

SEPTEMBER 2003

FM 4-01.30 (FM 55-10)

**MOVEMENT
CONTROL**

DISTRIBUTION RESTRICTION:
Approved for public release; distribution is unlimited.

**HEADQUARTERS,
DEPARTMENT OF THE ARMY**

This page intentionally left blank.

MOVEMENT CONTROL

TABLE OF CONTENTS

	<u>Page</u>
PREFACE	i
CHAPTER 1 MOVEMENT CONTROL OVERVIEW	
Definition of Movement Control.....	1-1
Elements of a Transportation System	1-1
Basic Principles of Movement Control.....	1-2
The Functions of Movement Control.....	1-4
Other Considerations.....	1-6
Emerging Doctrine	1-9
CHAPTER 2 MOVEMENT CONTROL IN THE FORCE PROJECTION PROCESS	
Force Projection	2-1
Intratheater Unit Movement.....	2-1
Intertheater Unit Movement.....	2-2
Transformation	2-2
Movement Control	2-3
Unit Movement Coordinator	2-3
Brigade Movement Coordinator	2-4
Mobility Support Element.....	2-4
CHAPTER 3 STRATEGIC MOVEMENT CONTROL	
Strategic Movement Control Organizations.....	3-1
Theater Joint Movement Control Organizations	3-1
CHAPTER 4 MOVEMENT CONTROL AT ECHELONS ABOVE CORPS (EAC)	
The Army in an Area of Operations	4-1
Transportation Command	4-2
Theater Support Command	4-6
Transportation Command Element.....	4-7
Movement Control Battalion (EAC)	4-10
Movement Control Teams	4-11

DISTRBUTION RESTRICTION: Approved for public release; distribution is unlimited.

*This publication supersedes FM 55-10, dated 9 February 1999.

CHAPTER 5 MOVEMENT CONTROL IN THE CORPS

Corps Movement Control Staff	5-2
Corps Support Command	5-3
Corps Movement Control Battalion.....	5-4
Division Support Movement Control Team.....	5-6
Functional Relationships.....	5-7
Movement Control Battalion and Corps Support Group Interface.....	5-8

CHAPTER 6 MOVEMENT CONTROL IN THE DIVISION

Organization.....	6-2
Division Transportation Officer	6-3
Mobility Warrant Officer	6-3
Division Support Command.....	6-4
Movement Control Officer.....	6-4
Movement Control Cell in the Division Rear Command Post.....	6-6
Brigade Movement Control	6-6

CHAPTER 7 DEVELOPING A MOVEMENT PROGRAM

Introduction	7-1
Assess the Distribution Pattern.....	7-2
Determine Requirements.....	7-3
Determine Capabilities.....	7-3
Balance Requirements Against Capabilities.....	7-9
Planning Sequence for Reception and Onward Movement	7-9
Requirements Schematic.....	7-11
Mode Schematic	7-12
Selecting a Mode	7-13
Determine Critical Points	7-15
Determine Check Points.....	7-16
Determine Shortfalls and Recommended Solutions.....	7-17
Coordinate the Program	7-17
Format and Publish the Program.....	7-18
Executing the Movement Program	7-20
Preparing the Port Clearance Program	7-21

CHAPTER 8 TRANSPORTATION REQUEST PROCEDURES

Planning for Highway Regulation.....	8-2
Principles of Routing	8-6
Methods of Scheduling	8-7
Clearance Requests	8-8
Coordinating Movements.....	8-9
Diverting and Rerouting	8-9
Large Unit Movements.....	8-9
Sample Highway Regulation Plan	8-11

