

CHAPTER 15

INTEGRATING BATTLEFIELD ACTIONS AND SUPPORT

You help multiply the overall combat power of friendly forces when you integrate your efforts with those of other combat, combat support, and combat service support elements. In the rear area, as elsewhere on the battlefield, successful operations demand an overall unity and synchronization of effort.

Selected Examples of Military Police Battlefield Coordination and Integration																							
	Route Reconnaissance & Surveillance	MSR Regulation Enforcement	Straggler Control	Refugee Control	Intelligence Collecting & Reporting	Information Dissemination	Area Reconnaissance & Surveillance	Security of Designated Assets	Security of Special Ammunition	Base Response Force	Counterincursion	Air Base Ground Defense	Terrorism Counteraction	Area Damage Control	NBC Detecting & Reporting	EPW Collection	EPW Evacuation	EPW Internment	Law Enforcement	Criminal Investigation	US Military Prisoner Confinement	Support for River Crossings	Support for Passage of Lines
Host Nation	●	●	●	●	○	●	○	●	●	○	○	●	●	●	○	●	●	●	●	●		○	○
Navy					○	○		○					○			●	●	●			○		
Air Force					○	○		○	○	●	●	●	○			●	●	●			○		
Marine					○	○							○			●	●	●			○		
Army Aviation	●	●		○	○	○	●	○	●	●	●	●	○	○	○		●						
Field Artillery					○	○	●	●	●	●	●	●										●	○
Engineers	●	●			○	○	●	●	●		○	●		●		●		●			●	●	
Transportation	○	●	○	○	○	○		●	●								●						
Military Intelligence				○	○	○							○			●		●					
Signal						○																	
SJA																		●	○	●	●		
Medical			○			○										●		●			○	●	
Finance & Accounting																		○			○		
Chaplain																		●		●			
PSYOP				●	○	○							●	●		●		●			●		
Civil Affairs		○		●	○	○						○	●	●		●		●	○				
Ordnance					○	○		●	●														
Air Defense Artillery						○						○											
Quartermaster				○		○										○		○			○		
Chemical					○	○									○								
Cavalry			○		○	○				●	●	●				○						○	○
Infantry			○		○	○				●	●	●				○						○	○
Armor			○		○	○				●	●	●				○						○	○

Selected Examples of Integrated Interests and Responsibilities			
	Tactical movements	In-transit movement of supplies by pipeline, water, rail, highway, and air, to include operation of carriers	Control, evacuation, and internment of enemy prisoners of war, civilian internees
MP	Conduct BCC operations. Advise, plan, and execute straggler control, temporary route signing, MSR regulation enforcement, route reconnaissance and surveillance, dissemination of information.	Conduct area security operations. Advise, plan, and/or execute security to protect lines of communications throughout the theater of operation and to protect special cargo in transit.	Conduct EPW operations. Advise, plan, and execute operations to collect, safeguard, evacuate, process, intern, treat, discipline, repatriate EPWs and civilian internees.
TRANS	Advise on technical aspects of movement. Provide march graph and table. Works with G3s on movement priorities.	Plan emergency transportation to meet requirements above the command's capability.	Provide transport for evacuation of EPWs and civilian internees.
ENGR	Provide G3s with road and bridge capabilities; recommends routes.		Plan, construct, and maintain facilities for EPWs and civilian internees.
G1 Personnel Staffs	Coordinate priority of movement of personnel, units, and installations with G3s.	Provide G4s with special transport requirements.	Plan custody, logistics, guards, and administrative and religious support for EPWs and civilian internees.
G2 Intelligence Staffs	Provide information on weather, terrain, and enemy situation.	Provide information on the area of operations as it affects the means and use of transport.	Acquire, process intelligence from EPWs and captured documents.
G3 Operations Staffs	In coordination with G4s, Aviation, and Transportation, plan and supervise tactical troop movement and select and designate units, priorities, destinations, times, routes, and security.	Keep G4s informed of tactical plans affecting transport requirements.	Estimate EPW capture rate.
G4 Logistics Staffs	Receive requirements for transport means from G3s. Set priority for movement of combat service support units. Monitor traffic regulation and control. Ensure logistic support.	Determine need and provide transport for command. Coordinate use of all transport.	Plan provision of housing, feeding, transport, and evacuation of EPWs and civilian internees. Plan use of EPWs as laborers.
G5 Civil-Military Operations Staffs	Advise on the impact of refugees and civilians on troop movement. Provide liaison with civilian public safety officials to assist the PM and the G3s.	Provide G4s with availability of civilian transportation means for military use.	Seek, furnish local supplies for feeding and clothing. Advise G1s on services required for EPWs and civilian internees.

