

## CHAPTER 201

### GENERAL CARGO MOVEMENT PROVISIONS

#### A. PURPOSE

1. This regulation prescribes procedures and guidance and assigns responsibilities for performing traffic management functions initiated or sponsored by Department of Defense (DOD) activities, to include the transportation and movement of materiel.
2. It also prescribes the standard data elements, codes, formats, documents, forms, rules, methods, and procedures required by DOD Components, other United States (US) Government Agencies/civil authorities, and users of the Canada-United States integrated lines of communication in the transportation and movement of materiel to, within, and outside the Defense Transportation System (DTS).
3. There are no exclusions from these data/documentation requirements for shipments entering the DTS. Service or Agency regulations cover some shipments that might logically fit the description of movement in the DTS. Those DTS-like shipments not covered by the Defense Transportation Regulation (DTR) are:
  - a. Coal and petroleum products shipped in bulk
  - b. Annual resupply projects not entering the DTS.

#### B. PROCEDURES

1. The United States Transportation Command (USTRANSCOM), in conjunction with the Services and Combatant Commanders (CCDRs), provides technical direction and supervision over all the traffic management functions incident to DOD passenger, cargo, mobility, and personal property movements; customs activities; and management of intermodal containers, 463L pallet, and net assets within the DTS during peace and time of war.
2. DOD activities are required to use the DTS services outlined in this regulation, except when they are Service-unique or theater-assigned transportation assets. Required DTS services, for the purpose of this regulation, include all the services provided by Transportation Component Commands (TCCs) and other agencies on their behalf.
  - a. Deviations or exemptions will not be approved unless the user establishes that the DTR does not provide workable methods or procedures. The DTR accommodates technological improvements; however, prior to tests of innovative procedures within selected segments of the DTS, the DTR Administration Office and all concerned Agencies will be advised. DTR users involved in the development of advanced logistics systems will establish liaison with the DOD DTR system administrator. In addition, Service, CCDRs, Commanders (CDRs), and Agency mobility plans will recognize DTR documentation requirements.
  - b. Maximum use is made of Automated Information Systems (AIS), Automated Identification Technology (AIT), the Defense Data Network (DDN), the Military Message Handling Service (MMHS), the Defense Switched Network (DSN), Electronic Data Interchange (EDI), electronic mail (e-mail), facsimile (fax), and the Worldwide Web (WWW) to speed the exchange of DTR data. Services, Agencies, and theater commands establish communications methods for clearance authorities, terminals, and related activities requiring DTR data.
  - c. DTR documents are not classified unless the sponsoring Service assigns a security classification in accordance with (IAW) DOD Regulation (DODR) 5200.1-R, Information Security Program. The General Services Administration (GSA) assigns a security

classification IAW Office of the Administrator Publication 1025.2D, HB, Classified National Security Information. When so classified, the integrity of the classification is protected within the DTS. Classified cargo will be moved IAW procedures in Chapter 205.

### C. INDIVIDUAL MISSIONS, ROLES, AND RESPONSIBILITIES

1. The Under Secretary of Defense (Acquisition, Technology, and Logistics) (USD [AT&L]) establishes transportation and traffic management policy and oversees implementation of policy for effective and efficient use of DOD and commercial transportation resources.
2. The Service Secretaries will:
  - a. Assign their transportation commands (Military Surface Deployment and Distribution Command [SDDC] of the Department of the Army, Military Sealift Command [MSC] of the Department of the Navy, and Air Mobility Command [AMC] of the Department of the Air Force) in times of peace and war to the CCDR, USTRANSCOM as TCCs under the USTRANSCOM Combatant Command (COCOM)
  - b. Assign common-user transportation assets of the military departments to the USTRANSCOM COCOM, except for those Service-unique or theater-assigned transportation assets
  - c. Program, budget, organize, train, and equip forces for assignment to USTRANSCOM
  - d. Resource and manage their transportation programs, which include base/installation transportation operations, and issue supplemental policy, procedures, and traffic management guidance in support of those operations.
3. The Chairman of the Joint Chiefs of Staff (CJCS) will:
  - a. Staff and submit to the Secretary of Defense (SecDef), through the Deputy Under Secretary of Defense (Logistics and Material Readiness) (DUSD [L&MR]), USTRANSCOM, and other officials, for approval:
    - (1) Changes to procedures for submission of transportation movement requirements to USTRANSCOM
    - (2) Changes to the transportation movement priority system to ensure its responsiveness to the CDRs and CCDRs requiring transportation services
  - b. Recommend forces for assignment to USTRANSCOM to the SecDef for approval, IAW 10 United States Code (USC), Section (§) 162, Combatant Commands: Assigned Forces; Chain of Command.
4. The Service or Agency Headquarters (HQ) transportation staffs will:
  - a. Provide technical direction, management, oversight, and evaluation of the cargo and traffic management aspects of the DOD transportation movement program, subject to the overall guidance, policies procedures, and programs established by the Service HQ or Agency and in coordination with USTRANSCOM
  - b. Ensure efficient, responsive, and quality transportation services and compliance with governing laws, directives, and regulations
  - c. Direct development and implementation of DOD, Service, or Agency transportation policies, procedures, and programs.

5. USTRANSCOM will:
  - a. Exercise the COCOMs of SDDC, MSC, and AMC in times of peace and war.
  - b. Exercise the COCOMs of all the assigned transportation assets of the military departments, except for Service-unique or theater-assigned transportation assets (i.e., C-130 aircraft, port handling equipment, and other transportation assets).
  - c. Provide management support for Service-unique or theater-assigned transportation assets when USTRANSCOM and a Service Secretary or a CDR of a unified command agrees to it or when so directed by the SecDef.
  - d. Submit to the SecDef, through the CJCS, the DUSD (L&MR), and such other officials, for approval any changes to transportation, fiscal, procurement, or other DOD policies to implement this regulation.
  - e. Establish and maintain relationships between the DOD and the commercial transportation industry to develop concepts, requirements, and procedures for the Civil Reserve Air Fleet (CRAF) and the Voluntary Intermodal Sealift Agreement (VISA). Any procedures so developed will take effect upon approval by the SecDef.
  - f. Ensure transportation policy, procedures, and data requirements are fully integrated with the overall DOD logistics interfaces.
  - g. Provide air, land, and sea transportation in peace and war as the DOD single manager for transportation other than Service-unique or theater-assigned transportation assets. USTRANSCOM will align traffic management, transportation single manager, and distribution process responsibilities to achieve optimum responsiveness, effectiveness, and economy in times of peace and war and will perform additional functions, such as:
    - (1) Exercise the COCOMs of all the assigned forces, to include organizing and employing forces to carry out assigned missions and providing forces in support of other unified commands. USTRANSCOM will exercise the COCOMs through the TCCs. USTRANSCOM will direct AMC, MSC, and SDDC to perform missions and related responsibilities as noted in Paragraphs (Paras) [C.8](#), [C.9](#), [C.10](#), and [C.11](#) of this chapter or as may be necessary to carry out USTRANSCOM-assigned missions.
    - (2) Apply apportioned/allocated strategic mobility resources as directed by the SecDef.
    - (3) Prescribe procedures for the submission of transportation requirements by the DOD Components to USTRANSCOM.
    - (4) Provide management support for Service-unique or theater-assigned transportation assets, to include pre-positioned ships, to the Secretaries of the military departments and the CDRs of unified commands at the direction of the SecDef or upon the request of the concerned Service Secretary, CDR, or CCDR.
    - (5) Develop, prioritize, and make recommendations through the Joint Chiefs of Staff (JCS) to the Secretaries of the military departments and the DUSD (L&MR) on the capability, capacity, characteristics, design, and other requirements of the mobility assets needed to execute DOD common-user transportation and strategic mobility objectives. USTRANSCOM will identify and support programming requirements, along with capital investment strategies, via the Planning, Programming, and Budgeting System.
    - (6) Establish and maintain relationships between the DOD and the commercial transportation industry (in coordination with the Department of Homeland Security [DHS]/United States Coast Guard [USCG], Department of Transportation [DOT]/Maritime Administration [MARAD], Federal Aviation Administration [FAA],

and National Transportation Safety Board) to promote the seamless transition from peace to war and improve interfaces between the DOD and industry.

- (7) Manage the Transportation Working Capital Fund (TWCF) financial operations, to include programming, budgeting, accounting, and reporting. USTRANSCOM will provide guidance for the standardization of rates, regulations, and operational policies and procedures.
- (8) Develop and implement, in coordination with the military departments, the TWCF manpower management policy to maintain the USTRANSCOM visibility and adequate control of common-user transportation manpower and personnel assets. USTRANSCOM will establish procedures to program, account for, and document TWCF military and civilian manpower and personnel. USTRANSCOM will assess the functional impact of proposed manpower increments and decrements to the common-user transportation functions and recommend changes through the CJCS IAW DOD Directive (DODD) 5158.04, United States Transportation Command.
- (9) Control assigned funds made available from the National Defense Reserve Fleet for the operations, maintenance, and lease of national defense sealift vessels operated under the TWCF.
- (10) Review and analyze Service-proposed organizational and mission changes within the TCCs that impact on the ability of USTRANSCOM to carry out its assigned responsibilities.
- (11) Ensure the effective and efficient use and control of US Government (USG)-owned or commercial strategic mobility resources and capabilities available to the DOD.
- (12) As the Head of Agency, establish a contracting activity for the procurement of commercial transportation services. Through the TCCs, USTRANSCOM will coordinate and implement transportation and acquisition policy and ensure peacetime and wartime procedural compatibility. USTRANSCOM will assume financial responsibility through the management of the TWCF account; participate in the acquisition planning, monitoring, and oversight of TCC procurement execution; and develop acquisition strategies for execution by the TCCs to accomplish USTRANSCOM missions.
- (13) In support of the Service Heads of an Agency, take action to facilitate the resolution of USTRANSCOM-unique requirements related to the procurement of transportation services.
- (14) Coordinate the forecasting and execution of validated transportation requirements on behalf of the DOD in both peace and war, to include channel approval. USTRANSCOM will advise the Joint Staff (JS) and other DOD Components when there is insufficient capability to meet requirements and make recommendations for actions to alleviate the shortfall.
- (15) Disseminate information to the DOD and Service authorities to facilitate the smooth flow of programming requirements, transportation movement requirements, and other information to ensure effective transportation operations within the DOD.