CHAPTER 9 HIGHWAY REGULATION PROCEDURES

Supply System Interface.....	9-1
------------------------------	-----

	Transportation Request Procedures.....	9-3
	Division Transportation Request Procedures.....	9-6
	Corps Transportation Request Procedures.....	9-7
	Echelons Above Corps Transportation Request Procedures.....	9-8
	Clearance Requests.....	9-10
	Coordinating and Monitoring Movements.....	9-11
	Request for Theater Airlift.....	9-12
	Army Airlift.....	9-12
	Air Force Airlift.....	9-16
CHAPTER 10	CONTAINER OPERATIONS	
	Container Management.....	10-1
	Container Control.....	10-1
CHAPTER 11	AUTOMATED IDENTIFICATION TECHNOLOGY	
	General Preparation for AIT Use.....	11-1
	Unit Responsibilities.....	11-2
	AIT in Aerial Port Operations.....	
	AIT in Seaport Operations.....	
	AIT in Railhead Operations.....	
APPENDICES		
APPENDIX A	AUTOMATION INFORMATION SYSTEMS.....	A-1
APPENDIX B	GEOGRAPHICAL CONSIDERATIONS.....	B-1
APPENDIX C	AUTOMATED IDENTIFICATION TECHNOLOGY EQUIPMENT.....	C-1
APPENDIX D	TABLES OF ORGANIZATION AND EQUIPMENT.....	D-1
APPENDIX E	TRANSPORTATION MOVEMENT RELEASE.....	E-1
APPENDIX F	COMMUNICATIONS.....	F-1
APPENDIX G	ROAD MOVEMENT PLANNING.....	G-1
APPENDIX H.	INTERMODAL TERMINALS.....	H-1
APPENDIX I.	EXAMPLE HIGHWAY REGULATION PLAN.....	I-1
APPENDIX J.	TYPES OF INTERMODAL ASSETS AND HANDLERS.....	J-1
GLOSSARY.....		Glossary-1
REFERENCES.....		Reference-1

PREFACE

This manual describes the organizations, processes, procedures, and systems involved in the control of movements across the military spectrum. The focus of this manual is for the reader to gain an understanding of the movement control system and how it functions from the strategic to the tactical level. It focuses on the planning, controlling, and managing of the use of available modes of transport to move units, equipment, and materiel. It also describes transportation request procedures, container operations, and how transportation resources are controlled and managed.

The Chief of Staff of the Army has mandated that the Army be able to move a combat capable brigade anywhere in the world within 96 hours. To put a viable combat capability on the ground anywhere in the world in this time frame will require effective movement control.

This manual remains consistent with Army operations, logistics doctrine, and concepts currently published or in the process of being published. However, the reader is cautioned that logistics doctrine is changing — and changing rapidly. The on-going efforts to reduce the Army logistics footprint and move to the Objective Force will require doctrinal change. Users acting within the scope of their authority may vary from this doctrine in this manual when such variation will result in improved operations.

The Army's environmental strategy into the 21st century defines its philosophy and commitment in protecting and preserving the environment and natural resources for present and future generations. Sound environmental practices and considerations must be integrated into all Army documents, missions, and operations. In keeping with the Army's vision to be a national leader in environmental stewardship, commanders and leaders must ensure that all local, state, federal, and host nation laws and regulations pertaining to the environment are included in the planning process and followed to an extent consistent with operational considerations.

The proponent of this publication is the United States Army Combined Arms Support Command (CASCOM). Send comments and recommendations on Department of the Army (DA) Form 2028 to Commander, US Army Combined Arms Support Command and Fort Lee, ATTN: ATCL-T, Fort Lee, Virginia, 23801.

Unless this publication states otherwise, masculine nouns and pronouns do not refer exclusively to men.

Chapter 1

Movement Control Overview

DEFINITION OF MOVEMENT CONTROL

1-1. Movement control is the planning, routing, scheduling, controlling, coordination, and in-transit visibility of personnel, units, equipment, and supplies moving over Line(s) of Communication (LOC) and the commitment of allocated transportation assets according to command planning directives. It is a continuum that involves synchronizing and integrating logistics efforts with other programs that span the spectrum of military operations. Movement control is a tool used to help allocate resources based on the combatant commander's priorities, and to balance requirements against capabilities.

ELEMENTS OF A TRANSPORTATION SYSTEM

1-2. The transportation system is comprised of three distinct elements (see Figure 1-1). These elements are mode operations (highway, rail, water, and air), terminal operations, and movement control. Of these elements, movement control is the most critical component of the system. A movement control system must coordinate the efforts of transportation modes, terminals, services, commands, contractors, and host nations during deployment, sustainment, and redeployment. The timely insertion of movement control capability into the area of operation is critical.