Across the battlefield, at every level, as you carry out your missions, operations, and actions, you coordinate and integrate MP battlefield efforts with those of other units, arms, and services supporting or sharing your —

- Mission areas of responsibility and interest.
- Command's operations and responsibilities.

When your unit conducts MSR regulation enforcement or emplaces temporary route signs, you are integrating your efforts with those of Transportation and Engineers. When you work with local authorities to counter terrorism, or when you conduct EPW operations, you consistently

coordinate and integrate your efforts with those of MI, PSYOP, and Civil Affairs. When you expedite critical resources en route to combat units, you ensure your BCC operations mesh with Transportation's movement control operations and Engineer's route classification operations.

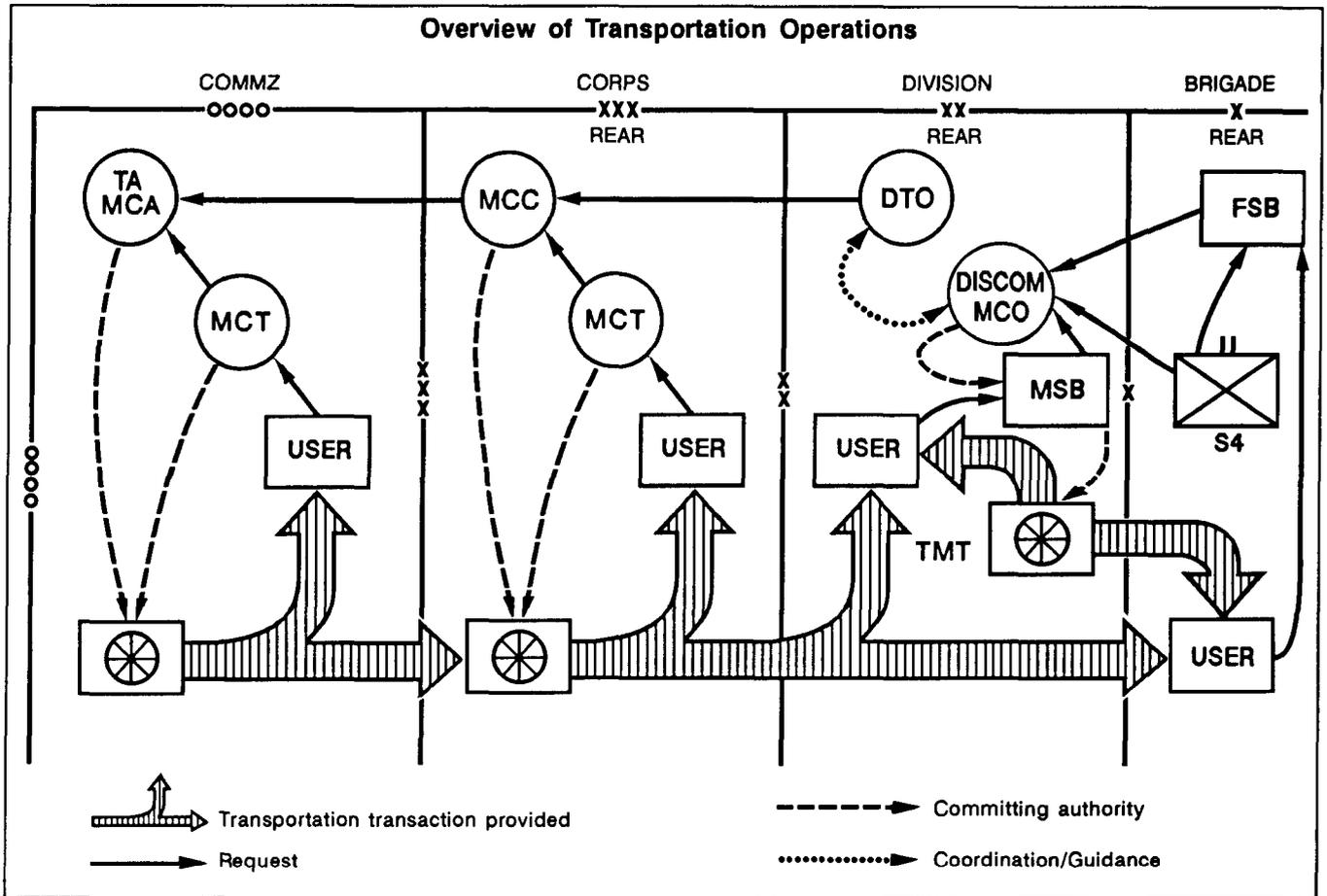
Mission areas of responsibility or interests cross all levels of command. Leaders, elements, and agencies operating at differing levels of command, but within a shared area of responsibility or interest, consistently and continuously integrate their efforts and coordinate their activities.