- (16) With the approval of the SecDef and IAW the Memoranda of Understanding (MOU) with the DHS/USCG and DOT/MARAD augment the strategic mobility capability by activating strategic reserve or mobilization programs, such as CRAF, Ready Reserve Force (RRF), and VISA. USTRANSCOM will develop policies, requirements, concepts, and procedures and provide direction and oversight for the CRAF, RRF, VISA, and other established mobilization programs as assigned.
  - (a) Upon approval of the SecDef and in coordination with the Secretary of Transportation (SECTRANS), USTRANSCOM will activate the RRF to meet operations/contingencies/CJCS exercises or, as prudent, take advance action to coordinate and plan with the DOT/MARAD the possible RRF activation in anticipation of actual requirements. When military operations require civil shipping support, USTRANSCOM will advise the DOT/MARAD that activation of the VISA is under consideration and request that DOT/MARAD prepare an economic impact statement. USTRANSCOM will forward a recommendation to the SecDef and transmit, for signature, a proposed memorandum to the SECTRANS requesting concurrence in the activation of the VISA. Upon approval of VISA activation, USTRANSCOM will direct MSC to arrange with ship operators for the acquisition of particular ships.
  - (b) USTRANSCOM will activate, with the concurrence of the SecDef, any CRAF stage or segment to fulfill commercial air augmentation of the DOD airlift fleet.
  - (c) USTRANSCOM will recommend, through the SecDef, in coordination with the SECTRANS, Presidential action to enable the requisitioning of ships IAW 46 USC § 1242, Shipping, and 50 USC § 196, Emergency Foreign Vessel Acquisition; Purchase or Requisition of Vessels Lying Idle in United States Waters.
- (17) Serve as the principal DOD agent with the DHS/USCG and DOT/MARAD on RRF issues, to include fleet composition, activation, maintenance, and readiness standards IAW a MOU and/or a Memorandum of Agreement (MOA).
- (18) Monitor and evaluate Service readiness programs for active and reserve component units that support USTRANSCOM missions.
- (19) Coordinate with the unified commands on the protection of USTRANSCOM assets, Host Nation (HN) transportation, the negotiation/review of international support agreements, and other related support to USTRANSCOM forces.
- (20) Within mission responsibilities, maintain oversight of those dockets, proposals, and notices of federal, judicial, state, municipal, or other USG agencies and commercial entities on rates and services that may affect military transportation and traffic management needs and authorities. Alone or through the components, USTRANSCOM will represent the DOD or coordinate with DOD or other USG agencies on legislative, legal, or regulatory issues to protect or promote DOD transportation interests IAW DOD Instruction (DODI) 4500.17, Proceedings Before Transportation Regulatory Bodies.
- (21) Negotiate and consummate the support agreements, assignments, and delegations of functions and authority, as required IAW DODI 4000.19, Interservice and Intragovernmental Support, and act as the Point of Contact (POC) for operational agreements within the DTS.
- (22) Nominate the chairperson of the Transportation Committee of the Defense Acquisition Regulations Council. The Transportation Committee chairperson manages the

formulation and evaluation of proposed transportation acquisition policy for inclusion in acquisition regulations.

- (23) Conduct deliberate and execution transportation planning for DOD Components IAW the Joint Strategic Planning System (JSPS) and the Joint Operation Planning and Execution System (JOPEs).
- (24) Act as facilitator for all the meteorological and oceanographic data used in deliberate and execution planning conducted IAW the JSPS and JOPEs.
- (25) Integrate, in coordination with the DOD Components and the transportation industry, the DOD transportation-related Command, Control, Communications, and Computer Systems (C4S) by maintaining Integrated Data Environment (IDE)/Global Transportation Network (GTN) Convergence (IGC). USTRANSCOM will coordinate and provide worldwide IGC training.
- (26) Promote the development, production, and fielding of transportation and C4S that enhance the effectiveness of the DTS and establish a C4S requirements baseline and validate the emerging C4S requirements to ensure the integration and efficiency of developing systems with existing systems.
- (27) Act as the DOD administrator for all transportation data to ensure the automated systems supporting the DTS are compatible and/or interoperable in support of Corporate Information Office goals and objectives. USTRANSCOM will establish and coordinate transportation data standards and protocols and provide transportation data for the logistics portion of the Defense Data Repository System.
- (28) Serve as the program manager for Defense Transportation Electronic Business (DTEB).
- (29) Serve as DOD single manager for intertheater medical regulating. USTRANSCOM will conduct Continental United States (CONUS) medical regulating by exercising authority, direction, and control over the Global Patient Movement Requirements Center (GPMRC). USTRANSCOM will provide the systems, policies, and procedures to regulate patients into other theaters from combat theaters and will maintain, train, and deploy medical regulating teams (Category A reservists).
- (30) Serve as the principal focal point to develop, coordinate, and execute a DOD strategy for the production of transportation intelligence to satisfy strategic mobility requirements; develop DOD standards for transportation intelligence products; and coordinate the transportation intelligence production efforts of other organizations under the Distributed Production Program. USTRANSCOM will produce transportation intelligence in support of USTRANSCOM and component mission planning and execution.
- (31) Propose DOD intermodal system policies for SecDef approval and prescribe the procedures for implementation. USTRANSCOM will advocate DOD intermodal system programs that will optimize strategic mobility.
- (32) Provide direction and oversight for the Joint Logistics Over-the-Shore (JLOTS) Program.
- (33) Act as lead agent for transportation publications, as assigned by the CJCS or SecDef.
- (34) Serve as the DOD advocate to incorporate effective transportation engineering techniques and characteristics into DOD transportation processes, equipment, and facilities.

- (35) In coordination with other agencies, provide direction and oversight for all matters dealing with the transportation of hazardous materials (HAZMAT).
  - (36) Provide direction and oversight of commercial passenger airlift and other quality control programs affecting transportation operations.
  - (37) Perform continuing analysis of the DTS to improve the quality of service to the customer, change procedures to enhance customer service, and make recommendations to the JS and SecDef for policy changes.
  - (38) Designate, in consultation with the Services and the CONUS seaports of embarkation (SPOEs), aerial ports of embarkation (APOEs), seaports of debarkation (SPODs), and aerial ports of debarkation (APODs) for deploying/redeploying forces and sustainment during planning and execution. USTRANSCOM will make recommendations to the theater CDRs for the designation of Outside Continental United States (OCONUS) SPOEs/SPODs/APOEs/APODs and/or embarkation for redeploying and/or deploying forces and sustainment during planning and execution.
  - (39) Establish Command Arrangement Agreements with the unified commands and enter into a MOA/MOU with other agencies to execute USTRANSCOM missions.
  - (40) Communicate and coordinate directly with all DOD Components and with other departments and agencies of the Government in matters relating to USTRANSCOM missions.
  - (41) Serve as the DOD focal point for all international cooperative airlift agreements.
  - (42) Furnish, through the CJCS, for SecDef approval, changes to DOD transportation policy.
  - (43) Perform approval authority functions by coordinating all DTR changes with the Services and the Defense Logistics Agency (DLA).
  - (44) Perform other missions, as directed by the SecDef.
  - (45) Perform contract air administration duties and implement a quality assurance evaluation program for contract commercial airlift services.
- h. As the DOD Distribution Process Owner:
- (1) Oversee the overall effectiveness, efficiency and alignment of DOD-wide distribution activities, including force projection, sustainment and redeployment/retrograde operations
  - (2) Establish the concepts and operational framework relating to the planning and execution of DOD transportation operations
  - (3) Maintain liaison with the DOD Logistics Executive
  - (4) Develop and maintain a DOD Distribution Process Instruction defining authority, accountability, resources, and responsibility for distribution process management.

