



**DOD 4500.9-R**

# **DEFENSE TRANSPORTATION REGULATION PART II**

## **CARGO MOVEMENT**



May 2003

## FOREWORD

This document represents changes to Department of Defense (DOD) Regulation 4500.9-R, Defense Transportation Regulation Part II, Cargo Movement, and integrates Military Standard Transportation and Movement Procedures (MILSTAMP) (DOD 4500.32R) policy and procedures, including codes, in the Defense Transportation Regulation (DTR). The standardization requirements for cargo movement in MILSTAMP are now in the DTR. It is issued under the authority of Deputy Under Secretary of Defense (Logistics) Memorandum, “Defense Transportation Regulation (DTR), Parts I-IV,” 4 August 1995. It implements DOD policies governing the use of DOD-owned and -controlled aircraft and sealift/airlift and establishes criteria for passenger, personal property, cargo, and mobility movement. In accordance with DOD Directive 5158.4, “United States Transportation Command,” January 1993, the Commander, United States Transportation Command is the DOD single manager for transportation (for other than Service unique or theater-assigned transportation assets). Strict adherence to the provisions of this regulation is essential to maintain the integrity of the DOD transportation system.

This change updates provisions for the movement of cargo from, and within Continental United States and Outside the Continental United States.

This change to DOD Regulation 4500.9-R, Part II, applies to the Office of the Secretary of Defense, Military Departments, Chairman and Joint Chiefs of Staff, Unified Commands, and the Defense Agencies (hereafter referred to collectively as the “DOD Components”). It also applies to travel and transportation for Uniformed Service members of the United States (U.) Coast Guard, US Public Health Service, and US Coast and Geodetic Survey when cross-servicing agreements are in effect.

This change is effective immediately. To ensure uniformity, there is no provision for supplemental or unilateral modifications to this regulation and all DOD Components will distribute it for use at the operating level. The DOD Components may publish more detailed guidance if needed and will provide a copy to the US Transportation Command (USTRANSCOM)/TCJ5-PT. Proposed changes to this regulation may be sent to USTRANSCOM/TCJ5-PT after staffing through DOD component traffic management channels. No changes to the DTR may be made without prior coordination with the Military Services and Defense Logistics Agency.

The DOD Components may obtain copies of this regulation through their own publication channels and it is approved for public release; distribution unlimited. It is also available on the USTRANSCOM Web at [http://www.transcom.mil/ustc\\_pubs.html](http://www.transcom.mil/ustc_pubs.html) then select Defense Transportation Regulation or <https://customer.transcom.mil/customerportal/docs/main.cfm> then select DTR (4500.9-R).

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## TABLE OF CONTENTS

FOREWORD .....	II
APPENDIXES AND ATTACHMENTS .....	VIII
FIGURES .....	XVI
TABLES .....	XIX
REFERENCES .....	XXII
WEBSITES .....	XXVIII
DEFINITIONS .....	XXX
ABBREVIATIONS AND ACRONYMS .....	LXIV
CHAPTER 201 - GENERAL CARGO MOVEMENT PROVISIONS.....	201-1
A.    PURPOSE.....	201-1
B.    POLICY.....	201-1
C.    INDIVIDUAL MISSIONS, ROLES, AND RESPONSIBILITIES.....	201-2
D.    REGULATORY BODY PROCEEDINGS.....	201-15
E.    DCMA-ADMINISTERED CONTRACTS.....	201-15
F.    ACTIVITY CHANGE OF STATUS OR MISSION.....	201-15
G.    COMMERCIAL CARRIER INQUIRIES.....	201-15
H.    TRAFFIC MANAGEMENT UNDER EMERGENCY CONDITIONS.....	201-15
I.    PUBLIC HIGHWAY REQUIREMENTS.....	201-16
J.    DISRUPTION TO TRANSPORTATION SYSTEMS.....	201-16
K.    RAIL ABANDONMENT ASSISTANCE.....	201-17
L.    TRANSPORTATION PROCUREMENT POLICY–APPLIES TO BOTH FAR AND NON-FAR PROCUREMENTS OF TRANSPORTATION OR RELATED SERVICES. ....	201-17
M.    PROCUREMENT.....	201-19
N.    MTMC TRANSPORTATION PROCUREMENT SUPPORT.....	201-20
O.    GOVERNMENT/MILITARY-OWNED OR ORGANIC ASSETS.....	201-24
P.    TRANSPORTATION FACILITIES GUIDE (TFG) .....	201-24
Q.    SWITCHING OR CUSTOMER SIDETRACK AGREEMENTS.....	201-25
R.    DTR PROGRAM ADMINISTRATION.....	201-25
S.    CONTRACTING SUPPORT POLICY FOR TRANSPORTATION ACTIVITIES.....	201-29
CHAPTER 202 - CARGO ROUTING AND MOVEMENT.....	202-1
A.    GENERAL.....	202-1
B.    ROUTING AUTHORITY .....	202-1
C.    ROUTE ORDER.....	202-4
D.    EXCEPTION.....	202-9
E.    CUSTOMS.....	202-9
F.    INTRATHEATER FERRY SERVICE.....	202-14
G.    PROOF OF SHIPMENT AND PROOF OF DELIVERY.....	202-14
H.    UNDELIVERABLE SHIPMENTS .....	202-16
I.    DRAYAGE, PICK-UP, AND DELIVERY SERVICES.....	202-16
J.    DEMURRAGE, DETENTION, AND STORAGE.....	202-16
K.    HOLDING, DIVERSION, AND RECONSIGNMENT.....	202-16
L.    TRACING AND TRACKING.....	202-18
M.    EXPEDITED SERVICE.....	202-19

