

**ARMY MOTOR TRANSPORT
UNITS AND OPERATIONS**

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HEADQUARTERS, DEPARTMENT OF THE ARMY

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ARMY MOTOR TRANSPORT UNITS AND OPERATIONS

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PREFACE

In a theater of operations, all modes of transport--air, rail, inland waterways, and motor--are used to move personnel, cargo, and unit equipment. Of these modes, motor transport is the most flexible. Motor transport supports movement requirements ranging from port clearance, tactical displacement, and distribution and retrograde of supplies and equipment throughout the depth of the battlefield. It also serves as the link between the other modes to support combat forces as far forward as possible.

This manual describes how motor transport units operate and the environment in which they operate. It incorporates changes to warfighting and support doctrine and equipment modernization. While this manual is designed primarily for motor transport units, the tactics, techniques, and procedures for convoy operations apply to most Army units under most operational conditions.

The Army's environmental strategy into the 21st century defines our 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 strictly followed.

This publication implements the following international agreements:

- STANAG 2041 (Edition 4), Operation Orders, Tables and Graphs for Road Movement (see Appendix A).
- STANAG 2154 (Edition 7), Regulations for Military Motor Vehicle Movement by Road (see Appendix B).
- STANAG 2174 (Edition 4), Military Routes and Route/Road Networks (see Appendix C).
- STANAG 2176 (Edition 2), Procedures for Military Road Movement Across National Frontiers (see Appendix D).

The proponent of this publication is HQ TRADOC. Send comments and recommendations on DA Form 2028 (Recommended Changes to Publications and Blank Forms) to Commander, USACASCOM, ATTN: ATCL-AT, Fort Lee, VA 23801-6000.

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

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CHAPTER 1

ORGANIZATIONAL CONCEPTS FOR MOTOR TRANSPORT OPERATIONS

Army transportation units must be prepared to support US Armed Forces and their allies in a variety of operational environments, ranging from war to domestic support operations. These operations may be conducted anywhere in the world, and transportation units must be ready to deploy on short notice. Also, they must be prepared to remain after operations terminate to support the redeployment of other combat and support forces. Motor transport is the predominant mode of transportation for the reception, onward movement, and sustainment of forces. Motor transport units must be highly trained, rapidly deployable, and capable of sustaining themselves for a long time. This chapter addresses basic organizational and operational concepts from theater army level down through the division.

1-1. MOTOR TRANSPORT ORGANIZATION CONCEPT. Motor transport units are at each echelon: theater army, corps, and division. These units--together with other mode operators (water, rail, and air), terminal operators, and movement control units--form the backbone of the theater's transportation capability. Most of the Army's motor transport units are located above division level and are assigned to a transportation battalion (motor transport) or a CSB. Motor transport units are usually assigned to the following headquarters:

- Theater army (COMMZ):
 - Transportation command.
 - Transportation groups.
 - Transportation battalions.
 - Area support groups.

- Corps:
 - Support commands.
 - Support groups.
 - Support battalions.
 - Transportation battalions.

- Division: Main support battalion.

The Army will fight as part of a joint team. Motor transport units must be prepared to support the inland surface movement requirements of other services or nations and to integrate HN, LOGCAP, or other contract support. The Army will fight as a total force--active and reserve components and civilians. Army transportation headquarters units must be able to integrate all deployed mode operating units. The objective is a seamless transportation system that supports the movement requirements of the joint force and the Army.