all deployment processing (for example, HHG pick up, POV turn in) the USAG secures unit cargo until the RLD.

c. The 21st TSC assumes ADCON of unit cargo during the movement from the ISA to the POE. When all equipment is staged at the POE and prepared for loading onto the strategic lift asset, the 21st TSC releases control of the equipment to the SDDC or AMC for loading.

d. Movement to and conducting activities at the POE requires all of the following:

(1) A completed and rehearsed TTP.

(2) Sufficient lift assets (requested) to move all early deploying units.

(3) USAREUR has alerted or activated all deployment nodes with an established NLT date for starting deployment-node operations.

(4) Active deployment nodes (including the PSA) are manned and equipped according to the determined requirements and the personnel required to operate the nodes are present and trained (that is, equipment operators are qualified).

(5) The movement FRAGOs are issued for the initial deploying units.

(6) The deploying unit liaison team reported to the MACG or A/DACG according to the DEPOD.

e. Deploying USAREUR units may use APOEs ((1) below), SPOEs ((2) below), or both when conducting the movement to the POE ((3) below).

**(1) APOEs.** Equipment deploying by air is moved to and processed through a DPC (normally the USAREUR DPC) according to the movement FRAGO. DPC operations conclude with an Army pre-JI. Although the equipment must still meet the final Air Force (loadmaster) JI, the Army pre-JI has proven to ease the transfer of equipment to the Air Force. Currently, the USAREUR DPC provides support to equipment departing from Ramstein Airbase. Equipment deploying from an alternate airfield may process through the USAREUR DPC (or another 21st TSC ad-hoc DPC at or near the alternate airfield) and then move to the departure airfield for the official Air Force JI and loading.

**(a) Equipment.**

1. Within 1 hour after the arrival of the train, commercial or military truck, or convoy at the DPC, the MCT providing area support for the DPC reports the arrival using GCCS-A.

2. The deploying unit must have a trained airload planner and airload team at the DPC when the equipment arrives.

3. Equipment will be moved from the DPC to the joint movement processing center or “Purple Ramp,” for the conduct of the Air Force JI.

4. Equipment that does not pass the Air Force JI becomes frustrated until the deploying unit corrects all deficiencies.

5. Even if all known inspection standards are met, the aircraft loadmaster retains the right to refuse to load any piece of equipment that he or she believes to be unsafe. The deploying unit must be able to correct the deficiencies or substitute a like piece of equipment.

6. The unit is responsible for making all resulting adjustments to the ICODES generated load plan.

**(b) Personnel.** Personnel deploying by air move to the DPC or A/DACG based on their movement FRAGO.

1. No less than 48 hours before the scheduled aircraft departure time, the unit will complete personnel manifesting, using the Tactical Personnel System (TPS). Units that do not have access to a TPS may create their manifest using a Global Air Transportation Execution System (GATES) passenger file (that is, a GATES-exported, Excel-importable spreadsheet).

2. Units will send their personnel manifest to their higher headquarters for consolidation.

3. The higher headquarters sends the consolidated personnel manifest to the USAREUR MOC which forwards the consolidated manifest to the servicing TALCE.

4. The servicing TALCE or the 618th ASOC (TACC) will input the manifest into the GATES.

5. Deploying units will conduct a manifest check before departing the HS and inform the A/DACG of any change to the manifest.

6. The A/DACG is responsible for conducting the final manifest check, ensuring that the senior traveler is briefed, and that the senior traveler signs the anti-hijack statement and the appropriate paperwork to verify the accuracy of the manifest for the chalk.

**(2) SPOEs.** The majority of USAREUR equipment will deploy using sealift because strategic airlift is severely constrained and prioritized to only the most critical items.

**(a) SPOE Agencies and Responsibilities.**

1. The MACG—

a. Provides the C2 for USAREUR at the SPOE and an interface between USAREUR, the deploying units, and the SDDC (the seaport manager and operator).

b. Monitors the progress of all ISAs and, in coordination with the SDDC port manager, plans for the arrival, staging, and processing of all deploying equipment.

c. Should be equipped with the MHE necessary to offload vehicles at the port that are in a non-mission capable status.

2. The MACG Commander reports operational preparedness to the USAREUR Watch Officer or, if activated, the USAREUR DOC.

3. Liaison teams report to the MACG Commander and become ADCON to the MACG for the duration of their unit's deployment operations at that node.

4. Supercargoes, if authorized, report to the SPOE, based on their movement FRAGO, in time to observe all loading operations. The supercargo's understanding of equipment problems is essential to quick offload at the SPOD. The amount of work that the supercargoes are directed to perform is at the ship captain's discretion.

a. Supercargoes are identified in the TPFDD and their manifest information is provided concurrent with the validation of their ULN.

b. Each supercargo team must include one combat lifesaver.

c. [Appendix Q](#) provides more information about providing supercargoes.

**(b) Sequence of Operations.**

1. Within 1 hour after arrival of the train, commercial or military truck, or convoy, the MCT assigned to the MACG reports the arrival using GCCS-A.

2. The MACG receives all equipment at the staging area. The equipment will be inspected to identify damage or pilferage that has occurred en-route. Deficiencies such as damaged or missing military shipping labels will be corrected and any item that has become loose during transport will be secured. The MACG compares shipping dimensions and reduces equipment to the correct measurements or amends the UDL and informs SDDC to amend the ships stow plan.

3. When all equipment is correct and staged for loading, the MACG releases control of the equipment to the SDDC.

4. The deploying unit establishes its loading priorities in the TPFDD construct. The SDDC Port OIC determines how to most efficiently load the units' individual equipment based on those priority groups and designates the staging areas to most efficiently receive stage and load the equipment in the allotted space.

5. Even if all known inspection standards are met, the ship's captain retains the right to refuse to load any piece of equipment if he believes the equipment to be unsafe.

6. The MACG will correct all deficiencies to ensure that no deploying piece of equipment is left behind.

7. The MACG collects and stages BBPC&T materials for retrograde to the deploying unit's HS.

8. The MACG reports daily operations and provides situation reports as required.

**(3) Movement to the POE.** Units will move from the HS or the ISA using the most efficient mode of transportation given the time available, distance between points, type of vehicles and equipment moving, and the availability of ITT lift assets.

(a) Units primarily move from the HS to the DPC and then the APOE by unit convoy but may also use commercially contracted and military buses or trucks or use rail. The movement FRAGO provides the mode of transportation and the NLT time for completion of all processing activities.

(b) Movement to the SPOE from the ISA or DPC is a more complex operation because of the increased distance between points and the greater number of pieces of equipment that normally deploy by sea movement.

1. Rail is the preferred ITT method for moving from the ISA to the SPOE. Rail service in Europe is robust enough to move a large amount of equipment if there is enough lead time to order railcars, schedule rail missions, load, and travel.

2. Barge is an optional ITT method, but the transit time between the ISA and the SPOE is generally longer.

a. Barges are readily available in Europe, but most require lift-on/lift-off (LO/LO) operations, which greatly increase the amount of time required to load each vessel compared to a roll-on/roll-off (RO/RO) barge (very limited availability) or rail car (normally also considered RO/RO).

b. Barge movement does provide the advantage of “at float” storage for the deploying equipment if port space or port loading capabilities are restricted.

3. The use of commercially contracted trucks is a more expensive ITT mode but it provides the best option for moving sensitive cargo ([glossary](#)), equipment that misses load times, or equipment that cannot be moved by barge or rail because of the size or schedule requirements.

4. Moving vehicles in convoys is normally the quickest method to move equipment between the ISA and the SPOE. However, convoys increase the C2 and en-route-support requirements, and adding wear and tear on the vehicles. The increased C2 involved with large vehicle convoys requires detailed coordination with the HNs involved and also increases the FP requirements.

## **20. MOVEMENT FROM PORT TO PORT**

Units moving on strategic transportation assets between the POE and the POD travel under the ADCON of USTRANSCOM and under the OPCON of the supported geographic CCDR.

a. **Intransit Visibility.** At times, the transportation breaks en-route. The USAREUR G3/5/7 must have intransit visibility to monitor or intervene and ensure that USAREUR travelers are properly cared for during both planned and unplanned movement halts. The USAREUR MOC maintains that ITV for the USAREUR G3/5/7 over all unit strategic-movements while equipment and personnel are en-route.

b. **Reports.** Units remain responsible for sending spot reports and closure reports ([para 18a](#)) during port to port movements. [Appendix P](#) provides the minimum essential information and the line-number sequence for USAREUR report formats.

## **SECTION VI REDEPLOYMENT**

### **21. REDEPLOYMENT OVERVIEW**

Redeployment involves the return of personnel, equipment, and materiel to the HS, the demobilization station, or both and is an operational movement that is critical to reestablishing Force readiness.

a. Redeployment planning is an integral part of the employment planning process and should be coordinated with initial mission termination or transition plans.

b. The supported geographic CCDR will define the specific conditions for redeployment.

c. The same elements in USAREUR that operate and manage the theater distribution system during deployment and sustainment will usually perform similar redeployment-support roles.

## **22. PRE-REDEPLOYMENT ACTIVITIES**

When a unit is identified for redeployment, the geographic CCDR issues a redeployment operations order (OPORD) releasing the units from their missions and authorizing movement.

a. Redeployment planning at the theater-level normally precedes the issuance of an order and outlines tentative information about the support network, follow-on operations, security requirements, and movement, including infrastructure and resources limitations.

(1) The supported geographic CCDR normally specifies redeployment priorities in the redeployment OPOD.

(2) In some cases, a movement FRAGO to the original deployment order may be used instead of a separate redeployment order.

(3) The theater chain of command may issue sequential movement orders for each movement segment or one consolidated movement order to designate the timing and means of transport to the POE. The theater movement control element will issue movement tables that provide detailed movement instructions to the redeploying units.

b. The unit redeployment plan conveys the commander's intent and includes responsibilities, priorities, and guidance for movement of Forces, individuals, and materiel.

(1) The unit's redeployment plan must be nested with the plans of their higher headquarters.

(2) Units will conduct redeployment operations at a pace that does not disrupt the ability of the geographic CCDR to execute continuing missions (including the deployment of replacement Forces).

(3) The unit redeployment plan must address all of the following potential issue areas:

(a) Scheduling of redeployment activities.

(b) Personnel accountability.

(c) Cleaning of equipment.

(d) Transfer of equipment.

(e) Ammunition turn-in.

(f) Army prepositioned stocks (APS) procedures.

(g) Security of the Force.

(h) Availability of ITT assets.

(i) Availability of strategic-lift assets.

c. The redeploying Forces will normally move to designated assembly areas to stage equipment for onward movement. Redeployment operations in the assembly area are under the control and supervision of the commander of the theater sustainment headquarters (for example, a theater sustainment command (TSC)) for that theater or area. The theater sustainment headquarters usually manages the redeployment support that can or should be provided by organizations external to the redeploying unit.

d. The unit begins the redeployment process by identifying requirements and determining current unit status. Other required actions include all of the following:

- (1) Submitting personnel and pay actions.
- (2) Maintaining personnel accountability.
- (3) Conducting medical screening.
- (4) Performing equipment checks and services.
- (5) Conducting equipment inventory.
- (6) Refining the UDL ([e below](#)).

e. During the redeployment preparation, units must update their UMD according to any gains and losses to the unit OEL.

(1) Changes to the OEL are normally attributed to combat losses, maintenance, or supply. However, the redeploying Force may be directed to leave equipment and materiel behind for use by a follow-on Force or by the HN or other multinational forces.

(2) Subordinate organizations must verify UMD according to the schedule after receiving the validated requirements from the supported CCDR.

f. **Personnel Status During Redeployment.** In coordination with the TSC, the theater HR manager is responsible for personnel accountability at theater processing centers.

(1) Units remain responsible for conducting strength accounting through the battalion-level S1.

(2) The HR element at theater processing centers will verify unit manifests, coordinate manifest changes with the U.S. Air Force, and transmit final flight manifests to the appropriate commands, HR agencies, and destination commanders.

### **23. ASSEMBLY AREAS**

Units move to an assembly area, which should be away from the immediate employment area, to prepare for redeployment only after being relieved from their operational mission.

**a. Movement to and Within the Assembly Area.** Movement to and within an assembly area is controlled by a TSC redeployment-coordination cell.

**b. Actions in the Assembly Area.** Units in the assembly area inventory, inspect, and process equipment for turn-in, transfer, or upload. Additional tasks include loading containers, preparing documentation, conducting U.S. Customs inspections, finalizing UMD, and planning movements (that is, bus movements, barge movements, convoys, and rail movements) for moving to an APS turn-in site, a port holding area, or POE.

**c. UDL.** Using TC-AIMS II, units must complete the update of their UDLs and generate documentation, RFID tags, and MSLs. The unit must have RFID tags and MSLs applied to equipment before moving the equipment from the assembly area to the POE for loading.

**d. Cleaning.** Units must wash major end items to satisfy U.S. Department of Agriculture standards even if not shipping the items to CONUS (in the event equipment is redirected while en-route).

(1) Customs and agricultural standards are also based on the types of equipment being redeployed and the destination (equipment may need to meet additional HN standards).

(2) Units should make plans to perform the activities necessary to meet these standards. The time required to wash vehicles can be considerable and likely will be the largest factor in scheduling.

(a) For example, washing an M1098 High Mobility Multipurpose Wheeled Vehicle can take about 12 hours to meet the U.S. Department of Agriculture standards. Washing larger equipment can take more than a day.

(b) When computing the estimated time required to wash equipment, the unit should consider the equipment density, the estimated time required for each item, the number of wash points, and the staff available at each location.

**e. Sterile Areas.** After the equipment is cleared by customs inspectors, the equipment will be held in a secure sterile area until moved to the POE for loading.

**f. Call-Forward Instructions.** The SDDC will issue instructions directing movement from the assembly area to the POE in a call-forward message based on the availability of space at the port and the theater-directed TPFDD timelines.

## **24. REDEPLOYMENT ACTIVITIES AT AERIAL PORTS OF EMBARKATION AND SEAPORTS OF EMBARKATION**

**a. APOE.** The agencies and processes involved in moving Army units through an APOE during redeployment are very similar to those at an APOE during deployment. Customs and agricultural inspections are based on U.S. standards.

**b. SPOE.** Units normally move to a SPOE staging area ([d below](#)) from assembly areas. Most SPOEs have only restricted use of the port area. Military port managers and operators must closely coordinate their activities with HN authorities as well as joint and multinational elements.

(1) Jointly used facilities and limited real estate availability may require port authorities and redeploying forces to modify processes to accommodate port capabilities.

(2) The SDDC, as the single port manager, directs water terminal operations including supervising contracts, verifying cargo documentation, coordinating security operations, and ensuring the overall flow of information. The SDDC is responsible for providing strategic redeployment information to the CCDR and managing the port operator workload based on CCDR priorities and intent.

**c. APS Turn-in.** Units that were issued APS equipment usually will conduct APS turn-in at a separate location from their POE before moving to their POE. The theater sustainment headquarters will normally establish procedures for the return of APS to storage locations during redeployment planning.

**d. Redeployment POE Staging Areas.** During redeployment, the geographic CCDR may direct units to move through an assembly area or another intermediate staging area before moving to a POE staging area or directly to a POE staging area using unit convoy operations, ITT assets, or both. The theater will determine the number and types of movements based on the distance the unit needs to travel, the size of the redeploying Force, and theater capabilities.

**(1) Redeployment SPOE Staging Areas.** SPOE staging operations prevent congestion at the terminal area and provide space for segregating vehicles for vessel loading. The SPOE staging area is the final en-route location to prepare equipment for strategic movement before the equipment enters the port holding area.

(a) The redeployment coordination cell monitors the flow of vehicles and equipment into the port and notifies the theater movement control element when there is a backlog to preclude congestion and to avoid exceeding the capacity of the facility.

(b) A TSC subordinate unit will establish and operate the SPOE staging area and assist the unit.

(c) The redeploying unit should begin planning for SPOE operations in the assembly area to ensure it will arrive at the POE on time and can load the scheduled modes of transportation.

**(2) Redeployment APOE Staging Areas.** The theater will establish APOE staging areas to prevent congestion at the APOEs as well. The APOE staging areas and DPCs may or may not be co-located with the SPOE staging areas. The process for a redeployment DPC at the APOE staging area remains the same as for the deployment DPC ([para 16d](#)).

## **25. MOVEMENT FROM THE REDEPLOYMENT PORT OF EMBARKATION THROUGH THE PORT OF DEBARKATION TO THE HOME STATION**

The combination of strategic airlift and sealift provides the capability to redeploy Forces from the deployed theater to the HS theater. When the strategic lift plan does not move the Forces through the POD to the HS, USAREUR-controlled ITT will move the Forces to their HS or demobilization station.

**a. Air.** Personnel and select items of equipment (for example, TAT baggage) are transported by strategic airlift to the destination APOD and normally then moved by USAREUR-contracted buses and USAREUR-coordinated truck assets to the destination installation.

(1) The primary redeployment APODs that USAREUR will use for redeployment operations are Ramstein Airbase and Aviano Airbase.

(2) If the USAREUR MOC approves, other airfields may also serve as redeployment APODs.

**b. Sea.** Strategic sealift will move most vehicles, unit equipment, and containers, as well as select personnel (for example, supercargoes), to the designated SPOD. At the SPOD, the equipment will be unloaded and transported by barge, commercial truck, convoy, or rail (or a combination thereof) to the destination installation.

**c. ITV.** It is critical for the redeploying unit to maintain ITV of its vehicles and unit equipment. A small investment of time with assistance from the HS installation, both before shipping (by applying RFID devices) and after personnel redeployment (by monitoring status) to maintain ITV throughout the redeployment pipeline will reward the unit with timely and proper arrival of its equipment.

**d. Types of Sealift.** Redeploying unit cargo may be moved by contract-commercial carrier vessel or a Military Sealift Command chartered vessel. Unit movement SMEs should become familiar with the following shipping methods for each type of sealift and the responsibilities of the associated agencies.

**(1) Contract-Commercial Liner.** When cargo is moved by contract-commercial liner, the cargo may be moved using any of the following methods:

**(a) Door-to-Door.** The shipper (contracted-commercial carrier) moves the cargo from the point of origin (door) to the final destination (door). The SDDC is responsible for coordinating all movement requirements.

**(b) Door-to-Port.** The shipper (contracted-commercial carrier) moves the cargo from the point of origin (door) to the POD (port). The SDDC is responsible for coordinating the movement from the door-to-port and normally also coordinates with the POD MCT to contract a carrier for onward movement to the final destination.

**(c) Port-to-Door.** The supporting MCT in the deployed theater coordinates for military or contract-carrier cargo shipment from the point of origin (door) to the POE (port). The SDDC receives the cargo at the POE and coordinates for a shipper. The shipper (contracted-commercial carrier) moves the cargo from the POE (port) through the POD and to the final destination (door).

**(d) Port-to-Port.** The supporting MCT in the deployed theater coordinates for military or contract-carrier cargo shipment from the point of origin (door) to the POE (port). The SDDC receives the cargo at the POE and coordinates for a shipper. The shipper (contracted-commercial carrier) moves the cargo from the POE (port) to the POD (port) and normally also coordinates with the POD MCT to contract a carrier for onward movement to the final destination.

**(2) Military Sealift Command Charter Vessel.** This method of strategic sealift normally only uses the port-to-port method as described in (1)(d) above (except this method uses a charter vessel instead of a contract-commercial vessel).

**e. Movement to a Demobilization Station or the HS.**

During redeployment operations, the unit, installation, and the BMCT or MCT at the supporting installation have the following responsibilities:

**(1) The Unit.**

(a) At the POD, as directed or required, the unit may be responsible for—

1. Providing download teams and drivers to support POD operations.
2. Staging equipment (near the POD) for onward movement to the final destination. At the POD staging area, the unit may need to configure equipment into unit sets, organize equipment by type, or configure equipment for movement by a certain type of transport.
3. Providing unit rail-load teams.
4. Coordinating for customs clearance inspections.
5. Completing equipment inspections and processing movement documentation.

(b) After arrival at the final destination, the unit is responsible for—

(1) In coordination with the installation, conducting personnel processing (for example, legal, financial, medical processing), review personnel records, and conduct personal-affairs briefings.

(2) Downloading and receiving the unit equipment.

(3) Developing and implementing a maintenance plan (for example, technical inspections, preventive maintenance, oil analysis, calibration) to return equipment to predeployment condition.

**(2) The Installation.** The installation representative, the unit-RD representative (on behalf of the installation), or both coordinates transportation, monitors operations, resolves problems, and, as required, complete reports to higher headquarters and other supporting organizations. The destination installation will—

(a) Coordinate with the local BMCT or MCT and other applicable agencies to provide commercial transportation and MHE as needed.

(b) If required, activate an emergency operations center.

(c) Notify supporting units and key agencies, including public affairs offices and Family readiness groups.

(d) Activate an SRP point.

(e) Conduct reception operations for returning units, including a homecoming ceremony.

(f) Process personnel back into the theater and installation.

**(3) The BMCT or MCT.** The BMCT or MCT at the supporting installation (final destination) is responsible for developing a reception plan that supports the Forces until they reach the final destination.

(a) Normally, the SDDC contracts for commercial transportation to move unit equipment and vehicles to their final destination and monitors the status of the cargo.

(b) The BMCT or MCT, in addition to and in coordination with the SDDC, will monitor the cargo using the transportation control number (TCN) as a reference.

## **SECTION VII**

### **USAREUR DEPLOYMENT PROGRAMS**

#### **26. USAREUR COMMAND DEPLOYMENT DISCIPLINE PROGRAM**

The purpose of the USAREUR CDDP is to standardize deployment operations with regard to unit movements, enforce regulatory policy, and enhance proficiency in deployment operations for which no advance notice is given.

a. All USAREUR MSCs, specialized commands, and their subordinate units (down to company-level) will appoint, in writing, a CDDP monitor.

b. [Appendix R](#) provides the USAREUR CDDP implementing guidance applicable to USAREUR MSCs and their subordinate units. USAREUR specialized commands are encouraged to comply with the USAREUR CDDP guidance in coordination with guidance from the administrative chain-of-command.

## **27. USAREUR DEPLOYMENT EXCELLENCE AWARD PROGRAM**

The USAREUR Deployment Excellence Award (DEA) Program Guidebook provides general information about the DEA Program in USAREUR and the format for DEA nominations. The USAREUR G4 publishes the timelines for submission of nominations separately each year.

