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*USFK Reg 55-35

HEADQUARTERS
UNITED STATES FORCES, KOREA
UNIT #15237
APO AP 96205-0010

USFK Regulation
No. 55-35

11 June 1999

(Effective: 18 June 1999)
Transportation and Travel

WARTIME MOVEMENTS PROGRAM

SUPPLEMENTATION. Supplementation of this regulation and issuance of command and local forms by subordinate commands is prohibited without prior approval of HQ EUSA, ATTN: EAGD, (Trans), Unit #15236, APO AP 96205-0009.

MANAGEMENT CONTROL PROCEDURES. This regulation does not contain a management control checklist.

1. PURPOSE.

- a. Establish policies, procedures, and responsibilities pertaining to the United States Forces, Korea (USFK) Wartime Movements Program (WMP) in the Republic of Korea (ROK) during armistice, contingencies, or war to support the Combined Forces Command (CFC) contingency operations plans.
- b. Provide guidance for the preparation, collection, and review of known or anticipated personnel and materiel movement requirements exceeding organic unit transportation capability for a one-time movement.
- c. Establish the basis for committing the Combined Transportation Movement Center (CTMC) Common User Land Transportation (CULT) assets and resources to support a unit/activity's movement requirements during a contingency.

2. APPLICABILITY.

- a. This regulation applies to all United States (U.S.) commands, units, and activities that support CFC contingency operations plans. Movement requirements supporting evacuation, general defense plans, unit deployments and relocation, resupply programs, and other logistics plans are within the scope of this regulation.
- b. The WMP is not a substitute for supply distribution plans. The transition from armistice to war requires optimum use of transportation resources to move the increased volume of personnel and materiel. Transportation requirements to affect resupply lines published in the WMP do not constitute requisition or release authority for those supplies.

*This regulation supersedes USFK Reg 55-35, 22 March 1994.

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c. The WMP identifies and programs support for essential movement requirements exceeding organic and attached capability of the consignor.

d. This program is intended to support existing or programmed transportation movement requirements that can be defined in sufficient detail during the first 30 days of a contingency. Where sufficient planning data is available; movement requirements beyond the first 30 days may also be submitted. However, all WMP requirements will be submitted in accordance with (IAW) this regulation.

3. REFERENCES. The following are required publications:

a. CFC OPLAN 5027. Cited in paragraph 7f.

b. Combined Forces Command Logistics Policies and Procedures (LP&P) Guide. Cited in paragraphs 5c(5), 5d(7), and 7f.

c. USFK Reg 550-52 (Wartime Host Nation Support). Cited in the glossary.

d. TB 55-46-1 (Standard characteristics (Dimensions, Weight, and Cube) for Transportability of Military Vehicles and other Outsize/Oversize/Overweight Equipment). Cited in Appendix B.

4. EXPLANATION OF ABBREVIATIONS AND TERMS. Abbreviations and special terms used in this regulation are explained in the glossary.

5. RESPONSIBILITIES.

a. EUSA, G4 (Executive Agent for theater transportation) will--

(1) Develop policies and procedures for the USFK WMP.

(2) Provide necessary guidance and technical assistance to major subordinate commands (MSCs) to ensure consistency and correctness of Wartime Movement Requirements (WMR) submissions.

(3) Receive WMP requirements from U.S. MSCs and customer activities support CFC contingency operations plans.

(4) Annually, review and validate the consolidated U.S. WMR and submit to the ROK Defense Transportation Command (TRANSCOM) for inclusion in their Wartime Transportation Support Plan not later than (NLT) 31 May.

(5) Assign a control line number in the WMP to each WMR to facilitate activation.

(6) Enter WMR unit input into the automated program and provide copies of approved WMP requirements with control line number to the MSCs and 25th Transportation Battalion.

(7) Host two WMP Conferences each year during June and November.

(8) Maintain contact with U.S. Army Information System Software Development Center for updated versions of the Department of the Army Movements Management System - Movements Planning Module (DAMMS-MPM).