N.	TRANSIT TIMES.....	202-19
O.	PERMITS FOR MOTOR SHIPMENTS.....	202-22
P.	USE OF CARRIER EQUIPMENT.....	202-22
Q.	DFRIF.....	202-23
R.	WEIGHING CARGO.....	202-24
S.	ANIMAL SHIPMENTS.....	202-24
T.	PREPARATION, DESCRIPTION, AND CONSOLIDATION OF CARGO .....	202-25
U.	EXCESS VALUATION.....	202-25
V.	LIFTING AND TIEDOWN PROCEDURES.....	202-25
W.	DRIVEAWAY AND TRUCKAWAY SERVICE.....	202-25
X.	POLICY ON INTERMODAL SURFACE CONTAINERS AND USE OF CCPS.....	202-26
Y.	OCEAN AND AIR SHIPMENT PROCEDURES .....	202-29
Z.	JMTCA.....	202-36
CHAPTER 203 - SHIPPER, TRANSSHIPPER, AND RECEIVER REQUIREMENTS AND PROCEDURES .....		203-1
A.	GENERAL.....	203-1
B.	SHIPPER REQUIREMENTS AND PROCEDURES.....	203-1
C.	TRANSSHIPPER REQUIREMENTS AND PROCEDURES.....	203-32
D.	RECEIVER REQUIREMENTS AND PROCEDURES .....	203-84
E.	AGRICULTURAL INSPECTIONS.....	203-86
CHAPTER 204 - HAZARDOUS MATERIAL.....		204-1
A.	GENERAL.....	204-1
B.	RESPONSIBILITIES.....	204-2
C.	REGULATORY REQUIREMENTS.....	204-12
D.	TRAINING .....	204-15
E.	EXPLOSIVES HAZARD CLASSIFICATION.....	204-17
F.	MOVEMENT OF HAZMAT.....	204-18
G.	FORMS.....	204-32
H.	EXEMPTIONS, COE, CAA, AND SPECIAL APPROVALS .....	204-33
CHAPTER 205 - MOVEMENT OF SENSITIVE CONVENTIONAL AA&E, CLASSIFIED (SECRET AND CONFIDENTIAL), AND CCI SENSITIVE ITEMS.....		205-1
A.	GENERAL.....	205-1
B.	POLICIES.....	205-2
C.	RESPONSIBILITIES OVERSEAS IN-THEATER MOVEMENTS OF AA&E ....	205-2
D.	RISK CATEGORY DETERMINATION FOR SENSITIVE AA&E.....	205-15
E.	RISK ASSESSMENT FOR NON-SENSITIVE INERT AND TRAINING ORDNANCE AND SENSITIVE NON-ORDNANCE ASSETS.....	205-15
F.	TPS DETERMINATION.....	205-30
G.	SMALL SHIPMENTS OF AA&E .....	205-30
H.	SEALING OF MOTOR CONVEYANCES .....	205-33
I.	PACKAGE MARKINGS .....	205-34
J.	REQUEST FOR ROUTING.....	205-37
K.	BL .....	205-37
L.	ADVANCE REPSHIP.....	205-37
M.	UNIT MOVES.....	205-37
N.	TARPAULIN REQUIREMENTS.....	205-38
O.	TPS DESCRIPTIONS AND STANDARDS.....	205-38

P.	EMERGENCY HOT LINES.....	205-43
Q.	CARRIER ASSISTANCE.....	205-43
R.	ROUTE PLANNING.....	205-46
S.	SHIPMENT DELAY, MISHAP OR ON-ROAD EMERGENCIES .....	205-46
T.	MOVEMENT OF CLASSIFIED SHIPMENTS VIA THE DOD BPA AWARDED CARRIERS UNDER THE GSA SCHEDULE.....	205-46
U.	RETROGRADE SHIPMENTS.....	205-47
V.	SECURITY STANDARDS FOR SECURE HOLDING AREAS FOR AA&E ....	205-47
W.	MOVEMENT OF CONFIDENTIAL AND SECRET MATERIAL BY USPS REGISTERED MAIL .....	205-48
X.	SECURITY AWARENESS TRAINING FOR SHIPMENTS OF HAZMAT.....	205-48
CHAPTER 206 -	BILLS OF LADING (BLs).....	206-1
A.	GENERAL.....	206-1
B.	BLOC .....	206-1
C.	ISSUANCE.....	206-2
D.	GBL APPLICATIONS.....	206-2
E.	ACCOUNTABILITY OF GBLs.....	206-4
F.	DISTRIBUTION OF GBLs.....	206-5
G.	PREPARATION OF GBLs.....	206-5
H.	GBL CORRECTION NOTICE.....	206-5
I.	CBL APPLICATIONS.....	206-6
J.	ACCOUNTABILITY OF CBLs.....	206-7
K.	DISTRIBUTION OF CBLs.....	206-7
L.	PREPARATION OF CBLs.....	206-7
M.	CBL CORRECTION NOTICE .....	206-7
CHAPTER 207 -	CARRIER PERFORMANCE.....	207-1
A.	GENERAL.....	207-1
B.	SCOPE.....	207-1
C.	RESPONSIBILITIES.....	207-1
D.	SERVICE ELEMENTS AND STANDARDS.....	207-1
E.	CARRIER NOTIFICATION.....	207-3
F.	REPORTING SERVICE FAILURES.....	207-4
G.	NON-USE.....	207-4
H.	CARRIER APPEAL .....	207-5
I.	CARRIER REINSTATEMENT.....	207-5
J.	CARRIER PERFORMANCE FILE.....	207-5
K.	CONTAINER AGREEMENT PERFORMANCE.....	207-5
CHAPTER 208 -	PACKAGING AND HANDLING.....	208-1
A.	GENERAL.....	208-1
B.	RESPONSIBILITIES.....	208-1
C.	REPACKAGING.....	208-1
D.	HANDLING.....	208-2
E.	MARKING AND LABELING .....	208-2
F.	UNITIZATION .....	208-3
G.	INSTRUCTIONS FOR COMPLETING THE MSL.....	208-7
H.	NON-MANUFACTURED WOOD PACKAGING MATERIAL REQUIREMENTS.....	208-10

