

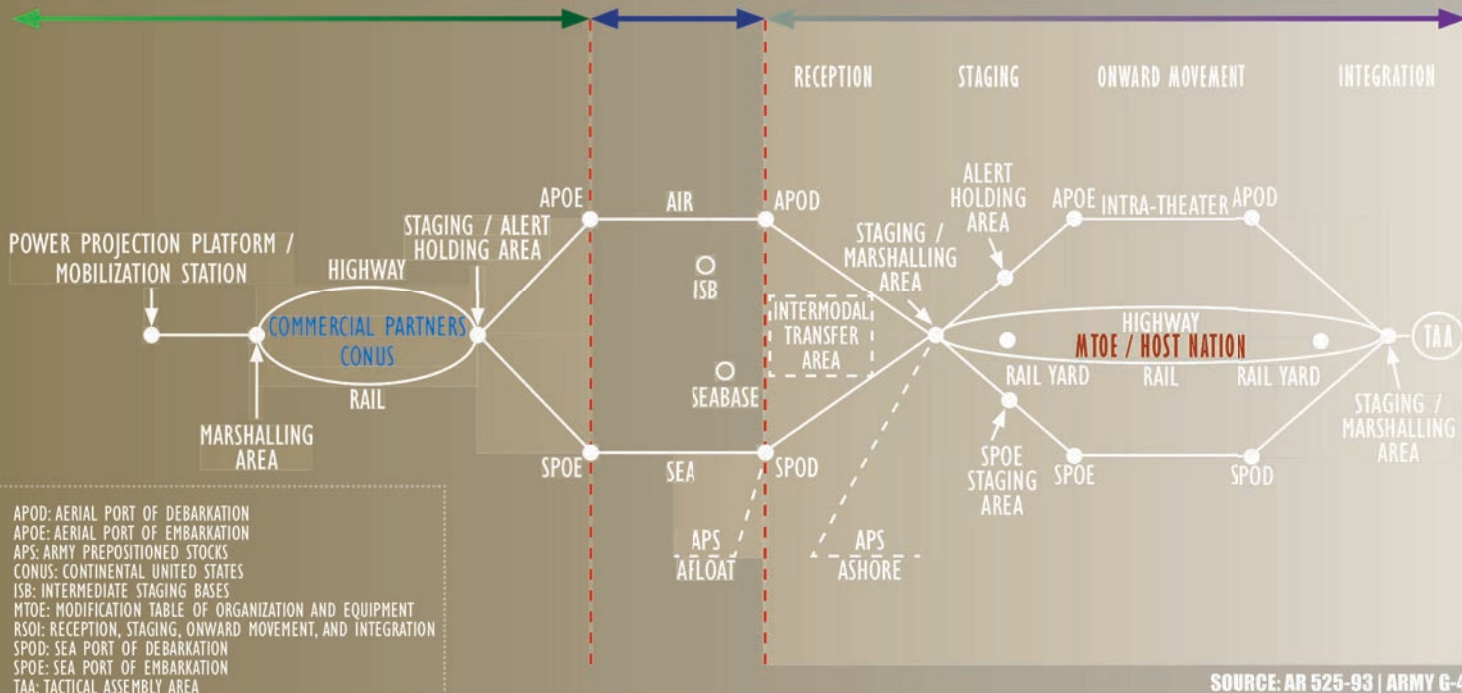


PRE-DEPLOYMENT ACTIVITIES

FORT TO PORT

PORT TO PORT

PORT TO DESTINATION (RSOI) ACTIVITIES



**MISSION COMMAND**

COMMUNICATIONS — ENSURE SUFFICIENT SECURE COMMUNICATIONS ARE IN PLACE AT EACH NODE IN THE DEPLOYMENT PROCESS (SPOD, APOD, RAILHEADS, ETC) TO ENABLE MISSION COMMAND AND REPORTING THROUGHOUT THE RSOI PROCESS.

PLANNING — CLEARLY DEFINE EACH STEP OF RSOI. BE EXPLICIT IN WHAT DEFINES WHEN RECEPTION, STAGING, ONWARD MOVEMENT AND INTEGRATION BEGIN AND END. THIS WILL ENSURE SHARED UNDERSTANDING AND ASSIST THE DEPLOYING UNIT IN IDENTIFYING WHERE THEY NEED TO FOCUS THEIR PLANNING AND PREPARATION EFFORTS.