INTERACTING WITH TRANSPORTATION ELEMENTS

You interact with Transportation elements at all levels of command as you evacuate EPWs, work with Transportation's movement control agents to help regulate the theater's highways, and keep Transportation informed of the status of the road network.

The Theater Army Movement Control Agency (TAMCA) provides centralized movement control and highway traffic regulation management for the theater

Army. Movement control teams (MCTs) located at each echelon determine and coordinate transportation needs within the command's AO. A highway traffic division (HTD) within each echelon controls movement on the command's highway network. At corps MP coordination is enhanced by the presence of the MP liaison between MP brigade staff and MP serving in the corps support command's movement control center (MCC).



Below corps, transportation management and movement control is carried out by a division transportation officer (DTO) and the movement control officer (MCO) assigned to each division.

The functions of the HTDs and DTOs are to -

- Plan, route, schedule, coordinate, and direct road movements based on the command's priorities.
- Through the G5, coordinate the use of host nation national highways or MSRs and alternates.
- Establish the command's highway regulation plan and develop and update traffic circulation plan overlays.
- Set and implement priorities for highway movement.
- Process requests for route clearance from units within the area of jurisdiction.
- Consolidate requests and issue movement credits for supervised, dispatch, and when needed, reserve routes.

Schedule road use of -

- Convoys.
- Oversize or overweight vehicles.
- Vehicles moving by infiltration.
- Troop movements on foot.
- Exert control over the highway network with highway regulating point teams (HRPTs).
- Change routes, schedules, and priorities as dictated by the situation.
- Maintain situation map of military road network to show current data on construction, detours, defiles, capacities, and surface conditions.
- Set procedures for reporting road construction requirements to the Engineer construction activity.
- Evaluate, record, and disseminate information from other traffic headquarters.

INTERACTING WITH ENGINEER ELEMENTS

You work jointly with Engineers to help divisions and other combat units cross rivers. You integrate MP support into Engineer area damage control (ADC) operations; you contribute to Engineer route classification efforts. You interact with Engineers for mobility and survivability support to enhance the effectiveness of your efforts for

BCC and area security. And you look to Engineers for construction capabilities for EPW operations.

Coordination takes place at each echelon. Each division is assigned an organic Engineer battalion. The division engineer plans and supervises Engineer support activities.

Integrated Battlefield Circulation Planning

HIGHWAY REGULATION PLAN

- Prepared by command's traffic officer, this written staff plan details the capabilities of the command's existing road net to handle the traffic that must move over it.
- A highway regulation plan is based on—
 - The size of the command.
 - The road network.
 - The composition and disposition of tactical units.
 - General route and traffic information.
 - Location of terminals and other facilities.
 - Availability of communications equipment.
 - The logistical situation and mission.
 - Operational plans.

TRAFFIC CIRCULATION PLAN

- Prepared by the command's traffic officer, this plan is usually developed as a map overlay.
- MP provide continuous information to update plan.
- Describes the road net and how it will be used and maintained.
- Provides highway regulation information for highway users.
- Gives route designations.
- Identifies military route numbers.
- Shows restrictive route features (bridges, tunnels) and gives their traffic capacity.
- Shows major geographic features.

- Gives locations of—
 - Boundaries.
 - Units.
 - Highway regulation points.
 - TCPs.
 - Principal supply points and depots.
 - Blackout areas.
- Shows light lines.
- Shows direction of traffic movement.
- Gives route classification (open, supervised, dispatch, reserved, or prohibited).