(9) Develop plans to exercise WMP during ROK/USFK major Command Post Exercises (CPX).

b. Commander, 25th Transportation Battalion, 19th TAACOM will--

(1) Receive copies of approved WMRs with control line numbers from EUSA G4 Transportation Division and distribute the copies to Regional Movement Control Teams (RMCT) and Movement Control Teams (MCT) for wartime planning.

(2) During exercises provide MCT personnel in the Korean Battle Simulation Center (KBSC) to simulate all contingency MCTs. Process WMRs as they are activated by units.

c. USFK, Major Subordinate Commanders will--

(1) Appoint a WMP Officer with responsibilities of managing and inspecting subordinate unit WMP.

(2) Provide guidance and assist subordinate units and supported staff activities in developing and maintaining its WMP requirements.

(3) Annually review, validate, consolidate and submit subordinate unit WMR to the EUSA, G4 Transportation Division.

(4) Consolidate movement requirements when feasible. Movement requirements originating from the same installation or general area with the same destinations, but different pick-up points, will be consolidated as one transportation requirement to ensure maximum use of vehicle cargo carrying capacity. Identify the different pick-up points in the remark section of the USFK Form 169 (Wartime Movements Program Requirements). A copy of USFK Form 169 is provided at the end of this regulation.

(5) During contingencies, prepare and forward reports to the CTMC as required by the CFC Logistics Policies and Procedures (LP&P) directives.

(6) Distribute copies of approved WMP line numbers to subordinate units.

d. Requesting units and staff agencies will--

(1) Determine and prioritize all contingency movement requirements when requesting transportation. Load must be greater than 2,000 lbs for weight, 480 cubic ft. or 10 personnel. Any cargo less than these figures are considered internal movement requirements. The MSCs are encouraged to consolidate to meet the minimum loads. Submit unit movement requirements on USFK Form 169, through the MSC or staff channels, as appropriate, to EUSA, G4 Transportation Division.

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(2) Receive copies of approved WMR with control line number from their higher commands for contingency execution.

(3) Contact the servicing MCT to activate on-call line numbers for movement requirement execution. See appendix A for armistice phone numbers. During contingencies call 25th Transportation for number verification.

(4) Ensure cargo is ready for shipment with proper packing, marking, and documentation and that necessary manpower, dunnage and tie-down materiel are available. Dunnage and tie-down material should be identified for planning purposes.

(5) Ensure materiel handling equipment (MHE) is available at the time of movement. The MHE requirements should be identified for planning purposes.

(6) Upload and download WMP assets promptly. These operators and assets will have follow-on missions and cannot be retained.

(7) Notify the local MCT of transport arrival and departure IAW movement procedures outlined in the CFC LP&P.

(8) Ensure that unit point of contact (POC) information is updated quarterly.

6. CONCEPT OF WMP.

a. Each WMR will be assigned a control line number by the EUSA, G4 Transportation Division before inclusion in the WMP. The control line number will be used to activate transportation assets to support the movement requirement.

b. Based on the date on which transportation support is requested, the unit requiring line number activation will contact the servicing area MCT two days (48 hrs) in advance of scheduled movement date to confirm that requested transportation support is still valid.

c. The servicing area MCT will validate the WMP control line number and relay it to the Combined Movement Control Center (CMCC) for execution. The CMCC will attempt to fulfill the requirement with any available ROK Army transportation assets. If the CMCC cannot fulfill the requirement, it sends the request to the CTMC. Based upon assets available to the CMCC or CTMC, the following information will be provided through the MCT to the requesting unit:

(1) Type and quantity of vehicles to be provided.

(2) Estimated arrival time of transportation assets.

(3) Special instructions, or changes as applicable.

d. Transportation support required prior to ROK mobilization will be supported under contingency contract procedures (see glossary, Contingency Contracting).

