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CENTRAL INTELLIGENCE AGENCY
WASHINGTON, D.C. 20505

20 June 1977

MEMORANDUM FOR: The Director of Central Intelligence
FROM : William W. Wells
Deputy Director for Operations
SUBJECT : MILITARY THOUGHT (USSR): Road Support
for Troops and Civil Defense in the Initial
Period of a War

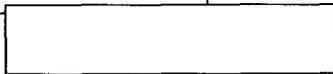
1. The enclosed Intelligence Information Special Report is part of a series now in preparation based on the SECRET USSR Ministry of Defense publication Collection of Articles of the Journal 'Military Thought'. This article indicates capabilities for maintaining the free flow of traffic on roads during the initial period of a war, through the cooperative efforts of troops of military districts and civil defense forces. The organization of this cooperation is discussed as well as measures requiring action in peacetime to ensure proper road support, including the establishment of organs to determine the volume and priority of shipments along major highways, the planning of repair and restoration work, and improved servicing on roads. This article appeared in Issue No. 2 (72) for 1964.

2. Because the source of this report is extremely sensitive, this document should be handled on a strict need-to-know basis within recipient agencies. For ease of reference, reports from this publication have been assigned

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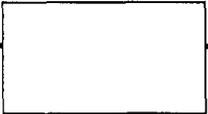
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Intelligence Information Special Report

Page 3 of 8 Pages

COUNTRY USSR

DATE OF INFO. Mid-1964

[REDACTED]

DATE 20 June 1977

SUBJECT

MILITARY THOUGHT (USSR): Road Support for Troops and Civil Defense in the Initial Period of a War

SOURCE Documentary

Summary:

The following report is a translation from Russian of an article which appeared in Issue No. 2 (72) for 1964 of the SECRET USSR Ministry of Defense publication Collection of Articles of the Journal 'Military Thought'. The authors of this article are General-Mayor A. Krasnov, Colonel V. Remidovskiy, and Lieutenant Colonel K. Korotkov. This article discusses civil defense activities involving shipments over roads in the initial period of a war, which must be considered in providing reliable road support for operations requiring rescue and evacuation and emergency repair and restoration work. Advancing the view that the free flow of traffic can be maintained only through the cooperative efforts of troops of military districts and civil defense forces, the authors examine the organization of this cooperation, and further propose measures to be carried out in peacetime to ensure proper road support, including the establishment of organs to determine the volume and priority of shipments along major highways, the planning of repair and restoration work, and improved servicing of roads.

End of Summary

[REDACTED] Comment:

The SECRET version of Military Thought was published three times annually and was distributed down to the level of division commander. It reportedly ceased publication at the end of 1970.

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Page 4 of 8 Pages

Road Support for Troops and Civil Defense in the
Initial Period of a War

by

General-Mayor A. Krasnov

Colonel V. Remidovskiy

Lieutenant Colonel K. Korotkov

The problem of road support for modern offensive operations that was discussed in the article by General-Mayor P. Fomichev* was not, in our opinion, analyzed from every aspect. We say this because the article did not deal with civil defense activities during the initial period of a missile/nuclear war.

As a matter of fact one has only to picture civil defense shipments along with troop transport, as stipulated by the appropriate plans in the operational rear of the troops and in the deep rear, to realize how much the importance of road support increases, and that great efforts will be required on the part of the command of fronts (military districts) and chiefs of civil defense of republics, krajs, oblasts, and cities for these tasks to be accomplished.

This article will set forth certain considerations of the authors regarding the nature of civil defense measures involved in shipments over roads, which, if not taken into account, will make it impossible to provide road support for present-day offensive operations involving simultaneous rescue and emergency repair and restoration work.

In the event of a period of threat or upon the initiation of a war, in addition to movements of troops and equipment, movements on road lines of communication will be implemented according to civil defense plans for: the dispersal of workers and employees of industrial enterprises, transport, energy, and communications; the withdrawal of control posts and personnel of the main civil defense contingents from major cities to a suburban area; the evacuation of children, invalids, and movable sick people from the cities.

* Collection of Articles of the Journal "Military Thought", No. 3 (70),
1963

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Page 5 of 8 Pages

During this same period the evacuation of items of material value, stores of food, raw materials, and unique equipment must be evacuated from major cities as quickly as possible.

These measures require full mobilization of all types of transport located in the cities and the rural areas lying nearby. At command-staff civil defense exercises of krais, oblasts, and cities, a number of checks were made on the calculations of civil defense requirements for motor transport. The data obtained shows that on main highways adjoining cities with a population of 500,000 to one million, from 10 to 20 thousand trips are carried out daily within a radius of 15 to 100 kilometers and more. It is not impossible that a great number of people will be traveling along these same roads on foot.

Even after the dispersal of the city population to a suburban area is completed, the load on the roads will not diminish, since then the evacuation of the population from intermediate to terminal evacuation points will begin. In addition, a considerable amount of motor transport will be activated to transport workers from suburban areas to factories in the cities and back (in shifts).

