ASSESSMENT PLAN FOR: *RAIL OFF-LOAD TEAM OPERATIONS*

Action: Conduct Rail Off- Load Team Training in a Dynamic and Complex Environment

Conditions: The deploying units' vehicles and equipment are en route via rail to a given destination. This may be an air or seaport, or it may be the destination, such as the National Training Center (NTC). The unit commander has designated a rail load team (or teams), which is trained, organized, and briefed concerning the mission. The rail load team is directed to off-load the unit's equipment upon arrival, and stage it for onward movement in accordance with the unit movement plan. The unit commander and higher headquarters staff have conducted reconnaissance of the off- load site and coordinated necessary support. The rail load team is scheduled to arrive at the destination in sufficient time to conduct preparations and off-load the train immediately upon its arrival. The rest of the unit may or may not be on site at the time of off-load. Transportation was coordinated with the battalion staff and the units servicing installation transportation office (ITO), both of which are available to provide assistance at destination. The unit movement officer (UMO) has provided the load team officer/non-commissioned officer in charge (OIC/NCOIC) with the unit deployment list (UDL), load plans, unit personnel roster, and points of contact for the operation. The UMO may or may not be on site at destination. A support element (see note, Step 1) is available to provide staff assistance and logistical support on site. Unit and higher headquarters operations orders (OPORD), applicable Army and DoD publications, and applicable standard operating procedures (SOP) are available.

Standards:

- On order, the unit conducts rail off load operations, off-loading all assigned and attached vehicles and equipment at the established location and within the time allotted.
- The UMO maintains liaison with the UMC, who assists in appropriating support from outside civil and military organizations, including the railroad.
- The battalion staff provides assistance as required in the acquisition of local logistics support.
- The unit coordinates all support at the railhead with the UMC, battalion staff, and other agencies as required.
- The rail load team arrives at the prescribed time; coordinates site preparation and material support with the on-site support element; off- loads the equipment; and stages one hundred percent of unit vehicles and equipment for onward movement. All actions are carried out in accordance with the OPORD, the unit movement plan, applicable SOPs, and TC 4-13.17.
- Vehicles are off-loaded from the rail cars using ground guides and other standard safety measures in accordance with Surface Deployment and Distribution Command Transportation Engineering Agency (SDDC TEA) publications. Spanners are properly placed between the rail cars. Blocking, Bracing, Packaging, Crating, and Tie-down (BBPCT) material and radio frequency (RF) tags are removed, accounted for, and turned in as directed by the battalion S4 or ITO.
- The unit moves all vehicles and equipment to the designated staging area and prepares them for onward movement in accordance with the prescribed method of movement. The unit establishes accountability for one hundred percent of vehicles, equipment, and personnel, and assesses any damage or missing items from the rail movement. The unit commander forwards a situation report (SITREP) to higher headquarters prior to conducting onward movement.

Lesson Step / Activity (LSA) and Assessment:

- There are two LSAs (Prepare and Execute) to support the instructional methodology of this lesson plan and are the sequential actions that the applicable rail load team members must demonstrate to perform a supported objective to an established standard. These specifications are the foundation for the lesson.

- To obtain a T or T- in the assessment, it must be conducted in a dynamic and complex environment with 4 plus Operational Environment (OE) variables and a hybrid threat at night with 75% or more leaders present, greater than 80% of Soldiers present, receive a "GO" on 80% or more of the performance measures, all the critical performance measures and at least 80% "GO" on the leader performance measures. Must be conducted during an external evaluation.

Notes:

- For this Assessment Plan, Leaders are defined as those Soldiers who are in an officer, warrant officer, and/or NCO position designated by paragraph and line number of the unit Table of Organization and Equipment (TOE). Leaders may also be any personnel assigned to the unit and designated as leaders by the commander.

- Training begins when the rail cars arrive on site. Training ends when designated training objectives for the particular training events or exercises are performed to Army standard. Unit leadership should conduct an after-action review (AAR) to determine future training requirements for the unit.

Downloads:

- TC 4-13.17 Cargo Specialists Handbook
- Other Various Transportation Engineering Publication Links - All Items (CAC required & have to request permission at site)
- 551-88A-9067: Coordinate Home Station Activities TE&O (Coordinate Brigade Level Rail Load Operations)
- TM 4-14.21 Rail Safety

Safety Risk: Low

Task Statements

Cue: The deploying unit's vehicles and equipment are en route via rail to a given destination. The unit commander has designated a rail load team (or teams), which is directed to off-load the unit's equipment upon arrival, and stage it for onward movement.