7. PROCEDURES.

a. Units will review, update, and submit their WMP requirements on an annual basis NLT 31 January. The WMRs will be submitted on USFK Form 169, through their MSC, to the EUSA, G4 Transportation Division.

b. When unit revalidation has resulted in no changes required, the MSC will submit a memorandum indicating that line number(s) require(s) no change. The date of the memorandum will become the new effective date of the line number(s) in question. Failure to revalidate movement requirements may result in the deletion of the requirement(s).

c. The WMP transportation support will be requested only for those requirements that exceed the unit's organic and attached capability, to include allocated host nation mobilized commercial vehicles.

d. Each level of command will validate requirements to ensure accuracy and completeness. The USFK MSCs will consolidate, validate, and submit movement requirements for all subordinate units and supported staff activities.

e. Transportation resources will not be reserved in anticipation of unprogramed movement requirements.

f. Movements are based according to the priorities found in CFC LP&P and CFC OPLAN 5027 or as identified by C/J/G3.

g. Assets used for the WMP are primarily highway and rail. The MCT, CMCC, or CTMC may change the transportation mode based upon the tactical situation or asset availability at the time the requirement is activated.

h. Security classification of documents.

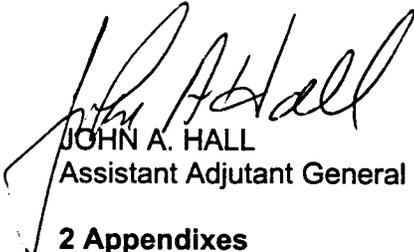
(1) The WMP requirement submissions will be classified SECRET-RELROK.

(2) Data provided must be releasable to U.S. and ROK forces as all WMRs will be processed by ROK and USFK personnel assigned to the CTMC.

Users are invited to send comments and suggested improvements on DA Form 2028 (Recommended Changes to Publications and Blank Forms) to the Commander, EUSA, ATTN: G4 Trans, Land Movements Branch, Unit #15236, APO AP 96205-0009.

FOR THE COMMANDER:

OFFICIAL:
DANIEL J. PETROSKY
Lieutenant General, USA
Chief of Staff



JOHN A. HALL
Assistant Adjutant General

2 Appendixes

- A. 25th Transportation Battalion Movement Control Teams (MCTs)
- B. Instructions for Completion of USFK Form 169

Glossary

DISTRIBUTION:
A (1 Copy each)

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- 10 - Cdr, 25th Trans Bn
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- 2 - CofS, ROKA
- 2 - ROK Defense TRANSCOM
- 2 - Cdr, Korean Service Bn
- 2 - Cdr, I Corps
- 2 - Cdr, III Corps
- 2 - Cdr, DEOK
- 2 - JTF NEO
- 2 - Cdr, AMC FE
- 2 - USACCK
- 8 - EAIM-R-PM (Editing)
- 30 - PPCK

APPENDIX A

25TH TRANSPORTATION BATTALION MOVEMENT CONTROL TEAMS (MCT)

<u>ARMISTICE</u>	<u>LOCATION</u>	<u>PHONE</u>
1. HQs, 1 st Regional Movement Control Team (RMCT) APO AP 96205-0037	Yongsan, Seoul Seoul Train Station	723-8341 Comm: 02-7913-8431 Fax: 723-3122

1st Regional Movement Control Team's Subordinate MCTs

MCT Chunchon, APO AP 96208	Chunchon, Camp Page Bldg T308	721-5314/5643 Comm: 0361-259- 5314/5643 Fax: 721-5637
MCT Pyongtaek ATTN: NCOIC APO AP 96271	CP Humphreys Supply Point 52 Bldg T605	753-3290/3291 Comm: 0333- 690-3290/3291 Fax: 753-6633
MCT Seoul, APO AP 96205	Yongsan, Seoul (Seoul Train Station)	723-6896/6623 Comm: 02-7913- 8341/6623/6896 Fax: 723-3120
MCT Tongduchon, APO AP 96224	Tongduchon, Camp Casey Bldg T1521	730-3064/3065 Comm: 0351- 869-3064 Fax: 730-3086
MCT Uijongbu, APO AP 96358	Uijongbu, Camp Red Cloud Bldg T505	732-6243/7262 Comm: 0351- 890-6243 Fax: 732-6430

NOTE: During Contingencies 25TH Trans Bn S/3 and several of the MCTs will relocate to wartime positions. Tactical phone numbers and DSN numbers will be distributed through official channels.