6. The Deployment Distribution Operations Center (DDOC). The USTRANSCOM DDOC is the single location for managing all movement requirements. The DDOC is comprised of requirements and customer service teams. The DDOC serves as the single face to the customer on all requirements moving within the DTS. The DDOC will:
  - a. Provide day-to-day execution oversight of USTRANSCOM missions from 24 to 72 hours prior to execution and:
    - (1) Be responsible to the CDR, USTRANSCOM, for directing 24/7 execution activities of USTRANSCOM and its TCCs
    - (2) Be the primary interface to the National Military Command Center, unified command Command and Control (C2) functions, TCC command centers, and all customers
    - (3) Exercise C2 of air and surface movements through the Assess/Planning Divisions.
    - (4) Coordinate with the unified commands, Office of the Secretary of Defense (OSD), and JS on the execution of air, land, and sea transportation requirements and direct all the activities that monitor the component's execution of worldwide DTS movements
    - (5) Identify transportation issues and communicate solutions to command staff and joint operations leadership
    - (6) Be the focal point for Crisis Action Planning.
  - b. Provide near-real time/fused information to senior leadership and:
    - (1) Provide daily operations update to the CDR, USTRANSCOM, in addition to commands' and components' senior staff
    - (2) Consolidate information from the components, command staff, JS, and unified commands for the daily briefing
    - (3) Provide daily an Executive Operations Summary for the command senior staff.
  - c. Lead matrix organization synchronizing command capabilities in support of operations (e.g., day-to-day, national emergencies, contingencies, disaster relief, and humanitarian assistance), to include:
    - (1) Intelligence and security
    - (2) USTRANSCOM J-Staff
    - (3) Joint Interagency Coordination Group
    - (4) Global Command and Control Center
    - (5) GPMRC
    - (6) Meteorological and oceanographic support.
  - d. Perform:
    - (1) Transportation feasibility analyses
    - (2) Deployment estimates
    - (3) Cost estimates
    - (4) Requirements confirmation
    - (5) Shortfall identification

- (6) Mode selection
- (7) Requirements consolidation recommendations.
7. The Joint Operational Support Airlift Center is the single manager for scheduling all the DOD CONUS Operational Support Airlift requirements.
8. TCCs (AMC, MSC, and SDDC) will:
  - a. Take all the required actions within the law, executive orders, and regulations to support USTRANSCOM in executing its missions
  - b. Ensure the effective and efficient use of USTRANSCOM-controlled and commercial transportation services for the DOD.
  - c. Prepare recommendations for USTRANSCOM on the design, specifications, and equipping of strategic mobility assets. In collaboration with Government agencies, TCCs will study, analyze, and recommend improvements in strategic mobility systems.
  - d. Develop, establish, and operate data systems, within the technical and functional parameters and standards established by USTRANSCOM and in coordination with the Assistant Deputy Under Secretary of Defense for Transportation Policy, to integrate DOD transportation information worldwide and provide transportation and in-transit visibility (ITV) data for the CCDRs, CDRs, and DOD Components.
  - e. Manage TWCF activities, incur obligations and costs to perform the activity mission, prepare and submit TWCF transportation financial reports to USTRANSCOM/OSD, and identify to USTRANSCOM any impediments to achievement of performance cost goals.
  - f. Submit to USTRANSCOM for coordination and analysis any proposed major organizational or manpower changes affecting TWCF functions that would result in activity closure or a reduction in force of civilian personnel.
  - g. Identify the split between common-user transportation and Service-unique manpower assets in coordination with USTRANSCOM and the military departments. The TCCs will identify common-user (TWCF-funded) manpower and assigned personnel with discrete Program Element Code or other agreed-upon coding established and controlled through USTRANSCOM. They will plan, program, budget, account for, and maintain manpower authorization documents for TWCF funded manpower; coordinate all TWCF funded manpower adjustments with USTRANSCOM; and notify USTRANSCOM of any Service-levied manpower or personnel ceilings, constraints, or restrictions impacting TWCF assets.
  - h. Submit acquisition packages for the procurement of USTRANSCOM-related transportation services and equipment to USTRANSCOM for review and coordination.
  - i. Develop and submit TWCF program and budget submissions and associated reports to USTRANSCOM IAW established procedures.
  - j. Notify USTRANSCOM, IAW established procedures, of the receipt or initiation of any claim by or against a contractor in excess of \$1 million.
  - k. Submit to USTRANSCOM, for forwarding to higher HQ, all prepared statements and supporting material for congressional hearings and proposed legislative packages and submit to USTRANSCOM copies of responses to congressional inquiries relating to common-user, DTS initiatives.
  - l. Submit to USTRANSCOM, for forwarding to higher HQ, all prepared responses to audit reports relating to common-user DTS issues. The TCCs will report to USTRANSCOM all

DTS-related internal control weaknesses identified under DODD 5010.38, Management Control (MC) Program.

- m. Recommend to USTRANSCOM policies and programs on the effective acquisition of freight and passenger transportation services for all modes of transportation within the CONUS and OCONUS.
- n. Review and analyze proposals, notices, decisions, regulations, and laws of federal, state, and local agencies, courts, legislatures, and commercial entities that affect the USTRANSCOM mission.
- o. Provide program and budget submissions to the military departments for strategic mobility requirements IAW established procedures. The TCCs will keep USTRANSCOM informed of the status of these requirements while Service programs are under development and after the completion of their Program Objective Memoranda.
- p. Review, analyze, and submit recommendations to USTRANSCOM on Consolidation and Containerization Points (CCPs) after coordination with DLA.
- q. Perform strategic deployment analysis of transportation systems. The TCCs will analyze the constraints and capabilities of DTS modes and subsystems that support strategic mobility. They will coordinate with other DOD Components on installation outload capability and enhancement programs.
- r. In coordination with USTRANSCOM, develop MOA and MOU and other similar documents necessary to formalize commitments of transportation services within the limits of the guidance prescribed by this regulation. The TCCs will examine all such documents to bring them in compliance with this regulation, and submit them to USTRANSCOM for approval prior to final signature.
- s. Provide deliberate and execution-planning support to USTRANSCOM to ensure effective and efficient use and control of transportation assets and services.
- t. Provide USTRANSCOM with copies of internal regulations concerning the acquisition of transportation services. The TCCs will coordinate with USTRANSCOM on all changes, revisions, and new internal regulations that would either require subsequent action from USTRANSCOM or supplement specific USTRANSCOM guidance previously received.
- u. Provide recommendations for and information pertaining to diversions of cargo, personal property, and passengers within the DTS. Diversions will be made only with the concurrence of the affected shipper, Service, Agency, CDR, or CDR.
- v. When designated, develop and publish transportation publications as assigned by USTRANSCOM.
- w. Serve as the USTRANSCOM POC for the establishment, amendment, or clarification of the rules and regulations of the regulatory bodies governing safe and secure transportation of explosives and other HAZMAT.
- x. Inform USTRANSCOM of Service-assigned missions.
- y. Assist AMC, MSC, and SDDC with making port software changes.
- z. Procure commercial transportation services, to include data reporting requirements.
- aa. Support deliberate and crisis action transportation planning and execution for DOD Components IAW the JSPS and JOPES, including entry of scheduling and movement data.

- bb. Promote the requirements, development, protection, and fielding of C4S to support ITV for transportation.
  - cc. Perform other mission tasks as directed by USTRANSCOM.
  - dd. Ensure the GSA's Excluded Parties List System is used in the carrier approval screening process.
9. The CDR AMC will:
- a. Act as single manager on behalf of USTRANSCOM for airlift, intertheater, intratheater, and CONUS aeromedical evacuation, aerial refueling support, and support services to the DOD Components as required by USTRANSCOM.
  - b. Be responsible for all strategic common-user airlift procurement and negotiation and serve as the single face to industry for airlift matters.
  - c. Recommend the size of passenger groups and the size of release unit cargo, in conjunction with USTRANSCOM and affected DOD Components.
  - d. Prepare short-range and long-range forecasts of strategic air transportation requirements and match them with capabilities of the DOD, based on an evaluation of requirements.
  - e. Procure all commercial air mobility services. The CDR AMC will administer and negotiate the GSA Airfares City Pairs Contract in conjunction with GSA and in coordination with DOD Components; work closely with the Defense Travel Management Office (DTMO) to identify GSA City Pair Contract requirements and support source selection boards; and serve as the DOD's focal point to the airline industry on CRAF issues, charter aircraft, the GSA City Pair Program, troop deployments, redeployments, and quality of life programs for the military service member, such as Exodus.
  - f. Administer and execute the CRAF program. The CDR AMC will recommend to USTRANSCOM the activation of CRAF, to include required stage(s) and/or segment(s) to meet airlift/aeromedical requirements; prepare documentation to activate the CRAF and 49 USC Chapter 443, Insurance; request Secretary of the Air Force Indemnification Program activation and waivers; and monitor and manage the AMC-assigned missions of these forces upon activation.
  - g. Perform the capability inspections (semi-annually) necessary to certify air carriers for the safe movement of DOD cargo and passengers. The CDR AMC will interface with other Federal Agencies to determine civil air carrier eligibility and suitability to provide service.
  - h. Operate a worldwide passenger reservation system for international travel aboard AMC transport aircraft and commercial contract airlift.
  - i. Provide USTRANSCOM with information on the availability of AMC organic and controlled commercial strategic air mobility capability.
  - j. Through USTRANSCOM, serve as the DOD focal point for international cooperative airlift agreements.
  - k. Provide host support for USTRANSCOM, including contracting and personnel support.
  - l. Operate, or arrange for the operation of, common-user aerial ports/air terminals within the CONUS or OCONUS based on agreements with the theater CDRs, to include contracting for terminal services.
  - m. Act as the sole negotiator within the CONUS with commercial firms on rates and other matters incidental to air transportation of freight.