## APPENDIX A REFERENCES

### SECTION I PUBLICATIONS

U.S. 49 Code of Federal Regulations

European Agreement Concerning the International Carriage of Dangerous Goods by Road (*Accord Européen relatif au Transport International des Marchandises Dangereuses par Route (ADR)*)

Regulations Concerning the International Carriage of Dangerous Goods by Rail (European Union) (*Règlement International sur les Déchets Dangereux (RID)*)

Dangerous Goods Regulations (DGR), International Air Transport Association (IATA)

Emergency Response Guidebook (2012), Pipeline and Hazardous Materials Safety Administration, U.S. Department of Transportation (available at <http://phmsa.dot.gov/hazmat>)

DTR 4500.9-R, Defense Transportation Regulation Part I

DOD 4500.54-G, Department of Defense Foreign Clearance Guide

DOD 4500.54-M, Department of Defense Foreign Clearance Manual

Chairman of the Joint Chiefs of Staff Manual 3122.01A (CJCSM 3122.01A), Joint Operation Planning and Execution System (JOPES) Volume I (Planning Policies and Procedures), 29 September 2006 (current as of 2 July 2010)

CJCSM 3122.02D, Joint Operation Planning and Execution System (JOPES) Volume III (Crisis Action Time-Phased Force and Deployment Data Development and Deployment Execution), 1 April 2011

CJCSM 3122.05, Operating Procedures for Joint Operation Planning and Execution System (JOPES)-Information Systems (IS) Governance, 15 December 2011

Air Force Manual 24-204 Interservice Publication (AFMAN 24-204\_IP)/Army Technical Manual 38-250 (TM 38-250)/Navy Supplemental Publication 505 (NAVSUP PUB 505), Preparing Hazardous Materials for Military Air Shipments

Military Standard 129 (MIL-STD 129), Military Standard Marking for Shipment and Storage

AR 25-400-2, The Army Records Information Management System (ARIMS)

AR 220-1, Army Unit Status Reporting and Force Registration–Consolidated Policies

AR 525-29, Army Force Generation

AR 525-93, Army Deployment and Redeployment

AR 600–8–101, Personnel Processing (In-, Out-, Soldier Readiness, Mobilization, and Deployment Processing)

AR 614-30, Overseas Service

FM 3-35.4, Deployment Fort-To-Port

TB 55-46-1/Naval Facilities Engineering Command Publication P-1055 (Navy NAVFAC P-1055), Standard Characteristics (Dimensions, Weight, and Cube) For Transportability of Military Vehicles and Other Outsize/Overweight Equipment (In TOE Line Number Sequence)

Message ALARACT 194/2012, HQDA, DAMO/DALO, date-time-group (dtg): R 251555Z JUL 12, subject: ALARACT, Rapid Expeditionary Deployment Initiative (REDI) Implementation EXORD 250-12

[AE Regulation 1-40](#), Hosting Official Visitors

[AE Regulation 55-1](#), United States Military Motor Vehicle Operations on Public Roads

[AE Regulation 55-4](#), Safe Movement Of Hazardous Goods By Surface Modes

[AE Regulation 525-306](#), (OPREP-3) Procedures: Nonnuclear Event or Incident Report

USAREUR Message 1107017, USAREUR, AEAGC-OMC-M, dtg: 131240Z APR 12, subject: USAREUR TASKORD 11-0463 (Reporting Of Loss, Pilferage, or Damage to Commercial Shipments)

USAREUR Message 1204025, USAREUR, AEAGC-OMC-M, dtg 131240Z APR 12, subject: USAREUR TASKORD 12-0258 (Deployment and Redeployment Reports and Reporting Requirements)

USAREUR Message #1204026, USAREUR, AEAGC-OMC-M, dtg: 131240Z APR 12, subject: USAREUR TASKORD 12-0259 (Blocking, Bracing, Packaging, Crating, and Tie-down (BBPC&T) Materials)

USAREUR Message #1204027, USAREUR, AEAGC-OMC-M, dtg: 131240Z APR 12, subject: USAREUR TASKORD 12-0260 (Transportation Security Measures for Arms, Ammunition and Explosives)

USAREUR Message #1204028, USAREUR, AEAGC-OMC-M, dtg: 131240Z APR 12, subject: USAREUR TASKORD 12-0261 (Container and Containerization)

USAREUR Message #1204029, USAREUR, AEAGC-OMC-M, dtg: 131240Z APR 12, subject: USAREUR TASKORD 12-0262 (Shipping of Controlled Inventory Items)

USAREUR Message #1204030, USAREUR, AEAGC-OMC-M, dtg: 131240Z APR 12, subject: USAREUR TASKORD 12-0263 (Liaison Team Requirements ISO Deployment Operations)

USAREUR Message #1204031, USAREUR, AEAGC-OMC-M, dtg: 131240Z APR 12, subject: USAREUR TASKORD 12-0264 (Installation Staging Area (ISA) Operations)

USAREUR Message #1204032, USAREUR, AEAGC-OMC-M, dtg: 131240Z APR 12, subject: USAREUR TASKORD 12-0265 (Rail Operations ISO Deployment)

USAREUR Message #1204033, USAREUR, AEAGC-OMC-M, dtg: 131240Z APR 12, subject: USAREUR TASKORD 12-0266 (Airlift Planning and Requirements ISO Deployment Operations)

USAREUR Message #1204034, USAREUR, AEAGC-OMC-M, dtg: 131240Z APR 12, subject: USAREUR TASKORD 12-0267 (Supercargo Requirements ISO Deployment Operations)

USAREUR Deployment Excellence Award (DEA) Program Guidebook (available on the USAREUR SharePoint portal at <https://intranet.eur.army.mil/hq/g4/SitePages/Home.aspx>)

United States Army Military Surface Deployment and Distribution Command (SDDC) Transportation Discrepancy Report (TDR) Handbook, November 2010

Transportation Infrastructure Capability Assessment—Constanta International Airport and Mihail Kogalniceanu (MK) Airbase, Romania, Transportation Engineering Agency (TEA), SDDC, August 2011

Transportation Infrastructure Capability Assessment—Port of Livorno, Italy, TEA, SDDC, May 2005

Transportation Infrastructure Capability Assessment—Port of Rota, TEA, SDDC, May 2006

Transportation Infrastructure Capability Assessment—U.S. Army Garrison Ansbach, Germany, Rail Deployment Study, TEA, SDDC, August 2010

Transportation Infrastructure Capability Assessment—U.S. Army Garrison Grafenwöhr, Germany, TEA, SDDC, July 2010

Commander's Guide to Strategic Deployment, Reference 01-1, U.S. Army Transportation School, Fort Eustis, VA, 7 June 2001

21st TSC Deployment Processing Center (DPC) Standing Operating Procedures (SOP) (available on the USAREUR SharePoint portal at [https://intranet.eur.army.mil/hq/g4/MOD/MOD\\_Center/Forms/Deployment\\_Processes.aspx](https://intranet.eur.army.mil/hq/g4/MOD/MOD_Center/Forms/Deployment_Processes.aspx))

21st TSC Installation Staging Activity (ISA) Operations Standing Operating Procedures (SOP) (available on the USAREUR SharePoint portal at [https://intranet.eur.army.mil/hq/g4/MOD/MOD\\_Center/Forms/Deployment\\_Processes.aspx](https://intranet.eur.army.mil/hq/g4/MOD/MOD_Center/Forms/Deployment_Processes.aspx))

## **SECTION II FORMS**

Shipper's Declarations for Dangerous Goods (various commercial versions\*)

**\*NOTE:** All commercial versions of this form that meet the format criteria in the IATA DGR (publications above) are acceptable.

DD Form 626, Motor Vehicle Inspection (Transporting Hazardous Materials)

DD Form 1384, Transportation Control and Movement Document

DD Form 1907, Signature and Tally Record (for sensitive cargo)

DD Form 2282, Reinspection Decal Convention for Safe Containers

DD Form 2781, Container Packing Certificate or Vehicle Packing Declaration

DD Form 2890, DOD Multimodal Dangerous Goods Declaration

DD Form 2890C, DOD Multimodal Dangerous Goods Declaration (Continuation Sheet)

DA Form 285, Technical Report of U.S. Army Ground Accident

DA Form 2404, Equipment Inspection and Maintenance Worksheet

DA Form 5748-R, Shipment Unit Packing List and Load Diagram (*Local Reproduction Authorized*)

**APPENDIX B  
USAREUR DEPLOYMENT POCS**

Table B-1 provides POC information for USAREUR subject-matter experts regarding deployment operations and other deployment-related issues. The [glossary](#) provides abbreviations used in [table B-1](#).

<b>Table B-1 USAREUR POCs for Deployment Issues</b>			
<b>Organization</b>	<b>Location</b>	<b>Military Telephone</b>	<b>Civilian Telephone</b>
21st TSC TIB	Kaiserslautern, Germany	314-484-7165	0049-(0)631-413-7165
21st TSC TIB (in Italy)	Vicenza, Italy	314-634-8204	0039-0444-51-8204
39th Trans Bn	Kaiserslautern, Germany	314-483-4527	0049-(0)162-297-4527
598th Trans Bde	Sembach, Germany	314-496-7224	0049-(0)630-267-7224
Aviano Airbase	Aviano, Italy	314-632-7781	0039-0434-667781
BMCT Bremerhaven	Bremerhaven (Nordenham), Germany	none	0049-(0)471891-8766/8121
BMCT Grafenwöhr	Grafenwöhr, Germany	314-475-7628	0049-(0)9641-83-7628
BMCT Hohenfels	Hohenfels, Germany	314-466-2100	0049-(0)9472-83-2100
BMCT Kaiserslautern	Kaiserslautern, Germany	314-493-2109	0049-(0)631-3406-2109
BMCT Mainz/Wiesbaden	Wiesbaden, Germany	314-334-2722	0049-(0)6132-2722
BMCT Mannheim	Mannheim, Germany	314-382-5266	0049-(0)621-779-5266
JOPEs Functional Manager	Wiesbaden, Germany	314-537-3300	0049-(0)611-143-537-3300
MCT Aviano, 39th Trans Bn	Aviano, Italy	314-632-8120	0039-0434-66-8120
MCT U.S. Kosovo Force	Camp Able Sentry, Kosovo	314-783-1317	00389-258-0312
Ramstein Passenger Terminal	Ramstein, Germany	314-479-4440	0049-(0)6371-46-4440
USAREUR DPC	ROB, Kaiserslautern, Germany	314-493-2469	0049-(0)631-3406-2469
USAREUR MOC	Wiesbaden, Germany	314-537-3151	0049-(0)611-143-537-3151
USAREUR MOD	Wiesbaden, Germany	314-537-4686	0049-(0)611-143-537-4686
USAREUR Watch	Wiesbaden, Germany	314-537-3189	0049-(0)611-143-537-3189

## APPENDIX C

### USAREUR DEPLOYMENT INFRASTRUCTURE CAPABILITIES, CHARACTERISTICS, AND LIMITATIONS

#### C-1. POWER PROJECTION PLATFORM CAPABILITIES, CHARACTERISTICS, AND LIMITATIONS

Paragraphs [a through d](#) below provide a summary of the capabilities, characteristics, and limitations for the power-projection platforms (PPPs) that USAREUR normally will use to conduct deployment and redeployment operations.

**a. United States Army Garrison (USAG) Ansbach, Germany.** USAG Ansbach and the Illesheim Kaserne serve as PPPs primarily for the 12th Combat Aviation Brigade (12th CAB). The Transportation Engineering Agency (TEA), United States Army Military Surface Deployment and Distribution Command (SDDC), completed their last transportation infrastructure capability assessment of the USAG Ansbach in 2010 ([app A](#)).

(1) The Katterbach Kaserne, USAG Ansbach, rail network comprises 6.0 kilometer (km) of track, most of which is 109 pound per yard of rail (lb/yd-rail). The Katterbach Kaserne also has one 200-meter (m) long loading track and a small siding used to load containers.

(2) The rail network at the Illesheim Kaserne, USAG Ansbach, comprises 2.4 km of track, most of which is 100 lb/yd-rail. The two loading tracks (352 m combined length), however, are only 90 lb/ yd-rail.

**b. USAG Grafenwöhr, Germany.** USAG Grafenwöhr uses both the East Camp, Grafenwöhr, and the South Camp, Vilseck, as PPPs for the 2d Cavalry Regiment, U.S. rotational-training Forces, and other NATO or partner nation rotational-training forces. The TEA, SDDC, completed their last transportation infrastructure capability assessment of the USAG Grafenwöhr in 2010 ([app A](#)).

(1) The East Camp has 1,860 m of loading track with four end-loading tracks (109 lb/yd-rail) and one side-loading ramp (98 lb/yd-rail), 2,440 m of storage tracks (98 lb/yd-rail) adjacent to the 1,220 m of side loading ramp, and 762 m of passing track (98 lb/yd-rail), as well as two small sidings used to load cargo containers (98 lb/yd-rail) and POL products into bulk-fuel storage tanks (66 lb/yd-rail). The East Camp Grafenwöhr network is comprised of two sections.

(a) The first section is a leased spur rail track (5.3 km, mostly 109 lb/yd-rail) that goes from the city of Pressath to the start of U.S. railroad tracks in the city of Grafenwöhr and is maintained by German Deutsche Bahn Netz AG.

(b) The rail tracks from the city of Grafenwöhr to the East Camp Grafenwöhr (11.5 km; mix of 109, 98, and 66 lb/yd-rail) are maintained by U.S. personnel.

(2) The South Camp (Rose Barracks), Vilseck, rail network comprises 7.4 km (mix of 109 and 98 lb/yd-rail) of track that is maintained by U.S. personnel.

(a) The network has two loading tracks (1,070 m combined length) to the primary loading site (109 lb/yd-rail) and another two (1,070 m combined length) to a secondary loading area (98 lb/yd-rail).

(b) The access to the loading ramps is restricted and there is no staging area.

(c) This location also does not have a dedicated storage track.

**c. USAG Rheinland-Pfalz, Germany.** USAG Rheinland-Pfalz in conjunction with Ramstein Airbase serves as a PPP for deploying units from the Kaiserslautern Military Community (KMC). The KMC has a main deployment rail network located on Rhine Ordnance Barracks (ROB) and two alternate deployment locations, the Kaiserslautern Army Depot (KAD) and Miesau Army Depot.

**(1) ROB.** The ROB rail network comprises 4.2 km of track (2.6 km off post and 1.6 km on post).

(a) Depending on the type of rail cars, ROB can only hold approximately 50 railcars inside the perimeter. Furthermore, because of the track configuration, only 14 railcars can be loaded before an engine is needed to rearrange the railcars.

(b) The 2.6 km of track outside the perimeter is used to store railcars during rearrangement.

(c) There are two loading tracks, 146 m each, with roll-on/roll-off (RO/RO) and side loading capabilities.

**(2) KAD.** The KAD rail network comprises 10.7 km of track (1.4 km off post and 9.3 km on post).

**(3) Miesau Army Depot.** The Miesau Army Depot rail network comprises 10.7 km of track (3.4 km off post and 7.3 km on post).

**d. USAG Vicenza, Italy.** Vicenza provides a wide range of deployment support at several community locations within the small garrison to deploy Forces from Vicenza and also sustain Forces during deployment. The main installation (Camp Ederle) is located in the middle of the host nation (HN) city of Vicenza, Italy, and is hours away from all major nodes of transportation. USAG Vicenza (and primarily the Directorate of Logistics (DOL), USAG Vicenza) has a very unique mission. It is the only Army in Europe USAG, community, or installation that directly plans, executes, and supports all phases of force-projection operations when supporting a deployment.

(1) USAG Vicenza, in coordination with Aviano Airbase, has the only USAG DOL in Europe with an organic A/DACG capability.

(a) Force-projection operations are conducted at the primary aerial port of embarkation (APOE) (that is Aviano Airbase, Italy), which is located approximately 2 ½ hours (143 km) away from Vicenza. In close coordination with the Air Force, the USAG Vicenza A/DACG manages, plans, and executes airfield operations critical to all air movements in support of the 173d Airborne Brigade Combat Team (173d Abn BCT), the United States Army Africa/Southern European Task Force (USARAF/SETAF), and other deployable units from the USAG Vicenza footprint.

(b) In addition, there are also three alternate APOEs that the USAG Vicenza A/DACG may support (distances provided are distance from Vicenza).

1. Istrana Airbase (51 km), which is C-130 capable.

2. Pisa Airport (334 km).

3. Villa Franca Airport, (66 km), which is C-17 or B-747-equivalent capable.

(2) The Port of Livorno, Italy, provides a strategic advantage because of its close proximity to the Leghorn Depot and the Camp Darby military community (3 km away). There are three terminals at the Port of Livorno that USAREUR normally uses as seaports of embarkation (SPOEs) or seaports of debarkation (SPODs) to support deploying and redeploying Forces (that is, Darsena Toscana, Darsena Toscana East, and Sintermar Terminal). All terminals are capable of providing service to most types of vessels. Paragraph C-3c below provides more information about the seaport.

(3) Because there is no railhead on Camp Ederle and the USAG Vicenza, equipment must be line-hauled to one of the following three railheads. All three rail terminals connect to the rest of the Italian Rail System through the Calambrone Railway Station.

- (a) The Vicenza Railhead is approximately 10 km from Camp Ederle.
- (b) The Grisignano di Zocco Railhead is approximately 25 km from Vicenza.
- (c) The Verona Railhead is approximately 58 km from Vicenza.

## **C-2. APOE CAPABILITIES, CHARACTERISTICS, AND LIMITATIONS**

Paragraphs [a through d](#) below provide a summary of the capabilities, characteristics, and limitations for the APOEs that USAREUR normally will use to conduct deployment and redeployment operations.

**a. Ramstein Airbase (International Civil Aviation Organization (ICAO) Code: ETAR and Geographic Code (GEO): TYFR).** Ramstein Airbase is located in the district of Kaiserslautern, Germany, and is about 5 km away from the Landstuhl Regional Medical Center.

(1) Ramstein Airbase is the home of the Headquarters, United States Air Forces in Europe/United States Air Forces Africa (USAFE/AFAFRICA) and the Headquarters, 86th Airlift Wing, which has as its primary mission the conduct of all airlift, airdrop, and aeromedical evacuation operations throughout the European theater flying the C-21A, C-20H, C-37A, C-40B, and C-130J aircraft. Other tenant Air Force units include the 3d Air Force, 435th Air Ground Operations Wing, and the 521st Air Mobility Operations Wing. Other tenants include various NATO, DOD, and Army agencies, including the Headquarters, NATO Allied Air Component Command.

(2) Ramstein Airbase is the primary APOE that USAREUR uses to deploy or redeploy Forces and its capabilities, characteristics, and limitations include the following:

- (a) Suitability for flights by C-130, C-17, C-5, and AN-124 aircraft.
- (b) Provides ample storage space for cargo and passengers (passengers are normally moved by bus to the USAREUR Deployment Processing Center at ROB for any extended waits).
- (c) Has a high throughput capacity.

(3) The 39th Transportation Battalion (39th Trans Bn), 16th Sustainment Brigade, 21st Theater Sustainment Command (21st TSC), operates the Army's Ramstein Airbase port movement control team (MCT) and provides aerial-port movement control and transportation management support for Army passengers and cargo transiting Ramstein Airbase.

**b. Constanta International Airport/Mihail Kogalniceanu Airbase (ICAO code: LRCK and GEO: MJBV).** Constanta International Airport (IAP)/Mihail Kogalniceanu (MK) Airbase is located 26 km northwest of the city of Constanta and about 206 km east of Bucharest. The airfield is situated in a lightly populated agricultural region at 108 m above sea level. The Romanian military Capu Midia Missile and Artillery Training Base is 20 km to the east.

(1) Constanta IAP/MK Airbase is primarily an en-route airfield for the Central-Asia and South-Asia (India) regions.

(2) The DOD multimodal concept also identifies Constanta IAP/MK Airbase as a practical solution for strategic movement of deployment and redeployment cargo in and out of the USCENTCOM area of responsibility (AOR).

(a) During multimodal operations, the Air Force deploys elements of a contingency response element to manage airfield operations.

(b) During Army operations, USAREUR provides base support and HN coordination through the Black Sea Area Support Team (Black Sea AST), which is permanently located at a forward operating site (FOS) adjacent to the MK Airbase. This FOS is primarily used to support multinational training in support of the theater engagement strategy.

(3) The TEA, SDDC, completed their last transportation infrastructure capability assessment of Constanta IAP/MK Airbase in 2011 ([app A](#)). Based on that assessment, Constanta IAP/MK Airbase has the following characteristics, capabilities, and limitations:

(a) Airfield is capable of supporting flights by C-5, C-17, C-130, KC-135, and fighter aircraft.

1. The maximum-on-ground (MOG) (working) at the airfield is four C-17 aircraft and the MOG (parking) is seven C-17s.

2. The airport can support 24-hour operations.

(b) Fuel resupply is the primary limiting factor at the airfield. The airfield is resupplied by truck from the local refinery in Midia, Romania (25 km away). If coordinated 30 days before the requirement, British Petroleum-Romania can sustain deliveries of 125,000 gallons per day.

(c) Limited area is available at the airfield to stage cargo. More storage areas are available on the permanent and secondary (Army-operated) FOSs.

(d) The road network is in fair condition.

(e) The supporting rail network is located approximately 4 km from the airfield. The rail siding is 472 m long (can spot 20 RS-type flatcars (22 m long)) with one side loading ramp located approximately 90 m north of the southern switch.

**c. Aviano Airbase (ICAO code: LIPA and GEO: ASHE).** Aviano Airbase is located 80.5 km north of Venice, Italy, and 14.6 km from Pordenone (the closest large town).

(1) USAREUR primarily uses Aviano Airbase as an extension of the USAG Vicenza PPP and an APOE or APOD to deploy or redeploy Soldiers of and cargo from the 173d Abn BCT.

(2) Aviano Airbase has the following capabilities, characteristics, and limitations:

(a) The airbase is normally only open for operations from 0800 to 2200 (local) from Monday through Saturday. The airbase is closed on Sundays and on Italian and U.S. holidays unless the base is participating in a real-world event or a waiver is granted.

(b) The normal MOG (parking) is any one of the following example configurations:

1. 11 to 13 C-17s.

2. 20 to 24 C-130s.

3. 7 C-5 or B-747-equivalent aircraft and 10 fighter-size aircraft.

(b) The MOG (parking) during contingency operations is any one of the following example configurations:

1. 15 C-17s.

2. 27 C-130s.

3. 8 C-5 or B-747-equivalent aircraft and 10 fighter-size aircraft.

(3) The Army deployment facility (or departure lounge), the Aviano Airbase Personnel Alert and Holding Area (PAHA), has 62,500 ft<sup>2</sup> of space. Although the PAHA was specifically designed to support airborne operations, Army and Air Force units may also use the PAHA as a predeparture waiting area for routine flight operations or deployment operations.

(4) The DOL, USAG Vicenza, provides A/DACG support in coordination with the MCT Aviano, 39th Trans Bn, 16th Sustainment Brigade, 21st TSC.

**d. Nürnberg IAP (ICAO code: EDDN and GEO: SDSC).** Nürnberg IAP is a civilian airport located in the metropolitan area of Nürnberg, in the Franconian region of Bavaria, and is the second busiest civilian airport in Bavaria, Germany.

(1) As Nürnberg IAP is purely a civilian airport, no DOD agencies or Army movement control personnel are stationed or work at Nürnberg IAP on a daily basis. Units must send a request to utilize Nürnberg IAP to the Movement Operations Center, G3/3 Operations Division, Office of the Deputy Chief of Staff, G3/5/7, Headquarters United States Army Europe (USAREUR MOC), for approval and coordination of supporting resources. Units may send requests to the USAREUR MOC by e-mail, as appropriate, NIPRNET: *USARMY Baden-Wuerttemberg USAREUR Mailbox G3 OPS MOC OPERATIONS* ([usarmy.badenwur.usareur.mbx.g3-ops-moc-operations@mail.mil](mailto:usarmy.badenwur.usareur.mbx.g3-ops-moc-operations@mail.mil)) or SIPRNET: *USARMY Wiesbaden USAREUR Mailbox G33 OPS MOC OPERATIONS* ([usarmy.wiesbaden.usareur.mbx.g33-ops-moc-operations@mail.smil.mil](mailto:usarmy.wiesbaden.usareur.mbx.g33-ops-moc-operations@mail.smil.mil)).

(2) Nürnberg IAP may be used to deploy and redeploy Bavaria-based U.S. Soldiers from and to Germany; however, only limited cargo, on a case-by-case basis, may transit Nürnberg IAP.

(3) Ramstein Airbase remains the primary APOE and APOD to deploy and redeploy all air cargo.

### **C-3. SPOE CAPABILITIES, CHARACTERISTICS, AND LIMITATIONS**

Paragraphs [a](#) through [d](#) below provide a summary of the capabilities, characteristics, and limitations for the SPOEs that USAREUR normally will use to conduct deployment and redeployment operations.

**a. The Ports of Bremerhaven and Nordenham.** The ports of Bremerhaven and Nordenham are located in northwest Germany. Operations at these commercial ports are normally not affected by tidal variations because the ports use a locking system to adjust the transiting ships up to sea level or down to the port water-level. The DOD uses two berths at the port of Bremerhaven for military operations and primarily uses facilities at the Port of Nordenham only for ammunition transfers.