<u>ARMISTICE</u>	<u>LOCATION</u>	<u>PHONE</u>
2. HQs, 2nd Regional Movement Control Team APO AP 96218-0037	CP Henry, Taegu Bldg 1208	764-3931/3917 Comm: 053-470- 3931/3917 Fax: 764-7125

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Second Regional Movement Control Team's Subordinate MCTs

MCT Kunsan APO AP 96264	Kunsan Air Base Bldg 547	782-4710/4135 Comm: 0654- 782-4135/4710 Fax: 782-4941
MCT Pusan APO AP 96259	Pusan, Camp Hialeah Bldg S510	763-7133/3832 Comm: 051-801 7133/3832/3712 Fax: 763-7125
MCT Taegu APO AP 96212	Taegu, Camp Henry Bldg 1102	768-7190/7191 Comm: 053-470- 7190/7191 Fax: 768-7215 KNR 768-7290
MCT Waegwan APO AP 96460	Waegwan, KNR Station	765-8657/8502 Comm: 054-970- 8232/8657/8451 Fax: 765-7343

NOTE: During Contingencies 25TH Trans Bn S/3 and several of the MCTs will relocate to wartime positions. Tactical phone numbers and DSN numbers will be distributed through official channels.

APPENDIX B**INSTRUCTIONS FOR COMPLETION OF USFK FORM 169****B-1. GENERAL INSTRUCTIONS:**

- a. The guidance for the use of this form is provided in paragraph 2, Applicability, of this regulation or as requirements change.
- b. This form is submitted annually, NLT 31 January or at the time new requirements or significant changes develop, through the MSC to EUSA, G4 Transportation. The MSCs are highly encouraged to establish their own suspense to meet the EUSA suspense.
- c. Use this form for all highway and rail movement requirements. Mode, however, is dependent on tactical conditions at the time requirement is activated.
- d. Units will submit the original of the completed form to their MSC for consolidation and subsequent submission to EUSA, G4 Transportation Division.

B-2. SECURITY CLASSIFICATION OF DOCUMENTS. The WMP requirements submissions (USFK Form 169) will be classified SECRET-RELROK.

B-3. COMPLETION OF THE FORM.

a. The form is automated for computer input. Data submitted will conform to the blocks provided on USFK Form 169. For manual submission of the form, data entries will be in block form or typed--DO NOT USE PENCIL. WHEN ENTERING NUMERICS (e.g., weight, number of passengers, etc.), BLOCKS WILL BE FILLED FROM RIGHT TO LEFT AND ZERO FILLED to the left of the last number. All alphanumeric data elements (e.g., 121st General Hospital) will be filled from the left. For manual entries, zeros will be slashed and ones underlined.

b. The following guidance is key to successfully completing USFK Form 169.

(1) TRANSACTION CODE. Select one of the following and enter at (1):

(a) A = ADDITION -- this code is used for all new requests. All data fields will be completed as appropriate.

(b) C = CHANGE -- this code is used to update a line number that already exists in the WMP. Item (1)-(4) is mandatory. Complete other data elements as necessary.

(c) D = DELETE -- this code will cause a line number to be deleted in its entirety, care should be taken in its use. Mandatory fields are (1)-(4).

(2) CONTROL LINE NUMBER. Assignment of the control line number by EUSA, G4 Transportation validates the requirement. This line number will be used to activate the movement requirement during a contingency.

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(3) **DATE.** This entry reflects the date (e.g., day, month, and year - entered as DDMMYY) of submission of the requirement. This same date will appear on the computer output of the WMP to indicate the last update to the control line number.

(4) **REQUESTING UNIT.**

(a) **DESIGNATION** -- name of the activity requesting support (abbreviate as appropriate-- using officially approved abbreviations).

(b) **LOCATION** -- physical location within the ROK.

(5) **CONSIGNOR** -- the individual, unit or activity that originates a shipment of freight.

(a) **DESIGNATION** -- name of the activity to be moved.