TRAFFIC CONTROL PLAN

- Prepared by the Command's PM, this plan implements the traffic circulation plan.
- Developed or validated by each MP company operations section for that company's area of operations.
- Portions of plan are provided by MP company commander to platoons for use in their AO.
- Usually a map overlay.
- A traffic control plan shows—
 - Placement of control operations.
 - Locations of TCPs.
 - Mobile patrol areas.
 - Locations of temporary signs.
 - Locations of other MP control functions.
 - May also show alternate routes and points where new control functions will be needed if the MSR is interdicted.

MP requests for Engineer support go through the PM section to the ACoS, G3, then to the division engineer. When the division is organized by maneuver brigades, the senior Engineer officer in the brigade S3 coordinates support. MP platoon leaders send support requests through the brigade S3 to the Engineer officer.

Each corps is supported by an organic Engineer brigade. MP coordinate with the echelon Engineers for constructing EPW holding areas. All requests for Engineer support go through the rear CP. The rear operations cell

in the corps rear CP controls coordination of Engineer assets.

Each TAACOM is supported by an Engineer group or brigade. The Engineer brigade and group plan, coordinate, and supervise the construction of roads, railways, pipelines, bridges, airfields, ports, enemy prisoner of war facilities. Requests for Engineer support pass from the area support group to the TAACOM's Engineer brigade. (Construction of EPW and CI enclosures in the theater may require dedicated assets from the theater Army Engineers.)

INTERACTING WITH FIELD ARTILLERY, ARMY AVIATION, OR USAF TACTICAL AIR ELEMENTS

You routinely interact with Field Artillery, Army Aviation, and USAF Tactical Air to coordinate fire support for MP operations. Your need for fire support for MP operations is likely to be greatest in your combat role in rear operations. The availability of ground and/or air indirect fire support for MP operations depends on the level of Threat, the overall tactical situation, and the —

- Degree to which it would reduce fire support to the main battle effort.
- Responsiveness of the available weapons systems.
- Precision and collateral damage effects of the weapons systems.

- Communications nets available to facilitate fire support activities
- Availability of observers to identify targets and adjust fires.

Field Artillery fire support officers and fire support elements at each level of command coordinate the command's fire support. Most often Field Artillery units will provide the fire support for rear area operations. Indirect fires from Army Aviation and USAF tactical aircraft are seldom likely to be employed in rear operations against enemy small-unit operations that can be defeated by bases or by a response force. But defeating some Threat forces may require the use of these indirect fire assets.

Rear Area Operations and Fire Support Relationships

TAACOM

- A fire support element (FSE) at each ASG RTOC coordinates fire requests. These FSEs may coordinate fire support between ASG and the fire support facilities and may serve as the communication link between the two elements.
- The FSE coordinates and requests CAS through the TAACOM RTOC to the TA designated air support operation center/direct air support center.
- Where naval gunfire support is available, the FSE coordinates through the TAACOM RTOC to the TAOC who contacts the fire support ship via the naval task group.