**(1) The Port of Bremerhaven.** USAREUR uses two main berths at the port of Bremerhaven (that is, the Kaiserhafen and Nordhafen Berths) and both are capable of supporting large, medium-speed roll-on/roll-off (LMSR) vessels and fast sealift ships (FSS). The 950th Transportation Company, 838th Transportation Battalion, 598th Transportation Brigade, SDDC, operates the military port in partnership with the local port authority. The port has a contracted pool of 863 longshoremen-stevedores and 400 drivers that are able to run either two-shift operations or 24-hour operations. The port uses multiple railheads and mobile ramps in order to conduct multimodal operations. The port also has container reach stackers, forklifts (8 thru 37 ton capacity), 14 heavy RO/RO tractors, and 33 Martin Fiala trailers on hand. The two berths and the associated Kaiserhafen Railhead have the following capabilities, characteristics, and limitations:

**(a) The Kaiserhafen Berth.** The Kaiserhafen Berth has—

1. A staging area with 905,000 ft<sup>2</sup> on pier (can hold 2,400 pieces at one time).
2. A three-track railhead capable of supporting M1A1 tanks ((b) below).
3. Mobile cranes available.

**(b) The Kaiserhafen Railhead.** The Kaiserhafen Railhead comprises three tracks (each track 804 ft long) with ramps capable of supporting M1A1 tanks. The railhead capabilities, characteristics, and limitations include—

1. The ability to stage 38 railcars (1.5 trains) at one time and load up to 3 trains (appx 200 pieces) per day or offload up to 4 trains (appx 250 pieces) per day.
2. The advantage that the German railway (Deutsche Bahn) inspects equipment and trains in the port before loading or departure as applicable, which results in no delays at the border crossing.
3. No delays experienced by USAREUR in the receipt or disposition of trains and trucks.
4. Excellent connectivity to the German and European rail networks.
5. An autobahn network that runs parallel to the rail network.

**(c) Nordhafen Berth.** The Nordhafen Berth has:

1. Berthing that is capable of conducting simultaneous operations on two vessels (LMSR or FSS capable).
2. A pier water-depth of 41 feet (ft) and pier lengths of 290 m at Nordhafen east, 400 m at Nordhafen west, and 274 m at the Nordhafen auto pier.
3. A staging area with 320,000 ft<sup>2</sup> of space on the pier.
4. Two railheads with ramps that are capable of supporting M1A1 tanks.

**(2) The Port of Nordenham.** The Port of Nordenham is the only port in northern Germany that supports transloading of ammunition. This privately owned port is very suitable for military ammunition operations because the port does not impose as many net-explosive weight (NEW) restrictions as publicly owned ports would. USAREUR normally uses this port only for ammunition operations. The port has the following capabilities, characteristics, and limitations:

(a) Although capable of handling LMSRs, the port is also affected by tidal variations.

(b) Very limited staging areas and no on-pier storage is allowed (only mode-to-mode operations are allowed).

(c) Is accessed primarily by rail shipment and has 9 km of railtrack in the port area, but stabling of trains ((g) below) must take place in the hinterland (away from the port area).

(d) Can process up to 3 million pounds NEW routinely and up to 10 million pounds NEW with a USAREUR waiver.

(d) Operates 24-hour per day and 7-day per week until the mission is complete.

(e) Has 150 skilled workers who can load 80 containers per gang per shift and 190 tons of break-bulk cargo per gang per shift (maximum of 1,140 tons per 24-hour period).

(f) Has the following support equipment available:

1. Two gantry cranes (each 22 tons), one gantry crane (36 ton), and one jib crane (65 ton).

2. Various forklifts (3 thru 25-ton capacity).

3. Three (rail) engines or locomotives to reposition railcars.

(g) The stabling (parking to await operations) of trains in the port area is not authorized.

1. Trains must be stabled in the hinterland and can be pulled inside the port area only when the trains are to be worked immediately after arrival.

2. Because the SDDC, on behalf of the port, must avoid railcar congestion at the port, trains will be called-forward only by the 950th Transportation Company through coordination with the Branch Movement Control Team (BMCT) Bremerhaven to the applicable train operating company.

**b. The Port of Antwerp.** The Port of Antwerp is 45 km from Brussels, Belgium, and is located closer to the most commonly used shipping routes than other more inland ports or ports that border the North Sea. The Port of Antwerp is the second largest in Europe and the fourth largest in the world by handling more than 140 million tons of cargo per year (54 percent incoming and 46 percent outgoing). This is a state of the art port with the capability to support full-scale divisional port-to-port movement.

(1) DOD uses the Port of Antwerp primarily to move sustainment, deployment, and redeployment cargo. The 838th Transportation Battalion, 598th Transportation Brigade, SDDC, operates the military port in partnership with the HN.

(2) When shipping through Antwerp, USAREUR primarily uses quays 1213 through 1219 of the Vrasenedok Berth. The Port of Antwerp has the following capabilities, characteristics, and limitations:

**(a) Berth Capabilities.** The Port of Antwerp maintains the berth areas at a lock-controlled water-depth with no tidal effect for a maximum draft of 42 ft (13 meters).

1. Vrasenedok, quays 1219 through 1205, can support berthing of two LMSRs or two FSSs.

2. Quays 1209 (southern end) and 1221 have roll-on/roll-off (RO/RO) ramps available.

3. At quays 1209 through 1205 only lift-on/lift-off (LO/LO) operations can be conducted.

**(b) Materiel-Handling Equipment.** The materiel-handling equipment (MHE) available at the Vrasenedok Berth includes forklifts (from 5 thru 30-ton capacity), mobile cranes (100 ton capacity), and container reach stackers (45 ton capacity).

1. Equipment not currently available on the quay can be requested through the stevedoring & related terminal services (S&RTS) contractor (that is, the Antwerp Car Processing Center) who will make equipment available within 24 hours after a request.

2. The quay areas that are not equipped with loading and offloading ramps may require the construction of temporary ramps, use of MHE, or both to support the loading and offloading of equipment. The S&RTS contractor can support this requirement through existing contracts on request.

**(c) Rail Network.** The quay is serviced by six dedicated 320-meter long railines with switching capability. Four of the railines are heavy capable with fixed ramps and the two light railines are without ramps.

1. For a sustained operation, the maximum reception capacity per 24-hour period is 4 trains of 600 m length or 2,200 tons. During a surge, the quay is capable of supporting up to 5 trains per 24-hour period.

2. The Belgian rail company (that is, *Nationale Maatschappij der Belgische Spoorwegen* (NMBS)) uses the Vormingstation, Antwerp Noord, which is a large rail exchange yard to stage rail cargo for the port.

3. All rail loads departing the quay must undergo a joint inspection (that is, the shipper and the NMBS) to ensure cargo security and transport clearances are met.

4. Cranes are available at the spur. The S&RTS contractor (GovLog per Euroports) can provide cranes within 24 hours after the request.

**(d) Highways and Vehicle Access.** Access to the terminal is through a single point of entry at the main gate that is controlled 24-hour per day by a port security force. Freight bill and personal identification are required to access the port.

1. During operations a second point of entry is established and manned by joint U.S. and HN military guards.

2. The maximum reception capacity during sustainment is 50 commercial or military transport trucks per 24-hour period. During a surge operation, the port can increase capacity to up to 100 transport trucks per 24-hour period for up to 2 days.

**(e) Barge Operations.** For sustained operations, the maximum capacity is 4 barges per 24-hour period. During a surge operation, the port can increase capacity to 16 barges per 24-hour period for up to 2 days.

(a) For RO/RO barges, operations are normally conducted anywhere along the southern part of the quay.

(b) For LO/LO barges, mobile cranes are required to support the operation, but the operations may take place at more locations along the quay.

**(f) Open Storage.** The total area available for open storage is 13,454,888 ft<sup>2</sup> (1,250,000 square-meters (m<sup>2</sup>)) and the total open area for operations is 4,000,000 ft<sup>2</sup> (371,600 m<sup>2</sup>).

**(g) Closed Storage.** A permanent closed-storage structure is not available at the quay because the quay is primarily a commercial car terminal.

1. The SDDC does have exclusive use of up to 330,000 ft<sup>2</sup> (30,600 m<sup>2</sup>) of securable hard stand that can be used as a staging area in the port.

2. The S&RTS contractor requires a 30-day advance notification for any requirements for additional hard-stand space to prepare the areas and move commercial operations to alternate locations.

3. For helicopter operations during inclement weather, temporary enclosed structures (tents) with dimensions of up to 22,000 ft<sup>2</sup> (2,040 m<sup>2</sup>) are available through the S&RTS contractor.

**c. The Port of Livorno.** The Port of Livorno is located on the Tyrrhenian Sea, in the northwestern part of Tuscany, and 12.9 km from Pisa International Airport. The port has significant experience in handling U.S. Forces requirements for the movement of military vehicles, equipment, and helicopters. The TEA, SDDC, completed their last transportation infrastructure capability assessment of the Port of Livorno in 2005 ([app A](#)).

(1) The Port of Livorno is a multipurpose port with more than 1.6 million square-miles of water area, 11,000 m of quays (90 berths), and useable land area of more than 617 acres.

(2) USAREUR normally uses three terminal or port areas for deployment and distribution operations (that is, Sintermar Terminal (Berth 24), Tuscany Dock East Side (Berths 15A–15D), and Tuscany Dock (Berths 14A–14D)) and uses two port areas for class V operations (that is, Tombolo Docks and Talamone).

(a) Sintermar Terminal is the only private terminal (operated by the Sintermar Group) in the Port of Livorno.

(b) The Tuscany Dock and Sintermar Terminal are both capable of providing service to container vessels because they are equipped with quayside container cranes.

(c) The Tuscany Dock and the Tuscany Dock East Side are capable of supporting LMSR vessels and FSSs.

(d) The railway network in the Port of Livorno has about 72 km of track, most of which supports intermodal rail operations. Several rail classification yards also support operations at the port.

(3)

**d. Naval Station Rota.** Naval Station (NAVSTA) Rota is located inside a Spanish Navy base in the south-west corner of Spain and borders on the North Atlantic Ocean. NAVSTA Rota is strategically located near the Straits of Gibraltar and halfway between the United States and Southwest Asia. The port can support RO/RO cargo; breakbulk cargo; petroleum, oil, and lubricants (POL) cargo; and limited amounts of containerized cargo.

(1) NAVSTA Rota plays a major role in the strategic deployment of equipment and cargo by functioning as a main operating base in the USEUCOM AOR and as a major transshipment point for various equipment and cargo going to USAFRICOM, USCENTCOM, and USEUCOM.

(2) USAREUR primarily uses NAVSTA Rota for the ship-to-air and air-to-ship transfer of helicopters during 12th CAB deployment and redeployment operations.

(3) The TEA, SDDC, completed their last transportation infrastructure capability assessment of NAVSTA Rota in 2006 ([app A](#)).

**(a) Seaport.** The seaport (comprising one general cargo pier with four 600-ft berths) is located inside the Spanish base, but about 1.5 miles away from the airfield and the main U.S. cantonment area.

1. The maximum supported draft is 45 ft (14 m).

2. All MHE is provided by NAVSTA Rota and operated by the S&RTS contractor.

a. To support operations, NAVSTA Rota routinely can provide forklifts (up to 10-ton capacity) and will provide tugs and trailers on request.

b. No gantry cranes are available at the pier. Therefore, LO/LO ships must have internal gear for loading and unloading operations (for example, onboard crane) to use the port.

c. The Theater Aviation Sustainment Manager-Europe, 405th Army Field Support Brigade, ensures that proper equipment for helicopter upload operations is available at NAVSTA Rota.

3. The port does not have direct access to a rail transportation network.

4. Staging area at the pier is limited (about 400,000 ft<sup>2</sup> (37,000 m<sup>2</sup>)), however, ample staging areas are available at other locations throughout NAVSTA Rota.

**(b) Airfield.** The airfield is located on 670 acres of land adjacent to the main U.S. cantonment area and comprises a single runway (12,104 ft x 200 ft) with an associated taxiway (11,000 ft x 75 ft). The NAVSTA Rota airfield—

1. Can support C-130, C-141, C-17, C-5, KC-10, and KC-135 aircraft operations.

2. Has a terminal with a holding area for approximately 500 passengers.

3. Has 30,000 ft<sup>2</sup> (2,800 m<sup>2</sup>) of storage and staging areas to support multimodal operations and a covered internal-logistics storage area of about 20,000 ft<sup>2</sup> (1,900 m<sup>2</sup>).

4. Has three high docks for loading pallets or small containers onto aircraft loaders.

## **APPENDIX D**

### **RAIL OPERATIONS TO SUPPORT DEPLOYMENT OPERATIONS**

**NOTE:** This appendix is updated as necessary (independently from the basic regulation until incorporated in a future edition of this regulation) by the Mobility Operations Division, Office of the Deputy Chief of Staff, G4, HQ USAREUR, and is available on the USAREUR SharePoint portal at [https://intranet.eur.army.mil/hq/g4/MOD/MOD\\_Center/Forms/Deployment\\_Processes.aspx](https://intranet.eur.army.mil/hq/g4/MOD/MOD_Center/Forms/Deployment_Processes.aspx).

**APPENDIX E**

**LIAISON TEAM REQUIREMENTS FOR DEPLOYMENT-SUPPORT OPERATIONS**

**NOTE:** This appendix is updated as necessary (independently from the basic regulation until incorporated in a future edition of this regulation) by the Mobility Operations Division, Office of the Deputy Chief of Staff, G4, HQ USAREUR, and is available on the USAREUR SharePoint portal at [https://intranet.eur.army.mil/hq/g4/MOD/MOD\\_Center/Forms/Deployment\\_Processes.aspx](https://intranet.eur.army.mil/hq/g4/MOD/MOD_Center/Forms/Deployment_Processes.aspx).

## APPENDIX F

### AIRLOAD-PLANNING REQUIREMENTS FOR DEPLOYMENT OPERATIONS

**NOTE:** This appendix is updated as necessary (independently from the basic regulation until incorporated in a future edition of this regulation) by the Mobility Operations Division, Office of the Deputy Chief of Staff, G4, HQ USAREUR, and is available on the USAREUR SharePoint portal at [https://intranet.eur.army.mil/hq/g4/MOD/MOD\\_Center/Forms/Deployment\\_Processes.aspx](https://intranet.eur.army.mil/hq/g4/MOD/MOD_Center/Forms/Deployment_Processes.aspx).

## APPENDIX G

### USAREUR GUIDANCE FOR AUTOMATED PROCESSING OF UNIT MOVEMENT DATA

#### G-1. AUTOMATED UNIT MOVEMENT DATA PROCESSING OVERVIEW

The need to rapidly and accurately transfer unit movement data (UMD) into the Joint Operation Planning and Execution System (JOPES) to the combatant commander (CCDR) and USTRANSCOM is critical to executing the deployment of U.S. personnel. The historical trend toward shorter-notice contingency-based operations requires U.S. Forces to be prepared to deploy more rapidly with little to no notice and therefore requires U.S. Forces to have accurate UMD prepared ahead of time.

a. USAREUR uses the Transportation Coordinator-Automated Information Movement System II (TC-AIMS II) or the Joint Force Requirements Generator II (JFRG II) with the Computerized Movement Planning and Status System (COMPASS) to manage and communicate unit deployment data.

b. The TC-AIMS II poses unique challenges for the Army because TC-AIMS II was a DOD top-down developed system that was directed for joint use. The top-down joint development of TC-AIMS II bypassed some standard Army processes used to make operational, training, and fielding decisions, and therefore use of the system required USAREUR to develop special processes for creating and transmitting UMD when using TC-AIMS II.

#### G-2. USAREUR AUTOMATED UMD PROCESSES

USAREUR uses the following three methodologies for USAREUR subordinate and tenant commands to process automated UMD:

a. **JOPES TO JOPES.** A theater or higher headquarters is responsible for building time-phased force-deployment data (TPFDD) shells using JOPES on a Global Command and Control System–Army (GCCS–A) or a Global Command and Control System–Joint (GCCS–J) computer. These shells, as a minimum, correlate JOPES unit line numbers (ULNs) to a specific unit identification code (UIC) and the corresponding unit type code (UTC) based on the CCDR movement plan and requirements. The shells are built with additional UMD if the information is available.

**NOTE:** The combination of unit equipment and movement data in a TPFDD is usually classified ([para G-5a\(6\) below](#)). Therefore, the goal of the higher headquarters building the initial shell is to use the minimum information that subordinate units require to fully populate the TPFDD later and thereby keep the initial shell unclassified.

(1) The higher headquarters passes the JOPES records to subordinate headquarters units through the JFRG II–COMPASS computer.

(2) The subordinate headquarters S3 refines the movement plan, transfers the JFRG II–COMPASS files to TC-AIMS II, and sends the files to the brigade movement coordinators (BMCs).

(3) The BMC, in coordination with the unit movement officers (UMOs), selects the equipment from the organization equipment list (OEL) that is required to accomplish the mission, associates the equipment with the ULN, and obtains the commander’s approval of the unit deployment list (UDL).

(4) After the commander approves, the unit sends the UDL to the higher headquarters using TC-AIMS II and JFRG II–COMPASS in the inverse of the process described in (1) and (2) above.

**b. JFRG–COMPASS to JOPES.** This process follows the same sequence described in [a above](#) (JOPES-to-JOPES) except that the initial TPFDD shell is created in the JFRG–COMPASS rather than in the JOPES. The JFRG–COMPASS provides greater flexibility because headquarters at any level (not solely at a JOPES-owning higher headquarters level) can create the deploying unit TPFDD shells.

**c. TC-AIMS II to JOPES.** This process also follows the same sequence described in [a above](#) (JOPES-to-JOPES) except that the ULNs are assigned through the orders process or units use a fixed-ULN naming convention. The ULNs are assigned to the UDL using TC-AIMS II and transferred through JFRG II–COMPASS to JOPES. This system is flexible, however, the personnel managing the UMD must ensure that the ULN naming convention is clear and that no ULNs are duplicated.

### **G-3. ULN**

The ULN consists of seven alphanumeric characters that uniquely define a unit TPFDD entry as described in paragraphs [a through d below](#).

**NOTE:** The use of “1” (one) and “I” (India) or “0” (zero) and “O” (Oscar) in constructing ULNs is potentially confusing. Therefore the letters I and O are not used in any ULNs.

a. The supported CCDR assigns the first character of the ULN to represent the reporting service headquarters, (for example, USEUCOM assigns “C” as the first character for all USAREUR ULNs).

b. In the current USAREUR TPFDD Letter of Instruction (LOI) and Standing Operating Procedures (SOP), USAREUR has assigned a standardized character for the second ULN character to represent each USAREUR major subordinate command (MSC) and specialized command.

c. The sixth and seventh characters are called the fragment (Frag) and insert, respectively. Frag and insert characters are used to organize a single unit’s deployment into separate movements (for example, torch party, advance echelon (ADVON), main body, trail party, individual replacements).

(1) USAREUR MSCs and specialized commands assign the third through seventh characters based on their own ULN-naming conventions. USAREUR recommends that USAREUR MSCs and specialized commands standardize the ULNs they assign to each of their subordinate (deployable) units.

(2) For more information regarding ULN construction, units may contact the JOPES Cell of the Movement Operations Center, G3/3 Operations Division, Office of the Deputy Chief of Staff (ODCS), G3/5/7, Headquarters United States Army Europe (USAREUR MOC).

### **G-4. TPFDD INITIAL BUILD**

The ULNs are initially built as shells or space-holders using either the JOPES or the JFRG II–COMPASS.

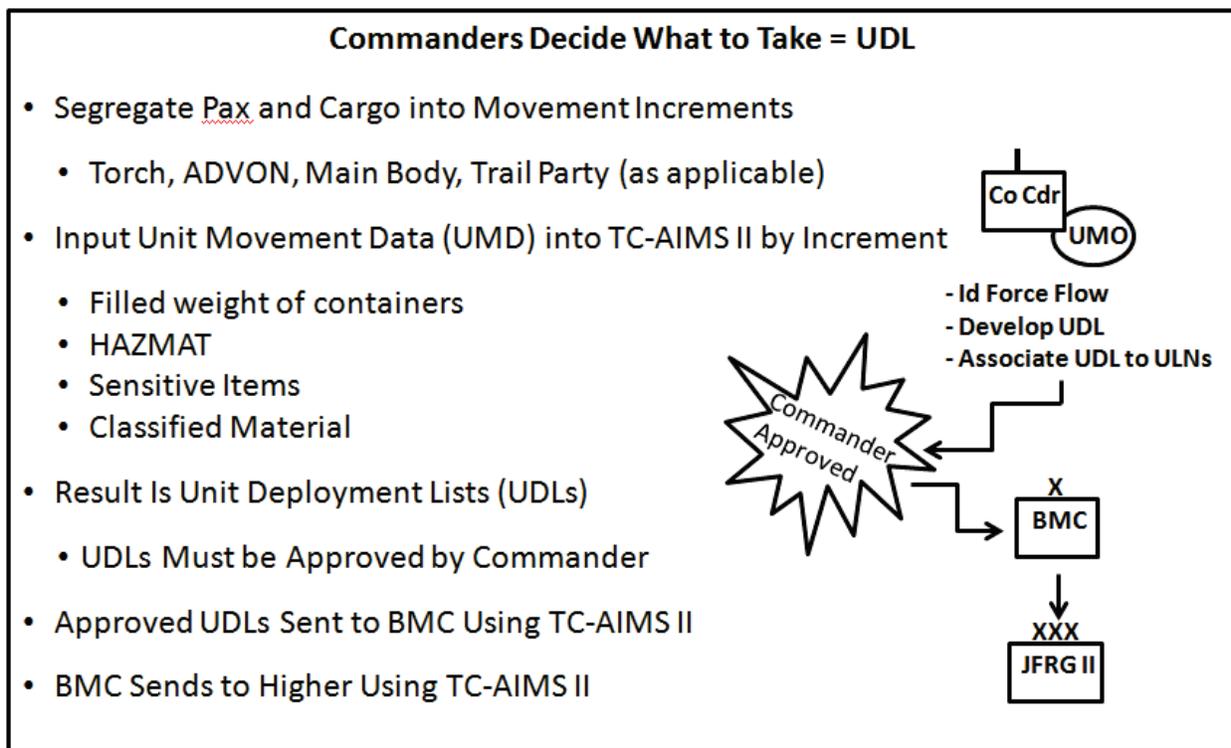
a. The deploying unit fills in the pertinent data or populates the ULN with accurate personnel and equipment data.

b. USAREUR uses a “local” plan identification number (PID) to create UMD before transferring the data into an “active” (JOPES) PID that is used by the combatant commands (CCMDs) and USTRANSCOM to coordinate strategic lift.

c. For USAREUR movements, USAREUR provides an Excel spreadsheet that cross-walks or correlates the local and active PIDs.

## G-5. TPFDD MANAGEMENT

a. **Unit-Level TPFDD Management Process.** Figure G-1 provides a graphical representation of the initial unit-level TPFDD management process described in paragraphs (1) through (4) below.



**Figure G-1. Developing the Unit Deployment List**

(1) Commanders decide what equipment to deploy and segregate the equipment into the unit's movement increments (for example, Torch party, ADVON, main body, trail party). The UMO and company commander will develop at least this level of detail for the UDL, normally using a printed copy of the unit's OEL. Commanders will also similarly determine the movement increment order that their individual Soldiers need to arrive at the final destination.

(2) The unit sends the sequenced equipment list with a commander's prioritization to the BMC or other designated operator for entry into the TC-AIMS II.

(3) The BMC creates the sequenced, prioritized lists in TC-AIMS II and the result of the association of equipment and personnel to the unit's movement sequences (that is, the UMD) and the UMD association to the corresponding ULNs is the UDL.