UNITY OF EFFORT AND UNITY OF COMMAND — ENSURE THERE IS A SINGLE COMMAND IN CHARGE, ONE HEADQUARTERS RECEIVING AND PREPARING STATUS REPORTS THAT ARE DISSEMINATED TO EVERYONE INVOLVED IN THE OPERATION.

MOVEMENT AND MANUEVER

OPERATIONAL FOCUS — ENSURE DEPLOYMENTS AND REDEPLOYMENTS ARE TREATED AS OPERATIONS AND THAT THE ENTIRE UNIT REMAINS FOCUSED ON THE MISSION.

PRIORITIZATION AND FORCE FLOW — EVERY MANEUVER ELEMENT THAT REACHES ITS INTEGRATION LOCATION MUST HAVE SUSTAINMENT ASSETS ON GROUND OR ARRIVING IMMEDIATELY FOLLOWING, TO SUPPORT THEM.

HOST NATION INTERFACE — PROVIDE OPERATOR TRAINING FOR CONTRACTED STEVEDORES AT BOTH SPOE AND SPOD TO MINIMIZE DAMAGE TO EQUIPMENT BY UNTRAINED OPERATORS.

SUSTAINMENT

DISTRIBUTION — ENSURE INTERIM DISTRIBUTION SYSTEM/SUPPORT NETWORK IS ESTABLISHED WHILE BUILDING COMBAT POWER DURING RSOI, UNTIL ASSIGNED BSB CAN RECEIVE INTERNAL EQUIPMENT AND BEGIN EXECUTING.

REQUIREMENTS — ENSURE CUSTOMS CLEARANCE OFFICERS; FIELD ORDERING OFFICER (FOO) AND PAY AGENT (PA) PAPERWORK AND TRAINING; THE INSTALLATION SUPPORT MODULE-CENTRAL ISSUE FACILITY (ISM-CIF); GOVERNMENT PURCHASE CARD (GPC); ETC, ARE CLEARLY DEFINED, CODIFIED IN SOPS, PUBLISHED TO INCOMING UNITS, AND ENFORCED TO THE SAME STANDARD ACROSS THE THEATER.

TRANSPORTATION FACTORS — DIMENSIONAL DATA ARE CRITICAL. UNDERSTAND COMMON RESTRICTIONS WITHIN THE THEATER; FOR EQUIPMENT THAT MUST BE LINE HAULED, EQUIPMENT THAT CANNOT BE MOVED VIA RAIL, AND STACK HEIGHT LIMITS. THESE SHOULD BE IDENTIFIED PRIOR TO COMPLETING RAIL PLANNING, 90 DAYS BEFORE DEPLOYMENT, WHILE STILL AT HOME STATION.

BLOCKING AND BRACING — ENSURE REQUIRED TOOLS AND EQUIPMENT ARE ON HAND AT BOTH ENDS OF RAIL OPERATIONS, ENFORCE PROPER ACCOUNTABILITY, CONDUCT TRAINING BEFORE EXECUTION OF EACH SUBSEQUENT RAIL OPERATION, ENSURE SUFFICIENT STOCKS ARE AVAILABLE IN THEATER TO SUPPORT PLANNED OPERATIONS. ENGAGE WITH SENIOR RAIL OFFICIALS IN ALL COUNTRIES BEING TRANSITTED TO GAIN COMMON UNDERSTANDING REGARDING BLOCKING AND BRACING STANDARDS, AND ESTABLISH COMMON STANDARD ENFORCED BY ALL RAIL PERSONNEL.

INTEROPERABILITY — IF RSOI WILL BE CONDUCTED IN CONTACT, IT IS IMPERATIVE THAT INTEROPERABILITY INFORMATION RESIDENT IN THE SUPPORTED ASCC OR SERVICING TSC STAFF BE PROVIDED TO INCOMING UNITS. (E.G. — FUEL DIFFERENCES, RECOVERY ASSETS, AMMUNITION, AND CAPABILITIES OF PARTNER NATIONS).