CHAPTER 209 - LOSS AND DAMAGE CLAIM PREVENTION AND ASTRAY CARGO	
PROCEDURES .....	209-1
A. GENERAL.....	209-1
B. SHIPPING AND RECEIVING RESPONSIBILITIES.....	209-1
C. SHIPPING PROCEDURES.....	209-4
D. DELIVERY PROCEDURES.....	209-5
E. USING POWERTRACK TO IDENTIFY POTENTIAL LOST, DAMAGED OR ASTRAY CARGO.....	209-6
F. GOCARE PROGRAM.....	209-6
G. GOCARE RESPONSIBILITIES.....	209-6
CHAPTER 210 - TRANSPORTATION DISCREPANCY REPORT (TDR).....	210-1
A. GENERAL.....	210-1
B. RESPONSIBILITIES.....	210-1
C. EXCEPTIONS.....	210-10
D. REPORTING PROCEDURES.....	210-13
E. DOCUMENTS AND THEIR USE.....	210-17
F. REPORTING REQUIREMENTS .....	210-17
G. CARGO OUT-TURN REPORTING SYSTEM (CORS).....	210-28
H. MISCELLANEOUS TRANSPORTATION DISCREPANCIES.....	210-37
I. TDR DISTRIBUTION AND ADDRESSES .....	210-40
J. TDR POLICY OFFICE ADDRESSES .....	210-51
K. TDR CODE USAGE.....	210-52
CHAPTER 211 - LOSS AND DAMAGE CLAIMS PROCEDURES.....	211-1
A. PURPOSE.....	211-1
B. GENERAL.....	211-1
C. PROCEDURES .....	211-1
D. INVESTIGATING DISCREPANCIES.....	211-3
E. EVALUATING FACTUAL INFORMATION AND EVIDENCE.....	211-3
F. SHIPPER OR CONTRACTOR RESPONSIBILITY .....	211-3
G. DETERMINING LIABILITY.....	211-3
H. BEGINNING OF LIABILITY.....	211-4
I. CARRIER'S DUTY TO PROTECT PROPERTY.....	211-4
J. COMMON CARRIER FAULTS.....	211-5
K. COMMON SHIPPER FAULTS.....	211-5
L. MEASURE OF LOSS AND DAMAGE - DETERMINING VALUE .....	211-5
M. PROPERTY DEPRECIATION.....	211-6
N. REPAIRS AND COSTS.....	211-7
O. CARRIER REPAIR OF DAMAGED PROPERTY .....	211-8
P. CARRIER REPLACEMENT OF DAMAGED PROPERTY.....	211-8
Q. REPAIR OF DAMAGED PROPERTY .....	211-8
R. REPAIR COSTS CHARGED BY MILITARY FACILITIES WITH A COST ACCOUNTING SYSTEM .....	211-10
S. REPAIR COSTS (DIRECT AND INDIRECT) CHARGED BY MILITARY FACILITIES WITHOUT A COST ACCOUNTING SYSTEM.....	211-11
T. PROPERTY NOT TO BE REPAIRED.....	211-11
U. PROPERTY NOT TO BE IMMEDIATELY REPAIRED.....	211-11
V. DISPOSITION OR SALVAGE OF DAMAGED PROPERTY.....	211-12
W. DISPOSITION OF CARRIER-DAMAGED PROPERTY MOVING UNDER RELEASED RATES.....	211-12

X.	DISPOSITION OF EXPLOSIVES AND OTHER DANGEROUS ARTICLES...	211-12
Y.	DOCUMENTATION REQUIREMENTS.....	211-13
Z.	DISTRIBUTION OF THE TDR FOR CLAIM ACTION.....	211-13
AA.	RESPONSIBILITY FOR REPORTING TDR CORRECTIVE ACTIONS AND CARRIER PROTESTS TO THE CLAIMS OFFICE.....	211-13
BB.	FEDERAL CLAIMS COLLECTION ACT OF 1966 (PUBLIC LAW 89-508, 80 STATUTE 308) AND AMENDMENT AS GENERATED BY DEBT COLLECTION ACT OF 1982 (PUBLIC LAW 97-365, 25 OCT 1982) .....	211-13
CHAPTER 212 - POWERTRACK PROCEDURES .....		212-1
A.	GENERAL.....	212-1
B.	PROCEDURES .....	212-1
C.	COMMERCIAL CARRIER PAYMENT PROCEDURES.....	212-1

**APPENDIXES AND  
ATTACHMENTS**

APPENDIX A - TRANSPORTATION FACILITIES GUIDE (TFG) INSTRUCTIONS.....	A-1
A.    TFG TUTORIAL.....	A-1
B.    ACCESSING THE TFG WEB-BASED SYSTEM.....	A-1
APPENDIX B - ROUTING INSTRUCTION NOTES (RIN) LIST KEY TO NUMBER SERIES.....	B-1
APPENDIX C - RESERVED.....	C-1
APPENDIX D - EXPORT TRAFFIC RELEASE REQUEST (ETRR) PROCEDURES.....	D-1
A.    DATA ELEMENTS FOR EXPORT REQUEST, OFFER, ACCEPTANCE, AND RELEASE CYCLE.....	D-1
B.    RELEASING AUTHORITY AND POC FOR SUBMITTAL OF EXPORT TRAFFIC RELEASE REQUESTS.....	D-18
C.    INSTRUCTIONS FOR SUBMITTAL OF ETRR (NON-CONTAINERIZED SERVICE).....	D-18
D.    ETRR FOR CONTAINER SERVICE.....	D-21
E.    EXPORT TRAFFIC RELEASE FOR CONTAINER SERVICE ( NOTE 1).....	D-23
F.    DELAY OF ETR.....	D-25
G.    CANCELLATION OF ETR.....	D-26
APPENDIX E - SECURITY ASSISTANCE PROGRAM (SAP) SHIPMENTS: FOREIGN MILITARY SALES (FMS) AND GRANT AID.....	E-1
A.    GENERAL.....	E-1
B.    RESPONSIBILITIES.....	E-2
C.    PLANNED VOLUME MOVEMENT (See Chapter 201, Paragraph L.13.d) .....	E-3
D.    RATE NEGOTIATIONS (See Chapter 201 Paragraph L).....	E-3
E.    ACCESSORIAL SERVICES.....	E-4
F.    TRANSPORTATION PROCEDURES.....	E-5
G.    MAPAD.....	E-14
H.    ADVANCE NOTICES AND OCEAN DOCUMENTATION .....	E-16
I.    SPECIAL CONSIDERATIONS.....	E-19
J.    EXPORT ROUTING.....	E-20
K.    USE OF DOD-CONTROLLED PORTS FOR FMS .....	E-20
L.    CLASSIFIED SHIPMENTS.....	E-22
M.    COMMINGLING.....	E-24
N.    CCBL NO RECOURSE CLAUSE.....	E-24
O.    DTCs OUTBOUND ONLY.....	E-24
P.    FMS DTCs FOR MATERIEL MOVING TO CONUS FOR REPAIR AND RETURN OR OTHER MAINTENANCE OR UPGRADE.....	E-27
Q.    SECURITY ASSISTANCE DOCUMENTATION RETENTION POLICY .....	E-29
R.    SCHEDULING DTC 8 PICKUPS OF SENSITIVE AA&E.....	E-29
S.    CONSTRUCTING AN MAPAC.....	E-32
APPENDIX F - SEALIFT AND AIRLIFT FORECASTING.....	F-1
A.    PURPOSE.....	F-1
B.    SCOPE.....	F-1
C.    SUBMISSION REQUIREMENTS.....	F-1
D.    USE OF FORECAST INFORMATION .....	F-4
E.    PERFORMANCE REPORTS.....	F-4
F.    AIR CARGO FORECAST SUBMISSION REQUIREMENTS.....	F-4