DANGER

Notice should alert users to the possibility of immediate death or permanent injury. Although damage to equipment may occur, the major concern is the probability of death or permanent injury if the warning is ignored.

WARNING

Notice should alert users to the possibility of immediate personal injury or damage to equipment.

CAUTION

Notice should alert users to the possibility of personal injury or damage to equipment that may result from long-term failure to follow correct procedures.

Remarks: The following definitions shall be used:

Static - A static training environment has aspects of operational variables needed to stimulate mission variables that are fixed throughout the unit's execution of the task.

Dynamic—A dynamic training environment has operational variables and threat TTP for assigned counter tasks that change in response to the execution of friendly force tasks.

Complex—A complex training environment requires a minimum of four—terrain, time, military (threat), and social (population)—or more operational variables; brigade and higher units require all eight operational variables to be replicated in varying degrees based on the task being trained.

Single threat—A single threat in a training environment is a conventional force, irregular force, criminal element, or terrorist force.

Hybrid threat—A hybrid threat in a training environment uses diverse and dynamic combination of conventional forces, irregular forces, terrorist forces, and criminal elements unified to achieve mutually benefitting effects.

To obtain a (T) or (T -) for this task, it must be conducted in a dynamic and complex environment with 4 plus OE variables and a hybrid threat at night. At least 75% of leaders and 80% of Soldiers must be present for this task. Leaders must receive an 80% or more on all critical performance measures to receive a "Go" on this task. Soldiers must receive an 80% or more on all performance steps to receive a "Go" on this task.

This task must be conducted during an external evaluation.
Task steps and measures were developed using the Plan, Prepare, Execute and Assess (PPEA) construct to reinforce the operations process and is implied throughout the T&EO.

Note: Leaders include officers, warrant officers, and noncommissioned officer in leadership positions designated by paragraph and line number of the unit Table of Organization and Equipment (TOE). Leaders may also be any personnel assigned to the unit and designated as leaders by the commander.

Disrupted Communications Networks: Leaders need to be able to command their formations when communication networks are disrupted, while on the move, and without perfect situational awareness. Training to become proficient in the use of analog data tracking systems, voice communications, and unaided navigation techniques requires significant amounts of repetition, particularly when integrating all of the elements of combat power. Habitual relationships, practiced standard operating procedures, and the use of battle drills can mitigate some of the risk and friction inherent in lost situational awareness.

Notes: Training begins with the planning, preparation, and implementation of various courses of action (COA). Training ends when designated training objectives for the particular COAs, training events, or exercises are performed to Army standard(s). Unit leadership conducts an after action report (AAR) to determine future training requirements for the staff.

REPORTING ERRORS AND RECOMMENDING IMPROVEMENTS: Feedback is welcome to help improve this collective task. If errors are found, or if the user would like to recommend improvements to this task, please let us know. The preferred method is to submit a DA Form 2028 (Recommended Changes to Publications and Blank Forms) with recommended changes via email to usarmy.lee.tradoc.mbx.cascom-g3-collective@mail.mil. Recommended changes will be reviewed and validated to ensure adherence to approved Army or joint doctrine, and implemented as appropriate.

Safety Risk: Low

Task Statements

Cue: The deploying unit’s vehicles and equipment are en route via rail to a given destination. The unit commander has designated a rail load team (or teams), which is directed to off-load the unit’s equipment upon arrival, and stage it for onward movement.

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Performance Steps and Measures

NOTE: ***Assess task proficiency using the task evaluation criteria matrix.***

NOTE: ***Asterisks (*) indicate leader steps; plus, signs (+) indicate critical steps.***

