

ANNEX H (MILITARY TRAFFIC MANAGEMENT COMMAND (MTMC))

REFERENCES:

- a. AR 55-355/NAVSUPINST 4600.70/AFR 75-2/MCO P4600.14B/DLAR 4500.3, Defense Traffic Management Regulation.
- b. AR 75-15, Responsibilities and Procedures for Explosive Ordnance Disposal.
- c. AR 385-40, Accident Reporting and Records.
- d. AR 740-32, Responsibilities for Technical Escort of Hazardous Materials.
- e. Code of Federal Regulations, Title 46, Parts 146.29-100.
- f. **MTMCR** 55-1, **Inland** Freight Traffic Regulation.

1. **GENERAL**

a. This Annex describes **MTMC's** policies and procedures for responsive support of toxic chemical munitions (**TCM**) deployment, when such movements are directed by National Command Authorities.

b. **MTMC** shall provide CONUS traffic management and ocean terminal support in CONUS and selected **overseas** areas, as required for deployment of TCM.

c. The following policies apply to deployment of TCM in CONUS *ardor* through common-user port facilities:

(1) Movements shall, to the maximum extent possible, avoid travel through heavily populated areas.

(2) Movements via sea shall use military-controlled ammunition port facilities.

(3) The **MTMC** Contingency Response (CORE) program will be used to resolve shortfalls in commercial transportation equipment **necessary** to support TCM movements and to expedite federal/state clearance procedures as required.

(4) **Dissemination** of information relative to planned or actual movements shall be restricted to the maximum extent possible with such information safeguarded and classified accordingly.

2. **RESPONSIBILITIES**

a. Booking cargo to available shipping space which will satisfy requirements.

b. Providing routing instructions from supply sources to ports of embarkation, upon receipt of necessary movement data.

c. Ensuring availability of commercial rail and motor equipment in types, quantities, and locations as required.

- d. Monitoring movements from shipping installations to ports of embarkation.
- e. Providing ocean terminal services, unloading transport equipment, and loading cargo on the vessel.
- f. Providing or arranging messing, quarters, and other logistical and administrative support for U.S. Army personnel enroute and at **SPOEs**.
- g. OPR for this Annex is HQ, **MTMC**, MT-PLS.

3. **PROCEDURES**

a. **Concept of Operations**

(1) When DA, MTMC, and MSC are directed to commence deployment of TCM, AMCCOM shall **identify** CONUS supply sources stocking the requested items and direct movement in accordance with AR 55-355, Chapters 17 and 18.

(2) AMCCOM shall identify departure airfields and aircraft load dates in coordination with MAC, DESCOM, and MTMC. **MTMC** will: identify **SPOEs** in coordination with AMCCOM; establish cargo availability dates for vessel loading; place shipping requirements on **MSC**; provide CONUS **routings** via commercial carrier as required; and monitor CONUS commercial movement to **APOEs/SPOEs**. OCCA will arrange for ocean vessels to meet the movement requirement.

b. **Coordinating Instructions** All MTMC commanders and subordinate commanders shall be prepared to: (1) Assume immediate control of incidents or accidents relating to the transportation of TCM **occurring** at or near **MTMC** installations until relieved by a representative of the service or agency responsible for the material as delineated in AR 75-15, Para 2-7; and (2) Respond to requests for administrative and logistical support for forces engaged in **accident/incident** control of TCM operations.

c. **Procedures**

(1) Procedures of AR 55-355 applicable to the wartime movement of nonchemical ammunitions and the **procedures** of AR 50-6 and AR 740-32 for surety material and hazardous substances shall be followed to the extent practicable. This includes procedures relating to:

- (a) Receipt and processing of CONUS movement requirements.
- (b) Determination of **port/vessel** requirements.
- (c) Transmission of transportation documentation.
- (d) Intransit monitoring and reporting.

(2) Procedures" unique to the movement of TCM or deserving of special emphasis are contained in appendices to this Annex as shown below.

TITLE
CONUS Movement Operations
CONUS Port Operations

APPENDIX
I
II

d. **Accident and Incident Control** Accidents or incidents involving shipment of TCM shall be reported and handled **I**AW AR 385-40, Accident Reporting and **Records**.