G.	DISTRIBUTION OF REPORTS.....	F-6
H.	WARTIME REQUIREMENTS.....	F-6
I.	JCS REQUIREMENTS.....	F-6
APPENDIX G - ELECTRONIC DATA INTERCHANGE (EDI) OPERATING INSTRUCTIONS		
FOR PREPARATION OF THE BILL OF LADING (BL) FOR SUBMISSION .....		G-1
A.	GENERAL.....	G-1
B.	BILLS OF LADING (BL).....	G-1
ATTACHMENT G1 - REFERENCES AND POINTS OF CONTACT .....		G1-1
A.	FOR ANSWERS TO FREIGHT ELECTRONIC DATA INTERCHANGE (EDI) TECHNICAL QUESTIONS.....	G1-1
B.	FOR INFORMATION CONCERNING THE STANDARD CARRIER ALPHA CODE.....	G1-1
C.	FOR GENERAL OR TECHNICAL INFORMATION CONCERNING THE ASC X12 TRANSACTION SETS .....	G1-1
D.	FOR PLACING ORDERS FOR ASC X12 TRANSACTION SETS AND CUSTOMER SERVICE.....	G1-1
E.	FOR INFORMATION CONCERNING ELECTRONIC OR PAPER PAYMENT PROCEDURES.....	G1-1
F.	FOR COMMERCIAL BILLS OF LADING.....	G1-2
G.	FOR ASSISTANCE WITH IMPLEMENTING EDI.....	G1-2
ATTACHMENT G2 - DFAS-IN GBL DATA REQUIREMENTS PREPARATION FORMAT.....		G2-1
A.	PURPOSE.....	G2-1
B.	INSTRUCTIONS FOR USING GBL (STANDARD FORM (SF 1103) ) .....	G2-1
C.	INSTRUCTIONS FOR USING GOVERNMENT BILL OF LADING CORRECTION NOTICE (SF 1200).....	G2-12
ATTACHMENT G3 - BILLING OF LADING (BL) DATA REQUIREMENTS CODE LISTS.....		G3-1
ATTACHMENT G4 - COMMERCIAL BILL OF LADING (CBL) DATA REQUIREMENTS PREPARATION FORMAT.....		G4-1
A.	INSTRUCTIONS FOR USING CBL.....	G4-1
B.	INSTRUCTIONS FOR CORRECTION NOTICE TO CBLS.....	G4-11
APPENDIX H - BILL OF LADING OFFICE CODE (BLOC) LISTING.....H-1		
APPENDIX I - TRANSPORTATION DISCREPANCY REPORT (TDR) INSTRUCTIONS..... I-1		
A.	INFORMATION NEEDED FOR AN ADVISORY OR REQUEST FOR INFORMATION (RFI) MESSAGE (FROM SF 361, TDR).....	I-1
B.	INSTRUCTIONS FOR PREPARING SF 361 .....	I-2
C.	FIRST POSITION OF MATERIAL.....	I-6
D.	DISCREPANCY CODES.....	I-6
E.	MODE OF SHIPMENT CODES.....	I-9
F.	MTMCVAN, MILVAN, AND SEAVAN SHIPMENTS.....	I-10
G.	TYPE OF PACK.....	I-11
H.	INSTRUCTIONS FOR PREPARING DD FORM 470 .....	I-12
I.	INSTRUCTIONS FOR PREPARING SF 361 BY USING THE WEB-BASED ELECTRONIC TRANSPORTATION ACQUISITION TDR SYSTEM.....	I-13

