

**551-88N-1013**  
**Prepare a Transportation Movement Release (TMR)**  
**Status: Approved**

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**Security Classification: U** - Unclassified

**Distribution Restriction:** Approved for public release; distribution is unlimited.

**Destruction Notice:** None

**Foreign Disclosure: FD1** - This training product has been reviewed by the training developers in coordination with the Fort Lee, VA foreign disclosure officer. This training product can be used to instruct international military students from all approved countries without restrictions.

**Conditions:** In an operational environment, required to prepare a TMR, given ATP 4-16 and a movement order that specifies a movement request and directs the use of a transportation asset through movement control channels. This task should not be trained in MOPP 4.

**Standards:** Prepare a transportation movement release (TMR) document with a given movement order that requires different modes of transportation assets. Verify the capabilities of the consignee to receive the shipment and serves as the unique identifier of movement requirements in accordance with ATP 4-16. All TMR's will be completed with 100% accuracy and zero losses of equipment, while utilizing the GO & NO GO criteria.

**Special Conditions:** None

**Safety Risk:** Low

**MOPP 4:** Never

**Task Statements**

**Cue:** None

**DANGER**

None

**WARNING**

None

**CAUTION**

None

**Remarks:** None

**Notes:** None

## Performance Steps

1. Determine the most appropriate mode of transportation.

- a. Consider a variety of factors to determine the most effective and efficient means to fill movement requirements. These factors include:
  - b. Allocated transportation assets. The availability status of the mode operator's transportation assets must be a factor in determining which mode and which organization can execute the mission.
  - c. Priorities. Provide service according to the command priorities for movement and support.
  - d. Security. Consider security requirements for shipments involving hazardous or sensitive cargo. This may require cargo to be guarded or that the movement is conducted at night, by air, or by any other means to safeguard the cargo
  - e. Backhaul. Identifying the availability of cargo for transport on return missions is an important planning consideration to maximize vehicle usage.
  - f. Political. Consider if there is any political sensitivity to materiel being shipped. This may require movement at night, by air, or other means.
  - g. Tactical. Depending on the type of military operation or phase, the environment can be extremely fluid and non static. Coordinate with the requesting and destination units to determine potential changes in pickup or delivery locations.
  - h. Routes. Rerouting may be required if there are changes to route classifications, the distribution pattern, or one of the other factors dictates a change.
  - i. Rail movement. This mode is suitable for bulk and high tonnage cargo for delivery along the rail line and where transloading can be accomplished with material handling equipment (MHE) and container handling equipment (CHE).
  - j. Air movement. Use of aircraft as a delivery mode is constrained to the air assets allocated for logistics support to the MCB. Transportation to move the cargo to and from the airfield or landing zone must be planned for.
  - k. Water movement. This mode is suitable for bulk and high tonnage cargo for locations along the waterway. Use is limited by the availability of Army watercraft allocated to the MCB. Transportation to move the cargo to and from the water terminal or water ramps must be planned for.
  - l. HN and commercial assets. Use is limited to those modes and assets provided by the host country or available through commercial contract. HN support is coordinated by the G5 or units having a HNS coordinating mission. The HN or a commercial contractor may not have the authority to move certain military cargo or may be limited to the geographical areas within a theater. Security of the commercial or HN transportation assets must be considered as well. Contractor identities will be vetted (using biometric capabilities) for locally employed personnel and other trusted positions

2. Prepare a TMR.

# Transportation Movement Release

Home > Logistics > Movement Mgmt >

Search TMR | Reports | Add Simple MR | Shipment Unit | Asset Forecasting | Archive Reports | Mgmt Sequence No

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Add TMR

TMR No: \_\_\_\_\_ MR No: \_\_\_\_\_ TMR Status: Pending

Type:  Priority:  Requestor Organization:

Requestor Phone No:  Requestor POC:  User ID: lct571

DTG Sent to Mode: \_\_\_\_\_ Requestor UIC:  ULN:

Plan Name: \_\_\_\_\_ Movement Credit No: \_\_\_\_\_ Exercise Name: \_\_\_\_\_

Project Code: \_\_\_\_\_ ACA No: \_\_\_\_\_ Prime TCR: \_\_\_\_\_

Freight Warrant No: \_\_\_\_\_ Fund Cte: \_\_\_\_\_

Export Traffic Release No: \_\_\_\_\_ Controlled Move:

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Mode

Mode	Asset Type	Quantity
Mode Method: <input type="text"/>	<input type="text"/>	<input type="text"/>
Mode Unit: <input type="text"/>	<input type="text"/>	<input type="text"/>
Commercial Carrier: <input type="text"/>	<input type="text"/>	<input type="text"/>
	<input type="text"/>	<input type="text"/>
	<input type="text"/>	<input type="text"/>
	<input type="text"/>	<input type="text"/>

- a. Determine TMR number.
- b. Requested Spot Date and Time.
- c. Load Date.
- d. Pull Date.
- e. Information Mode Information.
- f. Origin Pick-Up Locations.
- g. Origin Cargo.
- h. Origin Passengers.
- i. Delivery Locations.
- j. Destination Cargo.
- k. Destination Passengers.

- I. Intermodal Assets.
- m. Container Information.
- n. Movement Release Remarks.

3. Verify TMR Data.

(Asterisks indicates a leader performance step.)

**Evaluation Guidance:** Score the Soldier a GO if all performance measures are correctly completed/pass (P). Score the Soldier a NO-GO if any of the performance measures are missed or incorrectly performed/fail (F).

**Evaluation Preparation:** Test this task in with applicable training material. Ensure Soldier understands why this task is important to support the overall training objective.

Setup: Test this task in in accordance with prescribed references or Technical Manual (TM).

Brief Soldier: Tell the Soldiers adhere to all Safety precautions when performing the task listed.

Note: Ensure that all required equipment to perform this task is available.

PERFORMANCE MEASURES	GO	NO-GO	N/A
1. Determined the most appropriate mode of transportation.			
2. Prepared a TMR.			
3. Verified TMR Data.			

**Supporting Reference(s):**

Step Number	Reference ID	Reference Name	Required	Primary	Source Information
	ATP 4-16	MOVEMENT CONTROL	Yes	Yes	
	DOD 4500.9-R Part II	Defense Transportation Regulation, Part II, Cargo Movement	Yes	No	
	FM 3-0	Operations (This item is published w/Basic incl change 1)	Yes	No	
	FM 4-0	Sustainment Operations	Yes	No	

**TADSS :** None

**Equipment Items (LIN):** None

**Materiel Items (NSN) :**

Step ID	NSN	LIN	Title	Qty
No materiel items specified				

**Environment:** Environmental protection is not just the law but the right thing to do. It is a continual process and starts with deliberate planning. Always be alert to ways to protect our environment during training and missions. In doing so, you will contribute to the sustainment of our training resources while protecting people and the environment from harmful effects. Refer to the current Environmental Considerations manual and the current GTA Environmental-related Risk Assessment card.

**Safety:** In a training environment, leaders must perform a risk assessment in accordance with current Risk Management Doctrine. Leaders will complete the current Deliberate Risk Assessment Worksheet in accordance with the TRADOC Safety Officer during the planning and completion of each task and sub-task by assessing mission, enemy, terrain and weather, troops and support available-time available and civil considerations, (METT-TC). Note: During MOPP training, leaders must ensure personnel are monitored for potential heat injury. Local policies and procedures must be followed during times of increased heat category in order to avoid heat related injury. Consider the MOPP work/rest cycles and water replacement guidelines IAW current CBRN doctrine.

**Prerequisite Individual Tasks :** None

**Supporting Individual Tasks :** None

**Supported Individual Tasks :** None

**Supported Collective Tasks :** None

**Knowledges :**

<b>Knowledge ID</b>	<b>Knowledge Name</b>
551-K-1083	How to prepare transportation/cargo documentation/forms
551-K-1084	Know cargo shipment planning/scheduling/documentation procedures

**Skills :**

<b>Skill ID</b>	<b>Skill Name</b>
S-101-E-0041	Ability to coordinate a transportation request

**ICTL Data :** None