STEP/MEASURE	GO	NO-GO	N/A
LSA 1 - Prepare			
+ 1. The unit rail load team coordinates site preparation with the on-site support element.			
Note: The on-site support element may consist of the installation Logistics Readiness Center (LRC), installation transportation office (ITO), Surface Deployment and Distribution Command (SDDC), port authority, railroad representatives, a higher headquarters staff cell, a sister unit, or any combination thereof.			
a. Conducts a joint inspection with the support element to ensure the site is clean and free of debris.			
b. Conducts a joint inspection of the loading ramps for serviceability and verifies proper placement of portable ramps.			
c. Coordinates site support and set-up.			
(1) Mission command facilities, warming tents, rations and beverages, communications, and a medical aid station.			
(2) Equipment staging area.			
(3) Maintenance support area.			
(4) Generators and light sets.			
(5) Radio Frequency Identification (RF-ID) interrogators.			
(6) Disconnection of power to overhead electric wires, if applicable.			
(7) Parking and personal protective equipment for site visitors.			
(8) Site security.			
+ 2. The rail load team coordinates material support with the on-site support element.			
Note: On-site logistical support may be provided by either a sister unit or the Logistics Readiness Center (LRC).			
a. Disposition of blocking, bracing, packaging, crating, and tie-down (BBPCT) material.			
b. Disposition of RF-ID tags.			
c. Spanners.			
d. Material and container handling equipment (MHE/CHE).			
e. A crane capable of lifting the heaviest vehicle or equipment item, either on site or on call.			
f. A wrecker on site or on call.			
+ 3. The rail load team OIC/NCOIC conducts final preparations.			
a. Confirms that all preparatory actions are complete.			
b. Conducts final coordination with the safety OIC or safety NCO.			
+ 4. Rail team NCOIC conducts inspection of team personnel prior to starting off-load operations.			
a. Inspects personal protective equipment (leather gloves, hard hats or helmets, hearing and eye protection, flashlights, and safety boots).			
b. Ensures that all personnel are appropriately dressed for current weather conditions.			
+ 5. Load team OIC/NCOIC briefs unit personnel prior to starting operations.			
Note: Off-loading may be conducted by the rail load team acting alone, or the entire unit. However, if the entire unit carries out the off-load, it should be done under the supervision of the rail load team.			
a. Briefs personnel on hand and arm signals.			
b. Directs personnel:			
(1) Use the steps provided or access the rail car using an adjacent rail car or the loading ramp.			
(2) Do not jump off the rail cars.			
(3) Do not crawl under the rail cars.			
(4) Do not step between the rail cars or step on the rails.			
(5) Do not to move vehicles on the cars without a ground guide.			
(6) Do not walk backward on the cars.			
(7) Do not stand or walk between a moving vehicle and a parked vehicle on the cars or in the loading area.			
(8) Ensure vehicle engines are turned off and hand brakes are applied before securing the vehicle to the rail car.			
(9) Use authorized tools and use them only for the purpose for which they are designed.			
(10) Be alert for any unsafe actions or situations, and immediately call a halt to operations if an unsafe situation or action is observed.			
LSA 2- Execute			
+ 1. The rail team and unit personnel unload vehicles from rail cars.			
a. Properly position and secure spanners.			
b. Inspect equipment prior to unloading.			

c. Remove, collect, and turn in BBPCT and RF tags in accordance with instructions from the battalion S4 or the Installation Transportation Office (ITO) representative.

d. Position a guide on the ramp and a guide on each flat car.

e. Guide vehicles off rail cars using appropriate signals.

f. Stage vehicles in the designated area.

g. Inspect the cars for debris and misplaced equipment before clearing them for removal.

h. Load team OIC/NCOIC supervises the operation.

i. When the last vehicle has cleared the ramp, police the site for litter, debris, and misplaced equipment.

j. Load team OIC/NCOIC conducts a joint inspection of the site with the rail authority before clearing the area.

+ 2. Unit moves vehicles and equipment to the staging area.

a. Unit leaders verify accountability of all personnel, vehicles, and equipment in the staging area.

b. Unit commander assesses condition of vehicles and equipment.

c. Unit commander forwards a situation report (SITREP) to higher headquarters.

Downloads:

- Other Various Transportation Engineering Publication Links - All Items (CAC required have to request permission at site)
- 551-88A-1317 Manage Rail Head Operations
- Fort to Port Rail Briefing contained in the References Tab
- Unit Movement Officers (UMO) Handbook in the References Tab
- Rail DRRF Safety Briefings contained the References Tab
- 551-88H-4000 Review Rail Plan for Loading/Unloading Cargo
- 551-88H-4301 Review Rail Plan for Loading/Unloading Cargo
- 551-88N-2018 Conduct Reception, Staging, Onward Movement, and Integration (RSO&I) Operations
- 551-88A 9067 Coordinate Brigade Level Rail Load Operations
- ATP 5-19 Risk Management

OPFOR Task(s): None

Supporting Individual Task(s):

Step Number	Task Number	Title	Proponent	Status
	551-88A-9021	Plan Rail Head Operations	551 - Transportation (Individual)	Approved
	551-88H-2306	Conduct Rail Loading Operations	551 - Transportation (Individual)	Approved
	551-88H-4301	Review Rail Plan for Loading/Unloading Cargo	551 - Transportation (Individual)	Approved

Supporting Drill(s): None

Supported AUTL/UJTL Task(s):

Task ID	Title
ART 4.1.2.2.3	Conduct Rail Transfer Operations

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. Refer to ATP 3-34.5, Environmental Considerations, and GTA 05-08-002, ENVIRONMENTAL-RELATED RISK ASSESSMENT.

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. See ATP 5-19.