- n. Provide USTRANSCOM with information on the availability of AMC-owned and AMC-controlled commercial air mobility capability.
  - o. Act as the single POC with the commercial airline industry for USTRANSCOM for the procurement of DOD domestic and international airlift services.
  - p. Determine and arrange the best means available for obtaining supplemental surface transportation in conjunction with Special Assignment Airlift Missions (SAAMs) (e.g., bus service incidental to commercial air movement).
  - q. Promote the requirements, development, protection, and fielding of C4S to support ITV for air transportation.
  - r. Make port software changes.
10. The CDR SDDC will:
- a. Provide surface and surface intermodal traffic-management services, common-user ocean terminal support, and transportation engineering support to the DOD Components as directed by USTRANSCOM. The CDR SDDC will provide rates (other than intermodal rates, including ocean rates), routing, and carrier performance quality control.
  - b. Negotiate rates and other matters incidental to surface transportation of freight and personal property within the CONUS and intermodal rates as directed by USTRANSCOM.
  - c. Negotiate and administer the DOD Personal Property Shipment and Storage Program, as directed by USTRANSCOM; administer the DOD Privately-Owned Vehicle Import Control Program; and act as the sole negotiator, worldwide, with commercial firms on rates and other matters incidental to storage services for all personal property.
  - d. Operate, or arrange for the operation of, common-user ocean terminals within the CONUS or OCONUS based on agreements with the theater CDRs, to include contracting for terminal services.
  - e. Administer the DOD Worldwide Cargo Loss and Damage Reporting Analysis System.
  - f. Administer the surface commercial carrier quality assurance program.
  - g. Provide ocean cargo booking for the DOD Components.
  - h. Arrange for the movement of DOD-sponsored surface export cargo and act as the Ocean Cargo Clearance Authority (OCCA) IAW this regulation.
  - i. Serve as the USTRANSCOM agent for highways, pipelines, ports, and railroads for national defense and administer other modal national defense programs as directed by the SecDef.
  - j. Provide operational management of defense intermodal common-user containers and establish a worldwide DOD surface container management and control system.
  - k. Provide USTRANSCOM with information on the availability of SDDC-controlled commercial mobility capability.
  - l. Prepare forecasts of ocean and maritime common-user transportation services based on the requirements of the DOD Components.
  - m. Consolidate peacetime shipper service and unified commands surface transportation requirements and provide these to MSC. During contingency or wartime, the CDR SDDC will assist USTRANSCOM with the clarification and consolidation of surface requirements from supported Theater CDRs.

- n. Conduct operations with the mission to serve as the single USTRANSCOM focal point for the execution of surface intermodal movements within the DTS and:
    - (1) Procure and book surface intermodal movement requirements
    - (2) Maintain intermodal shipping schedules and the Integrated Booking System (IBS)
    - (3) Provide the Defense Finance and Accounting Service (DFAS) with supporting documentation to generate customer bills
    - (4) Manage related support systems
    - (5) Negotiate ocean rates and, as directed by USTRANSCOM, intermodal rates and related services to meet DOD ocean and intermodal transportation requirements
    - (6) Perform Administrative Contracting Office (ACO) and Contracting Officer's Representative (COR) duties
    - (7) Manage the Defense Freight Railway Interchange Fleet (DFRIF), which is required to supplement the capability of commercial transportation carriers.
  - o. Work with the Services and the railway industry in the development and/or modification of railroad switching and trackage agreements involving military installations.
  - p. Issue military necessity letters essential to the National Defense to state DOT offices involving over-dimension and overweight and/or special freight moving by the commercial trucking industry.
  - q. Enforce the commercial carrier industry's compliance with DTR ITV requirements for tracking purposes.
  - r. Schedule a personal property Staff Assistance Visit (SAV) for each Personal Property Shipping Office (PPSO) within his or her Area of Responsibility (AOR) once every 2 years. Supported Personal Property Processing Offices (PPPO) will be included in the SAV. The purpose of the SAV is to assist the PPSO in executing personal property traffic management program initiatives and to evaluate program effectiveness. Visits will be coordinated with the Service/Agency HQ or major command to avoid duplication of effort.
    - (1) SAV dates will be coordinated with the PPSO at least 45 days in advance and followed up in writing with information copies to the Service/Agency HQ or major command.
    - (2) Within 30 days following the completion of the SAV, the SAV representative will prepare a visit report to the PPSO/PPPO visited and provide an information copy to the Service/Agency HQ or major command.
  - s. Coordinate Transportation Management Advisories with USTRANSCOM.
  - t. Make port software changes.
11. The CDR MSC will:
- a. Provide ocean transportation, including ocean movement and support services, to the DOD Components as directed by USTRANSCOM.
  - b. Provide USTRANSCOM and SDDC with information on the availability and status of ships in the Government-owned and MSC-controlled fleet, including chartered commercial ships.
  - c. Charter vessels.

- d. Administer and execute the VISA, oversee the RRF in concert with DOT/MARAD, oversee the ships requisitioned, and exercise operational control over those mobilization forces on behalf of USTRANSCOM.
- e. Recommend to USTRANSCOM the activation of the RRF and the VISA, the requisitioning of US-owned ships, or the acquisition or activation of foreign ships or other established mobilization programs IAW 50 USC, § 196, and DODD 4140.1, Supply Chain Materiel Management Policy.
  - (1) When activation is under consideration, MSC, based upon information provided by the JCS/CDRs/CCDRs through USTRANSCOM, will inform the DOT/MARAD of actual or projected requirements for RRF ships or requisitioning. When directed by USTRANSCOM, MSC will request that the DOT/MARAD activate the required RRF ships. Operational Control (OPCON) of ships will be transferred from the DOT/MARAD to MSC at activation.
  - (2) RRF activation, IAW law, is authorized under the following criteria:
    - (a) To meet a need for sealift capacity that can only be satisfied by a ship in the RRF, subject to conditions contained in the DOD and DOT MOA.
    - (b) To support deployment, sustainment, redeployment, and other transportation requirements of US armed forces in military contingencies.
    - (c) In support of CJCS exercises.
    - (d) For civil contingency operations upon orders from the SecDef.
    - (e) To perform testing for readiness and suitability for mission performance.
    - (f) In connection with a transfer.
  - (3) Ships activated IAW the criteria listed in (2) will not be in competition with, substitute for, or displace privately owned US flag vessels.
  - (4) MSC, in conjunction with USTRANSCOM, will determine the RRF ship(s) to be used to support the customer's lift requirements based upon availability, suitability, cost, and other factors. Ship activation dates will be a part of the selection process used to ensure different ships are activated. MSC will coordinate with the DOT/MARAD for the activation of requested ship(s).
  - (5) The requirement to activate RRF shipping to test for readiness and operational performance will be considered in the determination of ship activation for use in a contingency deployment or an exercise. Periodic activation is required to ensure ships are able to meet their breakout schedules and to enhance the readiness of the RRF. MSC will coordinate with the DOT/MARAD to preclude the activation of the same vessel repeatedly and to ensure the RRF Activation Plan is followed.
  - (6) When activating ships, USTRANSCOM and MSC will determine the type of ship best suited to complete a mission by utilizing factors discussed in Paras [C.11.e.\(2\)\(a\)](#) through [C.11.e.\(2\)\(f\)](#) above and known funding constraints. When activating RRF ships, MSC will use the RRF Activation Plan and lift requirements to decide which ship(s) will be nominated to support an operation, mission, or exercise.
  - (7) Upon Presidential approval of the authority to requisition ships and when directed by USTRANSCOM, MSC will request that the DOT/MARAD requisition specific ships, which will be transferred from the DOT/MARAD to MSC after they are requisitioned.

- (8) MSC will notify ship owners which of their vessels are being considered for call up under the VISA. When directed by USTRANSCOM, MSC will notify ship owners which of their vessels are being considered for requisitioning and arrange for the acquisition of particular ships with ship operators while keeping the DOT/MARAD informed.
  - f. Act as the USTRANSCOM scheduling authority for ocean transportation (sealift) ships to support DOD requirements.
  - g. Study, analyze, and recommend requirements for ocean transportation systems.
  - h. Approve stowage plans and their implementation to ensure the seaworthiness of the ship, safety of the cargo, and efficient use of ship space.
  - i. Billet and exercise control of all the passengers aboard MSC ships. Administrative control may be exercised by the Services concerned. Assignment of supercargo personnel will be managed by MSC in coordination with SDDC and the supported CDR/CCDR and their components.
  - j. Coordinate MSC operations with port authorities.
  - k. Promote the requirements, development, protection, and fielding of C4S to support ITV for ocean transportation.
  - l. Make port software changes.
12. The DTMO will:
- a. Serve as the DOD's focal point to the travel industry, which includes commercial travel office contracts; airline global distribution systems; passenger statistics; travel agreements for bus, rail, and rental car services; and the Defense Travel System functional requirements. The DTMO will ensure consistency in the DOD's focus, policy, and execution of travel management functions.
  - b. Negotiate rates and other matters incidental to the transportation of passengers, other than air worldwide.
  - c. Serve as the single face to industry for commercial travel policy.
  - d. Procure and centrally manage Commercial Travel Office (CTO) contracts.
  - e. Establish procedures to ensure effective use and control of CTOs and maintain a current list of CTOs serving DOD installations under the DTMO's jurisdiction.
  - f. Maintain approval authority for the establishment or procurement of Service-unique, in-house travel offices.
  - g. Administer the USG Rental Car/Truck program.
  - h. Administer the DOD Military Bus program.
  - i. Arrange the best means available for passenger surface transportation.
  - j. Administer the DOD Military Rail Agreement.
  - k. Administer the Passenger Standing Route Order (PSRO) program. The DTMO will solicit rail and bus rates in support of PSROs and notify AMC and/or GSA of PSRO airlift requirements.
  - l. Administer the Recruit Travel and Assistance program.
  - m. Act as the single source for DOD commercial travel data.