(4) The commander must review and sign each BMC-created UDL before the BMC sends the data to the next higher-level TC-AIMS II operator or to the JFRG II-COMPASS operator.

(5) After the BMC sends the UDL to the higher headquarters using TC-AIMS II, the unit responsibilities for TPFDD management do not end. The unit remains responsible for monitoring the actual TPFDD (the data loaded in the JOPES) to ensure errors did not occur in the entry process, identifying or verifying changes driven by higher headquarters directives or transportation availability, verifying that the unit can still support the plan after any of those changes, and deciding when the TPFDD is accurate enough to request validation as a final TPFDD.

(a) Commanders are able to monitor the status of the transformation of their UDL into TPFDD by reviewing USAREUR-extracts of the TPFDD that the USAREUR MOC posts to the USAREUR SIPRNET SharePoint site (<https://intranet.eur.army.smil.mii/SitePages/Home.aspx>).

(b) The USAREUR MOC copies current data for active PIDs into Excel spreadsheets (described in [para b below](#)) on Tuesdays and Thursdays.

(6) When an automation system for UMD is not available, USAREUR units will use a JOPES worksheet. The worksheet is available on the USAREUR MOC NIPRNET and SIPRNET SharePoint sites ([https://intranet.eur.army.mil/hq/g33/moc/SitePages/MOC\\_Home.aspx](https://intranet.eur.army.mil/hq/g33/moc/SitePages/MOC_Home.aspx) and <https://intranet.eur.army.smil.mil/hq/g3/SitePages/Home.aspx> respectively). When completed, the JOPES worksheet is classified SECRET.

**b. TPFDD Construction.** The USAREUR MOC organizes the TPFDD extracts into seven parts (paras (1) thru (7) below). Each TPFDD part provides information about a separate portion of the deployment process. USAREUR selected the part break-points based on the process points when requirements and responsibilities change from one unit or major agency to another.

**(1) Part 1.** Part 1 of the TPFDD extract ([fig G-2](#)) links the deploying unit with its ULN and describes the supported CCDR requirement (for example, an infantry company).

---

OPLAN	ULN	FTN	Unit Name	UIC
XXXXX	XXXXXX	XXXXXXXXXXXX	B Company, 1-1 Infantry	WXYZB0

---

**Figure G-2. TPFDD Extract–Part 1**

**(a) OPLAN.** The operations plan (OPLAN) field is a 5-character alphanumeric code or identification number used to uniquely identify the OPLAN. This is also known as the plan identification number or PID.

**(b) ULN.** The ULN is a number assigned to serve as the primary reference code for a unit, its deployment increment, and the modes of transportation (for example, airlift, sealift, convoy) between all nodes (for example, home station (HS) to port of embarkation (POE), POE to port of debarkation (POD)).

**(c) FTN.** The force tracking number (FTN) is an 11-character alphanumeric reference code assigned by the supported CCDR to represent a single force or capability requirement. The FTN is used to uniquely identify, organize, and manage force or capability requirements requested in the Global Force Management allocation process and to support force providers to execute their responsibilities.

**(d) Unit Name.** The name of the deploying unit that is associated with the specific UIC of the deploying unit (for example, B Company, 1-1 Infantry).

**(e) UIC.** The UIC of the deploying unit. A derivative unit identification code (DUIC) is not required for movements and is therefore not included in the TPFDD even if a DUIC is required to separate the unit property book (or books) or for other administrative requirements.

(2) **Part 2.** Part 2 of the TPFDD extract (fig G-3) provides information about the number of personnel or the amount of cargo (expressed in tons, that is short tons (STON)) planned for each portion of a unit's movement. The commander segregates the unit into personnel (pax), cargo, or pax and cargo increments (for example, torch party, ADVON, main body) based on operational requirements and the mode of transportation and creates separate line entries for each increment.

---

PAX	STON	SIC	PROV ORG
120	50	A	EU

---

**Figure G-3. TPFDD Extract–Part 2**

(a) **PAX.** This field lists the number of personnel deploying in the increment (for example, the ADVON). For sealift ULNs, the number of supercargoes is listed in this field.

(b) **STONS.** The number of STONs of cargo (also known as, level II data) moving in the increment. This figure represents the weight of the total cargo in this ULN of the UDL.

(c) **SIC.** The standard indicator code (SIC) identifies if a ULN contains actual data or type-unit characteristic (TUCHA) file-data (based on the UTC). For Army ULNs containing actual data, the SIC will be an "A."

(d) **PROV ORG.** The providing organization (PROV ORG) code identifies the supporting CCDR that is providing the Force to the supported geographic CCDR.

(3) **Part 3.** Part 3 of the TPFDD extract (fig G-4) provides the unit's point of origin (the location from where the Soldiers, equipment or both will begin the deployment) and the date when the increment must be ready to depart (ready-to-load date (RLD)) from that location to the first port.

---

ORIGIN	RLD
XXX	CJJJ

---

**Figure G-4. TPFDD Extract–Part 3**

(a) **ORIGIN.** The origin is the geographic (location) code (GEO) from where the ULN (equipment, Soldiers, or both) will begin the movement. For deployments, this is normally the unit HS location. For redeployments, this is normally the deployed or operational location.

(b) **RLD.** The RLD for equipment specifically refers to the date by when the installation staging area operations must be complete. This is the earliest day that movement planners should plan or schedule intratheater transportation for movement of the ULN to the POE.

(4) **Part 4.** Part 4 of the TPFDD extract (fig G-5) describes the onward movement from the POE. Specifically, part 4 lists the POE, the available-to-load date (ALD) and the POE mode source (MS) (for example, strategic air, strategic sealift) to be used for the movement from port-to-port.

---

POE	ALD	POE MS
XXXX	CJJJ	XX

---

**Figure G-5. TPFDD Extract–Part 4**

**(a) POE.** The POE is a code that identifies the POE (that is, the aerial port of embarkation (APOE) or seaport of embarkation (SPOE)) the increment will use to board a strategic lift asset.

**(b) ALD.** The ALD is a critical date and a USAREUR CG “redline.” According to USAREUR CG directive, no strategic lift asset will be made to wait on a USAREUR unit. This is the date the unit must have 100 percent of equipment at the port, all equipment in the required configuration, and all associated documentation completed.

1. To ensure that deploying equipment in USAREUR is prepared for onward movement and is accepted by the shipper on time, all deploying USAREUR equipment and personnel must be prepared for movement in advance of the ALD.

2. USAREUR has further refined the DOD definition for ALD to state that 100 percent of the deploying equipment must be at the port, in the required configuration, with all documentation completed, no later than 2359Z hours the day before the TPFDD validated ALD.

**(c) POE MS.** The TPFDD lists the MS for each phase of the movement, (that is, fort-to-port (POE), port-to-port (POE-to-POD), and port (POD)-to-destination. The POE MS code refers to how the cargo or personnel are moving from the point of origin to the POE.

**(5) Part 5.** Part 5 of the TPFDD extract ([fig G-6](#)) provides information about the strategic lift portion of the movement.

---

POD	EAD	LAD	POD MS
XXXX	CJJJ	CJJJ	XX

---

**Figure G-6. TPFDD Extract–Part 5**

**(a) POD.** The supported CCDR designates the POD that the unit will use. Deploying unit requirements at the POD may vary and are normally described in the units DEPORD.

**(b) EAD.** The earliest arrival date (EAD) ([glossary](#)) is the first day that the supported CCMD can accept the unit at the POD (and logistically support the unit in the theater).

**NOTE:** The time between ALD and EAD is determined by the transit time between POE and POD. [Figure G-7](#) provides an example of the normal sealift transit-planning calculation.

**(c) LAD.** The latest arrival date (LAD) ([glossary](#)) is the last day that the supported CCMD can accept the unit at the POD without risking the success of the OPLAN or adversely affecting other units.

1. The LAD plus 1 day is normally the first day of reception, staging, onward movement and integration (RSOI) operations.

2. Although RSOI or other preparatory actions may begin immediately after the arrival of the ship or plane at the POD, the planning assumption is that RSOI officially starts 1 day after the LAD to ensure there is sufficient time for equipment and personnel to arrival at the POD and conduct port-clearing operations.

**Sealift Transit Calculation**

**Basic Equation:**

$$\# \text{ Days to transit} = \text{Distance in miles} / [\text{Speed (mph)} * 24 \text{ (hrs/day)}]$$

1. Determine the distance in miles for the POE-to-POD route:  
If necessary, convert km to miles by multiplying by 0.62 miles/km.  
For example, 10 km x 0.62 miles/km = 6.2 miles
2. Determine the sustained sail speed (based on the type of ship):  
For liner service (12 knots) use 13.8 mph.  
For a dedicated ship (16 knots) use 18.4 mph.
3. Apply the basic equation:  
For example, a 10,000 km distance using liner service:  
= (10,000 km \* 0.62 miles/km) / (13.8 mph \* 24 hrs/day)  
= (6,200 miles) / (331.2 miles/day)  
= 18.72 days

**Figure G-7. Sealift Transit Calculations**

**(d) POD MS.** The POD MS is the transportation method that will be used from the port-to-port (the POE to the POD) portion of the movement.

**(6) Part 6.** Part 6 of the TPFDD extract (fig G-8) describes the movement actions required in the operational theater.

<b>DEST</b>	<b>RDD</b>	<b>DEST MS</b>
XXXX	CJJJ	XX

**Figure G-8. TPFDD Extract–Part 6**

(a) **DEST.** The final destination (DEST) is the deploying unit’s final camp (normally in a tactical assembly area) in the operational area of responsibility. Deploying units must create two (or more) ULNs if the single unit will operate from two (or more) different locations.

(b) **RDD.** The required delivery date (RDD) is the day the unit must be able to link up equipment and personnel at the final destination and must have completed RSOI. This is also normally the day before any relief-in-place activities would begin in a force-rotation operation or the day the unit is required to be able to begin operations in the tactical assembly area.

(c) **DEST MS.** The destination mode-source (DEST MS) field refers to the transportation method that will be used between the POD and the destination.

(7) **Part 7.** Part 7 of the TPFDD extract (fig G-9) provides information about the validation and scheduling status of the ULN.

---

PROJ CODE	CCDR VAL	USTC CODE
XXX	CJJJ	X

---

**Figure G-9. TPFDD Extract–Part 7**

(a) **PROJ Code.** The project (PROJ) code describes the validation status. JOPES management personnel will place a one to three-digit letter code in the PROJ Code column that reflects the current ULN status of the detailed validation request (as distributed by JOPES newsgroup messages) using one of the following codes:

**NOTE:** JOPES personnel at USAREUR MSCs and specialized commands should refer to the USAREUR TPFDD LOI and SOP located on the USAREUR MOC SIPRNET SharePoint site (<https://intranet.eur.army.smil.mil/hq/g3/SitePages/Home.aspx>) for current validation requirements and newsgroup message formats.

**1. S.** An “S” in the PROJ Code indicates that the owning USAREUR MSC or specialized command has reviewed the data, confirmed the accuracy of the Level VI data, and has requested validation by the supporting and supported CCMD.

a. An accurate review of the ULN Level VI data requires trained and proficient TC-AIMS II operators ([para 13c\(2\)](#) and [app H](#)).

b. One of the critical elements USAREUR MSCs and specialized commands must check when confirming ULN accuracy is to ensure that the cargo category code (CCC) correctly reflects the status of sensitive cargo and hazardous materials (HAZMAT).

**NOTE:** USAREUR MSCs and specialized commands are required to send Integrated Computerized Deployment System (ICODES) generated load plans and HAZMAT declarations at the same time as they send validation requests for strategic air movements.

**2. SC.** An “SC” in the PROJ Code indicates that USAREUR, as the Army service component command, has completed the same level of analysis as the providing MSC and has requested validation by the supported CCMD.

**NOTE:** After the USAREUR MSC or specialized command requests ULN validation, the ULN is considered “locked.” Paragraph d below provides more information about the requirements to unlock and change a locked or validated ULN.

**3. Other Codes.** Depending on the complexity of the movement, the supported CCMD may direct the use of other codes in the PROJ Code field. The supported CCDR should define and describe these codes in their CCMD TPFDD LOI.

**(b) CCDR VAL.** The supported combatant commander validation (CCDR VAL) field is a date that, when input, verifies the CCMD has completed a detailed review, ensured that the requirement (ULN) meets the CCDR needs, and confirmed the movements are scheduled in an acceptable planning timeline. The CCMD also submits a supporting newsgroup message that allows transportation planners at the responsible headquarters (for example, USTRANSCOM) to schedule the appropriate lift assets.

**(c) USTC Code.** The USTC Code identifies the status of the shipment at the United States Transportation Command (USTRANSCOM) level. The code will be “T” if the ULN is still being scheduled, “A” when the ULN receives an allocation, or “B” or “M” if the ULN is in other statuses. USTRANSCOM will place—

1. A “T” in the USTC Code as they begin the scheduling process. If USTRANSCOM cannot support the ULN during the required timeframe, USTRANSCOM will remove the “T” code to indicate a problem (for example, lack of sufficient aircraft, airfield (POE or POD) constraints).

2. An “A” in the USTC Code when the ULN is allocated (that is, scheduled and assigned to a ship or aircraft mission). For ULNs with an “A” in the USTC code, users may view data in any of the current force tracking systems (for example, the Integrated Data Environment and Global Transportation Network Convergence (IGC), the Single Mobility System (SMS), the GCCS-A, the GCCS-J) to identify the specific lift assigned to the ULN.

3. An “M” in the USTC Code when the ULN is manifested to carriers.

4. A “B” in the USTC Code when the ULN is both manifested and allocated to carriers.

**c. ULN Validation.** Validation requests are initiated by the owning MSC based on reverse-planning of the timeline to ensure that the unit meets the suspense USAREUR received from the supporting or supported CCMD. The supported CCDR may require more restrictive (that is, earlier) validation requirements than the USAREUR standard validation timelines. The following are the USAREUR standard validation timelines by strategic mode of transportation:

**(1) Airlift Validation Suspense.** Validation requests for strategic airlift movements are required to be sent to the USAREUR MOC by no later than the ALD minus 42 days.

**(2) Sealift Validation Suspense.** Validation requests for strategic sealift movements are required to be sent to the USAREUR MOC by no later than the ALD minus 45 days.

**d. Unlock Requests.** One of the most painful deployment processes is making a change to a “locked” or validated ULN. DOD defines changes that affect movement schedules of a locked ULN as those that invalidate commercial contracts, diplomatic clearances, or lift schedules.

(1) Chairman of the Joint Chiefs of Staff Manual 3122.02D, Joint Operation Planning and Execution System (JOPES) Volume III (Crisis Action Time-Phased Force and Deployment Data Development and Deployment Execution) (CJCSM 3122.02D), provides specific information about changes that require a general officer (GO) endorsement.

(2) In USAREUR, the USAREUR G3/5/7 will normally review and either approve or disapprove all ULN changes that require a GO endorsement.

(3) The USAREUR MSC or specialized command requiring or requesting the change must have their GO or senior commander sign a memorandum to the USAREUR G3/5/7 that recommends the unlock and also provides the reason for the unlock and the operational impact if the unlock is not supported.

**APPENDIX H  
USAREUR TC-AIMS II PROCEDURES**

**NOTE:** This appendix is updated as necessary (independently from the basic regulation until incorporated in a future edition of this regulation) by the Mobility Operations Division, Office of the Deputy Chief of Staff, G4, HQ USAREUR, and is available on the USAREUR SharePoint portal at [https://intranet.eur.army.mil/hq/g4/MOD/MOD\\_Center/Forms/Deployment\\_Processes.aspx](https://intranet.eur.army.mil/hq/g4/MOD/MOD_Center/Forms/Deployment_Processes.aspx).

## **APPENDIX I**

### **USAREUR CONTAINER AND CONTAINERIZATION POLICY**

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**APPENDIX J**

**THEATER-SPECIFIC INDIVIDUAL READINESS TRAINING PROGRAM**

**NOTE:** This appendix is updated as necessary (independently from the basic regulation until incorporated in a future edition of this regulation) by the Mobility Operations Division, Office of the Deputy Chief of Staff, G4, HQ USAREUR, and is available on the USAREUR SharePoint portal at [https://intranet.eur.army.mil/hq/g4/MOD/MOD\\_Center/Forms/Deployment\\_Processes.aspx](https://intranet.eur.army.mil/hq/g4/MOD/MOD_Center/Forms/Deployment_Processes.aspx).

**APPENDIX K**

**USAREUR PROCEDURES FOR HOUSEHOLD GOODS STORAGE FOR DEPLOYMENT OPERATIONS**

**NOTE:** This appendix is updated as necessary (independently from the basic regulation until incorporated in a future edition of this regulation) by the Mobility Operations Division, Office of the Deputy Chief of Staff, G4, HQ USAREUR, and is available on the USAREUR SharePoint portal at [https://intranet.eur.army.mil/hq/g4/MOD/MOD\\_Center/Forms/Deployment\\_Processes.aspx](https://intranet.eur.army.mil/hq/g4/MOD/MOD_Center/Forms/Deployment_Processes.aspx).

**APPENDIX L**

**USAREUR PROCEDURES FOR PRIVATELY OWNED VEHICLE STORAGE FOR DEPLOYMENT OPERATIONS**

**NOTE:** This appendix is updated as necessary (independently from the basic regulation until incorporated in a future edition of this regulation) by the Mobility Operations Division, Office of the Deputy Chief of Staff, G4, HQ USAREUR, and is available on the USAREUR SharePoint portal at [https://intranet.eur.army.mil/hq/g4/MOD/MOD\\_Center/Forms/Deployment\\_Processes.aspx](https://intranet.eur.army.mil/hq/g4/MOD/MOD_Center/Forms/Deployment_Processes.aspx).

## APPENDIX M

### USAREUR HAZARDOUS MATERIALS GUIDANCE FOR DEPLOYMENT OPERATIONS

#### M-1. PURPOSE

This appendix provides general USAREUR guidance concerning hazardous materials (HAZMAT) for commanders, unit movement officers (UMOs), and HAZMAT certifying personnel.

- a. This guidance is intended to simplify a technical area of movement operations to assist the chain of command to properly plan and execute unit movements.
- b. This guidance supplements but does not rescind or supersede more restrictive guidance in the International Maritime Organization (IMO) International Maritime Dangerous Goods (IMDG) Code, the U.S. 49 Code of Federal Regulations (49 CFR), [AE Regulation 55-4](#), or foreign-nation and European regulations such as the European Agreement Concerning the International Carriage of Dangerous Goods by Road (*ADR*) and the Regulations Concerning the International Carriage of Dangerous Goods by Rail (European Union) (*RID*).
- c. European countries will assess penalties for wrongful movement of HAZMAT on European public roads and railways. The fines can be very expensive. Army in Europe units must ensure that all Army HAZMAT shipments are prepared, documented, and certified according to [AE Regulation 55-4](#) and the *ADR*, *RID*, or both (as appropriate), as well as the IMO IMDG Code (if applicable).

#### M-2. COMMON HAZARDS

An item of HAZMAT is a substance or material which has been determined to be capable of posing an unreasonable risk to health, safety, and property when transported. [Table M-1](#) provides a list of materials commonly shipped by deploying units that are considered HAZMAT (based on description, quantity, or flash point) grouped by their Hazard Class.

#### M-3. SHIPPING DOCUMENTATION

USAREUR units will prepare all HAZMAT for shipping and then document and certify the shipment according to [AE Regulation 55-4](#) and the *ADR* or *RID* (as appropriate). Paragraphs [a through d](#) below provide a summary of the required HAZMAT shipping documents:

- a. **DD Form 2890 (DOD Multimodal Dangerous Goods Declaration).** A DD Form 2890 is required for movement of HAZMAT by highway, rail, inland waterway, and commercial or military vessels. The form normally will be typed and must always be legible. A handwritten DD Form 2890 is not recommended.
- b. **DD Form 626 (Motor Vehicle Inspection (Transporting Hazardous Materials)).** DD Form 626 is used for inspecting both commercial and Government vehicles that are moving HAZMAT on European public roads. Army in Europe units will not load HAZMAT onto or transport HAZMAT in a vehicle until all spaces on DD Form 626 have been completed. Unit shipments will not be allowed if any unsatisfactory items are noted and not corrected.
- c. **Instructions in Writing.** The instructions in writing are intended as an aid for the driver during any emergency situation that may occur during the transport of HAZMAT. All four pages (printed in color) must be carried in the vehicle and readily available for use. For military vehicles, USAREUR recommends that the instructions are placed in the vehicle logbook.

<b>Table M-1 HAZMAT Commonly Shipped by Deploying Units</b>	
<b>Hazard Class and Category Name</b>	<b>Material</b>
<b>Class 1–Explosives</b>	Ammunition (all except category 1.4S)
	Trainer missiles
	Flares and pyrotechnics
<b>Class 2–Compressed gases</b>	Acetylene cylinders
	Butane
	Fire extinguishers
	Other compressed gases
	Oxygen cylinders
	Propane and propane cylinders
<b>Class 3–Flammable liquids</b>	Denatured alcohol
	Fuel (for example, diesel, motor gasoline (MOGAS))
	Fuel cans (empty and not clean-purged, partially full, or full)
	Fuel tanks and tankers (empty and not clean-purged, partially full, or full)
	Iodine
	Mineral spirits
	Paint and paint thinner
	Petroleum, oil and lubricants (POL) products
<b>Class 4–Flammable solids</b>	Fire starters
<b>Class 5–Oxidizing substances and organic peroxides</b>	No specific examples are commonly deployed.
<b>Class 6–Toxic and infectious Substances</b>	No specific examples are commonly deployed.
<b>Class 7–Radioactive material</b>	Electronic tools with radioactive components
	Night vision equipment
	Radioactive alarms
<b>Class 8–Corrosives</b>	Battery acids and batteries wet filled with acid (vehicle batteries)
<b>Class 9–Miscellaneous dangerous goods</b>	U.N.3090 Lithium-metal batteries (check special provision 188 of the IMDG Code)
	U.N.3480 Lithium-ion batteries (check special provision 188 of the IMDG Code)
	U.N.3316 Medical kit-chemical kit
<b>Other regulated items</b>  <b>NOTE:</b> These items may be regulated, but the hazard class and regulatory requirements differ depending on the specific product or stock number of that type item.	Aerosols
	Antifreeze
	De-icing solutions
	Detergent (for example, DS-2)
	Insecticides
	POL products
	Pesticides
	Windshield washer fluid

**d. Certificate of Approval.** All military vehicles and trailers transporting Hazard Class 1 (except for ammunition in category 1.4S) and Hazard Class 3 (fuel) items must have an annual inspection from a 21st TSC maintenance activity. If the equipment passes the inspection, the maintenance activity will issue a “Certificate of Approval” for the vehicle or trailer. The original Certificates of Approval will be carried with the vehicle or trailer in the appropriate logbook.

#### **M-4. TRAINING OF HAZMAT TRANSPORTING AND CERTIFYING PERSONNEL**

**a. Drivers.** All drivers transporting HAZMAT must have successfully completed the Combined Arms Training Center (CATC), Seventh Army Joint Multinational Training Command (JMTC) 40-hour Hazardous Materials Driver Training Course (course number HAZ 11). After completing the course, the CATC will issue graduates an *ADR* Certificate of Drivers Training (license) (valid for up to 3 years) that is required by European law to drive vehicles with HAZMAT cargo on European roads.

**b. Certifiers.** All personnel who certify HAZMAT for movement on European public roads will successfully complete both the CATC 80-hour Hazardous Materials Certification Course (course number HAZ 12) and the CATC 24-hour European HAZMAT Certification (Road and Rail) Course (course number HAZ 15). After completing these courses, the CATC will issue a certificate of training (valid for up to 2 years) that allows graduates to certify HAZMAT shipments on European public highways and rail lines.