(b) **DODAAC** -- six position official DOD activity address code of the consignor.

(c) **LOCATION** -- physical location of the consignor, to include camp, base, or post.

(d) **10 DIGIT GRID COORDINATE** -- 10 digit grid map coordinate, made up of 2 alpha and 10 numeric characters that identifies location of the consignor.

(e) **POINT OF CONTACT** -- WILL NOT be identified by name, but WILL be identified by position; for example, operations officer, supply sergeant, etc.

(f) **PHONE NUMBER** -- military telephone number where the POC can be contacted. When a civilian telephone number is available, place it in the "remarks" section (21), and identify accordingly; for example, item (5) -- commercial phone: 123-456-7890.

(g) **BUILDING NUMBER** -- building number of unit cargo or personnel to be moved.

(6) **CONSIGNEE** -- the individual or unit receiving the freight.

(a) **DESIGNATION** -- name of the activity to receive cargo and personnel identified. It is possible this unit will be the same as the consignor.

(b) **DODAAC** -- six position DOD activity address code assigned to the gaining unit.

(c) **LOCATION** -- physical location of where cargo or personnel should be delivered.

(d) **10 DIGIT GRID COORDINATE** -- 10 digit grid map coordinate, made up of 2 alpha and numeric characters that identifies location of the consignee.

(e) **POINT OF CONTACT** -- will identify position of the person assigned to coordinate receipt of cargo or personnel and WILL NOT reflect an individual by name.

(f) PHONE NUMBER -- military telephone number of POC (for example, 296-9876). When a commercial telephone number is available, reflect it in the remarks (block 21), for example -- Commercial phone: 123-456-7890.

(g) BUILDING NUMBER -- building number of unit to receive the shipment.

(7) MOVEMENT DATA.

(a) PICKUP DATE -- desired date for pickup of cargo or passengers. Reflect this date by "D-Day." If unknown, an estimate WILL BE PROVIDED, as this field is mandatory.

(b) REQUIRED DELIVERY DATE (RDD) -- required delivery date to the consignee. Identify this date in the same manner as outlined above for pickup date. As this date is mandatory, complete this block with an estimated date if actual date is unknown.

(8) MODE OF TRANSPORTATION. The following alpha code will be used to describe desired transportation mode. Enter the appropriate code in (8).

(a) C = Highway

(b) R = Rail

(9) NET EXPLOSIVE WEIGHT (NEW). Net explosive weight expressed in pounds.

(10) U.S. MCT DODAAC. Activity address code of the U.S. MCT serving the consignor (origin) and the consignee (destination). Codes are as follows:

(a) MCT Chunchon	CHN000
(b) MCT Kunsan	KSN000
(c) MCT Pusan	PSN000
(d) MCT Pyongtaek	PTK000
(e) MCT Seoul	SEL000
(f) MCT Taegu	TGU000
(g) MCT Tongduchon	TDC000
(h) MCT Uijongbu	UJB000
(i) MCT Waegwan	WGN000

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(11) **CARGO TOTAL GALLONS.** Completion of this data element is mandatory when movement of liquid cargo is anticipated. Entry will be from right to left, and all figures will be rounded to the nearest whole number. If there are no liquid cargo, leave entry blocks blank.

(12) **CARGO TOTAL POUNDS.** This field is mandatory. Weight will be reflected as **POUNDS OF ALL CARGO TO BE TRANSPORTED** under a given line number. All entries will be rounded up to the nearest hundred pounds and will be entered from right to left. (e.g. 2,965 LBS will be written 003000, or 3,038 LBS will be written as 003000).

(13) **TOTAL CUBIC FEET.** Combined cubic feet of all cargo to be moved under the requested line number. Derive the total cubic feet of each line item (15) by multiplying the quantity (17) by the cube (20) to produce a subtotal. This subtotal will then be added for all items in (20) to equal total cubic feet (13). Cargo total cube (13) is mandatory when cargo is to be moved.

(14) PASSENGER (PAX) DATA.