APPENDIX J - DEFENSE ACCOUNTING AND FINANCE SERVICE (DFAS) ACCOUNTING AND DISBURSING STATION NUMBERS (ADSN) SUPPORTING AIR FORCE..	J-1
APPENDIX K - RESERVED.....	K-1
APPENDIX L - TRANSPORTATION CONTROL NUMBER (TCN).....	L-1
A.    GENERAL.....	L-1
B.    SHIPMENTS IN RESPONSE TO MILSTRIP REQUISITIONS (OTHER THAN SA).....	L-2
C.    SA FOREIGN MILITARY SALES (FMS)/GRANT AID SHIPMENTS.....	L-2
D.    NON-APPROPRIATED FUND ACTIVITY SHIPMENTS.....	L-2
E.    UNIT MOVE SHIPMENTS.....	L-3
F.    SHIPMENTS BY THE DEFENSE COURIER SERVICE.....	L-3
G.    SHIPMENTS OF MAIL FROM POSTAL ACTIVITIES.....	L-4
H.    CARGO SHIPMENTS (EXCEPT PERSONAL PROPERTY) NOT DETAILED PREVIOUSLY.....	L-4
I.    PERSONAL PROPERTY SHIPMENTS.....	L-5
J.    SHIPMENT OF A SEAVAN/MILVAN (TCN ASSIGNED BY THE CLEARANCE AUTHORITY).....	L-5
K.    CHANNEL AIR SHIPMENT OF A 463-L PALLET.....	L-7
L.    PARTIAL AND SPLIT SHIPMENTS.....	L-8
M.    SUPERCARGOES AND OTHER PASSENGERS ON OCEAN VOYAGES.....	L-12
APPENDIX M - TRANSPORTATION CONTROL AND MOVEMENT DOCUMENT (TCMD) DATA PREPARATION.....	M-1
A.    GENERAL.....	M-1
B.    CERTAIN RULES APPLY TO ALL TCMD ENTRIES.....	M-1
C.    EXCEPTIONS TO THE NORMAL TCMD PREPARATION RULES OR OTHER SPECIAL REQUIREMENTS.....	M-1
APPENDIX N - TRANSPORTATION CONTROL AND MOVEMENT DOCUMENT (TCMD) EFFECTIVENESS REPORTING SYSTEM.....	N-1
A.    PURPOSE.....	N-1
B.    RESPONSIBILITIES FOR THE SURFACE REPORTING PROGRAM.....	N-1
C.    CONUS SURFACE REPORTS GENERATED BY THE TCMD EFFECTIVENESS REPORTING SYSTEM.....	N-2
APPENDIX O - UNIT MOVES.....	O-1
A.    PURPOSE.....	O-1
B.    HOST NATION (HN) AGREEMENTS.....	O-1
C.    PROCEDURES.....	O-2
D.    SHIPMENT UNIT CONFIGURATION.....	O-2
E.    MARKING AND LABELING OF SHIPMENT UNITS.....	O-2
F.    TCN.....	O-3
G.    TRANSPORTATION DOCUMENTATION CODES.....	O-4
H.    ADVANCE MOVEMENT DATA FORMATS.....	O-4
I.    CLEARANCE, ROUTING AND ADVANCE DATA SUBMISSION.....	O-5
J.    SURFACE BOOKING AND TERMINAL PROCESSING.....	O-6
K.    AIR TERMINAL PROCESSING.....	O-6
L.    HAZMAT EXEMPTIONS.....	O-6
M.    TRANSPORTATION DISCREPANCIES.....	O-7
N.    DATA TIMELINESS.....	O-7

APPENDIX P - RESERVED.....	P-1
APPENDIX Q - FORMAT FOR SPECIAL ASSIGNMENT AIRLIFT MISSIONS (SAAM)	
REQUEST.....	Q-1
A.    PURPOSE.....	Q-1
B.    FORMAT FOR REQUESTING AIRLIFT.....	Q-1
C.    AIRLIFT REQUEST MESSAGES INSTRUCTIONS.....	Q-1
APPENDIX R - CLEARANCE AUTHORITIES AND BOOKING OFFICES.....	R-1
A.    PURPOSE.....	R-1
B.    RESPONSIBILITIES.....	R-1
C.    CLEARANCE AUTHORITIES.....	R-1
D.    CONUS AND SELECTED OVERSEAS LOCATIONS WATER CLEARANCE AUTHORITY (WCA).....	R-2
E.    CONUS EXPORT AIRLIFT CLEARANCE AUTHORITY (ACAs).....	R-2
F.    OVERSEAS WCAs .....	R-6
G.    OVERSEAS ACAs.....	R-33
APPENDIX S - PROCEDURES FOR TRANSPORTING GOVERNMENT-OWNED AMMUNITION, AND HAZARDOUS MATERIALS (HAZMAT) ABOARD COMMERCIAL AIRCRAFT IN SCHEDULED AND CHARTER SERVICE.....	S-1
A.    PURPOSE.....	S-1
B.    PROCEDURES .....	S-1
C.    STANDARD METHODS FOR MOVEMENT OF INDIVIDUAL WEAPONS ON SCHEDULED SERVICE.....	S-1
D.    STANDARD METHODS FOR MOVEMENT OF INDIVIDUAL WEAPONS ON CHARTER SERVICE.....	S-2
E.    DETERMINATION OF METHOD TO BE USED IN THE MOVEMENT OF INDIVIDUAL WEAPONS.....	S-3
F.    AMMUNITION AND OTHER HAZMAT TRANSPORTED ON HAZMAT- APPROVED COMMERCIAL CHARTER AIRCRAFT.....	S-3
G.    INSPECTION OF BAGGAGE, HAZARDOUS OR PROHIBITED ITEMS.....	S-4
H.    INSPECTION AND CERTIFICATION.....	S-4
APPENDIX T - SHIPMENT TRACING, DIVERTING, AND HOLDING .....	T-1
A.    PURPOSE.....	T-1
B.    TRACING PROCEDURES.....	T-1
C.    DIVERSION OR HOLD .....	T-2
APPENDIX U - UNIFORM MATERIAL MOVEMENT AND ISSUE PRIORITY SY STEM (UMMIPS) STANDARDS.....	U-1
A.    GENERAL.....	U-1
APPENDIX V - TRANSPORTATION ACCOUNT CODE (TAC) POLICY AND PROCEDURES....	V-1
A.    PURPOSE.....	V-1
B.    TACs.....	V-1
ATTACHMENT V1 - STANDARD TRANSPORTATION BILLING FORMAT (STBF).....	V1-1
A.    PURPOSE.....	V1-1
ATTACHMENT V2 - NAVY TRANSPORTATION ACCOUNT CODES.....	V2-1
A.    GENERAL.....	V2-1
B.    TACs.....	V2-1

