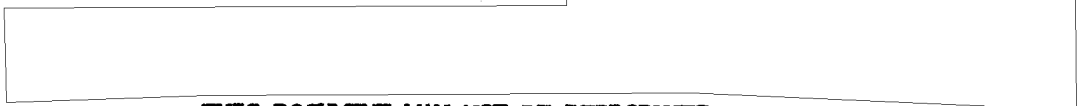


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CENTRAL INTELLIGENCE AGENCY
WASHINGTON, D.C. 20505

30 November 1981

MEMORANDUM FOR: The Director of Central Intelligence
FROM : John H. Stein
Deputy Director for Operations
SUBJECT : RECOMMENDATIONS on the Preparation and Organization
of Alternate Naval Loading-Unloading Areas to be
Established on the Territories of the Warsaw Pact
Member States



1. The enclosed Intelligence Information Special Report is a translation of SECRET Warsaw Pact recommendations on the preparation and operational organization of alternate naval loading-unloading areas (ZMPVRs) to be set up near small ports in the Warsaw Pact countries to ensure continuity in troop and materiel transport and transshipment when main naval ports are threatened or destroyed or when land traffic routes are obstructed. The document gives the deployment time and minimum daily throughput capacity of a ZMPVR and spells out the responsibilities of the ZMPVR chief, subunits, and subordinate sea and rail transport commandants, chiefs, and organs.

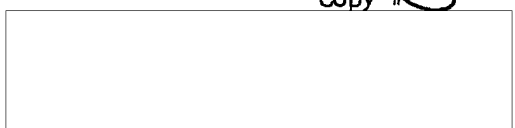
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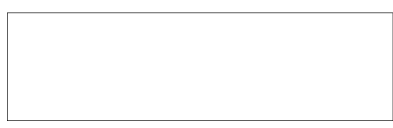
John H. Stein



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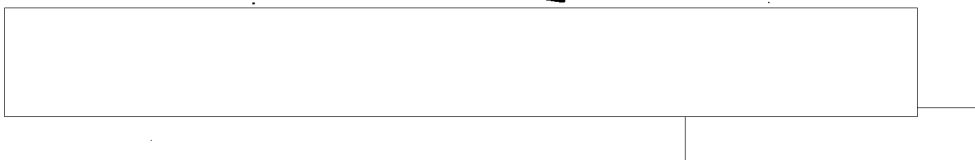


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Intelligence Information Special Report

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COUNTRY USSR/WARSAW PACT

DATE OF
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30 November 1981

SUBJECT

RECOMMENDATIONS on the Preparation and Organization of Alternate Naval Loading-Unloading Areas to be Established on the Territories of the Warsaw Pact Member States

SOURCE Documentary

Summary:

The following report is a translation from Russian of SECRET Warsaw Pact recommendations on the preparation and operational organization of alternate naval loading-unloading areas (ZMPVRs) to be set up near small ports in the Warsaw Pact countries to ensure continuity in troop and materiel transport and transshipment when main naval ports are threatened or destroyed or when land traffic routes are obstructed. Among the topics discussed are: the site selection and deployment design of ZMPVRs in peacetime by ministry of defense organs, and the allocation of the forces and means for preliminary preparation of communications and transportation lines of the ZMPVR and its security and control; the deployment time and minimum daily throughput capacity of a ZMPVR for dry and liquid cargo; and the responsibilities of the ZMPVR chief and subordinate officials and organs. Two appendices display the organizational chart of the ZMPVR and its deployment on the ground.

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RECOMMENDATIONS
ON THE PREPARATION AND ORGANIZATION OF ALTERNATE NAVAL LOADING-UNLOADING
AREAS TO BE ESTABLISHED ON THE TERRITORIES OF THE WARSAW PACT
MEMBER STATES

I. GENERAL PRINCIPLES

1. Alternate naval loading-unloading areas (ZMPVRs) are established for the purpose of ensuring continuity of troop and materiel transport or in order to organize transshipment operations in dispersed conditions in the event of a threat to or the destruction of the main naval ports, and also, when necessary, to provide complete or partial transfer of cargoes to sea transport to bypass obstacles on land traffic routes.