- n. Upon the request of AMC, provide data residing in the Commercial Travel Information Management database for use in negotiating the GSA Airline City Pairs contract. At the request of AMC, the DTMO will support source selection boards.
  - o. Administer the DOD Travel Card program.
13. The Installation, Area, or Activity CDR (or their delegated representative[s]) will:
- a. Appoint a military member or civilian employee (not a contractor) as Transportation Officer (TO) to execute DOD traffic management policy and procedures to obtain transportation services. The appointment will be accomplished by special order of the area, activity, or installation CDR IAW regulations of the military departments concerned.
  - b. Ensure the appointed TO will be a fully trained and equipped member/employee of the activity or installation CDR's technical staff.
14. The TO will:
- a. Provide efficient, responsive, and quality transportation services within the assigned AOR and ensure compliance with governing laws, directives, systems or programs, and regulations for cargo, passenger, personal property, and unit moves.
  - b. Provide technical direction, management, and evaluation of the traffic management and unit movement aspects of the DOD transportation movement program on a worldwide basis, subject to the overall guidance, policies, and programs established by USTRANSCOM, the Code of Federal Regulations (CFR), and DOD Components. The TO will:
    - (1) Prepare and edit shipment documentation to ensure quality electronic data and timely submission to support total movement business processes IAW Table 202-2, Timeliness Evaluation Criteria, for higher-level visibility, force systems, and downline stations
    - (2) Support contingency, mobility, natural disaster, and humanitarian relief requirements
    - (3) Provide contact information for the servicing TO, as well as training on transportation procedures, documentation, clearance, and the Bureau of Customs and Border Protection (CBP) requirements to Unit Mobility Officers/Noncommissioned Officers and Government Purchase Card holders with overseas shipping requirements in support of contingencies.
  - c. Assist the DTMO COR with monitoring and reporting contractor performance under DOD CTO contracts.
  - d. Appoint one or more military members, civilian employees, or contractor personnel as Transportation Agent (TA) to assist the TO in his/her responsibilities. This may be accomplished by letter, which is to be retained in the Transportation Office. Service-unique procedures may require the TOs to request that TAs be appointed by their CDR. Contractor personnel will not be appointed to perform any function involving the obligation or expenditure of Government funds. This also applies to tenant units.
  - e. Seek Antiterrorism/Force Protection (AT/FP) advice from the installation Force Protection Working Group.
  - f. Include AT/FP considerations in local transportation publications and procedures.
  - g. Plan, prepare, and document shipments IAW this regulation.
  - h. For shipments requiring delivery after hours, weekends, and on holidays, obtain the origin and destination POC and a commercial telephone number that directed and is receiving the after-hour, weekend, and/or federal holiday movement.

- i. Use “Best Value” in determining carrier selection, as he/she is required to do. TOs are not authorized to use equalization methods to determine a carrier for shipments originating from their installation.
  - j. Prior to shipment release, coordinate with the receiving site (e.g., water port, DLA Depot, aerial port), TO, or POC, when there is a surge of freight (defined as five or more truckloads) or when special materials handling equipment (not otherwise identified in the Transportation Facility Guide) is required.
15. A Mobility Officer (MO) is the person(s) designated or appointed for planning, coordinating, and/or executing mobility operations for assigned or supported units. The MO’s responsibilities are further covered in DOD Component regulations.
  16. The Arrival/Departure Airfield Control Group, Port Support Activity, Beach and Terminal Operations, or Contingency Response Element (CRE) will act as a focal point between the unit requiring movement and the arrival and departure point activity at the Port of Embarkation (POE) and Port of Debarkation (POD).
  17. Service Clearance Authorities (identified in Appendix R of this regulation) are responsible for reviewing cargo scheduled for shipment’s identified mode of transportation (e.g., surface or air) and for issuing shipment challenges IAW this regulation, Chapter 203.

#### **D. REGULATORY BODY PROCEEDINGS**

1. USTRANSCOM will review respective dockets and notices issued by regulatory bodies affecting transportation between points within the United States and its territories to determine DOD interest and required action. DOD personnel will not participate in, or supply information to, a transportation regulatory body without prior approval of USTRANSCOM, the TCC, or the theater CDR, unless subpoenaed to testify. When DOD personnel are required by subpoena to testify in proceedings before a transportation regulatory agency, prompt notice will be sent to USTRANSCOM IAW DODI 4500.17. Additionally, DOD personnel will notify their component HQs.
2. Requests for information will be acted upon IAW DOD Component publications.

#### **E. DEFENSE CONTRACT MANAGEMENT AGENCY (DCMA)-ADMINISTERED CONTRACTS**

1. IAW the Federal Acquisition Regulation (FAR), contract management may be delegated to DCMA for full management or for transportation support only. The management office TO will provide traffic management functions IAW contract terms and DCMA policy available at <http://guidebook.dcmamilitary.com/> and select T (for Transportation and Traffic Management).
2. DCMA TOs may delegate a traffic management authority to qualified contractors by written agreement IAW the DCMA instruction/guidebook.

#### **F. ACTIVITY CHANGE OF STATUS OR MISSION**

The TO or other DOD Component authority, projecting any change of status or mission of a Service-owned or -sponsored activity that will result in significant change to transportation requirements, will request planning information on transportation rates, costs, and other transportation management data from SDDC Operations, Attn: AMSSD-OPS-R, Military Surface Deployment and Distribution Command, 1 Soldier Way, Building 1900 West, Scott AFB, IL 62225, or the theater CDR. When the final decision is made regarding the activity’s change of status or mission, the TO or DOD Component authority will notify SDDC Operations or the theater CDR as far in advance as possible to enable negotiations with commercial carriers for transportation rates and services.

## **G. COMMERCIAL CARRIER INQUIRIES**

1. Information furnished to carriers in response to inquiries concerning cargo shipments that have taken place will be confined to facts on their respective traffic routing, except as restricted by security regulations.
2. Freedom of Information Act (FOIA) inquiries pertaining to transportation issues will be coordinated with the cognizant FOIA office.
3. Carriers must file their rates and services electronically on a MT Form 364-R, Department of Defense Standard Tender of Freight Services, available at Military Freight Traffic Unified Rules Publication-1 (MFTURP-1), which can be located on the SDDC website at <http://docketing.sddc.army.mil/> by selecting View MFTURP\_1. If unable to access this site electronically, the carrier should contact the SDDC Customer Service Branch at commercial (618) 220-6928 or DSN 770-6928 for instructions for filing manual forms.

## **H. TRAFFIC MANAGEMENT UNDER EMERGENCY CONDITIONS**

1. Emergency traffic management procedures in the CONUS will be implemented upon the proclamation of a state of national emergency by the President of the United States and by a concurrent resolution of Congress.
2. SDDC will maintain and provide an Emergency Traffic Management Plan (ETMP) to support the National Plan for Emergency Preparedness, the Joint Strategic Capabilities Plan, unilateral plans of the DOD Components, and DOD guidance and directives. The ETMP provides guidance to DOD Components for traffic management functions and operations under emergency conditions. Distribution of the ETMP will be made to the DOD Component HQ.
3. Activity CDRs will direct TOs to implement emergency procedures according to restrictions imposed on commercial transportation by governmental control agencies. TOs will implement procedures in this regulation to the extent warranted by emergency conditions.

## **I. PUBLIC HIGHWAY REQUIREMENTS**

Through the Highways for National Defense Program (HND), the SDDC Transportation Engineering Agency (TEA) is responsible for assisting the Services and installations with resolving public highway needs. For additional guidance, refer to Army Regulation (AR) 55-80/Office of the Chief of Naval Operations Instruction (OPNAVINST) 11210.2/Air Force Manual (AFMAN) 32-1017/Marine Corps Order (MCO) 11210.2D/Defense Logistics Agency Regulation (DLAR) 4500.19, DOD Transportation Engineering Program or contact SDDC TEA at DSN 770-5118 or commercial (618) 220-5118 or (800) 722-0727.

## **J. DISRUPTION TO TRANSPORTATION SYSTEMS**

1. The President, the SecDef, the CCDR of USTRANSCOM, a USTRANSCOM TCC CDR, a CCDR, or others can provide guidance or direction as to the routing of traffic or management of DOD movements in response to special situations where there is disruption in or impediments to normal transportation services.
2. Special situations include, but are not limited to, national/regional/local emergencies, disasters, traffic congestion, strikes, embargos, and operational conditions.
3. Any guidance or direction provided is subject to any legally imposed limitation such as statutory, regulatory, or contractual requirements.

4. When there is a disruption to the transportation system, USTRANSCOM (upon notification by a USTRANSCOM TCC or other activity), a USTRANSCOM TCC, or a CDR will disseminate, to the affected TOs, the following information:
  - a. The reason for the special situation
  - b. The name of the activity affected
  - c. The mode and carrier involved
  - d. The type of traffic limited
  - e. The exception, if any, to the limitation on transportation
  - f. An alternative means available to move the cargo to lessen the disruption to DOD movements.
5. When a DOD activity experiences or anticipates a disruption in the transportation system that may adversely influence its ability to ship or receive DOD shipments, the TO (including DCMA TOs) will immediately notify a USTRANSCOM TCC or the theater CDR. The TO will provide a USTRANSCOM TCC or the theater CDR with all the information and seek its assistance in determining alternative routes or modes and any legal actions needed to overcome or reduce the disruption in DOD transportation.
6. If the TO requests, then a USTRANSCOM TCC or the theater CDR will assist the TO in acquiring the authorization or legal action needed to overcome or lessen the disruption to DOD transportation requirements.

#### **K. RAIL ABANDONMENT ASSISTANCE**

Through the Railroads for National Defense Program, SDDC TEA is responsible for assisting the Services and installations with resolving commercial rail line abandonment. A number of options have been developed to ensure continued essential rail service to DOD installations. TOs will contact the SDDC TEA at DSN 770-5118 or commercial (618) 220-5118 or (800) 722-0727.