C.	DECISION TABLE FOR DETERMINING THE APPROPRIATE TAC.....	V2-3
D.	GUIDELINES FOR DETERMINING THE APPROPRIATE NAVY TAC OR LOA .....	V2-7
E.	TAC AND LOA VALIDATION.....	V2-11
F.	BILLING INFORMATION.....	V2-12
	ATTACHMENT V3 - COAST GUARD (CG) TRANSPORTATION ACCOUNT CODES.....	V3-1
A.	GENERAL.....	V3-1
B.	TACs.....	V3-1
C.	DECISION TABLE FOR DETERMINING THE APPROPRIATE TAC.....	V3-2
	ATTACHMENT V4 - MARINE CORPS TRANSPORTATION ACCOUNT CODES (TACS).....	V4-1
A.	GENERAL.....	V4-1
	ATTACHMENT V5 - AIR FORCE TRANSPORTATION ACCOUNT CODES (TACS).....	V5-1
A.	GENERAL.....	V5-1
B.	GUIDELINES FOR DETERMINING THE APPROPRIATE AIR FORCE .....	V5-3
C.	BILLING INFORMATION.....	V5-4
	ATTACHMENT V6 - ARMY TRANSPORTATION ACCOUNT CODES.....	V6-1
A.	GENERAL.....	V6-1
	ATTACHMENT V7 - SECURITY ASSISTANCE PROGRAM (SAP) SHIPMENT TRANSPORTATION ACCOUNT CODES (TACS).....	V7-1
A.	PURPOSE.....	V7-1
B.	GENERAL INFORMATION.....	V7-1
	ATTACHMENT V8 - OTHER DEPARTMENT OF DEFENSE (DOD) AND UNITED STATES (US) GOVERNMENT AGENCIES TRANSPORTATION ACCOUNT CODES (TACS).....	V8-1
A.	GENERAL.....	V8-1
B.	OTHER DOD/US GOVERNMENT AGENCIES.....	V8-1
	ATTACHMENT V9 - USING THE MASTER TRANSPORTATION ACCOUNT CODES (TACS) REFERENCE TABLES .....	V9-1
A.	MENU OPTIONS.....	V9-1
APPENDIX W -	IN TRANSIT DATA REPORTING.....	W-1
A.	PURPOSE.....	W-1
B.	INPUT TO LOGISTICS REPORTS.....	W-1
C.	IN TRANSIT DATA REPORTING.....	W-1
APPENDIX X -	BACKGROUND AND TECHNICAL DETAILS FOR 2-DIMENSIONAL (2D) SYMBOLOGY ON THE MILITARY SHIPPING LABEL (MSL).....	X-1
A.	TRANSPORTATION PROCESSING.....	X-1
B.	SUPPLY RECEIPT.....	X-2
C.	EXPLANATION OF MSL 2D PORTABLE DATA FILE (PDF) 417 SYMBOL STRUCTURE FOR CODING MSL TEXT, TCMDS, AND LINE ITEMS .....	X-2

D.	PDF417 SYMBOL FORMAT COMPLIANCE REQUIREMENTS AS REFERENCED IN ANSI MH10.8.1 AND ISO/IEC 15434 (ANSI MH10.8.3).....	X-5
APPENDIX Y -	DEFENSE TRANSPORTATION REGULATION (DTR) CODES FROM THE TABLE MANAGEMENT DISTRIBUTION SYSTEM (TMDS) .....	Y-1
A.	DTR CODES.....	Y-1
	ATTACHMENT Y1 - DEFENSE TRANSPORTATION SYSTEM (DTS) JOINT REFERENCE TABLES MANAGED AND DISTRIBUTED BY THE REFERENCE DATA MANAGEMENT (RDM).....	Y1-1
APPENDIX Z -	AIR COMMODITY AND SPECIAL HANDLING CODES.....	Z-1
A.	GENERAL.....	Z-1
B.	COMMODITY .....	Z-1
C.	AIR SPECIAL HANDLING CODES.....	Z-2
APPENDIX AA -	MAIL SPECIAL HANDLING CODES.....	AA-1
A.	GENERAL.....	AA-1
APPENDIX BB -	AIR DIMENSION CODES.....	BB-1
A.	GENERAL.....	BB-1
B.	PROCEDURES .....	BB-1
APPENDIX CC -	AIR TERMINAL IDENTIFIER CODES (AERIAL PORT CODES).....	CC-1
A.	GENERAL.....	CC-1
B.	PART I - AIR TERMINAL IDENTIFIER CODES (AERIAL PORT CODES) LISTED BY COUNTRY.....	CC-1
C.	PART II - AIR TERMINAL IDENTIFIER CODES (AERIAL PORT CODES) LISTED BY CODE.....	CC-76
APPENDIX DD -	DOCUMENT IDENTIFIER (DI) CODES.....	DD-1
A.	GENERAL.....	DD-1
B.	TCMD AND MANIFEST DIs.....	DD-1
C.	MANIFEST HEADER DIs.....	DD-3
D.	SHIPMENT TRACING, STATUS, DIVERSION, HOLD, AND DISPOSITION DIs.....	DD-3
E.	IN TRANSIT DATA CARD DIs.....	DD-4
APPENDIX EE -	ESTIMATED TIME OF ARRIVAL (ETA).....	EE-1
A.	GENERAL.....	EE-1
B.	CODES.....	EE-1
APPENDIX FF -	PAY GRADE CODE.....	FF-1
APPENDIX GG -	TRANSPORTATION MODE/METHOD CODES.....	GG-1
A.	GENERAL.....	GG-1
B.	CODES.....	GG-1
APPENDIX HH -	RESERVED .....	HH-1
APPENDIX II -	VESSEL STATUS AND TERMS OF CARRIAGE CODES.....	II-1
A.	GENERAL.....	II-1
APPENDIX JJ -	VESSEL SUSTAINING CODES (VOYAGE ITINERARY POINT SELF SUSTAINABILITY CODE).....	JJ-1
A.	GENERAL.....	JJ-1
B.	CODES.....	JJ-1