They must provide for the transshipment of troops and equipment, wounded and sick, as well as the reloading of materiel from other types of conveyance onto sea transport and the reverse when carrying out mass military shipments in wartime.

2. ZMPVRs are prepared beforehand, as a rule in peacetime, within specific seacoast boundaries having a transshipment capability and based on an agreement between the defense ministries of the allied countries and the Staff of the Combined Armed Forces.

3. It is best that the daily throughput capacity of each ZMPVR in terms of materiel consist of no less than 2,000-4,000 tons of dry cargo and 4,000-8,000 tons of liquid cargo.

The time period for bringing a ZMPVR into operation must not exceed 1-2 days from the moment the decision is made to deploy it.

4. Small ports, port and roadstead stations are prepared for the deployment of ZMPVRs. As a rule, a ZMPVR also includes:

--loading-unloading stations on an unequipped shore which is prepared for offshore delivery of liquid cargoes and supplied with the necessary means for

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transferring equipment and dry cargoes to ships with the use of roadstead flotation equipment;

- transshipment roadsteads;
- railroad sections and unloading (loading) stations;
- assembly and holding areas for the troops to be transported;
- zones for storing cargo temporarily or for deploying depot branches, evacuation-reception centers for the wounded and sick, and decontamination stations;
- helicopter landing pads and field pipeline sections;
- motor roads and approaches to ports, port stations, stations, depots, evacuation-reception centers, and landing pads.

A diagram of the deployment of a ZMPVR is given in Appendix No. 1.

5. To direct and support the work of a ZMPVR, control organs with communications subunits are established and the necessary forces and means are allocated.

6. Rear services, hospital and freight handling bases, and materiel support brigade sections (OG /operations groups/) of ground forces and naval formations may be deployed within or near a ZMPVR when preparing for or during operations.

II. PREPARATION OF ALTERNATE NAVAL LOADING-UNLOADING AREAS

7. The preparation of alternate naval loading-unloading areas as well as the forces and means for supporting its work is done by the appropriate military and civilian transportation organs. The preparation of a ZMPVR is monitored by the ministry of defense.

8. In peacetime the following measures are carried out for the purpose of preparing a ZMPVR.

Ministry of defense organs:

- draw up proposals on the organization and preparation of the ZMPVR and coordinate them with the respective ministries and agencies;

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-- conduct reconnaissance together with representatives of interested transportation and other ministries (agencies) for the purpose of determining an area of the seacoast with small ports, port and roadstead stations located within it; designate the unloading (loading) railroad stations, the motor roads and approaches, the assembly and holding areas of the troops to be transported, the zones for storing cargo temporarily, the areas for setting up depots, evacuation-reception centers for wounded and sick, and decontamination stations; select the places for the preparation of landing pads, and routes for laying out field pipelines and pipelines from the offshore ship fueling (BZKR) systems; establish the boundaries of the ZMPVR's water area and territory; and assign the place for deploying the ZMPVR control post. As a result of the reconnaissance, the nature and scope of the preparation operations are determined, as well as the possibilities of using sections of unequipped shore as loading-unloading sites;

-- specify in the mobilization plans the allocation of the necessary forces and means to support the work of the ZMPVR and to control its elements, as well as the establishment of reserves of dismantlable military equipment for installation on ships and in railcars, loading and unloading equipment, fastening and spacing materials, etc.;

-- establish supplies of POL containers and pumping stations, and plan the allocation of field main pipeline subunits;

-- plan and carry out preliminary measures to organize control and communications, and the security, defense and protection of the ZMPVR.

Organs of the transportation and communications ministries and their agencies:

-- prepare for operation selected small ports, port and roadstead stations. For this purpose stationary berths are constructed and repaired, and the fittings for floating moorings, approach routes, approach channels, depot facilities and temporary cargo storage zones are prepared. Particular attention is paid to the preparation of the loading-unloading sites for missiles, missile propellant, heavy equipment and fuel in bulk;

-- carry out the equipping of water areas taking into account the anticipated number of ships, the accepted norms of their dispersal and the relationship of the drafts of the ships to be handled to the depths of the area. The water area must provide for the ships' freedom of maneuver and their safe anchorage;