An exceptionally heavy load on roads around cities and installations arises when they are struck with nuclear weapons. In this case the movement of civil defense forces, and units and subunits of military districts designated to provide assistance to civil defense, into the centers of destruction, and the execution of the maneuvering of civil defense forces from neighboring krais, oblasts, and autonomous republics, will become necessary on an ever-increasing scale. The stricken population will be evacuated en masse from the centers of destruction.

At the same time we must also consider the shipment of goods pertaining to the national economy: the delivery of raw materials, the shipping out of finished products, ensuring the viability of industrial enterprises, transport, energy, and communications, agricultural enterprises, and providing for the needs of the population of cities and rural areas.

Thus the major highways, especially those passing through major cities or close by them, will be severely overburdened when a period of threat is introduced and during the initial period of a war, and their carrying capacity will be considerably less than what is required. It is therefore extremely important, in our view, to resolve while still at peace a number of important questions pertaining to road support.

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Page 6 of 8 Pages

In the first place, in union republics, krajs, and oblasts it is advisable to have an organ to coordinate requests for needed vehicle shipments that come in from civil defense staffs, military districts, ministries, departments, and Councils of National Economy of the USSR, in order to determine -- on the basis of their requirements, the availability of motor transport, and the capabilities of the roads -- the volume and priority of shipments along major highways.

We cannot allow each department to plan and carry out deliveries at its own discretion. This could result in their being halted at the moment when motor transport traffic reaches its peak volume.

The principle of the functioning of this organ in matters of planning vehicle shipments is that it must be consistent with the activity of the railway administrations. In our view this work may be handled by the Ministry of Motor Transport and Highways of the union republics and organs subordinate to it locally, and by allocating for the work the military transportation apparatus of the military districts.

If these organs are unable to perform this amount of work over the entire territory of the country, it is advisable to limit their activity to the main highways around cities, where the full range of measures may be taken pertaining to civil defense, military districts, and the national economy.

The first practical step in coordinating questions of road support measures for troops and civil defense should be the plan for cooperation between civil defense and troops of military districts. Among other things this plan will deal with questions of vehicle and road support. It is essential that the plan include as a supplement an excerpt from the schedule of vehicle shipments for the purposes of the civil defense of republics, krajs, and oblasts, taking into account military shipments. It is quite obvious that these military shipments will be given first priority.

In the second place, serious attention should be given to measures intended to raise the viability of the entire network of roads. A considerable portion of this work is the responsibility of the appropriate road organs and organizations, as well as the civil defense services. In the plan for dealing with this problem a major factor is the construction of ring and half-ring roads around cities, the preparation of roads in transshipment areas, and the establishment in the most vulnerable places of stores of materiel and equipment for the restoration of sections of roads

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and road installations. It is very important to make the necessary calculations on the number of prefabricated demountable reinforced concrete structural elements required for the restoration and construction of bridges for roads. It is also important to provide for the timely changeover by a number of construction enterprises to the manufacture of these structural elements.

A major factor in ensuring the stability of roads is their timely and quick repair and restoration. As a result of enemy employment of nuclear weapons, the number of roads destroyed may be so great that quick restoration of them will be possible only by combining the efforts of troops and civil defense. But unfortunately, it is not clear which junctions and sections of the roads should be restored by civil defense forces and which by troops.

In our view, the planning of possible restoration operations on sections of roads should be coordinated even now between military districts and civil defense staffs. In plans for road support measures by troops and civil defense, we cannot ignore the possibility of having to negotiate areas of catastrophic floods that may develop when hydrotechnical structures are destroyed. We must also resolve more fully the problem of road support in the event of having to negotiate radioactive barriers on road lines of communication. Here it is very important to have a complete picture in time of the radiation situation on the roads. And this is possible only when an efficient system of information exchange has been set up between civil defense staffs and the road troops.

Thirdly, we must improve the servicing of roads, especially the regulation of traffic on them.

In carrying out this task we should make more use of the considerable experience gained in peacetime by troops and by the Service for the Protection of Public Order of civil defense.

Naturally the volume of this work will increase immeasurably during a period of threat and in wartime, and the carrying out of the task of regulating traffic will become considerably more complex. But the existence of organized cooperation while still at peace will do much to facilitate the solution of the problem.

It is obvious that in those regions where the responsibility for restoring roads is assigned to civil defense, the regulation of traffic and the provost and traffic control service should also be assigned to the



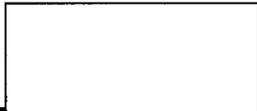
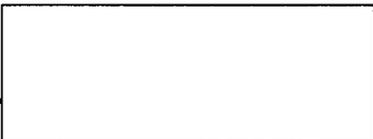
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Page 8 of 8 Pages

Service for the Protection of Public Order of civil defense.

In conclusion it should be noted that the successful solution of problems of road support for civil defense measures and the functioning of the national economy of the country in wartime is possible only by observing the fundamental principle for the solution of the road problem: the organization of close cooperation between troops and civil defense, and extensive use of mutual assistance under carefully formulated plans for road support.



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