**c. Units.** Each deployable unit (at company-level and above) will train two personnel who are capable of certifying HAZMAT (b above) for shipment by all modes of transportation.

(1) After completing training, the unit commander will appoint the personnel on orders. The HAZMAT certifiers must maintain their proficiency and attend refresher training every 2 years.

(2) When selected, the HAZMAT certifier must have 1 year retainability in the unit.

(3) During movement operations, the HAZMAT certifier must be available to correct deficiencies starting at the home station (HS) and until the HAZMAT is accepted at the port of embarkation (POE) by the representative of the United States Army Military Surface Deployment and Distribution Command (SDDC) (for sea movements) or the Air Mobility Command (AMC) (for air movements).

(4) The UMO will never serve as the unit HAZMAT certifier.

#### **M-5. HAZMAT CERTIFIER RESPONSIBILITIES**

Unit HAZMAT certifying personnel will—

a. Advise the commander on requirements necessary to transport HAZMAT.

b. Receive supervisory guidance and technical assistance from deployment specialists at their higher headquarters (for example, brigade mobility officers), installation agencies, and the supporting movement control teams (MCTs) or branch movement control teams (BMCTs).

c. Coordinate actions with the UMO.

d. Help maintain the unit movement plan.

- e. Help train the unit load team.
- f. Prepare and supervise preparations for the movement of HAZMAT.
- g. For deployment preparation, help the UMO and brigade movement coordinator (BMC) to document HAZMAT information in the unit deployment list (UDL).
- h. As required, recommend waivers to the BMC when waivers are required for transporting noncompatible HAZMAT items together, HAZMAT with Soldiers, or both on the same airplane or ship.
- i. Inspect, document, and, if appropriate, certify that HAZMAT loads are safe to transport.
- j. Ensure vehicles and trailers are properly posted with placards and have all safety items according to [AE Regulation 55-4](#) and the *ADR* or *RID* (as appropriate).
- k. For deployments, take part in all joint inspections (JIs) (that is, Army pre-JIs and Air Force JIs) of HAZMAT cargo and correct or supervise the correction of all HAZMAT cargo deficiencies identified during the JIs.

## **M-6. PREPARING HAZMAT FOR MILITARY AIR AND SEA SHIPMENT**

Paragraphs [a through h](#) (below) provide specific steps for military shipments that use an air mode-source (MS) and sea MS. If specifics for each MS are not identified, the step is common to both types of MS.

**a. Step 1: Training.** Units must ensure their personnel are properly trained, qualified, and appointed according to [paragraph M-4b](#).

**(1) Air.** Additionally, personnel are required to meet the training requirements of Air Force Manual 24-204 IP/Army TM 38-250/NAVSUP PUB 505 (para 1.3 and att 25). According to AFMAN 24-204\_IP (para 1.2.4), in addition to the document certifier, the document preparer (if not the same person) may also require training (att 25, para A25.2.1 thru A25.3) to ensure compliance with all HAZMAT transportation regulations.

**(2) Sea.** Although there are no general additional requirements for sea movement, the applicable seaport or carrier may have specific additional requirements.

**b. Step 2—Identify Material.** The unit should determine if the material is considered HAZMAT and identify the appropriate hazard classification.

(1) Look up the UN number (that is, the number the United Nations (U.N.) Committee of Experts on the Transport of Dangerous Goods assigned to each dangerous good) in the *ADR* Dangerous Goods List (*ADR*, para 3.2.1, table A) for each HAZMAT to be transported.

(2) Search in the Defense Logistics Agency Hazardous Material Information Resource System (HMIRS) (available at <http://www.dlis.dla.mil/hmirs/>) to find a material safety data sheet (MSDS) for the corresponding UN number for all the HAZMAT.

(3) Review the Joint Hazard Classification System (available at <https://mhp.redstone.army.mil/>) or Service technical directives as appropriate to identify other applicable guidance.

**c. Step 3: Determine the Proper Shipping Name (PSN).**

**(1) Air.** Units will review AFMAN 24-204\_IP (tables A4.1 and A4.3) for the list of PSNs to identify the PSN and the following information:

(a) Whether the item is forbidden for military air movement. If so, the item may not be shipped by military airlift.

(b) Identify the hazard class, the UN number, the packing group (PG), any special provisions, and any applicable packaging paragraphs (that is, the AFMAN 24-204\_IP paragraph number if one is listed in column 8 of table A4.1).

(c) Whether a technical name is required.

(d) Whether passengers are allowed to travel with the HAZMAT (passenger eligibility).

(e) If the item is a hazardous substance according to AFMAN 24-204\_IP, table A4.3.

**(2) Sea.** Units will review the Dangerous Goods List from the IMDG Code (vol 2, chap 3.2) to determine if the item is forbidden for sea movement. If forbidden, the item may not be shipped by sea lift assets.

**d. Step 4 (Air Only): Determine Requirements for Non-Chapter 3 and Chapter 3 (Channel Flight) Missions.** The AFMAN 24-204\_IP (chap 1) provides general requirements for HAZMAT shipments by military airlift.

**(1) Non-Chapter 3 Airlift.** AFMAN 24-204\_IP (chap 2) provides information about deviations, waivers, and special requirements.

**(2) Chapter 3 Airlift.** AFMAN 24-204\_IP (chap 3) provides information about procedural exceptions in support of DOD to, within, and from objective areas under tactical, contingency, or emergency conditions. These exceptions must be used only when there are validated operational requirements.

**e. Step 5: Package Item.** Package or prepare the item for air or sealift. If already packaged, go to Step 6. As applicable, use the following resources, in prioritized sequence, to determine packaging procedures:

(1) The DOD Performance-Oriented Packaging program (available at <https://acc.dau.mil/CommunityBrowser.aspx?id=60902>).

(2) Special packaging instructions or drawings.

(3) DOD, Army, or other Service component technical orders, directives, or field manuals.

(4) Manufacturer or vendor packaging.

(5) Technical training.

**f. Step 6: Verify Packaging is Acceptable.**

**(1) Air Only.** HAZMAT certifiers will review the following sections of AFMAN 24-204\_IP to determine the identified information:

(a) The *Packaging Paragraph* column in table A4.1, to determine if the HAZMAT is described as packaged or prepared and how packaged or how prepared.

(b) Attachment 3, to determine the package is air eligible and meets the general packaging requirements.

(c) Attachment 19, to determine if the material meets the criteria for an *Excepted and Limited-Quantity* exception.

(d) Attachment 20, to ensure sufficient absorbent cushioning materials were included in the packaging, if applicable.

**(2) Both Air and Sea.** HAZMAT certifiers will—

(a) Determine whether any special provisions apply.

(b) If applicable, ensure the packaging meets U.N. specification requirements.

(c) Determine if the vehicle or equipment fuel levels are acceptable.

**g. Step 7: Mark and Label Package.**

**(1) Air.** HAZMAT certifiers will—

(a) Mark the containers with the U.N. Specification Marking Codes according to AFMAN 24-204\_IP (att 14), other general marking requirements (for example, MIL-STD 129), and, if applicable, hazard-class specific marking requirements.

(d) Label containers according to AFMAN 24-204\_IP (att 15) and other general labeling requirements (using labels that meet the commercial color and specifications in 49 CFR 172). Column 6 of table A4.1 in the AFMAN 24-204\_IP provides further information about subsidiary risk labels.

**(2) Sea.** HAZMAT certifiers will—

(a) Label any packages of HAZMAT that are equal to or less than the *Limited Quantity* shipping-exception amount with a blank black-and-white diamond label (using a label meeting the U.N. standard format (as adopted by the *ADR*, the *IMDG Code* , and the U.S. Department of Transportation)) and mark the label to identify the UN number of that limited-quantity of the HAZMAT item.

(b) Affix appropriate HAZMAT placards to all four sides of the container, item of equipment, or vehicle containing HAZMAT.

**h. Step 8: Complete HAZMAT Certification.**

**(1) Air.** HAZMAT certifiers will only certify shipments on a Shipper's Declarations for Dangerous Goods form according to AFMAN 24-204\_IP (att 17) after they have reviewed the hazard-class specific requirements and any applicable exceptions (AFMAN 24-204\_IP, chap 3).

(a) AFMAN 24-204\_IP (att 17) provides samples of a Shipper's Declarations for Dangerous Goods (use a commercial form that meets the format, size, and color specification according to the International Air Transport Association (IATA) Dangerous Goods Regulations (DGR) (sec 8)).

(b) The shipper must provide a minimum of three copies of the form for air shipment (that is, one attached to the aircraft manifest, one attached to the originating station manifest-copy, and one in a waterproof envelope attached to the item of equipment).

**(2) Sea.** HAZMAT certifiers will—

(a) Complete DD Form 2890 (and, if required, DD Forms 2890C). The SDDC requires a copy of DD Form 2890 (and any continuation forms) by 72 hours before movement of the cargo to the port. The SDDC will not accept handwritten copies of DD Forms 2890. The shipper must provide a minimum of five copies (that is, one inside the container, one outside the container, one for the port, one for the HAZMAT certifier, and one for the supporting installation). [Paragraphs 1 thru 7](#) below provide required entries that are specific only to sea movements.

**1. Block 9.** Mark block 9 (Container Certification/Vehicle Declaration) with an X. Port officials may require verification. DD Form 2781 (Container Packing Certificate or Vehicle Packing Declaration) is a detailed checklist that will meet the verification requirement. When used, DD Form 2781 ([para \(c\) below](#)) must be signed and attached to DD Form 2890.

**2. Block 10.** Leave block 10 (Voyage Document Number and Sailing Date) blank.

**3. Block 11.** Enter in block 11 (Port/Place of Loading) the three-digit POE code, the in-the-clear geographical location of the POE, or both.

**4. Block 12.** Enter in block 12 (Port/Place of Discharge) the three-digit POD code, the in-the-clear geographical location of the POD, or both.

**5. Block 14.** Complete block 14 (Shipping Marks) with a line entry for each UN numbered item loaded in the vehicle or container. If required, a continuation sheet should be used. Attachments and continuation sheets must have the information from block 1 at the top. If required, enter additional information from the IMDG Code (chap 5.4) (for example, marine pollutant, the flashpoint).

**6. Block 15.** Enter in block 15 (Container ID Number/Vehicle Registration Number) the complete identification number. If not fully completed, the cargo will be frustrated at the port and may be opened, emptied, and repacked.

**7. Block 19.** Enter in block 19 (Additional Handling Information) the Emergency Response Guidebook (ERG) (app A, references) *Guide Number* of the HAZMAT and, if applicable, the UN number.

(b) Attach the MSDS (or ERG information (1 below)) that provides the basic description and the technical name for each HAZMAT item to the DD Form 2890.

1. If no MSDS is available, attach the applicable page of the ERG to DD Form 2890.

2. The shipper must provide a minimum of five copies (that is, one inside the container, one outside the container, one for the port, one for the HAZMAT certifier, and one for the supporting installation).

(c) If required, ensure that a minimum of five copies (that is, one inside the container, one outside the container, one for the port, one for the HAZMAT certifier, and one for the supporting installation) of the DD Form 2781 (Container Packing Certificate or Vehicle Packing Declaration) are provided.

(d) Ensure that a minimum of five copies (that is, one inside the container, one outside the container, one for the port, one for the HAZMAT certifier, and one for the supporting installation) of DA Form 5748-R (Shipment Unit Packing List and Load Diagram) are provided.

(e) If required (for sensitive cargo), ensure that a minimum of three copies (that is, one inside the container, one for the port, and one for the shipper) of DD Form 1907 (Signature and Tally Record) are provided.

(f) Ensure that the DD Form 2282 (Reinspection Decal Convention for Safe Containers) inspection sticker (often a metal plate in lieu of a sticker) is placed on the container. The inspector who signs this sticker must be Ammo 43 certified to inspect and approve containers. The container must not exhibit any significant structural damage (for example, broken welds, fractures, tears).

#### **i. Step 9: Compatibility Requirements.**

**(1) Air.** HAZMAT certifiers will ensure that HAZMAT is compatible with other transported material, that noncompatible HAZMAT may be properly segregated according to AFMAN 24-204\_IP (att 18), and to review AFMAN 24-204\_IP (chap 3) for operations exceptions.

(a) AFMAN 24-204\_IP (table A18.1) details segregation requirements for all HAZMAT.

(b) AFMAN 24-204\_IP (table A18.2) specifies compatibility requirements for hazard class 1.

**(2) Sea.** HAZMAT certifiers will ensure HAZMAT is compatible with other transported material or may be properly segregated (if noncompatible) according to the IMDG Code (vol I, para 7.2.1.16).

(a) Before loading HAZMAT on vehicles or in containers, certifiers should ensure that the different HAZMAT classes can go together using the segregation table in the IMDG Code.

(b) After determining compatibility and segregation requirements, certifiers should ensure the unit has prepared an appropriate load plan for each container and vehicle.

(c) Units should consolidate noncompatible HAZMAT into separate containers (rather than segregating within a single container) as much as possible for deployment movements. Some units will not be able to move all their HAZMAT in consolidated containers. The most common exception is units with fuel tankers (that is, fuel-tanker semitrailers, tanker trucks, or vehicles with semipermanently mounted tank and pump units).

1. DD Form 2890 is required for each fuel tanker, tanker truck, or tank and pump unit.

2. Fuel tankers that have been purged require certified documentation (for example, a purge certificate). The purge certificate must be attached to DD Form 2890.

3. Without certified documentation, fuel tankers must have a flammable hazard placard. If fuel tankers and tank and pump units have not been purged, they will still contain residue fuel, which makes them a flammable hazard.

#### **M-7. COMMON MILITARY AIR AND SEA DOCUMENT VIOLATIONS**

Offering HAZMAT for shipment without preparing any shippers declarations or DD Form 2890 (if applicable, DD Form 2890C) is the most obvious and general violation. Some of the other specific most frequent mistakes that units make causing shipments to be refused or delayed include the following documentation errors:

a. Failing to enter the proper description of the HAZMAT.

b. Entering the basic description of the HAZMAT in an improper sequence.

c. Failing to enter the technical name in association with the proper shipping description (for example, the PSN).

d. For *Not Otherwise Specified* (N.O.S) materials, failing to put the main ingredient (found on the MSDS), the correlated PSN, or both on the shipping documents.

e. Failing to enter the total quantity of HAZMAT on the shipping documents (that is, using kilogram [kg] for solids and liter [l] for liquids).

f. When applicable according to the IMDG Code or AFMAN 24-204\_IP for the specific item, failing to include the words “Limited Quantity” (“LTD QTY”), “marine pollutant,” or both.

#### **M-8. GENERAL RULES FOR DEPLOYING HAZMAT BY MILITARY AIR OR SEA**

Units will—

a. For cargo deploying by air, coordinate with the servicing BMCT or MCT to use the Financial & Air Clearance Transportation System (FACTS) to enter cargo into the air system.

b. For cargo deploying by sea, coordinate with the servicing BMCT or MCT to initiate an Export Traffic Release Request (ETRR).

c. Accurately and consistently describe items in the container on the container packing list and on DD Form 2890 or the Shippers Declaration for Dangerous Goods to prevent confusion about whether or not an item is HAZMAT.

(1) If the unit lists an item improperly or inconsistently (for example, “space heater,” “engine,” or “lantern”), that may cause the inspector to require a physical inspection of the item.

(2) If the unit lists the items more accurately (for example, “space heater–electric,” “engine–new,” or “lantern, kerosene-purged”) the unit can avoid additional inspection requirements.

d. Ensure HAZMAT is readily available for visual inspection (that is, items will not be buried under or behind other cargo). If plywood is used for shoring in containers, units will cut 6-inch diameter holes to allow access for visual inspection. The bottom line is: Units should not need to unpack the pallet or container or remove shoring if an inspection is required.

e. Ensure the compatibility of the HAZMAT with other cargo on the same pallet or in the same container. Units may not ship noncompatible items together.

f. Properly package, placard, label, and mark HAZMAT according to AFMAN 24-204\_IP (air shipments) and the IMDG Code (sea shipments).

g. Ensure proper shoring and tie-downs are in place to secure the loads. Units will secure the cargo such that the cargo will not move when the pallet or container is tilted during lifting, air transport, or ship movement.

h. When loading 463L pallets and containers, ensure to evenly distribute the weight so that cargo will not shift (required for highway transport, lifting stability, and stability during shipment).

i. Also ensure that cargo is packaged such that—

(1) Cargo will not crush items stacked beneath when two times the (cargo) weight is applied.

(2) Items next to each other will not cause damage when vibrated for a long period of time.

(3) Wet items are not stowed with dry items.

j. Ensure that nothing is leaking or will leak. One leaky container may cause the inspector to physically inspect all containers in the unit's shipment and cause a lengthy delay for the unit.

#### **M-9. ADDITIONAL GUIDANCE FOR THE DEPLOYMENT OF SECONDARY CARGO**

Paragraphs [a through m](#) below provide information about the shipping standards for the most frequently questioned items of secondary cargo items that military units commonly ship during deployment and redeployment operations.

a. Hazard Class 3 items always have a flash point that units must annotate on documents.

b. Flammable liquids with a flash point above 60 degrees Celsius (or 140 degrees Fahrenheit) are not subject to hazard class 3 (Flammable Liquids) restrictions.

c. Internal combustion engines (for example, generators, motor-driven pumps, vehicles) are not regulated by the IMDG Code when loaded on a ship in plain sight. When, however, these types of equipment are loaded inside a container or closed cargo-space of a vehicle, the shipper must declare them as HAZMAT.

d. Units should declare used fuel hoses and nozzles as HAZMAT and identify them using UN number 3363.

e. Fuel cans have several additional restrictions ([\(1\) thru \(3\) below](#)).

(1) Units may not ship fuel cans inside vehicles, or trailers. Units should remove fuel cans before moving to the DPC or ISA. If not, inspectors at the DPC or the ISA will remove the excess fuel cans and units will have to come and get them. If the items will be needed immediately after arrival at an APOD or SPOD, the unit may ship them in a consolidated container specifically for that purpose.

(2) Fuel cans may not hold more than 5 liters (that is, the LTD QTY maximum) of U.N. PG III material (that is, diesel fuel) or one liter (that is, the LTD QTY maximum) of U.N. PG II material (that is, gasoline, motor spirit, petrol) and must always be declared as HAZMAT.

(3) When attached to a military vehicle, fuel cans may not contain more than 1 liter of fuel.

f. Fuel tankers, tank and pump units, and fuel canisters are considered HAZMAT, even when empty, unless accompanied by an original accredited and signed purge-certificate.

g. When using military demountable container (MILVANS), binary-containers (BICONS), triple-containers (TRICONS), or quad-containers (QUADCONS) to transport HAZMAT, the shipping unit should ensure that—

(1) The individual container-unit containing HAZMAT has placards on all four sides.

(2) Any 20-foot Equivalent-Unit (TEU) containers formed by coupling smaller HAZMAT and non-HAZMAT container-units have placards on all four resulting sides (effectively, the entire TEU is declared as HAZMAT).

(3) Contents of any HAZMAT container-units are compatible with the contents of any of the other HAZMAT container-units that are intended to be coupled together.

(4) The HAZMAT placards are removed from any non-HAZMAT units immediately after decoupling any mixture of HAZMAT and non-HAZMAT BICONS, TRICONS, or QUADCONS.

h. Fire extinguishers have several restrictions ((1) and (2) below):

(1) Fire extinguishers are not considered HAZMAT if they are placed in the original bracket in the vehicle (and nowhere else on the vehicle). The Army and DOD do not consider zip-ties or tie-wraps as a valid means of securing fire extinguishers to the vehicle or trailer bracket for transport.

(2) Units must consolidate and package all excess fire extinguishers into an appropriate container that has the appropriate HAZMAT documentation, labels, and markings.

i. Units will not load aerosol cans of any product into containers or vehicles. These products are not allowed to be shipped as secondary cargo because they are flammable hazards, compressed gas hazards, or both. If the items will be needed immediately after arrival at an APOD or SPOD, the unit may ship them in a consolidated container specifically for that purpose.

j. Units will not load cleaning solvents or other liquid cleaning products into containers or vehicles. These products are not allowed to be shipped as secondary cargo. If the items will be needed immediately after arrival at an APOD or SPOD, the unit may ship them in a consolidated container specifically for that purpose.

k. Units will remove all compressed gases and in particular gases that are part of welding equipment (that is, acetylene and oxygen cylinders) from wreckers (for example, an M88, an M984 Heavy Expanded Mobility Tactical Truck (HEMTT)), contact team trucks, and other maintenance vehicles.

(1) Units need to remove the cylinders before they arrive at a DPC or an ISA.

(2) Units must separate and segregate flammable and nonflammable gasses (for example, acetylene, oxygen cylinders) into separate containers.

(3) Compressed gas cylinders need to be in containers that are boxed in on all sides.

l. Units may not load paint, paint thinner, or other similar materials into containers or vehicles.

m. Units may ship propane heaters and stoves, but the associated propane tanks (whether empty or full) must be disassembled from the heater or stove and may not be shipped.

## **M-10. ADDITIONAL GUIDANCE FOR THE DEPLOYMENT OF MAJOR END ITEMS**

[Paragraphs a through d](#) below provide information about the most frequent issues for major end items that military units commonly ship during deployment and redeployment operations. The UMO should be able to provide further assistance and information about deploying major end items (such as combat vehicles, major weapons systems) and any item that represent a hazard.

**a. Shipping Vehicles and Equipment (Category UN Number 3166) by Sea.** Sea shipment of most major end items will be governed by one of two special provisions of the IMDG Code. In most cases, unit vehicles and equipment will not meet the (less restrictive) conditions of *Special Provision 961* of the IMDG Code ([\(1\) below](#)) or the required conditions will not be known when cargo is prepared (for example, the unit may not know the vessel type before departing from the HS, the vessel type may change while the unit is enroute to the SPOE). Therefore, the SDDC recommends that units prepare DD Form 2890 for all vehicles and equipment in the UN number 3166 category. This ensures these vehicles and equipment will be properly documented, regardless of the type of vessel used.

(1) Special Provision 961 of the IMDG Code states that vehicles and equipment are not subject to the provisions of the IMDG Code if they are stowed on a roll-on/roll-off (RO/RO) ship or other transport area of a ship that was specifically designed to carry vehicles.

(a) Additionally, the above exception is extended to include vehicles and equipment not on a specifically designed vehicle transport ship when the fuel tank is drained and the battery is protected from short circuit.

(b) Unless the conditions of Special Provision 961 are met, shipments of category UN number 3166 items are subject to the provisions of the IMDG Code (Special Provision 962 ([\(2\) below](#))).

(2) Special Provision 962 of the IMDG Code states that vehicles and equipment (UN number 3166) not meeting the conditions of Special Provision 961 are hazard class 9 and must be documented as HAZMAT (that is, the unit must complete DD Form 2890). Also, the following conditions must be met for loading these vehicles and equipment on vessels, including in containers:

(a) There must be no sign of leakage from the engine, any batteries, or the fuel tanks.

(b) The fuel tanks may not be more than  $\frac{1}{4}$  full or exceed a total of 250 liters.

(c) Any batteries that are installed in the vehicle must be protected from damage, short circuit, and accidental activation.

(3) Vehicles with Compressed Gases as Secondary Cargo. The SDDC normally requires that units remove all compressed gasses (except fire extinguishers properly mounted in original brackets) from vehicles, crate the gas cylinders in segregated containers, and ship the cylinders in those containers. [Appendix J](#) provide more information about fire extinguishers and compressed gases (respectively) as secondary cargo.