-- accomplish the preparation of railroad sections and unloading (loading) stations for troops, wounded and materiel;

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-- specify the points of locomotive and railcar facilities for the equipping of locomotives and the repair of rolling stock;

-- designate and stockpile mobile means of mechanization (floating, railroad and truck-mounted cranes, vehicular and electric loaders, etc.); roadstead flotation equipment, floating moorings, field pipeline sets, etc.;

-- establish reserves of dismantlable military equipment, loading-unloading equipment, and fastening and spacing materials for securing military equipment and cargoes on railroad rolling stock and on ships;

-- prepare and maintain in proper condition the motor road network with approaches to designated ports, port and roadstead stations, unloading (loading) stations and to other ZMPVR installations;

-- determine the procedure for using the communications lines of the transportation ministries and the postal communications of the country in support of the ZMPVR;

-- draw up and implement preparatory measures to ensure the use and stable operation in wartime of the ports, port stations, railroad sections, stations and other elements of the ZMPVR.

III. THE ORGANIZATION OF THE OPERATION OF ALTERNATE NAVAL LOADING-UNLOADING AREAS

9. Overall direction of the operation of an alternate naval loading-unloading area is performed by the chief of the ZMPVR, who heads the control apparatus.

To him are subordinated the military transportation organs on rail and sea transport, military subunits and facilities, and the special contingents that are supporting the work of the ZMPVR (road and traffic control, motor transport, pipeline, and transport helicopter units, and units to perform transshipment operations, man the depots, evacuation-reception centers for the wounded, etc.).

The transportation organs of the country assign their own representatives with the necessary authority to accomplish cooperation.

A basic diagram of ZMPVR organization is in Appendix No. 2.

10. The chief of the ZMPVR bears responsibility for timely support of unloading (loading) of cargo delivered by rail, sea and motor transport, for its conveyance (delivery) by trucks, air and pipeline among the ports, port stations

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and stations, as well as for the organization of the transfer of troops and wounded (sick) and their movement via motor roads.

HE MUST:

-- plan and organize the operation of the ZMPVR on the basis of the military transportation plan, the orders of the command and the actual approach of the ships and trains (truck columns);

-- determine the daily transshipment tasks for the ports, stations and loading (unloading) sections, monitor their implementation and coordinate the work of all ZMPVR elements;

-- maintain continuous cooperation with VOSO /Military Transportation Service/ organs and with the appropriate transportation and territorial defense organs of the country with respect to matters of ZMPVR operation, the organization of technical coverage and the elimination of the aftereffects of an enemy attack; and maintain cooperation through military commandants with the chiefs of ports, port stations and stations;

-- organize the immediate security and defense of ZMPVR installations;

-- report to the command within the established time period about the status and operation of the ZMPVR.

11. The military commandants of the ports and stations (sections) MUST:

-- participate in planning and organizing the operation of the port, station, or section, together with their chiefs, taking guidance from the daily instructions of the ZMPVR chief and the operating procedure;

-- ensure the timely loading (unloading) of troops and materiel in the port, station, or section;

-- maneuver the allocated forces and means to achieve the prescribed volume of transport;

-- participate in organizing the immediate security and defense of ZMPVR installations and take the necessary steps to ensure the elimination of the aftereffects of an enemy attack;

-- maintain continuous cooperation with the appropriate transportation and territorial defense organs and among themselves;

-- report to the ZMPVR chief by the required time about the status and operation of the port, station or section.

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12. The chiefs of these ports and stations carry out direct supervision of port and station operations. They organize their own work in cooperation with the military transportation organs. Subordinate to them are the forces and means allocated by the main ports to ensure the operation and survivability of the ZMPVR.

13. Sea and rail transportation organs are responsible for implementing the following measures:

-- the utilization of ports, port and roadstead stations, loading (unloading) sections, railroad sections and stations on which the ZMPVR is based; provision for the timely flow of troop trains, transports and ambulance trains to unloading (loading) stations and the flow of ships to loading (unloading) ports according to a schedule coordinated with the military transportation organs;

-- the operating readiness of the permanent facilities and variable means of sea and rail transport;

-- the support of loading-unloading operations in ports, port stations, sections of the seacoast and at railroad stations with permanent and temporary devices and equipment (berths, platforms, ramps, fixed and mobile means of mechanization, loading and unloading equipment, etc.), as well as materials for securing equipment and cargoes;

-- the drawing up of cargo documents in ports and at unloading and loading stations.