APPENDIX I (CONUS MOVEMENT OPERATIONS) TO ANNEX H (MILITARY TRAFFIC MANAGEMENT COMMAND (MTMC))

1. **PURPOSE** This Appendix describes those procedures unique **and/or** essential to the safe and responsive movement of TCM within CONUS under the conditions set forth in the basic annex.
2. **RESPONSIBILITIES** MTMC components responsible for implementation of this Appendix are:
 - a. Director of **Inland Traffic**.
 - b. Deputy Chief of Staff for Safety, Security, and Intelligence.
 - c. Chief, Command Operations Center.

3. EXECUTION

- a. Upon notification of pending or potential movement of TCM:
 - (1) Director of Inland Traffic **HOMTMC** shall make an assessment of the availability of commercial rail and motor assets approved to transport Classes A and B explosives at the shipping origins. This assessment shall be provided to the **HQMTMC** Operations Center within 4 hours.
 - (2) Deputy Chief of Staff for Safety, Security, and Intelligence, **HOMTMC** shall prepare to assist in obtaining waivers from federal safety regulations in the event these are required to ensure timely movements (e.g., **railcar** loading **restrictions**).
 - (3) Chief, Command Operations Center, **HOMTMC** shall keep the commander and staff elements advised of **all** National Command Authority decisions concerning deployment of TCM and recommend augmentation of **MTMC** Operations Center as required.
- b. Once the movement directive is issued, **AMCCOM** shall submit a request for routing or export release, as appropriate, **IAW** AR 55-355, Chapters 17 and 18. CONUS mode, source and routing determinations will be made **IAW** AR 55-355 and **MTMCR** 55-1, Chapter 4.
- c. Most **preferred** to least preferred modes areas follows:
 - (1) Military aircraft.
 - (2) Rail movements.
 - (a) Only **railcars certified** for Class **A** explosives shall be used.
 - (b) **TOFC/COFC** movement shall not be authorized.

(c) **Railcars** shall be assembled into special trains to permit expedited movement from each depot to seaport of embarkation (**SPOE**).

(d) **Railcars** shall be locked and **sealed** by consignor.

(e) Anneal surveillance shall be required.

(f) Train shall move straight through, making only necessary stops in isolated areas for crew changes and cargo inspection by the technical escort teams.

(g) Each train shall be accompanied by qualified technical escorts. Director, Inland Traffic will arrange for suitable rail equipment to support these personnel.

(h) If directed by HQDA, a pilot train shall precede each munitions train by approximately 15 minutes. This pilot train shall contain transportation units (locomotive, boxcar(s)) equal to or heavier than the heaviest unit in the munitions train.

(i) Possible additional equipment requirements (to be determined by **AMCCOM** and provided by **MTMC**) may include but are not limited to:

- buffer cars
- water tank cars
- decontaminant cars
- flat cars
- freight trucks and trailers with ramps
- **fire** trucks and ambulances
- crane with idler

(j) Director, Inland Traffic shall arrange with rail carriers for liability releases allowing government personnel to be on or about railroad property.

(3) Military Motor movements.

(a) Activate the Military Owned Vehicle program (**MOVVP**).

(b) Armed surveillance shall be required.

(c) Trucks/trailers **are** to be locked and sealed by consignor.

(d) . Technical escort personnel provided by **AMCCOM** shall accompany the shipment at all times.

(4) Commercial Motor movements.

(a) Only **carriers** approved to transport Classes A and B explosives for the Department of Defense shall be used (see **MTMCR 55-1**, Appendix B).

(b) **DD Form 626** (Motor Vehicle Inspection) shall be completed and distributed IAW **AR 55-355**, for each vehicle used.

- (c) Technical escort personnel shall accompany the shipment.
 - (d) Expedited service, cleared carriers and exclusive use of vehicles shall be provided as requested by AMC.
 - (e) Director, Inland Traffic shall arrange for any liability releases allowing government personnel to be on or about motor carrier property.
- d. In the event any shipment is delayed enroute for more than 6 hours, the consignee, consignor, and HQDA (**DAMO-SWC**) shall be notified by the fastest means available **IAW** AR 55-355, Para 33-22 and AR 50-6.

APPENDIX II (CONUS PORT OPERATIONS) TO ANNEX H (MILITARY TRAFFIC MANAGEMENT COMMAND (MTMC))

1. **PURPOSE** This Appendix describes procedures unique and/or essential to the movement of TCM through **CONUS** ocean terminals under the conditions set forth in the basic annex.

2. **RESPONSIBILITIES** MTMC components responsible for implementation of this Appendix are:

- a. Director of International Traffic.
- b. Commander, Military Ocean Terminal, Sumy Point (**MOTSU**).
- c. Commander, **MTMC** Eastern Area.
- d. **Commander, MTMC** Western Area.
- e. Chief, Command Operations Center.
- f. Deputy Chief of Staff for Safety, Security, and Intelligence.