**b. Shipping Partially Full Fuel Tankers by Sea.** When units need to deploy partially full HEMTT tankers or 5,000-gallon (gal) tanker trailers (that is, partially filled with JP-8 fuel) by sea, the following standards apply:

- (1) HEMTT tankers may not be more than 75 percent full.
- (2) Any 5,000-gal tanker trailers may not be more than 75 percent full (that is, 3,750 gal).
- (3) In Europe, the 598th Transportation Brigade, SDDC, can verify the current maximum authorized fuel levels for shipping these or other types of fuel tankers by sea.

**c. Shipping Partially Full Fuel Tankers by Air.** When units need to deploy partially-full HEMTT tankers or 5,000 gal tanker trailers (that is, partially-filled with JP-8 fuel) by air, the following standards apply:

- (1) For normal air deployment operations, fuel tankers must be drained and purged.
- (2) For Chapter 3 flight operations, units may deploy tanker vehicles that are filled up to a maximum of a  $\frac{3}{4}$  tank, but only to a maximum of a  $\frac{1}{2}$  tank when on a ramp.
- (3) For Channel flight operations, units may deploy tanker vehicles that are filled up to a maximum of a  $\frac{1}{2}$  tank.

**d. Shipping Vehicles and Equipment by Air with Fuel in the Internal Combustion Engine.** When units deploy vehicles with secondary internal combustion engines (for example, generators) by air, the following standards apply:

- (1) For Chapter 3 flight operations, units may deploy equipment with up to a maximum of:
  - (a) For wheeled engine-powered support equipment, a  $\frac{1}{2}$  tank of fuel.
  - (b) For other-than-wheeled engine-powered support equipment, 500 milliliters (ml) (17 ounces (oz)) of fuel.
- (2) For Channel flight operations, units may deploy engine-powered support equipment (that is, both wheeled and other-than-wheeled equipment) with up to a maximum of 500 ml (17 oz) of fuel in the engine components or fuel lines.

**APPENDIX N**

**USAREUR ARRIVAL/DEPARTURE AIRFIELD CONTROL GROUP CHECKLIST**

**N-1. REFERENCE**

Defense Transportation Regulation (DTR 4500.9-R), Part III, Mobility ([app L](#)).

**N-2. PURPOSE**

Figure N-1 provides the USAREUR arrival or departure airfield control group (A/DACG) checklist for the responsibilities applicable to the standard duty positions in an A/DACG.

USAREUR A/DACG Checklist				
Deploying Unit	A/DACG	Reviewer Name		Date
<b>Position Responsibilities</b>				<b>Initial Yes/No</b>
<b>1. A/DACG Commander or Officer In Charge:</b>				
a. Brief all personnel engaged in A/DACG operations.				
b. Establish required communications.				
c. Obtain parking and flow plan from the (Air Force) operating agency.				
d. Coordinate materiel-handling equipment (MHE) with the (Air Force) operating agency.				
e. Ensure sufficient loading-team personnel and pusher vehicles are available.				
<b>2. A/DACG Officer:</b>				
a. Coordinate with the Air Force to ensure personnel, cargo, and equipment are escorted to the correct aircraft, holding area, or release point.				
b. Inform liaison officers of changes to the movement schedule.				
c. Provide guides with airfield diagrams to direct arriving and deploying units.				
d. Brief deploying or arriving units about the vehicle flow plan.				
e. Ensure communications are operational between all elements of the A/DACG.				
f. Ensure support equipment, wreckers, petroleum, oil, and lubricants, food service, lighting, first aid materials, weighing devices, and maintenance teams are available.				
g. Determine and coordinate crash, fire protection, and rescue requirements.				
h. Maintain status of arrival, departure, and loading of chocks.				
i. Coordinate movement of the deploying unit's aircraft mission loads (chocks) through the areas of activities.				
<b>3. Alert Holding Area Officer:</b>				
a. Coordinate material-handling equipment use with the A/DACG and Air Force.				
b. Coordinate with unit liaison officers.				
c. Coordinate with the call forward area officer.				
d. Keep A/DACG informed of problems that may affect the movement schedule.				
e. Collect shoring and floor protection materials from arriving units (only if deploying units were instructed to dispose of shoring materials at arrival airfield).				
f. Return all nondeployed unit or A/DACG-controlled Air Force equipment (463L pallets, nets, and tie-down devices) to the Air Force. Collected shoring may be retained for redeployment.				

**Figure N-1. USAREUR A/DACG Checklist**

USAREUR A/DACG Checklist—Continued		
Position Responsibilities	Initial Yes/No	
<b>4. Call Forward Area Officer:</b>		
a. Receive instructions from the A/DACG.		
b. Inspect all loads upon receipt from alert holding area and ensure they are ready for joint inspection (JI).		
c. Inspect passenger and cargo manifests and make corrections.		
d. Take part in the JI.		
e. Inform the A/DACG of problems affecting movement schedule.		
f. Coordinate material-handling equipment with the A/DACG.		
g. Check and collect manifests and deliver to the A/DACG.		
h. Escort personnel and equipment from aborted aircraft to alternate aircraft or temporary holding area.		
i. Keep the A/DACG informed of problems that would affect the movement schedule.		
<b>5. Unit or A/DACG Administration Officer:</b>		
a. Assist in preparation of passenger and cargo manifests or changes to the manifests.		
b. Act as safety representative for units involved in movement operations and ensure all units are briefed.		
c. Ensure all incidents and accidents are investigated and reports are prepared.		
<b>6. Logistics Officer:</b>		
a. Ensure logistics requirements for the A/DACG are consolidated and submitted according to unit procedures.		
b. Assist deploying units with any logistics requirements they may have.		
<b>7. Statistics Officer:</b>		
a. Compile pertinent data required by the A/DACG.		
b. Coordinate with the mobility force on reports required by higher headquarters.		
<b>8. Other General Responsibilities or Areas Not Specified Above:</b>		
a.		
b.		
c.		
page 2		

Figure N-1. USAREUR A/DACG Checklist—Continued

**APPENDIX O**  
**USAREUR PORT SUPPORT ACTIVITY PROCEDURES**

**NOTE:** This appendix is updated as necessary (independently from the basic regulation until incorporated in a future edition of this regulation) by the Mobility Operations Division, Office of the Deputy Chief of Staff, G4, HQ USAREUR, and is available on the USAREUR SharePoint portal at [https://intranet.eur.army.mil/hq/g4/MOD/MOD\\_Center/Forms/Deployment\\_Processes.aspx](https://intranet.eur.army.mil/hq/g4/MOD/MOD_Center/Forms/Deployment_Processes.aspx).

## APPENDIX P

### USAREUR MOVEMENT REPORTS AND REPORTING REQUIREMENTS

#### P-1. REPORTS OVERVIEW

This appendix summarizes and details USAREUR procedures for reporting requirements during fort-to-port (FTP) and port-to-fort (PTF) deployment and redeployment operations. The sharing of timely and accurate information during deployment and redeployment operations ensures the synchronization of limited transportation assets, movement of units in accordance with time phased force deployment data (TPFDD) timeline requirements, and key USAREUR leaders are kept informed.

a. Reporting during deployment and redeployment operations is tied to specific events being accomplished at deployment and redeployment nodes.

b. The submission of timely, thorough, and accurate reports decreases confusion and the number of questions and telephone calls made seeking information.

#### P-2. REPORTS CONCEPTS

The USAREUR standardized FTP and PTF deployment and redeployment report formats and procedures provide accurate information that allows the USAREUR CG to make timely decisions and best allocate resources to ensure Army in Europe units meet TPFDD timeline requirements.

a. Deploying, redeploying, and supporting units should rehearse the FTP and PTF reports ahead of time to ensure they will provide timely, accurate information to USAREUR during execution.

b. Paragraphs P-5 through P-8 provide detailed information about the following four types of reports:

(1) Operational reports (OPREPs) (para P-5).

(2) Commander's critical information requirements (CCIRs) for deployment and redeployment operations (para P-6).

(3) Daily FTP/PTF situation reports (SITREPs) (para P-7) (daily FTP/PTF SITREPs are also known as a daily report # (DR#) (using the applicable format number)).

(4) FTP/PTF spot reports (SPOTREPs) (para P-8) (FTP/PTF SPOTREPs are also known as a spot report # (SR#) (using the applicable format number)).

**NOTE:** The CCIR, daily FTP/PTF SITREP, and FTP/PTF SPOTREP formats are available on the Movement Operations Center (MOC), G3/3 Operations Division, ODCS, G3/5/7, HQ USAREUR (USAREUR MOC) NIPRNET and SIPRNET SharePoint sites at [https://intranet.eur.army.mil/hq/g33/moc/SitePages/MOC\\_Home.aspx](https://intranet.eur.army.mil/hq/g33/moc/SitePages/MOC_Home.aspx) and <https://intranet.eur.army.mil/hq/g3/SitePages/Home.aspx>.

#### P-3. RESPONSIBILITIES FOR MOVEMENT REPORTS

Paragraphs a through c below provide the movement reporting responsibilities of the USAREUR staff, USAREUR major subordinate and specialized commands, other Army deployable units that are tenants in the Army in Europe, and Army in Europe deployment-support units and organizations:

a. The USAREUR Watch (that is, the 24-hour operations office of the USAREUR Combined Operations and Intelligence Center (COIC)), in coordination with the USAREUR MOC, will—

(1) Develop a staff battle rhythm that monitors report requirements, tracks deployments and redeployments, and analyzes incidents and trends that could affect movement operations.

(2) Ensure Army in Europe units and organizations submit the applicable reports as described in paragraphs [P-2](#) and [P-5 through P-8](#).

b. Deploying units will—

(1) Train personnel and subordinate units or organizations on report formats and requirements.

(2) Submit and ensure subordinate units or organizations submit reports as required.

c. Deployment-support units and organizations will—

(1) Train subordinate units on report formats and requirements.

(2) Develop a staff battle rhythm that monitors report requirements, tracks deployments and redeployments, and analyzes incidents and trends that could affect movement operations.

(3) Submit applicable reports as identified in paragraphs [P-2](#) and [P-5 through P-8](#).

#### **P-4. PROCEDURES FOR USAREUR MOVEMENT REPORTS**

a. The CG, USAREUR, is normally a supporting commander (that is, the Army service component command (ASCC), of the supporting combatant commander (CCDR)) during deployment operations and a supported commander (that is, the ASCC, of the supported CCDR) during redeployment operations and for operations that will occur in the USEUCOM area of responsibility.

b. The CG, USAREUR, has granted all USAREUR units and agencies concerned with preparing and transmitting USAREUR movement reports direct liaison authority with the applicable outside agencies for the purpose of ensuring timely and accurate reports are sent to USAREUR.

c. Subordinate units may receive or transmit the daily FTP/PTF SITREPs and FTP/PTF SPOTREPs in the clear by using the line reference numbers of the report formats. If adopting this reporting technique, units must exercise caution to prevent persons with a hostile intent from combining and exploiting bits of data.

d. When written and completed, movement reports are classified as a minimum at the UNCLASSIFIED//FOR OFFICIAL USE ONLY (U//FOUO) level and may be classified at a higher level based on the information in the report.

e. Reporting agencies will send reports to USAREUR using encrypted (public key infrastructure) NIPRNET e-mail or else by SIPRNET e-mail.

(1) The e-mail address for the USAREUR Watch Officer is NIPRNET: *USARMY Baden-Wuerttemberg USAREUR Mailbox G33 OPS Watch Officer (usarmy.badenwur.usareur.mbx.g33-ops-watch-officer@mail.mil)* or SIPRNET: *USARMY Wiesbaden USAREUR Mailbox G33 OPS COIC WATCH OFFICER (usarmy.wiesbaden.usareur.mbx.g33-ops-coic-watch-officer@mail.smil.mil)*.

(2) The e-mail address for the USAREUR MOC is NIPRNET: *USARMY Baden-Wuerttemberg USAREUR Mailbox G3 OPS MOC OPERATIONS (usarmy.badenwur.usareur.mbx.g3-ops-moc-operations@mail.mil)* or SIPRNET: *USARMY Wiesbaden USAREUR Mailbox G33 OPS MOC OPERATIONS (usarmy.wiesbaden.usareur.mbx.g33-ops-moc-operations@mail.smil.mil)*.

### **P-5. OPERATIONAL REPORTS**

[AE Regulation 525-306](#) (para 7 and app A), prescribes USAREUR operational reports (OPREPs) and provides OPREP formats and reporting procedures.

### **P-6. CCIR FOR DEPLOYMENT AND REDEPLOYMENT OPERATIONS**

Because of the serious nature of CCIRs, Army in Europe units and organizations are required to immediately notify the USAREUR Watch (at the USAREUR COIC) when any event occurs that meets the CCIR criteria. *Deployment and Redeployment CCIR # 1* is the only standing CCIR for deployment and redeployment operations.

**a. Deployment and Redeployment CCIR # 1:** Any accident or incident involving U.S. personnel, or personnel directly supporting USAREUR's deployment or redeployment operations (for example, stevedores; host nation, allied military, or civilians) that results in the loss of life, limb, or property.

**b. Other Deployment and Redeployment CCIRs:** USAREUR will identify any applicable additional or operation-specific CCIRs in the appropriate USAREUR operations order (OPORD) or USAREUR deployment order (DEPOD).

### **P-7. DAILY FTP/PTF SITREP**

Commanders who are responsible for deployment and redeployment operations nodes will send a daily summary of all operations at their node covering the 24-hour period between 1200Z and 1159Z (that is, a report using the applicable DR-# format).

a. After a unit occupies a USAREUR deployment node, the node commanders must send the applicable DR so that the USAREUR Watch receives the DR by 1400Z each day. Commanders will continue to send the applicable DR each day until no deploying or redeploying units occupy the node.

b. Commanders of operational USAREUR deployment nodes must send the applicable DR with the minimum essential information (identified in [figs P-1 thru P-5](#)). The following are the five DR formats:

- (1) DR1–Installation Staging Area (ISA) SITREP ([fig P-1](#)).
- (2) DR2–Barge Staging Area SITREP ([fig P-2](#)).
- (3) DR3–Marshalling Area Control Group (MACG) SITREP ([fig P-3](#)).
- (4) DR4–Deployment Processing Center (DPC) SITREP ([fig P-4](#)).
- (5) DR5–Arrival/Departure Airfield Control Group (A/DACG) SITREP ([fig P-5](#)).

<b>DR1-ISA SITREP</b>		
<b>LINE #</b>	<b>TITLE</b>	<b>MINIMUM ESSENTIAL INFORMATION</b>
<b>Header</b>	<b>From:</b>	Name and grade of person submitting the report, unit location, and contact information (telephone number and e-mail address).
<b>Header</b>	<b>To:</b>	21st TSC COIC.  <b>NOTE:</b> The 21st TSC COIC is responsible for forwarding SITREPs to the USAREUR Watch Officer and the USAREUR MOC.
<b>Header</b>	<b>DTG:</b>	The date-time group (DTG) (local) when the report was initiated.
<b>Header</b>	<b>Location:</b>	The location of the installation staging area.
<b>1.</b>	<b>Passed:</b>	Number of pieces of deploying unit equipment that arrived and passed inspection since the last report.
<b>2.</b>	<b>Frustrated:</b>	Number of pieces of deploying unit equipment refused or frustrated at the ISA during the report period and either have or will miss the scheduled movement to the seaport of embarkation (SPOE) (specify by item the reason that the equipment was refused or frustrated).  <b>NOTE:</b> Units will continue to report equipment in this category in each SITREP until the MACG receives the item to ensure force tracking accuracy and avoid double counting.
<b>3.</b>	<b>Staged:</b>	Number of pieces of deploying unit equipment staged for onward movement to the SPOE at the end of the report period.
<b>4.</b>	<b>Loaded:</b>	Number of pieces of deploying unit equipment loaded onto railcars, commercial trucks or military trucks, but not departed by the end of the report period.
<b>5.</b>	<b>Released:</b>	Number of pieces of deploying unit equipment released and departed from the ISA since the last report. Report all equipment covered under the Conventional Armed Forces in Europe (CFE) Treaty that were released and departed since the last report. Report quantity by model number for the following pieces of equipment: M1 Abrams, M2/3 Bradley Fighting Vehicles, M113, M109, MLRS, M120 Mortar, M1059, M1064, M48, and M60 AVLB.
<b>6.</b>	<b>Current:</b>	USAG overview of the past 24-hours of operations (include visitor reports).
<b>7.</b>	<b>Future:</b>	Planned operations for the next 24-hour period (include projected visitors).
<b>8.</b>	<b>Comments:</b>	USAG comments.

**Figure P-1. Minimum Essential Information for the DR1-ISA SITREP**

<b>DR2–Barge Staging Area SITREP</b>		
<b>LINE #</b>	<b>TITLE</b>	<b>MINIMUM ESSENTIAL INFORMATION</b>
<b>Header</b>	<b>From:</b>	Name and grade of person submitting the report, unit location, and contact information (telephone number and e-mail address).
<b>Header</b>	<b>To:</b>	21st TSC COIC.  <b>NOTE:</b> The 21st TSC COIC is responsible for forwarding SITREPs to the USAREUR Watch Officer and the USAREUR MOC.
<b>Header</b>	<b>DTG:</b>	The date-time group (DTG) (local) when the report was initiated.
<b>Header</b>	<b>Location:</b>	The location of the barge staging area.
<b>1.</b>	<b>Passed:</b>	Number of pieces of deploying unit equipment that both arrived and passed inspection since the last report.
<b>2.</b>	<b>Transferred :</b>	Number of pieces of deploying or redeploying unit equipment transferred to or from the SDDC during the report period.
<b>3.</b>	<b>Refused:</b>	Number of pieces of deploying unit equipment refused by the SDDC during the report period (specify the reasons for refusal by item of equipment).
<b>4.</b>	<b>Docked:</b>	Docking time of the vessels during berth.
<b>5.</b>	<b>FP Sweep:</b>	If required, report when the waterside force protection (FP) sweeps were completed. Waterside FP (including underwater hull sweeps) is a Military Sealift Command responsibility. The purpose of this item in the report is to maintain visibility of the action.
<b>6.</b>	<b>Load-Unload:</b>	Number of pieces of deploying unit equipment loaded on or redeploying equipment offloaded from the vessels during the report period.
<b>7.</b>	<b>Refused:</b>	Number of pieces of equipment refused by the vessel captain during the reporting period (specify the reasons for refusal by item of equipment).
<b>8.</b>	<b>CFE:</b>	Number of pieces of Conventional Armed Forces in Europe (CFE) Treaty equipment loaded or offloaded during the report period.
<b>9.</b>	<b>Current:</b>	Barge staging area commander's overview of the past 24-hours of operations (include visitor reports).
<b>10.</b>	<b>Future:</b>	Barge staging area commander's overview of the planned operations for the next 24-hour period (include projected visitors).
<b>11.</b>	<b>Comments:</b>	Barge staging area commander's comments.

**Figure P-2. Minimum Essential Information for the DR2–Barge Staging Area SITREP**

<b>DR3-MACG SITREP</b>		
<b>LINE #</b>	<b>TITLE</b>	<b>MINIMUM ESSENTIAL INFORMATION</b>
<b>Header</b>	<b>From:</b>	Name and grade of person submitting the report, unit location, and contact information (telephone number and e-mail address).
<b>Header</b>	<b>To:</b>	21st TSC COIC.  <b>NOTE:</b> The 21st TSC COIC is responsible for forwarding SITREPs to the USAREUR Watch Officer and the USAREUR MOC.
<b>Header</b>	<b>DTG:</b>	The date-time group (DTG) (local) when the report was initiated.
<b>Header</b>	<b>Location:</b>	The location of the marshalling area control group (MACG).
<b>1.</b>	<b>Arrived:</b>	Number of pieces of deploying or redeploying unit equipment that arrived since the last report.
<b>2.</b>	<b>Transferred :</b>	Number of pieces of deploying or redeploying unit equipment transferred to or from the SDDC during the report period.
<b>3.</b>	<b>Refused:</b>	Number of pieces of deploying unit equipment refused by the SDDC during the report period (specify the reasons for refusal by item of equipment).
<b>4.</b>	<b>Docked:</b>	Docking time of the vessel or vessels during berth.
<b>5.</b>	<b>FP:</b>	If required, report when the waterside force protection (FP) sweeps were completed. Waterside FP (including underwater hull sweeps) is a Military Sealift Command responsibility. The purpose of this item in the report is to maintain visibility of the action.
<b>6.</b>	<b>Loaded-Offloaded:</b>	Number of pieces of deploying unit equipment loaded on or redeploying equipment offloaded from the vessels during the report period.
<b>7.</b>	<b>Refused:</b>	Number of pieces of equipment refused by the ship's captain during the reporting period (specify the reasons for refusal by item of equipment).
<b>8.</b>	<b>CFE:</b>	Number of pieces of Conventional Armed Forces in Europe (CFE) treaty equipment loaded or offloaded during the report period.
<b>9.</b>	<b>Current:</b>	MACG commander's overview of the past 24-hours of operations (include visitor reports).
<b>10.</b>	<b>Future:</b>	MACG commander's overview of the planned operations for the next 24-hour period (include projected visitors).
<b>11.</b>	<b>Comments:</b>	MACG commander's comments.

**Figure P-3. Minimum Essential Information for the DR3-MACG SITREP**

DR4-DPC SITREP		
LINE #	TITLE	MINIMUM ESSENTIAL INFORMATION
Header	From:	Name and grade of person submitting the report, unit location, and contact information (telephone number and e-mail address).
Header	To:	21st TSC COIC.  <b>NOTE:</b> The 21st TSC COIC is responsible for forwarding SITREPs to the USAREUR Watch Officer and the USAREUR MOC.
Header	DTG:	The date-time group (DTG) (local) when the report was initiated.
Header	Location:	The location of the deployment processing center (DPC).
1.	Arrived:	Number of pieces of deploying or redeploying unit equipment that arrived since the last report.
2.	Transferred :	Number of pieces of deploying or redeploying unit equipment transferred to or from the Air Mobility Command (AMC) during the report period.
3.	Refused:	Number of pieces of deploying unit equipment refused by the AMC during the report period (specify the reasons for refusal by item of equipment).
4.	Loaded:	Number of pieces of deploying unit equipment loaded onto each aircraft by mission number during the report period.
5.	CFE:	Number of pieces of Conventional Armed Forces in Europe (CFE) Treaty equipment loaded or offloaded during the report period.
6.	Arrivals:	Number of deploying Soldiers arrived and processed since the last report.
7.	Pending:	Number of deploying Soldiers who processed but did not yet depart by the end of the report period.
8.	Departees:	Number of deploying Soldiers who departed during the report period.
9.	Current:	DPC commander's overview of the past 24-hours of operations (include visitor reports).
10.	Future:	DPC commander's overview of the planned operations for the next 24-hour period (include projected visitors).
11.	Comments:	DPC commander's comments.

Figure P-4. Minimum Essential Information for the DR4-DPC SITREP

<b>DR5–A/DACG SITREP</b>		
<b>LINE #</b>	<b>TITLE</b>	<b>MINIMUM ESSENTIAL INFORMATION</b>
<b>Header</b>	<b>From:</b>	Name and grade of person submitting the report, unit location, and contact information (telephone number and e-mail address).
<b>Header</b>	<b>To:</b>	21st TSC COIC.  <b>NOTE:</b> The 21st TSC COIC is responsible for forwarding SITREPs to the USAREUR Watch Officer and the USAREUR MOC.
<b>Header</b>	<b>DTG:</b>	The date-time group (DTG) (local) when the report was initiated.
<b>Header</b>	<b>Location:</b>	The location of the arrival/departure airfield control group (A/DACG).
<b>1.</b>	<b>Arrived:</b>	Number of pieces of deploying or redeploying unit equipment that arrived since the last report.
<b>2.</b>	<b>Received:</b>	Number of pieces of deploying or redeploying unit equipment transferred to or from the Air Mobility Command (AMC) during the report period.
<b>3.</b>	<b>Refused:</b>	Number of pieces of deploying unit equipment refused by the AMC during the report period (specify the reasons for refusal by item of equipment).
<b>4.</b>	<b>Loaded:</b>	Number of pieces of deploying unit equipment loaded onto each aircraft by mission number during the report period.
<b>5.</b>	<b>CFE:</b>	Number of pieces of Conventional Armed Forces in Europe (CFE) Treaty equipment loaded or offloaded during the report period.
<b>6.</b>	<b>Arrivals:</b>	Number of deploying Soldiers who arrived and processed since the last report.
<b>7.</b>	<b>Pending:</b>	Number of deploying Soldiers who processed but did not yet depart by the end of the report period.
<b>8.</b>	<b>Departed:</b>	Number of deploying Soldiers who departed during the report period.
<b>9.</b>	<b>Current:</b>	DPC or A/DACG commander's overview of the past 24-hours of operations (include visitor reports).
<b>10.</b>	<b>Future:</b>	DPC or A/DACG commander's overview of the planned operations for the next 24-hour period (include projected visitors).
<b>11.</b>	<b>Comments:</b>	DPC or A/DACG commander's comments.