CORPS

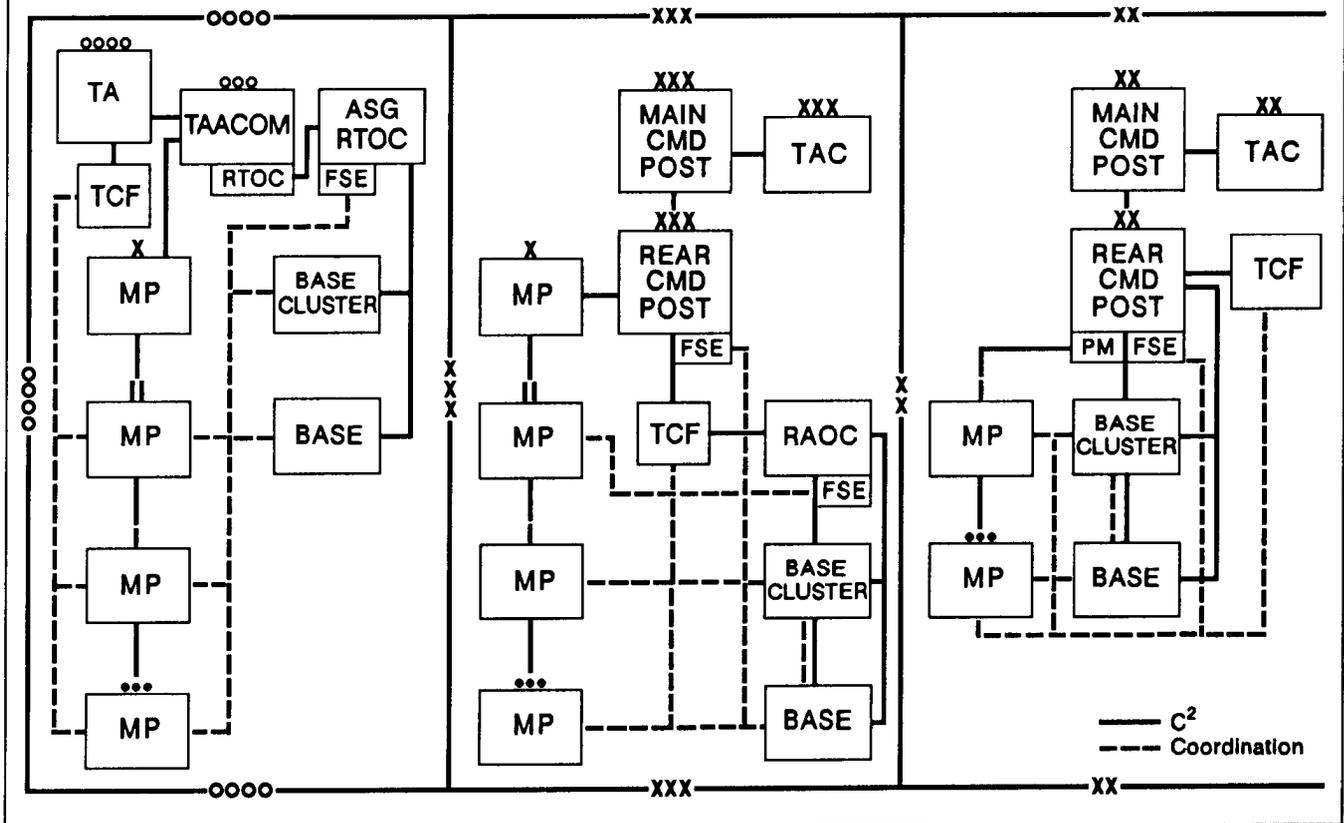
- The operations cell of the rear CP establishes coordination for fire support.
- When a response force calls for fire support, the FSE at the corps rear CP considers all available fire support systems. This includes those of units reconstituting, transiting, or temporarily located in the corps rear area. The FSE –
 - Knows which fire support assets are available.
 - Monitors changes in the status of its assets.

- Coordinates with and uses HN support whenever it is available.
- Requests for CAS, either from a response force or a TCF are reviewed by the respective RAOC and/or rear operations cell and are forwarded to the main CP.

DIVISION

- The operations cell at the rear CP establishes procedures by which response forces can call for fire support either through the rear CP or from the appropriate fire support unit.
- The rear operations cell assists response forces in obtaining fire support. (Calls for fire are not normally initiated by base or base clusters.)
- Most often response force requests for fire are sent to the fire support officer (FSO) at the rear CP. He reviews and coordinates requests for both ground and air fire support at the operations cell, then forwards them to the FSE cell at the main CP. (The division's FSE coordinates and executes all fire support at the division main CP.)

MP Coordination and Rear Operations Control Overview



When it is available, Army Aviation and USAF fire support can increase a response force's combat power, which will cause the enemy to expend itself fighting air and ground forces simultaneously.

Additionally, Army Aviation's attack helicopters can provide air-ground communications to coordinate and adjust indirect fires when tactical air and artillery are employed.

USAF tactical aircraft are less likely to be available for rear operations than Army Aviation assets. Tactical aircraft missions are normally flown near the FLOT against moving armor, lightly-armored vehicles, and personnel. Preplanned CAS missions like those scheduled 24 hours before a counterattack, are unlikely to be part of MP operations. However, USAF "immediate" CAS may at times be available.

USAF CAS missions, although flown at the request of ground forces, are controlled by the USAF through the tactical air control system. Requests for "immediate" tactical air support are forwarded through USAF channels on the high-frequency air request net from the tactical air control party directly to the air support operations center. *See FM 6-20 for discussion of fire support in combined arms operations. See FMs 6-30 and 6-20-30 for details on fire support and the procedures for its employment.*