14. Local road organizations are responsible for maintaining in operating condition at a ZMPVR designated motor roads and the approaches to ports and stations, to landing pads, to troop assembly and holding areas, to temporary cargo storage zones, depots etc. These tasks are carried out in cooperation with the road traffic control subunits included in the ZMPVR complement.

15. The operation of a ZMPVR proceeds on the basis of a unified plan, which calls for the integrated utilization of all types of transport and which defines the procedure, place and time for performing transshipment operations.

The operational procedure of ZMPVR work is drawn up in peacetime by the military transportation organs, together with the /civilian/ transportation agencies, on the basis of the instructions of the appropriate ministry of defense organs. In developing it the capability of carrying out transshipment operations in radioactive, chemical and bacteriological contamination conditions is considered.

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16. For the purpose of increasing the effectiveness of the loading-unloading operations of ports, stations and sections of a ZMPVR, it is best to specialize and equip them appropriately to handle troop trains with heavy and light equipment and transports with ammunition, missiles, and fuel, as well as to transfer the wounded and sick.

The unloading (loading) of trainloads of people, military ambulance trains, and ships and transports carrying ammunition, explosives, toxic substances, and fuels at the same port, port station or railroad station is not permitted. The number of ships and trains to be handled simultaneously in ports, port stations and at stations is prescribed according to the appropriate norms for protection against means of mass destruction.

17. The numbers assigned to troop trains and transports passing through a ZMPVR are not changed but retained until their arrival at their destination points. The trains and transports must, as a rule, be passed through the ZMPVR in their entirety. Separating trains and transports at a ZMPVR and dispatching them in several parts is permitted, as an exception, by agreement with the appropriate military transportation organs. In the event the trains (transports) have to be separated into parts, each of them is given the same number as the train (transport) with the addition thereto of a symbol ("a", "b", "c", etc.).

18. Representatives of rear services elements of the respective allied armies carry out the receipt of materiel from the chiefs of military transport guards during unloading at a ZMPVR, its delivery for loading and subsequent shipment by sea (rail) transport, and also, when necessary, the organization of storage at ZMPVR depots. These representatives are responsible for the safekeeping of materiel when it is passing through a ZMPVR, and also for the organization of operations at ZMPVR depots.

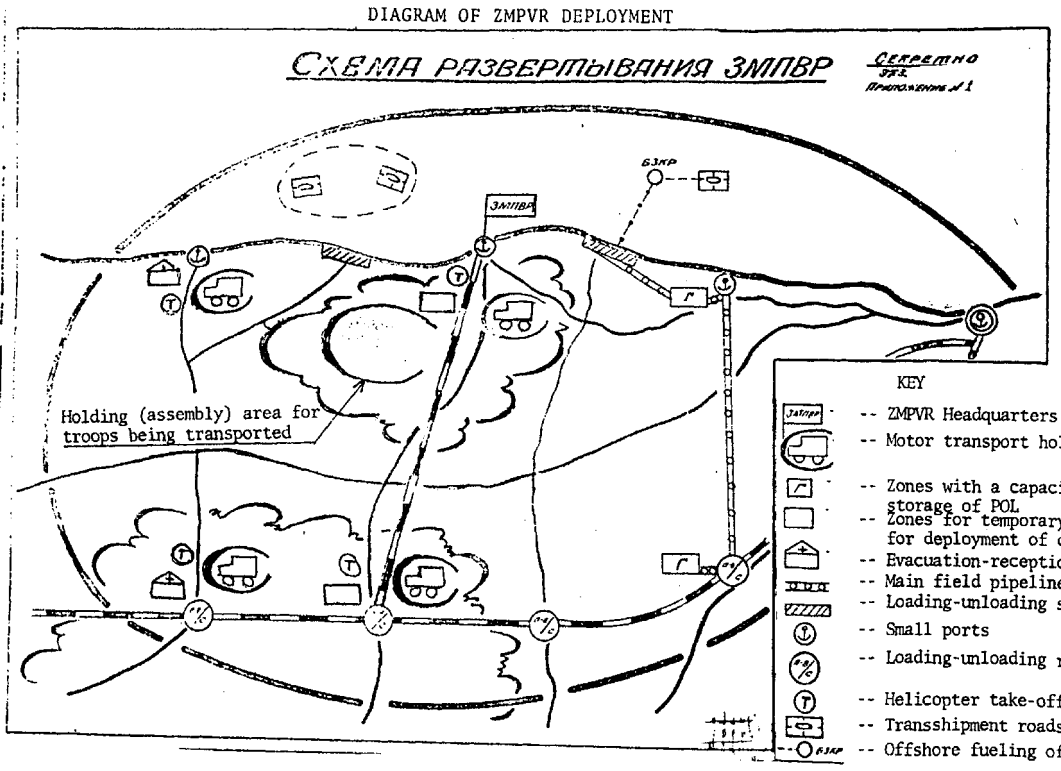
19. The measures for combat, materiel, technical and medical support of military shipments at a ZMPVR are carried out by the ministry of defense and the transportation organs deployed at the ZMPVR, and in cooperation with the troops being transported.