3. **EXECUTION**

a. Upon notification of pending or potential movement of TCM:

(1) ~~Director of International Traffic, HOMTMC~~ shall:

Prepare a preliminary assessment on the capabilities of military ammunition terminals to receive and process TCM. This assessment shall be provided to the **HQMTMC** Operations Center within four hours.

Coordinate with **AMCCOM** to determine cargo origins, tonnages, availability dates, and priorities with relation to nonchemical ammunitions movements.

shall:

Obtain and evaluate an assessment on the capability of the ammunition terminals to handle the amount of TCM projected for shipment and any adjustments prior to cargo arrival.

Forward approval of port assessment to **HQMTMC** Operations Center within four **hours**.

(3) Chief, Command Operations Center, HOMTMC, with the assistance of functional directorates, shall:

Provide the Commander, **MTMC** with an assessment on the capabilities of the CONUS transportation system to support the potential movement. This assessment shall be provided within 5 hours.

Determine the requirement for augmentation at **MTMC**-controlled port facilities to support the projected movement and initiate appropriate action as required.

(4) Deputy Chief of Staff for Safety, Security, and Intelligence, HOMTMC shall:

Coordinate with **OHMT** and **USCG**, as appropriate, and with depots concerning hazardous materials transportation regulatory requirements.

Prepare, upon request from subordinate commands, to obtain waivers from **USCG** and other regulations pertaining to port operations as required to insure timely movement.

b. Once the movement directive is issued, **AMCCOM** shall submit a request for export release IAW AR 55-355, Chapter 18.

c. For movements through Naval Weapons Station (**NWS**) Earle, NJ, and Concord, CA, **MTMC** shall provide CONUS routing instructions and coordinate with Military Sealift Command for vessel arrangements. Handling of cargo within the perimeters of those facilities is a responsibility of the Department of Navy.

d. Movements through **MOTSU**, **NWS Earle** and **NWS Concord**:

(1) Port Commander is responsible for safety, security, and operational control of all personnel, conveyances, vessels, and cargo within the perimeters of the port facility.

(2) Port Commander shall coordinate with the local Coast Guard Captain of the Port on matters relating to waterfront and vessel security and safety, Class A loading permits, and explosive loading supervision.

(3) Port Commander shall arrange for all special handling gear required to ensure safe throughput of the cargo. For example:

- (a) Mobile cranes.
- (b) Air driven pumps/air compressors to pump out hull if necessary.
- (c) Battery for running lights, stem lights, and floating alarm system.
- (d) **Electric lift trucks.**

(4) Stow planning and preparation of cribs, decks, hatches, and holds [including sheathing) is the responsibility of the Port Commander.

(5) **Protective** clothing for use by stevedores shall be provided by DESCOM, as required.

(6) Loading **will** be IAW the provisions of 46 CFR, Part 146.29-100.

(7) Handling, loading, and stowage aboard vessels may be performed by contract labor. **FOR MOTSU ONLY:** In the event of local labor difficulties or **nonavailability** of sufficient contract labor, Commander, MOTSU will request force augmentation. This request shall be submitted (telephonically or electrically) to CDR **MTMCEA** and CDR **HQMTMC**. Director of Plans and Strategic Mobility, HQMTMC, shall take the request for action and coordinate through HQDA to obtain necessary augmentation.

(8) Upon receipt at the port, all cargo vehicles shall be inspected for leaking munitions and sorted out from non-cargo vehicles (e.g., guard cars, buffer cars). Any cargo vehicles containing leakers shall be moved clear of the cargo loading area, decontaminated, and resealed by TEU **personnel**.

(9) When required Port Commander shall arrange for the return of technical escorts, security personnel, and equipment and the release of military rail equipment upon completion of the mission.

(10) See Tab A for additional information on **non-MOTSU** activities.