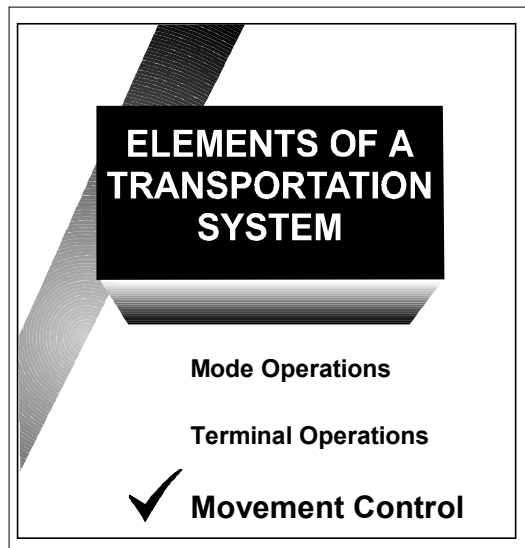


Figure 1-1. Movement Control is the Most Critical of the Three Elements of a Transportation System.

BASIC PRINCIPLES OF MOVEMENT CONTROL

1-3. The five basic principles of movement control provide a basis for all transportation operations (see Figure 1-2). These principles are discussed below:

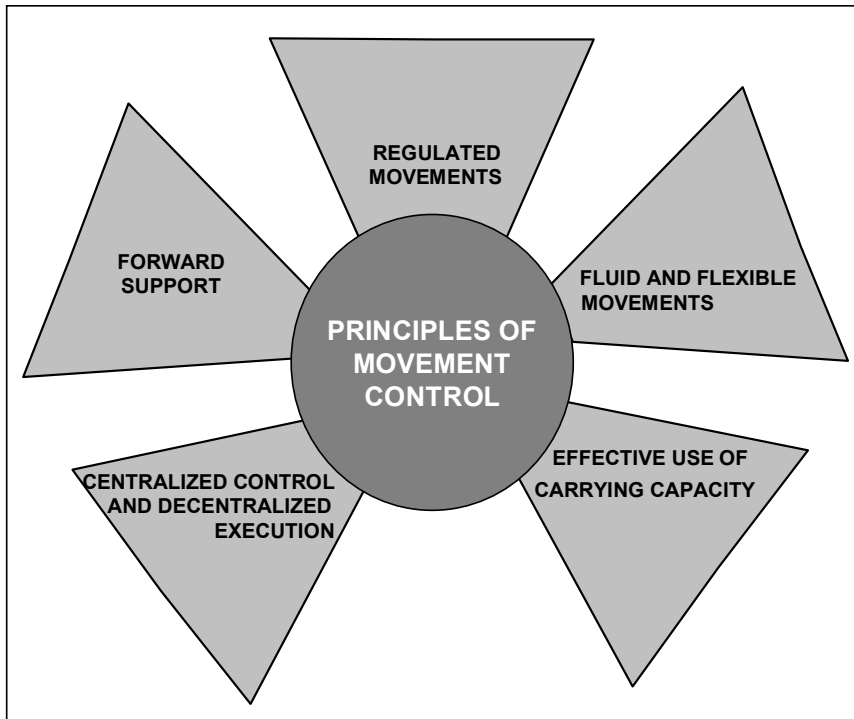


Figure 1-2. Movement Control Principles

- **Centralized Control and Decentralized Execution.** *Centralized Control* means that a focal point for transportation planning and resource allocation exists at each level of command involved in an operation. The focal point is an individual or unit that is aware of the current and future requirements of the supported force as well as the capabilities available to meet the requirements. Centralization of movement control normally occurs at the levels charged with integrating logistics support. *Decentralized Execution* of mode and terminal operations is equally important. Decentralized execution of transportation missions means terminal and mode operators remain free to assign and control the specific transportation assets that will meet the requirement. This practice enhances the flexibility to prioritize support and accomplish the mission.
- **Regulated Movements.** Movement control authorities regulate moves to prevent terminal congestion and scheduling conflicts among Service components. Proper management of transportation assets and the transportation network is critical.