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DIAGRAM OF ZMPVR DEPLOYMENT



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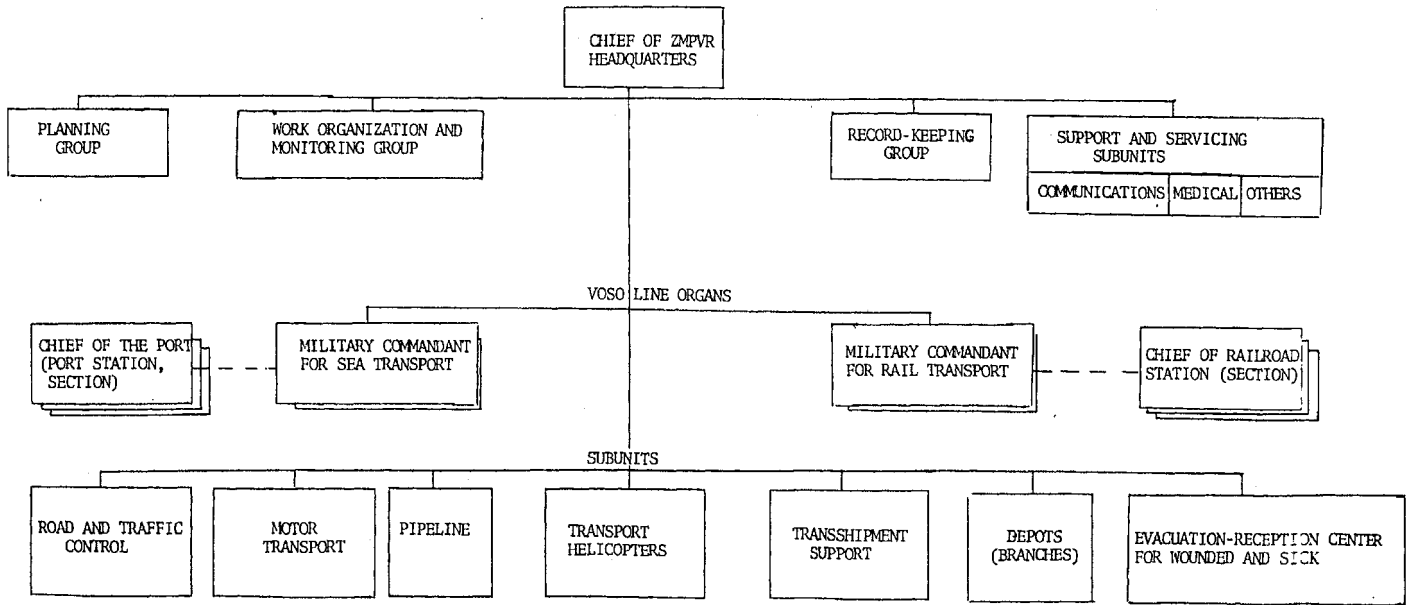


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Appendix No. 2

BASIC DIAGRAM OF ZMPVR ORGANIZATION



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