#### **L. TRANSPORTATION PROCUREMENT POLICY—APPLIES TO BOTH FAR AND NON-FAR PROCUREMENTS OF TRANSPORTATION OR RELATED SERVICES**

1. The acquisition of transportation and transportation-related services must fulfill the customer's intermodal movement requirements from origin to destination.
2. The acquisition process will involve the customer and carriers early in and throughout the acquisition process.
3. When it is beneficial to the DOD, then the DOD may join with other Federal Government Agencies to use transportation services' procurement instruments negotiated by those Agencies. In addition, other federal Agencies may use DOD procurement instruments.
4. Traffic managers and shipping activities will seek full and open competition to the maximum extent possible from qualified carriers. DOD traffic managers and shipping activities must not exclude any transportation mode in awarding traffic- or transportation-related service contracts, except if the SDDC Director of Operations or designated official makes a written determination that awarding the traffic to a particular mode is necessary for military readiness to ensure the necessary transportation infrastructure availability for mobilization or for national security; then the exclusion of other modes for a particular transportation requirement(s) is authorized.
5. DOD activities will use best commercial practices and streamline "best-value" acquisition processes and include performance-based specifications when acquiring transportation services (as defined under Best Value in the Table of Contents) when acquiring transportation services.

6. The acquisition of transportation and related services will incorporate efficient documentation, billing, and payment processes and, to the maximum extent possible, will require the use of Electronic Commerce (EC)/EDI for solicitations, movement documents, financial transactions and payment through Electronic Funds Transfer (EFT).
7. For the transportation payments (covered in 31 USC § 3726, Payment for Transportation; 40 USC § 486, Policies, Regulations, and Delegations; 41 CFR 102-118, Transportation Payment and Audit; and Management Reform Memorandum [MRM] #15, Reengineering Defense Transportation Documentation and Financial Processes) of CONUS freight shipments, DOD uses the Third Party Payment System (TPPS) as the electronic payment method. Generally, DOD contracts will require the use of TPPS or will specify that TPPS is a prerequisite to carriers' performance. TO and contracting officers will only offer DOD cargo movements to commercial carriers offering TPPS as their billing and payment system.
8. Acquisitions for transportation or related services will require carriers to furnish ITV data to, or accessibility by, the DOD AIS.
9. Air and ocean carriers with direct contracts with DOD must commit to support DOD contingency requirements through participation in the CRAF and the VISA programs as a condition for receiving DOD business.
10. Contracts with Third Party Logistics (3PL) providers for logistic support and base operations functions during wars, contingencies, disasters, and humanitarian assistance, when the infrastructure to move material may be constrained, will include a requirement that the 3PL providers integrate their transportation operations with the deployment process.
11. To the maximum extent possible, procurement instruments with carriers will allow their use by DOD contractors, vendors, and 3PL providers moving DOD freight.
12. The DOD uses a number of different procurement instruments to purchase transportation and related services. These instruments include FAR contracts, Bills of Lading (BLs), government transportation requests, and similar transportation forms (see 40 USC § 481 et seq., Procurement, Warehousing, and Related Activities, 49 USC § 10721, Government Traffic, 13712, Government Traffic, and 15504, Government Traffic, and 48 CFR 47, Transportation, and 242, Contract Administration and Audit Services). The decision as to the procurement instrument will be based on the needs of the customers, the duration of the requirement, the value of the transportation services provided, and the cost of implementing the procurement process relative to the cost of the services acquired.
13. The following are the responsibilities of the different organizations:
  - a. USTRANSCOM is primarily responsible for acquiring common-user transportation and related services to meet DOD transportation requirements in excess of DOD organic capability.
  - b. USTRANSCOM/DDOC, SDDC, and theater CDRs will provide a transportation rate-quoting service. Rates are available in the Global Freight Management (GFM) system. TOs can request tenders on file or estimated rates from transportation service providers when no tenders are on file. TOs may need the rates for budgetary purpose or other reasons.
  - c. TCCs or theater CDRs will negotiate with commercial carriers to establish or modify rates, charges, rules, and accessorial services. Negotiations will include DOD and Foreign Military Sales (FMS) volume movements and may include other federal Agencies and DOD contractor requirements to the maximum extent allowable.

- d. TOs will route traffic IAW the requirements of this regulation.
  - (1) The reporting of volume movements permits SDDC transportation personnel to determine the reasonableness of current rates and to negotiate adjusted or modified rates. The TO will submit Volume Movement Requests (VMRs) or other requesting documentation that includes all the information necessary to accurately describe the requirement and to fairly compete the requirement to SDDC when one of the following occurs:
    - (a) Estimated shipments from one origin point to a single destination will total (in one year) 25 carloads (CLs), 25 truckloads (TLs), or 500,000 pounds (lbs) or more (see Chapter 202, Para B.2.k)
    - (b) The current routing in effect is insufficient
    - (c) Transportation factors indicate a better rate and/or service is obtainable
    - (d) The shipment is a unique requirement that cannot be supported by GFM.
  - (2) When there is a FAR procurement of supplies or movement of freight involving transportation or transportation services, the TO will support the procurement by providing the contracting officer with the transportation factors required for solicitation, award, contract administration, and any other required support (see 48 CFR 47.301-1, Responsibilities of Contracting Officers).
  - (3) The TOs will provide timely carrier performance information to SDDC.
  - (4) The TOs will perform prepayment audits of all carriers' invoices/electronic bills (eBills) before authorizing payment under TPPS.

## M. PROCUREMENT

1. Carrier Qualifications. Only SDDC-qualified carriers are authorized to transport DOD surface cargo. AMC is responsible for determining civil air carrier eligibility and the suitability of airlift carriers. TOs must use only qualified carriers and will check with SDDC or AMC when questions arise concerning a carrier's status.
2. All DOD contracts must include, as a minimum, the following transportation instructions:
  - a. All shipments must comply with ITV requirements by providing movement data to IGC via EDI using American National Standards Institute (ANSI) X12 codes, which can be located on the SDDC website at <http://docketing.sddc.army.mil/> by selecting View MFTURP\_1 and then Appendix C.
  - b. All shipments will comply with DOD AIT standard marks as identified in this regulation and Military Standard-129, Department of Defense Standard Practice, Military Marking for Shipment and Storage (MIL-STD-129), which is located at [https://assist.daps.dla.mil/quicksearch/basic\\_profile.cfm?ident\\_number=35520](https://assist.daps.dla.mil/quicksearch/basic_profile.cfm?ident_number=35520). Shipments must be marked with a Military Shipping Label (MSL) containing bar code symbols as identified in Chapter 208.
  - c. All planeload/shipload movements going to an OCONUS destination (prior to movement) must be cleared through the USTRANSCOM DDOC by calling commercial (618) 229-1698 or DSN 779-1698.
  - d. All export OCONUS shipments entering the DTS must be precleared using an Advanced Transportation Control and Movement Document(s) (ATCMDs) through the sponsoring shipper service Airlift Clearance Authority (ACA) or OCCA. If there are any questions

concerning the clearance requirements, contact the USTRANSCOM DDOC at commercial (618) 229-1698 or DSN 779-1698.

3. [FAR transportation procurement.](#)

- a. A warranted contracting officer can procure transportation and related services using a FAR instrument tailored to the customer's needs. These contracts create enforceable contractual obligations between the carrier and the DOD activity. This affords shippers long-term transportation stability and allows the providing of services not available under tenders, tariffs, and BLs. A FAR contract is suitable for any DOD traffic, regardless of commodity or transportation requirement. FAR contracts are best where there is a requirement for recurring traffic for a long period, a large volume, or an oversized movement. Consider any requirements or shipper requests for a FAR contract if a long-term contract relationship will result in any of the following:
- (1) Reduced transportation and administrative costs/work load for the Government
  - (2) Stabilized transportation rates for the term of the contract
  - (3) Reduced transit times
  - (4) The shipper requiring unique transportation services
  - (5) Improved supply support responsiveness
  - (6) Improved transportation service provider on-time pickup and delivery
  - (7) Time permits.

**N. SDDC TRANSPORTATION PROCUREMENT SUPPORT**

1. [FAR Contracting Support.](#)

- a. SDDC provides advice and procurement services for FAR procurements. If a shipping activity desires a FAR transportation contract, then it can request that SDDC establish a contract. SDDC will work with the shipping activity to establish the type of contract to support the activity's needs. The shipper will provide a request and the following information to SDDC Operations Business Support Division to process a FAR contract:
- (1) Performance Work Statement. A statement of the transportation requirement in sufficient detail to enable a transportation service provider to make an informed and responsive offer and allow fair and adequate competition.
  - (2) Any relevant procurement history concerning this requirement.
  - (3) A list that identifies the items or services being acquired as separately identified line items. This is known as a Schedule B under the Uniform Contract Format. (See 48 CFR 15.204, [Contract Format.](#))
  - (4) Independent Government Cost Estimate. The average rates, based on historical data, used in the development of rates for proposed tasks.
  - (5) Quality Assurance Surveillance Plan. The performance method used to determine whether the contractor is effectively and efficiently complying with all the terms and conditions of the contract.
  - (6) Market Survey. Any attempt by the shipper to ascertain whether there are carriers capable of satisfying the requirement for transportation or related services.
  - (7) The possible COR (SDDC may act as the COR). Duties and responsibilities will be IAW the FAR.