(a) **PAX BAGGAGE TOTAL POUNDS** -- weight in pounds of all baggage to be moved with the total passengers identified in subparagraph (14)(b) multiplied by 66. This figure will be rounded to the nearest whole number and will be entered from right to left, for example, 01600. **NOTE:** The standard total passenger weight per day of one passenger's baggage equals 66 pounds.

(b) **TOTAL PAX** -- number of passengers to be moved to a contingency or wartime location. This field is mandatory when requesting movement of passengers. Transportation requests must be 10 or more passengers to constitute a WMP personnel movement.

(c) **NUMBER OF PAX PER DAY** -- where large numbers of passengers are to be moved throughout two or more days. The unit will determine the number to be moved daily. Special instructions or guidance regarding movement of the passengers will be identified in the remarks block along with the item number.

(15) **ITEM NO.** Each form provides for the entry of different types of cargo to be transported from a given location. The consignor also has the flexibility to later provide the origin MCT with alternate or revised movement instructions for specific item numbers under a given line number.

(16) **DESCRIPTION OF CARGO AND CLASS OF SUPPLY.** Mission essential cargo to be moved will be identified in clear, easy-to-understand terms. Provide description model and line index number of equipment IAW appropriate/applicable service regulations (Army reference is TB 55-46-1). Where available, the class of supply also will be provided. Consolidate where possible. Where consolidation obscures identity of specific items (for example, field furniture), these should be identified in (21) -- example: (16) item 1, field desks, field chairs, folding field tables.

(17) **QUANTITY OF SHIPMENT.** This identifies exact numbers of an identified shipment to be transported (e.g., 20 each field cots loose, 3 manual typewriters loose, 3 boxes, 4 containers, and so on).

(18) SHIPMENT CONFIGURATION. Identify configuration of items to be moved (e.g., 20 ft. container, 463L pallet, commercial pallet, break bulk, skid, crate, and so on). Abbreviate as necessary.

(19) DIMENSIONS (LENGTH, WIDTH, HEIGHT, AND WEIGHT). All dimension characteristics will be identified in inches and pounds per piece; e.g., 008 inches X 026 inches X 100 inches, 459 pounds. Description of line item is for one (1) piece. (Round up or down as necessary. Decimal points WILL NOT be entered.) When added together, all weights listed in this item will equal total weight identified at (12). For example, QUANTITY in subparagraph (17) above times the weight of a single item added with line items 1 through 5 equals the total for (12) above, CARGO TOTAL POUNDS.

(20) CUBE. Provide cubic feet for each line item. This figure should not be confused with total cubic feet (13). Cubic feet are taken by multiplying length, times width, times height of one piece. This figure is then divided by 1,728 to equal cubic feet of one piece. When all cube totals multiplied by (17) are added, this total will equal grand total cubic feet (13). For example, (16) is a generator, Class VII; (17) quantity = 0005; (18) 463L pallet; dimensions = (19) 108Lx88Wx66H inches divided by 1,728 = (20) 363 cubic feet X 5 = 1815 (13).

(21) REMARKS. Use to clarify any specific areas where space provides more detailed description of requirement. Item number should precede clarification. Do not use this section to request specific types of transportation equipment. If, however, peculiar characteristics of an item to be moved prevent use of conventional means of transportation, the item to be moved should be identified in such a manner as to ensure proper asset determination.

GLOSSARY**Section I. ABBREVIATIONS**

AMC	Air Mobility Command
CFC	Combined Forces Command
CMCC	Combined Movements Control Center
CPX	Command Post Exercise
CTMC	Combined Transportation Movements Center
CULT	Common User Land Transportation
DAMMS-MPM	Department of the Army Movements Management System – Movement Planning Module
DODAAC	Department of Defense Activity Address Code
EUSA	Eighth United States Army
KNR	Korean National Railroad
LP&P	Logistics Policies and Procedures
MCT	Movement Control Team
MHE	Materiel Handling Equipment
MND	Ministry of National Defense
MSC	Major Subordinate Command(s)
MTMC	Military Traffic Management Command
NEW	Net Explosive Weight
PCC	Pre-planned Contingency Contracts
PMCT	Port Movement Control Team
RDD	Required Delivery Date
RMCT	Regional Movement Control Team