**Figure P-5. Minimum Essential Information for the DR5–A/DACG SITREP**

**P-8. FTP/PTF SPOTREPS**

Units are required to send FTP/PTF SPOTREPs (that is, a report using the applicable SR# format) immediately after the event and through the reporting chain of command such that the USAREUR Watch (in conjunction with the USAREUR MOC) receives the FTP/PTF SPOTREP within 30 minutes after the event.

a. USAREUR requires timely and accurate reports to gain and maintain situational awareness of all intratheater movements to ensure that—

(1) Deploying equipment and personnel arrive at the port of embarkation (POE) in time to conduct deployment processing and meet the available-to-load date (ALD) according to the TPFDD.

(2) Receiving installations, organizations, and units at the port of debarkation and the final destination are ready to conduct reception requirements (for example, equipment offload, welcome home ceremonies) for redeploying equipment and personnel.

b. The 16 USAREUR SR formats are organized with numbered report lines to standardize and speed the reporting process. [Table P-1](#) provides the titles of the 16 SR formats and figures [P-6 through P-21](#) provide the minimum essential information applicable for each line in the report for each format.

**NOTE:** Units may annotate fields that do not apply to an individual (specific unit and DTG) report as either not applicable “NA” or nothing significant to report “NSTR.”

<b>Table P-1 Unit Movement Fort-to-Port or Port-to-Fort Spot Reports</b>	
<b>SR#–Title (fig #)</b>	<b>Remarks</b>
SR01–Convoy Start Report ( <a href="#">fig P-6</a> )	Used to report the release of convoys at the start point.
SR02–Convoy Closure Report ( <a href="#">fig P-7</a> )	Used to report the arrival of convoys at the release point.
SR03–ISA Serial/Chalk Start Report ( <a href="#">fig P-8</a> )	Used to report the arrival and beginning of ISA operations by serial or chalk.
SR04–ISA Serial/Chalk End Report ( <a href="#">fig P-9</a> )	Used to report the completion of ISA operations by serial or chalk.
SR05–Rail Report ( <a href="#">fig P-10</a> )	Used to report the start and ending of rail operations by train and rail mission number.
SR06–Barge Report ( <a href="#">fig P-11</a> )	Used to report the start and the completion of barge operations for each barge.
SR07–MACG Arrival Report ( <a href="#">fig P-12</a> )	Used to report the arrival of ITT and self-deploying helicopters at the MACG.
SR08–MACG Ship Start Report ( <a href="#">fig P-13</a> )	Used to report the completion of ship load preparation (that is, completion of the stow plan), the arrival of the vessel, and the start of the MACG ship loading operations at the SPOE (that is, three SR08 reports per ship loading operation).
SR09–MACG Ship End Report ( <a href="#">fig P-14</a> )	Used to report the completion of ship loading and the ship’s departure from the SPOE.
SR10–Bus Start Report ( <a href="#">fig P-15</a> )	Used to report the start of bus movements.
SR11–Bus End Report ( <a href="#">fig P-16</a> )	Used to report the end of bus movements.
SR12–APOE Chalk Start Report ( <a href="#">fig P-17</a> )	Used to report the start of APOE operations.
SR13–Wheels Up Report ( <a href="#">fig P-18</a> )	Used to report the departure of aircraft from the APOE.
SR14–Official Travel Away From Home Station Report ( <a href="#">fig P-19</a> )	Used to inform USAREUR about the travel status of personnel who are conducting official travel away from home station (HS) and outside of the country of assignment ( <a href="#">para P-8c</a> ).
SR15–Strategic Air Movement Report ( <a href="#">fig P-20</a> )	When an A/DACG is operational, used to inform USAREUR about the status of the strategic air movement ( <a href="#">para P-8d</a> ).
SR16–Sea/Barge POE Movement Report ( <a href="#">fig P-21</a> )	When a MACG is operational, used to inform USAREUR about the status of the strategic sea movement ( <a href="#">para P-8e</a> ).

c. USAREUR requires personnel to use the SR14—Official Travel Away From Home Station report (fig P-19) to keep USAREUR informed of the travel status and duty location of assigned personnel who are conducting official travel away from their home station (HS) and traveling outside of the country of assignment (that is, the BENELUX, Germany, or Italy). This report is most frequently used by USAREUR personnel (that is, military, DA civilian, and civilian contractors) traveling to conferences or exercises. Paragraphs (1) and (2) below provide details about using this report for these two purposes.

**(1) Conferences.** The traveler or senior traveler in a travel party must send an SR14 at the time that the following events occur:

**(a) Deployment.** The team leader should call or send an e-mail message to the USAREUR Watch to report team arrival and local contact information.

**(b) Daily.** The team leader should call or send an e-mail message to the USAREUR Watch daily to maintain and update conference status.

**(c) Redeployment.** The team leader should call or send an e-mail message to the USAREUR Watch to report closure at HS.

**(2) Exercises (Including Exercise Reconnaissance Trips).** The traveler or senior traveler in a travel party must send an SR14 (through the exercise director) to the USAREUR Watch at the time when the following events occur:

**(a) Deployment.** Exercise directors will call or send an e-mail message to the USAREUR Watch to report the arrival and local contact information for all exercise participants.

**(b) Daily.** Exercise directors will call or send an e-mail message to the USAREUR Watch daily to maintain and update conference status. Exercise directors will include personnel status and any personnel action which could result in or require a serious incident report (SIR) or Operational Reporting System report (OPREP-3) (AE Reg 525-306).

**(c) Serious Incidents.** Exercise directors will immediately call by telephone the USAREUR Watch (followed up with an e-mail report) for any SIR or OPREP-3 required because of a serious incident (AE Reg 525-306).

**(d) Redeployment.** Exercise directors will call or send an e-mail message to the USAREUR Watch to report closure at HS of all exercise participants.

d. The SR15—Strategic Air Movement Report is a node-specific report that USAREUR requires the applicable movement node to send to the USAREUR Watch immediately after the event occurs.

e. The SR16—Sea/Barge POE Movement Report is another node-specific report that USAREUR requires the applicable movement node to send to the USAREUR Watch immediately after the event occurs.

SR01–Convoy Start Report		
LINE #	TITLE	MINIMUM ESSENTIAL INFORMATION
Header	From:	Name and grade of person submitting the report, unit location, and contact information (telephone number and e-mail address).
Header	To:	21st TSC COIC.  <b>NOTE:</b> The 21st TSC COIC is responsible for forwarding SITREPs to the USAREUR Watch Officer and the USAREUR MOC.
Header	DTG:	Local date-time group that the report was initiated.
1.	SP:	Location of the start point (SP) (for example, ISA-Babenhausen, SP A) and the units moving (specify all units moving equipment) in the convoy.
2.	TMR:	Identify Transportation Movement Request (TMR) number and march credits.
3.	SP Time:	SP time (local) (specify: planned and actual, if different).
4.	RP:	Location of the release point (RP) (for example, Panzer Kaserne, marshalling area, or POE).
5.	RP Time:	Estimated RP time (local).
6.	Vehicles:	Number of vehicles.
7.	Sensitive Items:	Yes or no (identify whether or not all sensitive items are accounted for).
8.	Cdr:	Convoy commander's name, grade, and unit.
9	Packet DTG:	The DTG (local) when the convoy packet was issued.
10.	Comments:	Commander's comments.

Figure P-6. Minimum Essential Information for the SR01–Convoy Start Report

SR02–Convoy Closure Report		
LINE #	TITLE	MINIMUM ESSENTIAL INFORMATION
Header	From:	Name and grade of person submitting the report, unit location, and contact information (telephone number and e-mail address).
Header	To:	21st TSC COIC.  <b>NOTE:</b> The 21st TSC COIC is responsible for forwarding SITREPs to the USAREUR Watch Officer and the USAREUR MOC.
Header	DTG:	Local date-time group that the report was initiated.
1.	RP:	Location of the release point (RP) (for example, MACG, RP A), units moving (specify all units moving equipment) in the convoy.
2.	TMR:	Identify Transportation Movement Request (TMR) number and march credits.
3.	RP DTG:	RP time (local) (specify: planned and actual, if different).
4.	Vehicles:	Number of vehicles in the convoy.
5.	Sensitive Items:	Yes or no (identify whether or not all sensitive items are accounted for).
6.	Cdr:	Convoy commander's name, grade, and unit.
7.	Comments:	Commander's comments.

Figure P-7. Minimum Essential Information for the SR02–Convoy Closure Report

SR03–ISA Serial/Chalk Start Report		
LINE #	TITLE	MINIMUM ESSENTIAL INFORMATION
Header	From:	Name and grade of person submitting the report, unit location, and contact information (telephone number and e-mail address).
Header	To:	21st TSC COIC.  <b>NOTE:</b> The 21st TSC COIC is responsible for forwarding SITREPs to the USAREUR Watch Officer and the USAREUR MOC.
Header	DTG:	Local date-time group that the report was initiated.
1.	ISA:	Location of the ISA.
2.	Mission:	Mission number (that is, convoy number or TMR number).
3.	OIC:	Senior unit representative reporting to the ISA.
4.	Report DTG:	DTG (local) that the convoy or chalk arrived at ISA station number 1.
5.	Vehicles:	Number of vehicles and pieces of equipment.
6.	TLE:	Number of pieces of Conventional Armed Forces in Europe (CFE) Treaty treaty-limited equipment (TLE) (specify the number by each type).
7.	Comments:	Comments, if applicable.

Figure P-8. Minimum Essential Information for the SR03–ISA Serial/Chalk Start Report

SR04–ISA Serial/Chalk End Report		
LINE #	TITLE	MINIMUM ESSENTIAL INFORMATION
Header	From:	Name and grade of person submitting the report, unit location, and contact information (telephone number and e-mail address).
Header	To:	21st TSC COIC.  <b>NOTE:</b> The 21st TSC COIC is responsible for forwarding SITREPs to the USAREUR Watch Officer and the USAREUR MOC.
Header	DTG:	Local date-time group that the report was initiated.
1.	ISA:	Location of the ISA.
2.	Mission:	Mission number (that is, convoy number or TMR number).
3.	DTG:	DTG (local) that the last piece of equipment completed the final station.
4.	Frustrated:	Number of vehicles and pieces of equipment that were refused or became frustrated cargo (specify equipment quantities by type of equipment).
5.	Plan:	Plan for onward movement of refused or frustrated cargo.
6.	Comments:	Comments, if applicable.

Figure P-9. Minimum Essential Information for the SR04–ISA Serial/Chalk End Report

SR05–Rail Report		
LINE #	TITLE	MINIMUM ESSENTIAL INFORMATION
Header	<b>From:</b>	Name and grade of person submitting the report, unit location, and contact information (telephone number and e-mail address).
Header	<b>To:</b>	21st TSC COIC.  <b>NOTE:</b> The 21st TSC COIC is responsible for forwarding SITREPs to the USAREUR Watch Officer and the USAREUR MOC.
Header	<b>DTG:</b>	Local date-time group of when the report was initiated.
1.	<b>Location:</b>	Location of the start point (SP) (for example, ISA-Babenhausen, SP A) and the units moving (specify all units moving equipment) in the convoy.
2.	<b>Mission:</b>	Identify Transportation Movement Request (TMR) number and march credits.
3.	<b>Unit:</b>	Identify the names of the units uploading or downloading (specify which action each unit is conducting).
4.	<b>OIC/NCOIC:</b>	Identify the rail load team OIC and NCOIC (specify by grade and name).
5.	<b>Safety Brief:</b>	DTG (local) of completion of the railhead operations safety briefing to the OIC and NCOIC.
6.	<b>Safety Briefer:</b>	Identify who provided the railhead operations and safety briefing (grade, name, organization).
7.	<b>Team Safety Brief:</b>	DTG (local) that the unit conducted the safety briefing to the rail load team.
8.	<b>Medics:</b>	Identify the combat lifesavers or medics (grade, name) who are on site for the railhead operations.
9	<b>Escort:</b>	Identify the senior rail escort (senior person on board by grade, name, and a mobile telephone number).
10.	<b>Train Medics:</b>	Identify the combat lifesaver or medics on rail escort team (grade, name).
11.	<b>Escort Brief:</b>	DTG (local) rail escort briefing completed.
12.	<b>Escort Briefer:</b>	Identify who provided the rail escort briefing (grade, name, organization).
13.	<b>Total</b>	Total number of pieces of equipment.
14.	<b>Subtotals:</b>	Number of pieces of equipment by type (specify by loaded or downloaded).
15.	<b>TLE:</b>	Number of pieces of Conventional Armed Forces in Europe (CFE) Treaty-limited equipment (TLE) (specify the number by each type).
16.	<b>Spot Time:</b>	DTG (local) that train was spotted.
17.	<b>Ops Time:</b>	DTG that loading or downloading operations began.
18.	<b>Railcars:</b>	Number of railcars.
19.	<b>Completed:</b>	DTG (local) that loading or downloading was completed.
20.	<b>End Time:</b>	DTG (local) that train departed from or arrived at the railhead.
21.	<b>Comments:</b>	Commander's comments.

Figure P-10. Minimum Essential Information for the SR05–Rail Report

SR06–Barge Report		
LINE #	TITLE	MINIMUM ESSENTIAL INFORMATION
Header	From:	Name and grade of person submitting the report, unit location, and contact information (telephone number and e-mail address).
Header	To:	21st TSC COIC.  <b>NOTE:</b> The 21st TSC COIC is responsible for forwarding SITREPs to the USAREUR Watch Officer and the USAREUR MOC.
Header	DTG:	Local date-time group of when the report was initiated.
1.	Location:	Location of the barge loading site.
2.	Mission:	Mission number (that is, the Vistar Telecommunications, Inc. satellite-based wireless tracking system (VISTAR) number).
3.	Name:	The name of the barge.
4.	Equipment:	Number of vehicles and pieces of equipment that were loaded or downloaded.
5.	DTG:	The DTG (local) of the barge departure or arrival.
6.	Comments:	Comments, if applicable.

Figure P-11. Minimum Essential Information for the SR06–Barge Report

SR07–MACG Arrival Report		
LINE #	TITLE	MINIMUM ESSENTIAL INFORMATION
Header	From:	Name and grade of person submitting the report, unit location, and contact information (telephone number and e-mail address).
Header	To:	21st TSC COIC.  <b>NOTE:</b> The 21st TSC COIC is responsible for forwarding SITREPs to the USAREUR Watch Officer and the USAREUR MOC.
Header	DTG:	Local date-time group of when the report was initiated.
1.	Location:	Location of the MACG.
2.	Mission:	Mission number.
3.	RP DTG:	The DTG (local) of when the movement reached the release point.
4.	Land Time:	The DTG (local) of when the aircraft landed.
5.	Comments:	Comments, if applicable.

Figure P-12. Minimum Essential Information for the SR07–MACG Arrival Report

SR08–MACG Ship Start Report		
LINE #	TITLE	MINIMUM ESSENTIAL INFORMATION
Header	From:	Name and grade of person submitting the report, unit location, and contact information (telephone number and e-mail address).
Header	To:	21st TSC COIC.  <b>NOTE:</b> The 21st TSC COIC is responsible for forwarding SITREPs to the USAREUR Watch Officer and the USAREUR MOC.
Header	DTG:	Local date-time group of when the report was initiated.
1.	Location:	Location of the SPOE.
2.	Plan DTG:	The DTG (local) of when the stow plan was completed.
3.	Arrive DTG:	The DTG (local) of when the ship arrived.
4.	Sweep DTG:	The DTG (local) of when the seaside security sweep was completed.
5.	Load DTG:	The DTG (local) of when the loading began.
6.	Comments:	Comments, if applicable.

Figure P-13. Minimum Essential Information for the SR08–MACG Ship Start Report

SR09–MACG Ship End Report		
LINE #	TITLE	MINIMUM ESSENTIAL INFORMATION
Header	From:	Name and grade of person submitting the report, unit location, and contact information (telephone number and e-mail address).
Header	To:	21st TSC COIC.  <b>NOTE:</b> The 21st TSC COIC is responsible for forwarding SITREPs to the USAREUR Watch Officer and the USAREUR MOC.
Header	DTG:	Local date-time group of when the report was initiated.
1.	Location:	Location of the SPOE.
2.	Ship Name:	The name of the ship.
3.	Load DTG:	The DTG (local) of when the loading of the ship was completed.
4.	Equipment:	The number of pieces of equipment loaded on the ship.
5.	Depart DTG:	The DTG (local) of when the ship departed.
6.	Comments:	Comments, if applicable.

Figure P-14. Minimum Essential Information for the SR09–MACG Ship End Report

SR10–Bus Start Report		
LINE #	TITLE	MINIMUM ESSENTIAL INFORMATION
Header	From:	Name and grade of person submitting the report, unit location, and contact information (telephone number and e-mail address).
Header	To:	21st TSC COIC. <b>NOTE:</b> The 21st TSC COIC is responsible for forwarding SITREPs to the USAREUR Watch Officer and the USAREUR MOC.
Header	DTG:	Local date-time group of when the report was initiated.
1.	Location:	Location of the bus (specify the starting location).
2.	Mission:	The mission number.
3.	Bag Depart DTG:	The DTG (local) of when the baggage truck or trucks departed the start point (SP).
4.	SP DTG:	The DTG (local) of when the bus or buses departed the SP.
5.	RP:	The location of the release point (RP).
6.	RP DTG:	The DTG (local) of when the bus or buses passed the RP.
7.	Passengers:	The number of passengers on the bus or buses.
8.	Sensitive Items:	Yes or no (identify whether or not all sensitive items are accounted for).
9.	OIC:	Identify the grade and name of and provide a mobile telephone number for the senior passenger.
10.	Comments:	Comments, if applicable.

Figure P-15. Minimum Essential Information for the SR10–Bus Start Report

SR11–Bus End Report		
LINE #	TITLE	MINIMUM ESSENTIAL INFORMATION
Header	From:	Name and grade of person submitting the report, unit location, and contact information (telephone number and e-mail address).
Header	To:	21st TSC COIC. <b>NOTE:</b> The 21st TSC COIC is responsible for forwarding SITREPs to the USAREUR Watch Officer and the USAREUR MOC.
Header	DTG:	Local date-time group of when the report was initiated.
1.	Location:	Location of the bus (specify the ending location).
2.	Mission:	The mission number.
3.	RP:	The location of the release point (RP).
4.	RP DTG:	The DTG (local) of when the bus or buses passed the RP.
5.	Bag Arrival DTG:	The DTG (local) of when the baggage truck or trucks arrived at the RP.
6.	Sensitive Items:	Yes or no (identify whether or not all sensitive items are accounted for).
7.	Comments:	Comments, if applicable.

Figure P-16. Minimum Essential Information for the SR11–Bus End Report

SR12–APOE Chalk Start Report		
LINE #	TITLE	MINIMUM ESSENTIAL INFORMATION
Header	From:	Name and grade of person submitting the report, unit location, and contact information (telephone number and e-mail address).
Header	To:	21st TSC COIC.  <b>NOTE:</b> The 21st TSC COIC is responsible for forwarding SITREPs to the USAREUR Watch Officer and the USAREUR MOC.
Header	DTG:	Local date-time group of when the report was initiated.
1.	Location:	Location of the APOE.
2.	Mission:	The mission number.
3.	Chalk:	The USAREUR chalk number (identified in the unit's call-forward instructions).
4.	Aircraft DTG:	The DTG (Zulu) of when the aircraft arrived at the APOE.
5.	Vehicles:	The number of vehicles.
6.	Passengers:	The number of passengers (pax).
7.	DTG Completed:	The DTG (local) of when processing was completed.
8.	Comments:	Comments, if applicable.

Figure P-17. Minimum Essential Information for the SR12–APOE Chalk Start Report

SR13–Wheels Up Report		
LINE #	TITLE	MINIMUM ESSENTIAL INFORMATION
Header	From:	Name and grade of person submitting the report, unit location, and contact information (telephone number and e-mail address).
Header	To:	21st TSC COIC.  <b>NOTE:</b> The 21st TSC COIC is responsible for forwarding SITREPs to the USAREUR Watch Officer and the USAREUR MOC.
Header	DTG:	Local date-time group of when the report was initiated.
1.	Location:	Location of the APOE.
2.	Mission:	The mission number.
3.	Chalk:	The USAREUR chalk number (identified in the unit's call-forward instructions).
4.	Vehicles:	The number of vehicles and equipment loaded or unloaded.
5.	Passengers:	The number of passengers (pax) loaded or unloaded.
6.	Up DTG:	The DTG (Zulu) of when the aircraft departed (wheels up).
7.	Down DTG:	The DTG (Zulu) of when the aircraft arrived (wheels down).
8.	Comments:	Comments, if applicable.

Figure P-18. Minimum Essential Information for the SR13–Wheels Up Report

<b>SR14—Official Travel Away From Home Station Movement Report</b>		
<b>LINE #</b>	<b>TITLE</b>	<b>MINIMUM ESSENTIAL INFORMATION</b>
<b>Header</b>	<b>From:</b>	Name and grade of person submitting the report, unit location, and contact information (telephone number and e-mail address).
<b>Header</b>	<b>To:</b>	USAREUR Watch Officer
<b>1.</b>	<b>Unit:</b>	Name of unit, staff agency, or organizational element.
<b>2.</b>	<b>Depart HS:</b>	The date-time-group (DTG) (Zulu) of when traveling party departed the home station (HS).
<b>3.</b>	<b>Site Arrival:</b>	The DTG (Zulu) of when the traveling party arrived at the destination.
<b>4.</b>	<b>Destination:</b>	Identify the name of the destination and the purpose (for example, attend conference, en-route layover).
<b>5.</b>	<b>Number:</b>	Identify the number of personnel in the traveling party.
<b>6.</b>	<b>Sr Person:</b>	Identify the senior traveler or team lead and a contact telephone number.
<b>7.</b>	<b>Billeting:</b>	Identify the billeting information (at least, the hotel name, address, and telephone).
<b>8.</b>	<b>Depart Site:</b>	The DTG (Zulu) of when the traveling party departed the visited location to return to the HS.
<b>9.</b>	<b>HS Arrival:</b>	The DTG (Zulu) of when the traveling party arrived at (returned to) the HS.
<b>10.</b>	<b>HS:</b>	Identify the name of the HS.
<b>11.</b>	<b>Equipment:</b>	Yes or no (to identify whether or not all equipment and sensitive items are accounted for).
<b>12.</b>	<b>Comments:</b>	Remarks, if applicable, about any travel delays, significant activities, sensitive items, or other information (ensure to include the 5 "W"s).
<b>13.</b>	<b>Reporter:</b>	Name of the person sending the report and a contact telephone number.
<b>14.</b>	<b>Report DTG:</b>	The DTG (Zulu) of when the report was originally sent.