APPENDIX KK - WATER COMMODITY CODES .....	KK-1
A.    GENERAL.....	KK-1
B.    COMMODITY .....	KK-1
APPENDIX LL - WATER SPECIAL HANDLING CODES.....	LL-1
A.    GENERAL.....	LL-1
B.    COMMODITY .....	LL-1
C.    SPECIAL HANDLING.....	LL-1
APPENDIX MM - WATER PORT IDENTIFIER CODES (WATER PORTS).....	MM-1
A.    GENERAL.....	MM-1
B.    CODE STRUCTURE.....	MM-1
APPENDIX NN - WATER TYPE CARGO CODE.....	NN-1
A.    GENERAL.....	NN-1
B.    COMMODITY .....	NN-1
C.    TYPE CODE.....	NN-1
APPENDIX OO - AIR CARGO MANIFEST REFERENCE CODES.....	OO-1
A.    GENERAL.....	OO-1
B.    CODES .....	OO-1
APPENDIX PP - CONSOLIDATION AND CONTAINERIZATION POINT (CCP) CENTER CODES.....	PP-1
A.    GENERAL.....	PP-1
B.    CCPs.....	PP-1
APPENDIX QQ - CONTAINER AND ROLL ON/ROLL OFF (RO/RO) NUMBER CODES.....	QQ-1
A.    GENERAL.....	QQ-1
B.    CONTAINERS CONTROLLED BY SERIAL NUMBER.....	QQ-1
C.    NONCONTROLLED CONTAINERS.....	QQ-1
D.    RO/RO TRAILERS .....	QQ-2
APPENDIX RR - DATE SHIPPED AND RECEIVED CODES.....	RR-1
A.    GENERAL.....	RR-1
B.    SURFACE DATE CODES.....	RR-1
C.    AIR HOUR/DAY CODES.....	RR-1
APPENDIX SS - OCEAN CARRIER STANDARD CARRIER ALPHA CODES.....	SS-1
A.    GENERAL.....	SS-1
B.    STANDARD CARRIER ALPHA CODES .....	SS-1
APPENDIX TT - SEAVAN OWNERSHIP CODES.....	TT-1
A.    GENERAL.....	TT-1
B.    PROCEDURES .....	TT-1
C.    SEAVAN OWNERSHIP CODES.....	TT-1
APPENDIX UU - TYPE PACK CODES .....	UU-1
A.    GENERAL.....	UU-1
B.    BREAKBULK SHIPMENTS .....	UU-1
C.    CONEX SHIPMENTS.....	UU-2
D.    CARGO CONTAINER (SEAVAN/MILVAN) SHIPMENTS.....	UU-2
APPENDIX VV - VESSEL STOWAGE LOCATION CODES .....	VV-1
A.    GENERAL.....	VV-1
B.    BREAKBULK SHIP CODES.....	VV-1
C.    CONTAINER SHIP CODES.....	VV-2

D.	LASH AND SEABEE CODES.....	VV-2
APPENDIX WW -	VOYAGE DOCUMENT NUMBER CODES.....	WW-1
A.	GENERAL.....	WW-1
B.	EXCEPTION.....	WW-1
C.	VOYAGE DOCUMENT NUMBER.....	WW-1
APPENDIX XX -	VOYAGE MANIFEST REFERENCE CODES.....	XX-1
A.	GENERAL.....	XX-1
B.	CODES.....	XX-1
APPENDIX YY -	OTHER CODES IN THE DEFENSE TRANSPORTATION REGULATION	
	(DTR).....	YY-1
A.	GENERAL.....	YY-1
B.	DTR DOCUMENT CODES.....	YY-1
C.	TRANSPORTATION CONTROL NUMBER.....	YY-1
D.	TRANSPORTATION PRIORITY CODES.....	YY-1
E.	FOREIGN MILITARY SALES DELIVERY TERM CODES.....	YY-1
APPENDIX ZZ -	CALENDAR CONVERSION CHART AND PALLET PROFILE CODES.....	ZZ-1
A.	CALENDAR CONVERSION CHART.....	ZZ-1
B.	PALLET PROFILE CODES.....	ZZ-3

## FIGURES

<u>Figure</u>		<u>Page</u>
201-1	DD Form 1085, Domestic Freight Routing Request and Order.....	201-22
202-1	MT Form 364-R, Department of Defense Standard Tender of Freight Services.....	202-3
202-2	DD Form 1086, Export Traffic Release Request.....	202-5
202-3	DD Form 2017, Route Order Amendment.....	202-7
202-4	Form 7525-V, Shipper’s Export Declaration (SED) .....	202-11
202-5	DD Form 1348-1A, Issue Release/Receipt Document .....	202-13
202-6	DD Form 1371, Consignee’s Receipt for Delivery at Stopoff/Unloading Point.....	202-15
202-7	DOD Standard Transit Time Guide-Truckload.....	202-20
202-8	DOD Standard Transit Time Guide-Less Truckload.....	202-21
202-9	DD Form 651, Carrier’s Report of Damage or Breakdown .....	202-27
203-1	DD Form 1149, Requisition and Invoice/Shipping Document .....	203-2
203-2	DD Form 1299, Application for Shipment and/or Storage of Personal Property .....	203-6
203-3	DD Form 788, Private Vehicle Shipping Document for Automobile .....	203-8
203-4	DD Form 1384, Transportation Control and Movement Document .....	203-20
203-5	DD Form 365-4, Weight and Balance Clearance Form F, Transport/Tactical.....	203-43
203-6	DD Form 1385, Cargo Manifest .....	203-47
203-7	DD Form 1386, Ocean Cargo Manifest Recapitulation or Summary.....	203-57
203-8	Cargo Traffic Message (CTM) Data Entries .....	203-63
203-9	Information to Be Listed on the Ocean Bill of Lading .....	203-65
203-10	Explanation of Codes for Ocean Cargo Manifest Distribution .....	203-67
203-11	SF 1113, Public Voucher for Transportation Charges.....	203-69
203-12	Cargo Outturn Advisory and Reconciliation Message .....	203-71
204-1	DOD HAZMAT Focal Points .....	204-2
204-2	DOD Services Hazard Focal Points.....	204-3
204-3	DD Form 836, Dangerous Goods Shipping Paper/Declaration and Emergency Response Information for Hazardous Materials Transported by Government Vehicles..	204-6
204-4	Guide 114 (Explosives* - Division 1.4; Class C).....	204-8
204-5	Guide 138 (Substances – Water-Reactive).....	204-9
204-6	Shipper’s Declaration for Dangerous Goods .....	204-10
204-7	REPSHIP Data Requirements for Individual Shipments of HAZMAT and Inert Component Parts- CONUS TO CONUS, CONUS to OVERSEAS, or OVERSEAS to CONUS.....	204-11
204-8	REPSHIP Data Requirements for Containerization of HAZMAT and Inert Component Parts for Export.....	204-12
204-9	DA Form 3161, Request for Issue or Turn-In.....	204-14
204-10	JMTCA Export Offering .....	204-19
204-11	Acknowledgment of Receipt of Ammunition ETRR.....	204-20
204-12	DD Form 626, Motor Vehicle Inspection (Transporting Hazardous Materials).....	204-22
204-13	Sample of Completed CBL for a HAZMAT Shipment .....	204-26
204-14	IMO Dangerous Goods Declaration .....	204-29
204-15	Multimodal Dangerous Goods Form.....	204-30
204-16	Container/Vehicle Packing Certificate.....	204-31
205-1	DD Form 1907 (Signature and Tally Record) .....	205-11
205-2	PS Form 1508, Statement of Shipper of Firearms.....	205-32
205-3	DD Form 1387-2, Special Handling Data/Certification.....	205-35
205-4	Instructions for Completing DD Form 1387-2 .....	205-36