- (8) Proposal evaluations and advice on the selection process.
- b. Protests and Disputes are governed by 48 CFR 33, Protests, Disputes, and Appeals.
2. Rate Quotes – Tenders (Non-FAR Procurements Under 40 U.S.C. 481 Et Seq). Tenders are not contracts. They are a carrier's offer to provide services at the quoted rate. The contract is created after the TO offers the movement and the carrier accepts the movement under a BL. These are generally best suited for simple procurements where best value is deemed the low-cost, responsive carrier. It is not suitable when a shipper needs a cost/price technical tradeoff analysis to determine the best value carrier.
  - a. TCCs or theater CDRs will solicit rate quotes (tenders) from commercial carriers and distribute these rates to DOD shipping activities. The TCCs or CDRs can negotiate special tender rates for shippers. Several tender-of-service instruments are available.
  - b. The SDDC Voluntary Tenders System. This is an electronic system where SDDC-qualified carriers can submit rates for transportation or related services into SDDC's database system that allows the TO to access rates and route traffic movements without submitting special requirement documents. Currently, this system is the GFM.
3. SDDC Negotiated Special. These are tenders for particular shipments, routes, or requirements for which SDDC specifically solicited the rates.
  - a. Types:
    - (1) Short-Term (spot or one-time-only bid). A special tender with rates for a volume of traffic moving on a single BL. There are two types of bids: traditional and electronic. TOs will submit a VMR when a condition listed in Para L.13.d exists. In addition, the TO will submit any evaluation factors the TO will consider in the selection determination.
    - (2) The TO will furnish the VMR as soon as possible before the movement start date to SDDC Operations or theater CDR for negotiations with carriers. Submit VMRs using automated or DD Form 1085, Domestic Freight Routing Request and Order (see Figure 202-1), format and annotate the remarks section with "This is a VMR and request for route order." VMRs may be submitted any time before the movement start date, but the desirable negotiation lead time is more than 30 days for rail and more than 10 days for other modes. The transportation will occur during an 89-day period. The carrier offers these rates for not less than 89 days.
      - (a) SDDC and the theater CDR will provide VMR originators with a written response to each request, including any cost avoidance through successful negotiation.
      - (b) SDDC will rate tenders according to the evaluation factors provided.
  - b. Short-Term Types:
    - (1) Traditional Spot Bid (one-time-only or direct negotiation).
      - (a) The TO submits a written VMR. A TO may conduct verbal negotiation in an emergency; however, the TO must submit a written request as soon as possible.
      - (b) Based on the request, SDDC solicits quotes from qualified carriers that perform the requested service. Once all quotes (bids) are received, SDDC reviews the bids and provides the TO with a list of responsive bids and a recommendation as to the best value carrier based on the solicitation requirements and evaluation factors.
      - (c) The TO reviews the bids submitted and the SDDC recommendation. The TO makes a price reasonableness and best value determination and then awards the

- traffic. The TO does not have to accept the SDDC's recommended carrier. If the TO selects another carrier than the SDDC-recommend carrier, the TO must notify SDDC as soon as possible.
- (d) If the TO selects a carrier other than the low-cost carrier, the TO must document the rationale for the decision in writing and provide a copy to SDDC.
- (2) Electronic Spot Bid (spot bid on the Web). This integrated electronic rate-quoting process allows a TO to post a shipment electronically on the SDDC website. DOD-qualified carriers can submit rates in response to the posted requirement. The TO selects the best value carriers offer and awards the traffic electronically.
- (a) A spot bid on the Web is suitable for all types of freight movements, to include over-dimensional, overweight shipments and less-load shipments. The system supports shipments where no existing tender is on file, repetitive shipments, and VMRs.
  - (b) All submitted bids reflect an all-inclusive expense representing line-haul, accessorial, and protective services plus any additional charges.
  - (c) TOs will compare the rates provided by the carriers with the rates on file with GFM and make a price reasonableness and best value determination.
  - (d) If the TO does not select the low-cost carrier, the TO must document the reasons for the nonselection of the low-cost carrier and provide a copy to SDDC.
  - (e) The TO must comply with the SDDC Spot Bid Business Rules.
  - (f) The TO will award the traffic by issuing a BL.
  - (g) For spot bid rules, go to MFTURP-1, which can be located on the SDDC website at <http://docketing.sddc.army.mil/> by selecting View MFTURP\_1 and entering Spot Bid Rules.
- c. Long-Term Types. Special tenders are also known as Standing Route Order (SRO). A SRO is a request for tender with rates that remain in effect for a specific time period for a particular route or shipment(s). Usually, a SRO involves a volume of traffic that moves in separate shipments over a period greater than 89 days but not to exceed 365 days.
- (1) The TO submits a VMR and any other relevant information concerning the transportation and related services to SDDC. It is critical that the TO and SDDC work together to obtain the best rates and service.
  - (2) After SDDC receives the request and all the necessary requirement information, it solicits all the qualified carriers that provide the required service to submit quotes.
  - (3) Once bids are received, SDDC reviews and determines which are responsive and provides a list that ranks the responsive bids based on the best value evaluation to the TO.
  - (4) The TO will compare rates provided by the carriers with rates on file with GFM and make a price reasonableness and best value determination.
  - (5) The TO selects a primary carrier and alternative carriers to offer future shipments based on their SRO quotes.
  - (6) If the TO does not select the low-cost carrier as the primary carrier or the next low-cost carrier as the alternate, then the TO must document the reasons for the nonselection of the low-cost carriers and provide a copy of the reasons to SDDC.

- (7) The TO awards the traffic and creates the contract by issuing a BL.
4. Protests. The Government Accountability Office generally does not consider protests of transportation procurements using tender rates. To ensure the fairness of the tender procurement process, SDDC will investigate and attempt to resolve any valid issues. Carriers must send preaward protests to SDDC or the TO who made the award before the awarded carrier begins to provide any transportation or related services for the shipment. The TO will issue a post-award protest decision. Untimely filing by a carrier will result in the denial of the protest.
5. Payment Disputes (31 USC § 3726, 40 USC § 486, and 41 CFR 102-118). The TO and/or SDDC will attempt to resolve all transportation disputes. If the TO or SDDC cannot resolve the dispute, the TO or SDDC can forward all the relevant documents to the General Services Administration, Federal Supply Service, Audit Division (FBA), 1800 F Street NW, Washington, DC 20405, for a determination IAW 41 CFR 102-118.315, What Must my Agency do if the TSP Disputes the Findings and my Agency Cannot Resolve The Dispute.

#### **O. GOVERNMENT/MILITARY-OWNED OR UNIQUE ASSETS**

The DOD will maintain and operate in peacetime only those owned or controlled transportation resources, including assets leased or chartered for periods greater than 90 days, needed to meet approved DOD emergency and wartime requirements that cannot be met readily from commercial transportation sources. (For OCONUS, the requirement for the non-availability of commercial transportation may not apply.) The DOD will use these transportation resources during peacetime as efficiently as possible to provide essential training for operational personnel and to meet logistics needs consistent with fostering the development of militarily useful commercial capabilities. The DOD will use commercial carriers for requirements in excess of the DOD's capability. DOD-owned or controlled transportation resources will be used for official purposes only.

#### **P. TRANSPORTATION FACILITIES GUIDE (TFG)**

1. CONUS and OCONUS freight TOs are required to update their TFG records as follows:
  - a. On a semi-annual basis (1 March and 1 September) for secure holding areas
  - b. On an annual basis for installations not participating in the secure holding area program
  - c. Immediately whenever critical operational changes are made, such as:
    - (1) Changes in operating hours
    - (2) Installations closures (e.g., holiday closure or inventory closure).
2. SDDC Operations will update secure holding area information on an as-needed basis when the information is not current.
3. Proposed revisions that would modify the terms of delivery, delay receipt, or increase transportation costs must be approved at the major command level and coordinated with shipper Service HQs prior to initiating any online changes.
4. The TFG website at <https://eta.sddc.army.mil/portal/etaPortal.asp?app=TFG&bhcp=1> provides an online tutorial. The tutorial provides users with step-by-step procedures to use the TFG application system to update records.
5. TOs are required to provide SDDC (AMSSD-OPS-O) with a notice 90 days in advance of ceasing their transportation operations to ensure TFG entries, Bill of Lading Office Codes (BLOCs), and commercial industry products supporting the DOD are updated or deactivated accordingly.

## **Q. SWITCHING OR CUSTOMER SIDETRACK AGREEMENTS**

Switching or customer sidetrack agreements are operational agreements that define the rights and obligations of carriers and their customers in the performance of transportation over the trackage owned by the customer. They are normally matters that are the subject of tariff provisions and are in the realm of general law. When it is determined that a formal agreement is in the best interest of the Government, a formal switching or customer sidetrack agreement will be established with the railroad.