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ROK	Republic of Korea
TRANSCOM	Transportation Command
USACCK	U.S. Army Contracting Command-Korea
USFK	United States Forces Korea
WCC	Wartime Critical Contracts
WHNS	Wartime Host Nation Support
WMP	Wartime Movements Program
WMR	Wartime Movements Requirements

Section II. TERMS

Combined Movement Control Center (CMCC). The ROK Army transportation and U.S. movement control elements that coordinate transportation and movement control in designated geographic sectors. This is the first level of combined movement control. There are a total of four such elements in the ROK. Each CMCC operates subordinate movement control teams that receive and process transportation requests and execute movement control.

Combined Transportation Movements Center (CTMC). A combined ROK Transportation Command and U.S. Combined Logistics Coordinating Agency operating as a Theater Movement Center under the staff supervision of the CFC, C4. It is the CFC's transportation planning, coordinating, and management element to support military operations in Korea. This includes management of all common-user land transportation assets within the communications zone. The CTMC manages military intratheater transportation operations within the theater. It also establishes priority for the use of mobilized commercial and government transportation assets allocated by the ROK Government.

Common-User Land Transportation (CULT). Transportation resources allocated to and managed by the CTMC. Transportation assets include ROK and U.S. military units, commercial vehicles under contract, ROK mobilized commercial and government vehicles, and the Korean National Railroad.

Consignee. The individual or unit receiving the freight.

Consignor. The individual, unit or activity that originates a shipment of freight.

Contingency Contracting. Contract required in preparation for or continuance during contingencies. Contingency contracts consist of two categories: Wartime Critical Contracts (WCC) and Pre-planned Contingency Contracts (PCC). The WCC are any current contract (Armistice) required to continue during contingencies. The PCC are contracts not needed during Armistice, but are necessary in preparation or during a contingency. Unit notifies the

U.S. Army Contracting Command-Korea (USACCK) to activate PCC. Both WCC and PCC need approval from the ROK Ministry of National Defense (MND) and would be exempt from ROK mobilization.

Control line number. A number assigned to a WMR identifying a movement requirement of the WMP. The control line number will be used by units to activate requirements.

Highway regulation. The function of planning, routing, and scheduling for the actual use of highways by both vehicles and dismounted personnel in order to use highway transportation facilities and equipment most effectively in meeting operational requirements.

Logistics Policies and Procedures Guide. A directive providing overall logistics guidance for rapid transition from an armistice to a wartime logistics readiness posture.

Movement Control. The planning, routing, scheduling, and control of personnel and supply movements over lines of communication.

Movement Control Team (MCT). A field element of the U.S. Transportation Movements Region responsible for local coordination and assistance in completing cargo and personnel movement. The MCT will receive requests from US units and activities to activate WMP control line numbers. The MCT will receive unprogrammed transportation requests from units.

Port Movement Control Team (PMCT). Controlled by the 25th Transportation Battalion, they serve as the USFK representative at aerial and seaports. Acts as a liaison between the USFK and the Air Mobility Command (AMC) or Military Traffic Management Command (MTMC) coordinating the acceptance of USFK cargo for air or sea movements. Coordinates onward movements and ensures the safe and orderly flow of cargo into and out of aerial and seaports.

Wartime Host Nation Support (WHNS). Mobilized ROK commercial vehicles attached to requesting U.S. units or activities during a contingency IAW USFK Reg 550-52. Host nation support also may include loading, transloading, and unloading transport conveyances (for example, MHE). This support, controlled by the ROK Government, is made available through the WHNS Program. These vehicles augment a commander's organic transportation capability.

Wartime Movements Program (WMP). Designed to provide early identification by commanders of movement requirements beyond organic and attached transportation capability during a contingency executed IAW movement priorities designated by the CFC CINC.

Wartime Movements Requirement (WMR). A requirement under the WMP for the movement of supplies, equipment, and personnel beyond organic and attached unit transportation capability during contingencies or wartime.