**TAB A (INFORMATION FOR NON-MOTSU (TENANT) ACTIVITIES) TO
APPENDIX II (CONUS PORT OPERATIONS) TO ANNEX H (MILITARY
TRAFFIC MANAGEMENT COMMAND (MTMC))**

1. **PURPOSE** To establish for information purposes only, the logistic responsibilities and planning necessary in the preparation for and subsequent movement of chemical munitions through a military-controlled ammunition port facility.
2. **SCOPE** The provisions of this Tab apply to organizational elements, tenant activities, and, to the extent support is possible, outside agencies involved in the contingency.
3. **OBJECTIVES** An Installation's support element should provide all available supplies and equipment in support of this plan. Logistic support to outside agencies involved in this contingency should be provided, to the extent possible, on a case-by-case basis. This support may be extremely limited or nonexistent depending on the type of support being requested.
4. **POLICY**
 - a. Current logistic policies and directives apply unless modified herein or by subsequent directives.
 - b. Supporting military forces should be equipped at home station with accompanying supplies to the maximum extent possible.
 - c. Existing interservice, **interdepartment/agency** or **intraservice** support agreements should be used as necessary when the need exists. New support agreements should be arranged as required. All arrangements for exchange of support by interservice, **interdepartment/agency**, or **intraservice** support agreements should be documented in accordance with DoD 4000.19-M, AR 1-35.
 - d. Contracting support should be provided in accordance with Federal Acquisition Regulation (FAR) and Army Acquisition Regulation (**ADARS**) by in-house capabilities and/or the appointment of ordering officers as may be required. Consideration should be given to contracting for service **and/or** resources if like-military support would be more costly to provide or would be neither timely or responsive.
5. **PROCEDURES**
 - a. **Supply**
 - (1) Military forces in support of this contingency should deploy with only the minimum mission essential TOE, TDA, and individual equipment necessary to accomplish the mission.

(2) Accompanying Supplies

(a) Class I: Operational rations (MR.E), as required. Installation should coordinate with the food service contractor to arrange for extended operations of the mess facility, if requested. If required, the installation should contract for additional messing support on an as needed basis.

(b) Class II: Installation should provide to the extent possible on a case-by-case basis.

(c) Class III: Installation should provide diesel and MOGAS support as requested. Estimated fuel requirements should be provided by contingency forces as soon as practicable to insure continued availability of fuel.

(d) Class IV: None.

(e) Class V: None.

(f) Class VI: None.

(g) Class VII: Minimum essential to accomplish mission.

(h) Class VIII: Minimum essential to **accomplish** mission.

(i) Class IX: Minimum **essential** to support the density of equipment deployed.

(3) Units in support of this contingency should be prepared to request resupply through their normal supply channels to the extent possible. This particularly applies to contingency mission peculiar items.

b. Services

(1) Billeting

(a) Installation should have an administrative bivouac area that will be made available for supporting unit(s) use, equipped with running water, electricity, and **port-a-johns**.

(b) Motel space should be **available** in close proximity to the terminal. The Installation Contract Administration Officer could assist in coordination of these facilities during the contingency, if **required**.

(2) Food Service

(a) MREs should be utilized; type B and/or type A rations provided by the contingency commander.

(b) The Installation should coordinate with the **terminal** food service contractor for expanded messing requirements.

(c) If required, the Installation should contract for additional messing support on an as needed basis.

(3) **Laundry and Bath**

(a) Installation should provide laundry support.

(b) If required, a request for mobile bath facilities should be made by the Installation.

c. **Maintenance**

(1) Installation should provide limited shop facilities, depending on damage.

(2) Installation mechanics **should** provide limited *assistance* depending **on the** circumstances at the time of the contingency.

d. **Transportation**

(1) Installation should provide limited support for transportation requirements in and around the contingency area. If required, additional lease vehicles should be requested.

(2) **Air Movement**

(a) A helipad area should be made available.

(b) The area should be considered primarily a logistics **support/supply** landing area.

(3) **Surface Movement**

(a) Convoy movement should be executed IAW AR 55-29.

(b) The best surface route from the closest major support installation should be determined.

(c) Sufficient space should be available for a motor park area to be established.

(4) **Rail Movement**

(a) Rail access to Installation is provided by commercial railroad.

(b) Installation should provide security assistance as needed when **railcars** reach the area **and are** routed to the access line into the Installation.

e. Medical Support

- (1) Installation should **provide** *medical* facilities on full-time duty basis.
- (2) Any other nearby military facility should be requested to provide augmentation during this contingency.

f. Engineers

- (1) Coordination with the District Engineer for support should be effected on an as required basis through appropriate command channels.
- (2) All construction by contingency forces should be limited to wire **barriers**, portable **barricades** and sand bags except as approved by the Installation Commander.
- (3) Utilities:
 - (a) Electrical service should be provided by Installation. .
 - (b) **Potable water** should be provided by Installation.