1. Following are the definitions of the two types of agreements:
  - a. A switching or customer sidetrack agreement is a written agreement stating the terms under which the connecting railroad will operate over a customer's trackage. It is written to suit the circumstances of a particular location and is normally accompanied by a diagram illustrating the location of the trackage referred to in the agreement and delineating the boundaries of ownership and operation and the locations where inbound cars will be delivered and outbound cars will be picked up. Switching or customer sidetrack agreements, between a railroad and its customer, should not be confused with trackage rights agreements, which are between two railroads.
  - b. A trackage rights agreement is a written agreement between railroad carriers allowing one railroad to operate over a section of trackage owned by another railroad. The railroad having trackage rights may or may not have the right granted to it in the agreement to serve customers located along the trackage over which it has rights. Trackage rights agreements, between two railroads should not be confused with switching or customer sidetrack agreements, which are between a railroad and a customer.
2. DOD military installations, SDDC, the Army Corps of Engineers, and the Naval Facilities Engineering Command (NAVFAC) HQ's NAVFAC Engineering field Divisions and Engineering Field Activities (Real Estate Divisions) are directly involved in military installations requiring rail service. Military installations may be required to enter into a switching or customer sidetrack agreement or to amend an existing agreement with the servicing railroad(s) because of some of the following changes: ownership and maintenance, reductions or enlargements, operation, liability, right of entry, clearances, terms of agreement, termination, ordering of services, rate schedule, or tariff changes.
3. The following are the responsibilities of the different organizations:
  - a. The TO will conduct initial negotiations with carriers for switching or customer sidetrack agreements. In preparing an agreement, the TOs will ensure the provisions do not involve items requiring a FAR procurement contract. The TO will request assistance through the shipper Service HQ at SDDC Operations, ATTN: AMSSD-OP, 1 Soldier Way, Building 1900 West, Scott AFB, IL 62225-5006, when differences with carriers cannot be satisfactorily resolved. The TO will forward new or revised agreements, prior to execution, through the shipper Service HQ to SDDC Operations (same address as above) for review and approval.
  - b. SDDC will provide advisory and negotiation support to the TO in establishing or renegotiating a switching or customer sidetrack trackage agreement.
  - c. SDDC will review the agreement and concur with it before the finalization of any agreement.

## R. DTR PROGRAM ADMINISTRATION

1. In order to streamline the process for making changes to this regulation, coordination and publication of changes to DTR 4500.9-R, The Defense Transportation Regulation, are accomplished IAW DODD 4500.09E, Transportation and Traffic Management.
2. DTR Action Officer (AO) Working Group members will submit proposed changes after coordination through their Service channels to the USTRANSCOM DTR administrator. Proposed changes will contain:
  - a. **Subject:** Include the DTR part number, page number, and para and/or sub-para or appendix.
  - b. **Issue:** Explain the issue in detail and include the possible interface with and impacts on existing logistic systems.
  - c. **Recommendation:** Provide the proposed wording for the regulation.
  - d. **Justification:** Include justification and identify the known advantages and disadvantages of the proposed change(s).
  - e. **Systems Impact/Resource Implications:** Identify the known impacts on all the automated systems and interfaces, whether additional funding will be required to support systems changes and whether a source for that funding has been identified, and the estimated timeline for implementation of the systems changes. Identify any other known resource costs associated with the proposed change.
3. The DOD DTR administrator is responsible for staffing proposed changes via e-mail. Proposed changes will be submitted to the USTRANSCOM DTR POC via e-mail, utilizing the format identified in Para R.2., above.
  - a. Unless the proposed change is of a critical, time-sensitive nature, the proposed change will be held until the next anticipated update for that specific part of the DTR.
  - b. Upon approval, formal changes will be released in one of three different formats: a completely revised/reissued publication, an interim update, or an “expedited change.” The coordination processes for revised/reissued publications and interim updates are the same and are addressed in Para R.3.c., below. Expedited changes are addressed in Para R.3.d., below.
  - c. AO group members will have 45 calendar days to respond to the proposed change package. If an individual Service/agency AO group member feels that the proposed change package requires internal coordination within his or her Service/agency or with a field activity, the group member may do so provided that the additional input is consolidated into a single Service/Agency response. The 45-calendar day window should be adhered to in order to expedite the change process. When AO coordination has been obtained, this process will be essentially repeated with the Oversight Working Group utilizing a 30-calendar day window. Upon approval, USTRANSCOM will publish the change.
  - d. If a proposed change is of a critical or time-sensitive nature, the proposed change may be coordinated as an “expedited” change at the AO and then the Oversight Working Group levels, as outlined above. Unlike a formal change, an expedited change will typically address only one specific issue (e.g., an issue involving safety) and may be coordinated under an accelerated time frame, provided all parties agree.

4. DTR Oversight Working Group and AO Working Group members are established for each of the individual parts of the DTR. These AO groups will be composed of members from the Army, Air Force, Navy, and U.S. Marine Corps and, as necessary, the DLA, the JS, the COCOMs, the DTMO, and the USCG. The military Service members are:

United States Transportation Command	US Transportation Command ATTN: TCJ5/4-PT 508 Scott Drive Scott AFB, IL 62225-7001
Army	HQ, Department of the Army Deputy Chief of Staff, G-4 ATTN: DALO-FPZ 500 Army Pentagon Washington, DC 20310-5000
Navy (Part I, Part II, Part III, Part V, Part VI, and Part VII)	Commanding Officer Naval Operational Logistics Support Center ATTN: Code N431 1837 Morris St Norfolk, VA 23511-3492
Navy (Part IV)	Commander Naval Supply Systems Command SUP 53 5450 Carlisle Pike P.O. Box 2050 Mechanicsburg, PA 17055-0791
Air Force (Part II – Part VI)	Commander Air Force Materiel Command ATTN: LSO/LOT 5215 Thurlow Street, Bldg 70, Suite 5 Wright Patterson AFB, OH 45433-5540
Air Force (Part I and Part VII)	Headquarters United States Air Force Directorate of Logistics (AF/A4LE) 1030 Air Force Pentagon Washington, DC 20330-1030
Marine Corps	Commandant of the Marine Corps Headquarters, United States Marine Corps ATTN: Installation & Logistics, LPD-1 3000 Marine Corps Pentagon, Room 2E277 Washington, DC 20350-3000
Coast Guard	US Coast Guard Headquarters CG 441 (Room 6216) 2100 2nd Street, SW Washington, DC 20593-0001

GSA  
(Non-voting)

General Services Administration  
Federal Supply Services  
ATTN: FB  
1901 South Bell Street, Room 804  
Arlington, VA 22202-5000

DLA

Defense Logistics Agency  
ATTN: J3312 (Transportation Policy)  
8725 John J. Kingman Road Room 4235  
Fort Belvoir, VA 22060-6220

DCMA  
(Non-voting)

Defense Contract Management Agency  
DCMA-OCT  
6350 Walker Lane, Suite 300  
Alexandria, VA 22310-5000

## **S. CONTRACTING SUPPORT POLICY FOR TRANSPORTATION ACTIVITIES**

1. This para establishes an interface between transportation and contracting and stipulates policies and procedures related to the transportation support of contracting for the movement of Government materiel from contractor and vendor plants to overseas destinations.
2. The FAR directs procuring contracting officers to obtain traffic management advice and assistance prior to contract award. It is essential that a liaison be established between the two activities to produce the best possible contractual instrument, clearly defining the responsibilities of the contractor and the Government.
3. The acquisition process will involve the customer and transportation service providers early in and throughout the transportation acquisition process. The involvement of transportation providers will be accomplished in a fair and equitable manner; care will be taken not to favor some firms in an industry over others.
4. It is the DOD policy to procure transportation and related services using streamlined “best value” acquisition processes. See definition of “Best Value.”
5. All DOD contracts must include, as a minimum, the following transportation instructions:
  - a. All shipments moving within the DTS must comply with the DTR.
  - b. All shipments must comply with ITV requirements by providing movement data to IGC via EDI using ANSI X12 codes IAW DOD timeliness criteria or best business reporting procedures.
6. All shipments will comply with DOD AIT standard marks as identified in this regulation and MIL-STD-129. Shipments must be marked with a MSL containing bar code symbols as identified in Chapter 208.
7. All planeload/shipload movements going to an OCONUS destination (prior to movement) must be cleared through the USTRANSCOM DDOC by calling commercial (618) 229-1698 or DSN 779-1698.
8. All export OCONUS shipments entering the DTS, except for materiel moving directly to the customer by commercial carrier, must be precleared using an ATCMD(s) through the sponsoring shipper Service clearance authority. If in doubt concerning clearance requirements, contact the USTRANSCOM DDOC at commercial (618) 229-1698, DSN 779-1698, or toll free (866) 622-2875.

## **T. TRANSPORTATION RECORDS MANAGEMENT**

Each Service/Agency has specific regulations for guidance on transportation records retention time periods (e.g., AFMAN 37-139, Records Disposition Schedule, Table 24-1, Transportation, governs Air Force Records and DLA disposition of records is governed by 36 CFR § 1222.20, Agency Responsibilities; DOD regulations; and the National Archives and Records Administration). See Services/Agency-specific regulations for guidance on records retention time periods.

## **U. DEFENSE REUTILIZATION AND MARKETING SERVICE (DRMS) - ARRANGED TRANSPORTATION**

IAW guidance at DOD 4160.21-M, Defense Materiel Disposition Manual, Chapter 5, Para E. 1. a (<http://www.dtic.mil/whs/directives/corres/pub1.html>), DOD activities must make every effort to arrange for the pickup of property from the Defense Reutilization and Marketing Office, with the shipment minimized to prevent excessive packing, crating, handling, and transportation costs. Where shipping costs exceed the value of the property, DRMS may inquire as to the validity of the requisition and require the DOD receiver to certify that the property shipment is “mission-essential.”

## **V. PREVENTING DOD SHIPMENTS TO RESTRICTED COUNTRIES**

DOD shipments must be consigned and routed only to destinations that are authorized to receive such shipments. To avoid the misrouting of Government shipments, the TO must ensure procedures are in place requiring the next level of supervision review and approve the release of shipments to restricted countries. TOs are to use the Department of State Embargoed Countries List at [http://www.pmdtc.state.gov/embargoed\\_countries](http://www.pmdtc.state.gov/embargoed_countries) (\*) **Non-DOD website** as their reference for identifying restricted countries. Iraq and Afghanistan are exempt from the requirement for approval at the supervisory level.