**Figure P-19. Minimum Essential Information for the SR14—Official Travel Away From Home Station Movement Report**

<b>SR15–Strategic Air Movement Report</b>		
<b>LINE #</b>	<b>TITLE</b>	<b>MINIMUM ESSENTIAL INFORMATION</b>
<b>Header</b>	<b>From:</b>	Name and grade of person submitting the report, unit location, and contact information (telephone number and e-mail address).
<b>Header</b>	<b>To:</b>	USAREUR Watch Officer
<b>1.</b>	<b>DTG:</b>	The date-time-group (DTG) (local) of when the A/DACG is operational at the aerial port of embarkation (APOE) or aerial port of debarkation (APOD) (includes the DPC, ADF-Aviano, and the Ramstein Helicopter Assembly and Disassembly Facility (also known as the Closed Loop Facility)).
<b>2.</b>	<b>Chalk Arrival:</b>	For each chalk (chalk number according to USAREUR call-forward instructions), the DTG (local) of when the chalk arrived at the A/DACG.
<b>3.</b>	<b>Chalk Complete:</b>	For each chalk (chalk number according to USAREUR call-forward instructions), the DTG (local) of when the A/DACG completed processing.
<b>4.</b>	<b>Arrival DTG:</b>	The DTG (Zulu) of when each aircraft arrived at the APOE.
<b>5.</b>	<b>Complete:</b>	The DTG (local) of when aircraft loading at the APOE was completed.
<b>6.</b>	<b>Load Delay:</b>	Any incident that is expected to delay loading.
<b>7.</b>	<b>Delays:</b>	All aircraft delays that are expected to exceed 1 hour.
<b>8.</b>	<b>Arrival DTG:</b>	The DTG (Zulu) of when each aircraft arrived at the APOD.
<b>9.</b>	<b>Personnel:</b>	The number of personnel received and processed at the APOD.
<b>10.</b>	<b>Equipment:</b>	Yes or no (identify whether or not all equipment and sensitive items are accounted for).
<b>11.</b>	<b>Comments:</b>	Comments, if applicable.

Figure P-20. Minimum Essential Information for the SR15–Strategic Air Movement Report

<b>SR16–Sea/Barge POE Movement Report</b>		
<b>LINE #</b>	<b>TITLE</b>	<b>MINIMUM ESSENTIAL INFORMATION</b>
<b>Header</b>	<b>From:</b>	Name and grade of person submitting the report, unit location, and contact information (telephone number and e-mail address).
<b>Header</b>	<b>To:</b>	USAREUR Watch Officer
<b>1.</b>	<b>DTG:</b>	The date-time-group (DTG) (local) of when the MACG is operational (including port support activity (PSA) arrival).
<b>2.</b>	<b>Supercargo:</b>	The DTG (local) of when the supercargo personnel arrived at the MACG.
<b>3.</b>	<b>Closure:</b>	The DTG (local) of when the marshalling operation is completed.
<b>4.</b>	<b>Ship Arrival:</b>	The DTG (local) of when the designated ship arrives at the port.
<b>5.</b>	<b>Offload:</b>	The DTG (local) of when the offloading of the ship was started.
<b>6.</b>	<b>Complete:</b>	The DTG (local) of when the offloading of the ship was completed.
<b>7.</b>	<b>ITT Arrival:</b>	The DTG (local) of when the ITT asset (barge, commercial truck, military truck, or train) arrived at the APOD.
<b>8.</b>	<b>Closure:</b>	The DTG (local) of when the MACG closed operations.
<b>9.</b>	<b>Comments:</b>	Comments, if applicable.

Figure P-21. Minimum Essential Information for the SR16–Sea/Barge POE Movement Report

## **APPENDIX Q**

### **SUPERCARGO REQUIREMENTS FOR DEPLOYMENT OPERATIONS**

**NOTE:** This appendix is updated as necessary (independently from the basic regulation until incorporated in a future edition of this regulation) by the Mobility Operations Division, Office of the Deputy Chief of Staff, G4, HQ USAREUR, and is available on the USAREUR SharePoint portal at [https://intranet.eur.army.mil/hq/g4/MOD/MOD\\_Center/Forms/Deployment\\_Processes.aspx](https://intranet.eur.army.mil/hq/g4/MOD/MOD_Center/Forms/Deployment_Processes.aspx).

## APPENDIX R USAREUR COMMAND DEPLOYMENT DISCIPLINE PROGRAM

### R-1. GENERAL

The USAREUR Command Deployment Discipline Program (CDDP)—

- a. Is a commanders program that helps commanders of USAREUR major subordinate commands (MSCs) enforce movement core competencies.
- b. Establishes command responsibilities to meet regulatory requirements and verify that units adhere to existing Army and USAREUR policy.
- c. Provides a preliminary assessment of units that qualify for nomination and recognition under the Chief of Staff, Army (CSA), Deployment Excellence Award (DEA) Program.

### R-2. OBJECTIVES

The objectives of the USAREUR CDDP are to—

- a. Standardize and synchronize deployment requirements.
- b. Improve overall deployment readiness.
- c. Enforce compliance with Army and USAREUR policy and procedures.
- d. Meet requirements of the Rapid Expeditionary Deployment Initiative (REDI) Line of Effort 1.
- e. Support and promote the CSA DEA Program.

### R-3. RESPONSIBILITIES

#### a. USAREUR G4. The USAREUR G4 will—

(1) Exercise staff supervisory responsibility and authority over the USAREUR CDDP and subordinate unit CDDPs.

(2) Appoint in writing a USAREUR CDDP Coordinator.

(3) As required, issue follow-on or annual messages to provide details about the USAREUR CDDP, the checklist for unit inspections, and the schedule of unit inspections.

**b. USAREUR CDDP Coordinator.** The USAREUR CDDP Coordinator, in coordination with the USAREUR G4 Sustainment Assistance Review Team, will—

(1) Supervise and administer the USAREUR CDDP.

(2) Help all USAREUR MSCs to develop and implement CDDPs.

(3) Monitor CDDP execution and procedures at the MSC level.

(4) Schedule and conduct annual inspections of all USAREUR MSC CDDPs. The USAREUR CDDP Coordinator will review and document the results of CDDP evaluations to identify strengths and weaknesses throughout USAREUR and conduct followup evaluations to validate corrective actions.

**c. Commanders of USAREUR MSCs.** MSC commanders will—

(1) Implement a CDDP for their units.

(2) Appoint in writing a senior military or civilian leader to serve as the MSC CDDP monitor and provide a copy of the appointment orders to the USAREUR CDDP Coordinator ([para b above](#)) within 30 days after the appointment. The appointment orders must include the name, grade, employing organization, telephone number, and e-mail address of the appointee.

(3) Ensure all deficiencies identified by CDDP evaluations are corrected within 30 days after the evaluation. Commanders will report deficiencies that cannot be corrected in that timeframe to the USAREUR CDDP Coordinator.

(4) Use CDDP evaluation results to recommend candidates for the CSA DEA Program.

**d. USAREUR MSC CDDP Monitors.** USAREUR MSC CDDP monitors will—

(1) Help the CDDP monitors at the subordinate units of the USAREUR MSC to develop and implement a CDDP and ensure the monitors understand and enforce the MSC commander's guidance.

(2) Use USAREUR CDDP messages ([a\(3\) above](#)) to prepare subordinate units for inspections.

(3) Review CDDP evaluation results to identify and distribute strengths and weaknesses throughout the MSC.

(4) Advise the USAREUR MSC commander about the command's CDDP status after completion of the scheduled evaluations.

(5) Verify that all CDDP evaluation deficiencies are corrected by 30 days after the evaluation report is issued or report to the next higher headquarters why the deficiency could not be corrected.

(6) Provide a copy of their CDDP inspection plan and evaluation schedule to the USAREUR CDDP Coordinator.

**R-4. Evaluation Procedures.**

a. All USAREUR MSC CDDP monitors will evaluate subordinate units based on checklists published in the annual USAREUR CDDP message ([para R03a\(3\) above](#)).

b. Commanders will allow units 30 days to correct all failed regulatory requirements and will conduct a reinspection. For reinspections, evaluators will inspect only failed areas.

c. Parent organizations will maintain their subordinate units' CDDP evaluation records for 2 years.

d. Evaluators will provide evaluated units with two copies of CDDP evaluation reports.

## GLOSSARY

### SECTION I ABBREVIATIONS

12th CAB	12th Combat Aviation Brigade
21st TSC	21st Theater Sustainment Command
21st TSC TIB	Transportation Integration Branch, Distribution Management Center, Headquarters 21st Theater Sustainment Command
39th Trans Bn	39th Transportation Battalion, 16th Sustainment Brigade, 21st Theater Sustainment Command
173d Abn BCT	173d Airborne Brigade Combat Team
266th FMSC	266th Financial Management Support Center, 21st Theater Sustainment Command
405th SB	405th Support Brigade
598th Trans Bde	598th Transportation Brigade, United States Army Military Surface Deployment and Distribution Command
618th ASOC (TACC)	618th Air and Space Operations Center (Tanker Airlift Control Center), U.S. Air Force
ADCON	administrative control
ADF-Aviano	Airborne Deployment Facility-Aviano
A/DACG	arrival/departure airfield control group
ADR	European Agreement Concerning the International Carriage of Dangerous Goods by Road ( <i>Accord Européen relatif au Transport International des Marchandises Dangereuses par Route</i> )
ADVON	advance echelon
AE	Army in Europe
AEPUBS	Army in Europe Library & Publishing System
AFMAN	Air Force manual
ALARACT	all army activities [message]
ALD	available-to-load date
AMC	Air Mobility Command
AOR	area of responsibility
APO	Army post office
APOD	aerial port of debarkation
APOE	aerial port of embarkation
app	appendix
appx	approximately
APS	Army prepositioned stocks
AR	Army regulation
ARFORGEN	Army Force Generation
ARIMS	Army Records Information Management System
ASCC	Army service component command
AST	area support team
att	attachment
BBPC&T	blocking, bracing, packaging, crating, & tie down
BENELUX	Belgium, the Netherlands, and Luxembourg
BICON	binary-container
BMC	brigade movement coordinator

BMCT	branch movement control team
C2	command and control
CAC	common access card
CAT	crisis action team
CATC	Combined Arms Training Center, Seventh Army Joint Multinational Training Command
CCC	cargo category code
CG, USAREUR	Commanding General, United States Army Europe
CCDR	combatant commander
CCIR	commander's critical information requirement
CCRD	combatant commander's required delivery date
CCMD	combatant command
CDDP	command deployment discipline program
CFE	Conventional Armed Forces in Europe [Treaty]
CFR	Code of Federal Regulations
CG, USAREUR	Commanding General, United States Army Europe
CJCS	Chairman of the Joint Chiefs of Staff
CJCSI	Chairman of the Joint Chiefs of Staff instruction
CJCSM	Chairman of the Joint Chiefs of Staff manual
COA	course of action
COIC	combined operations and intelligence center
COMPASS	Computerized Movement Planning and Status System
CONUS	continental United States
CSA	Chief of Staff, Army
CSC	convoy support center
DA	Department of the Army
DEA	Deployment Excellence Award
DEPORD	deployment order
DEST	destination
DGR	Dangerous Goods Regulations
DIRLAUTH	direct liaison authority
DISA	Defense Information Systems Agency
DLA	Defense Logistics Agency
DOC	deployment operations center
DOD	Department of Defense
DODI	Department of Defense instruction
DOL	directorate of logistics
DPC	deployment processing center
DR	daily report (that is, the daily fort-to-port and port-to-fort situation report)
DSE	deployment-support equipment
DSP	deployment-support personnel
DTG	date-time group
DTR	Defense Transportation Regulation
DUIC	derivative unit identification code
EAD	earliest arrival date
ERG	Emergency Response Guidebook
ETRR	Export Traffic Release Request
FCA	functional cost account
FRAGO	fragmentary order

FM	field manual
FOS	forward operating site
FP	force protection
Frag	fragment
FSS	fast sealift ship
ft	feet
ft2	square feet
FTN	force tracking number
FTP	fort-to-port
G3/5/7	deputy chief of staff, G3/5/7
gal	gallon
GATES	Global Air Transportation Execution System
GCCS-A	Global Command and Control System–Army
GCCS-J	Global Command and Control System–Joint
GEO	geographic (location) code
GFEB	General Fund Enterprise Business System
GO	general officer
HAZMAT	hazardous material
HEMTT	Heavy Expanded Mobility Tactical Truck
HHG	household goods
HQ	headquarters
HMIRS	Hazardous Material Information Resource System
HN	host nation
HQ USAREUR	Headquarters, United States Army Europe
HQDA	Headquarters, Department of the Army
HR	human resources
HS	home station
IAP	international airport
ICAO	International Civil Aviation Organization
ICODES	Integrated Computerized Deployment System
ID	identification
IGC	Integrated Data Environment and Global Transportation Network Convergence
IMCOM-Europe	United States Army Installation Management Command, Europe Region
IMO	International Maritime Organization
IMDG	International Maritime Dangerous Goods (Code)
ISA	installation staging area
ISB	intermediate staging base
ISO	in support of
ISU	Internal Airlift/Helicopter Slingable Container Unit
ITT	intratheater transportation
ITV	in-transit visibility
JAOC	Joint Operation Processing and Execution System Action Officer Course
JFRG II	Joint Force Requirements Generator II
JI	joint inspection
JMTC	Seventh Army Joint Multinational Training Command
JOPES	Joint Operation Processing and Execution System
JRSOI	joint reception, staging, onward movement and integration
JSPC	Joint Operation Processing and Execution System Support Personnel Course

KAD	Kaiserslautern Army Depot
kg	kilograms
km	kilometers
KMC	Kaiserslautern Military Community
kn	knot
LAD	latest arrival date
l	liters
lb	pound or pounds
lb/yd-rail	pound per yard of rail
LMSR	large, medium-speed roll-on/roll-off (ship)
LOGCAP	Logistics Civil Augmentation Program
LOI	letter of instruction
LO/LO	lift-on/lift-off
LTD QTY	limited quantity
m	meters
m <sup>2</sup>	square meters
MACG	marshalling area control group
MCB	movement control board
MCT	movement control team
MDMP	military decision-making process
MHE	materiel-handling equipment
mi	miles
mi <sup>2</sup>	square miles
mil	military
MIL-STD	military standard (publication)
MILVAN	military demountable container
MK	Mihail Kogalniceanu (Airbase)
ml	milliliters
MOC	movement operations center
MOG	maximum on ground
MOGAS	motor gasoline
MP	military police
MS	mode source
MSC	major subordinate command
MSDS	material safety data sheet
MSL	military shipping label
MTT	mobile training teams
NA	not applicable
NATO	North Atlantic Treaty Organization
NAVSTA	naval station
NAVSUP	Navy supplemental publication
NCOIC	noncommissioned officer in charge
NIPRNET	Unclassified but Sensitive Internet Protocol Router Network
NEW	net explosive weight
NLT	no later than
NMBS	Belgian National Railway Company ( <i>Nationale Maatschappij der Belgische Spoorwegen</i> )
N.O.S.	not otherwise specified
NSTR	nothing significant to report

OCHAP	office of the chaplain
OCPA	office of the chief, public affairs
OCSURG	office of the command surgeon
ODCS	office of the deputy chief of staff
ODCSENGR	office of the deputy chief of staff, engineer
OEL	organizational equipment lists
OIC	officer in charge
OIG	office of the inspector general
OJA	office of the judge advocate
OPCON	operational control
OPLAN	operations plan
OPM	Office of the Provost Marshal, G3/4 Protect Division, Office of the Deputy Chief of Staff, G3/5/7, Headquarters United States Army Europe
OPORD	operations order
OPREP	operational report
oz	ounces
PAHA	personnel alert and holding area
para	paragraph
PARC	principal assistant responsible for contracting
pax	personnel
PBO	property book officer
PDP	predeployment processing
PG	packing group
PID	plan identification number
PM	provost marshal
PROJ	project (code)
POC	point of contact
POD	port of debarkation
POE	port of embarkation
POL	petroleum, oils, and lubricants
POV	privately owned vehicles
PPP	power projection platform
PTF	port-to-fort
QUADCON	quad-container
PSA	port support activity
PSN	proper shipping name
RD	rear detachment
RDD	required delivery date
REDI	Rapid Expeditionary Deployment Initiative
RF	radio frequency
RFID	radio frequency identification
RID	Regulations Concerning the International Carriage of Dangerous Goods by Rail (European Union) ( <i>Règlement International sur les Déchets Dangereux</i> )
RLD	ready-to-load date
ROB	Rhine Ordnance Barracks
RO/RO	roll-on/roll-off
RP	release point
RSOI	reception, staging, onward movement, and integration

SAAM	special assignment airlift missions
SDDC	United States Army Military Surface Deployment and Distribution Command
sec	section
SIPRNET	Secret Internet Protocol Router Network
SIR	serious incident report
SITREP	situation report
SME	subject-matter expert
SMS	Single Mobility System
SOFA	status of forces agreements
SOP	standing operating procedure
SP	start point
SPOD	seaport of debarkation
SPOE	seaport of embarkation
SPOTREP	spot report
S&RTS	stevedoring & related terminal services
SR	spot report (that is, the fort-to-port or port-to-fort spot report)
SRP	Soldier readiness processing
STON	short ton
TAC	Transportation Account Code
TACC	tanker airlift control center
TALCE	tanker airlift control element
TAT	to-accompany-troops
TC-AIMS II	Transportation Coordinator-Automated Information for Movement System II
TCMD	transportation control and movement documents
TCN	transportation control number
TDR	transportation discrepancy report
TEA	Transportation Engineering Agency, United States Army Surface Deployment and Distribution Command
TEU	20-foot equivalent unit
TIB	transportation integration branch
TLE	treaty-limited equipment
TM	technical manual
TPFDD	time phased force deployment data
TPS	Tactical Personnel System
TRICON	triple-container
TSC	theater sustainment command
TSIRT	Theater-Specific Individual Readiness Training
TTP	theater transportation plan
TUCHA	type unit characteristic file
UDL	unit deployment list
UIC	unit identification code
ULN	unit line number
ULT	unit load team
UMC	unit movement coordinator
UMD	unit movement data
UMO	unit movement officer
UMP	unit movement plan
UN	united nations [number]
U.N.	United Nations

U.S.	United States
USAFE/AFAFRICA	United States Air Forces in Europe/United States Air Forces Africa
USAFRICOM	United States Africa Command
USAG	United States Army garrison
USARAF/SETAF	United States Army Africa/Southern European Task Force
USAREUR	United States Army Europe
USAREUR G3/5/7	Deputy Chief of Staff, G3/5/7, United States Army Europe
USAREUR MOC	Movement Operations Center, G3/3 Operations Directorate, Office of the Deputy Chief of Staff, G3/5/7, Headquarters United States Army Europe
USAREUR MOD	Mobility Operations Division, Office of the Deputy Chief of Staff, G4, Headquarters United States Army Europe
USCENTCOM	United States Central Command
USEUCOM	United States European Command
USTC	no abbreviation [field name for a code input by the United States Transportation Command into transportation management systems]
USTRANSCOM	United States Transportation Command
UTC	unit type code
vol	volume
XO	executive officer
yd	yard

## **SECTION II TERMS**

### **arrival/departure airfield control group**

A (in this theater, provisional) organization (normally provided by an installation as designated by USEUCOM) that manages the air deployments or redeployments of deploying units

### **available-to-load date**

A date specified for each unit in a time phased force deployment data indicating when that unit will be ready to load at the port of embarkation

### **earliest arrival date**

A day specified by the supported combatant commander (relative to C-day) that defines the begin date of a delivery window (whose end date is defined by the latest arrival date), during which the theater is prepared to accept the unit, resupply shipment, or replacement personnel at the port of debarkation

### **intertheater transportation**

A strategic movement between two theaters

### **intratheater transportation**

An (operational) movement from one location to another within a single theater

### **joint reception, staging, onward movement, and integration**

A phase of joint force projection occurring in the operational area that comprises the essential processes required to transition arriving personnel, equipment, and materiel from multiple services into a Force capable of meeting the operational requirements

### **Joint Operation Planning and Execution System**

The current information system that DOD uses to support integrated planning and command control of mobilization, deployment, employment, and sustainment activities

### **latest arrival date**

A day specified by the supported combatant commander (relative to C-day) that defines the end date of a delivery window (whose start date is defined by the earliest arrival date), during which the theater is prepared to accept the unit, resupply shipment, or replacement personnel at the port of debarkation and that will support the concept of operations without adversely affecting the operation

### **level II data**

The total cargo of a unit expressed in short tons and recorded in the time phased force deployment data to assist transportation planners in coordinating strategic transportation assets

### **level IV data**

Information recorded in the time phased force deployment data about the cargo of a deploying unit that provides specific information about each major-end item (that is, containers, major items of equipment not shipped in a container, and vehicles) requiring transportation

### **level VI data**

Information recorded in the time phased force deployment data about the cargo of a deploying unit that provides specific data about supply items and secondary loads (contents of containers or vehicles)

### **Military Sealift Command**

The U. S. Navy service component command of the United States Transportation Command that provides designated common-user sealift for global movement

### **port of debarkation**

The geographic point (that is, an aerial port or a seaport) in a routing scheme where cargo or personnel arrive (normally not the same as the final destination) in the receiving theater

### **port of embarkation**

The geographic point (that is, an aerial port or a seaport) in a routing scheme from where cargo or personnel depart a theater for another theater

### **port support activity**

An ad-hoc element comprised of military personnel, contracted manpower, or both that assists the deploying unit at the port of embarkation with loading and preparation of unit cargo for deployment and at the port of debarkation with unloading and preparation of unit cargo for onward movement

### **pusher unit**

A nondeploying or late deploying Force that USAREUR directs to augment a deploying or earlier deploying unit with personnel who help the deploying unit through the USAREUR deployment nodes

### **redeployment**

The transfer of Forces and materiel to support another joint force commander's operational requirements or to return personnel, equipment, and materiel to the home station, demobilization stations, or both for reintegration, out-processing, or both

**required delivery date**

The day the unit must have completed unloading, linked up equipment and personnel at the final destination, and completed reception, staging, onward movement, and integration

**reception, staging, onward movement, and integration**

A phase of Army force-projection operations that occurs in the operational area and comprises the essential processes required to transition arriving personnel, equipment, and materiel from multiple commands into a Force capable of meeting the operational requirements

**secondary loads**

Unit equipment, supplies, and major end items that are transported on or inside unit containers or vehicles

**sensitive cargo**

Small arms, ammunition, and explosives which are a definite threat to public safety and could be used by criminal, militant, revolutionary, or other elements for civil disturbances, domestic unrest, or criminal actions

**time phased force deployment data**

The electronic database portion of an operation plan that provides sequenced (time-phased) information about the unit cargo and personnel, non-unit-related cargo and personnel, and movement requirements for the operation plan

**Transportation Control and Movement Document**

A DD Form 1384, which is a document providing the Air Mobility Command (AMC) with advance information about all shipments entering the AMC system and the airlift-clearance authority, the system managers with data for internal processing, and system users with data for tracking onward movement

**Transportation Coordinator-Automated Information for Management System II**

The automation system used to manage transportation functions at the unit and installation level that allows units to create, update, or modify unit data to support peacetime, mobilization, and deployment movement requirements

**unit line number**

A seven-character alphanumeric code that describes a unique increment of a unit deployment (for example, advance party, main body, equipment by sea and air, reception team, or trail party) in the Joint Operation Planning and Execution System time-phased force and deployment data

**unit movement data**

A unit equipment listing, supply listing, or both containing corresponding transportability data that can also be modified, as required to identify a specific movement requirement, and saved for that specific operation

**validation**

Execution procedure used by combatant command components, supporting combatant commanders, and providing organizations to confirm to the supported combatant commander and the United States Transportation Command that all the information records in a time-phased force and deployment data not only are error free for automation purposes, but also accurately identifies the current status, attributes, and availability of units and requirements