207-1	Sample Letter of Warning .....	207-3
207-2	Sample Notice of Non-Use Status.....	207-4
208-1	Military Shipping Label, Generic Cargo.....	208-4
208-2	Military Shipping Label, Personal Property.....	208-5
208-3	Military Shipping Label, Unit Move .....	208-6
208-4	DD Form 1387, Military Shipment Label.....	208-7
208-5	ALSC Certified Wood Marking.....	208-11
208-6	DOD Stamp/Stencil for Certified Coniferous (Soft) Wood .....	208-11
209-1	Shipping Checklist.....	209-2
209-2	Receiving Checklist.....	209-3
209-3	Suggested PowerTrack Astray Cargo Procedures.....	209-4
210-1	SF 361, Transportation Discrepancy Report (TDR), (Source Document for Claims).....	210-4
210-2	SF 362, U.S. Government Freight Lost/Damage Claim .....	210-7
210-3	SF 361, Sample for Discrepancies Discovered by Other Agencies.....	210-9
210-4	SF 364, Report of Discrepancy (ROD).....	210-11
210-5	DD Form 1131, Cash Collection Voucher .....	210-16
210-6	Sample Joint Message Form.....	210-19
210-7	SF 361, Request for Information .....	210-22
210-8	SF 361, Source Document for Claims .....	210-23
210-9	SF 1034, Public Voucher for Purchases and Services other than Personal.....	210-27
210-10	DD Form 788, Private Vehicle Shipping Document for Automobile .....	210-29
210-11	DD Form 788-1, Private Vehicle Shipping Document for Van.....	210-31
210-12	DD Form 788-2, Private Vehicle Shipping Document for Motorcycle .....	210-33
210-13	DD Form 470, Cargo Out-Turn Report.....	210-35
210-14	SF 361, Sample TDR, Miscellaneous Problems .....	210-39
210-15	DD Form 250, Material Inspection and Receiving Report.....	210-48
210-16	DD Form 1155, Order for Supplies or Services.....	210-49
211-1	Local Claim Filing Guidelines.....	211-2
211-2	Example of Pre-Shipment Value Statement .....	211-7
211-3	Example of Repair Costs (Direct and Indirect) by a Military Facility Without a Cost Accounting System .....	211-10
212-1	Commercial Payment Process Flow Diagram .....	212-2
212-2	DD Form 577, Signature Card.....	212-7
212-3	Prompt Payment Certification and Deduction.....	212-10
D-1	MTMC Operations Center Manual Request Worksheet B Export Traffic Release Request (ETRR) Break Bulk .....	D-20
D-2	MTMC Operations Center Manual Request Worksheet A Export Traffic Release Request (ETRR) Container .....	D-22
D-3	MTMC Operations Center Manual Request Worksheet C Export Traffic Release Request (ETRR) Hazardous Cargo Information.....	D-23
E-1	DSP-94, Authority to Export Defense Articles and Defense Services Sold Under the Foreign Military Sales Program.....	E-8
E-2	DD Form 1348-5, Notice of Availability/Shipment .....	E-17
E-3	DSP-85, Application/License for Permanent/Temporary Export or Temporary Import of Classified Defense Articles and Related Classified Technical Data.....	E-23
E-4	MAPAC Construction (FMS Shipment Through the DTS to Overseas).....	E-32
E-5	MAPAC Construction (FMS Shipment to a Freight Forwarder).....	E-33
E-6	MAPAC Construction (FMS Shipment to a Canadian customer (Ship Directly)).....	E-34
E-7	MAPAC Construction (Grant Aid Shipment).....	E-35
F-1	Format for Submitting Long-Range Surface Cargo Forecast.....	F-3
F-2	Format for Submitting Long-Range Airlift Requirements .....	F-7

F-3	Format for Submitting Short-Range Airlift Requirements.....	F-8
G2-1	Standard Form 1200, Government Bill of Lading Correction Notice .....	G2-14
M-1	Data Entries When Using Electronically Transmitted Message (ETM) Format for an Advance TCMD.....	M-24
N-1	Example of Monthly MTMC Shipper Effectiveness Report.....	N-4
N-2	Example of the Monthly MTMC Shipper Effectiveness Summary Sent to Shippers Meeting or Exceeding the Standards .....	N-5
Q-1	DD Form 1249, SAAM or JCS Exercise – Airlift Request.....	Q-7
T-1	ETM Entries for Tracing (TM1), Diversion (TM2), and Hold Request (TM3).....	T-4
T-2	ETM Entries for Tracing Reply (TMJ).....	T-5
V1-1	Standard Transportation Billing Print Format .....	V1-2
V1-2	Erroneous TAC/TCN Data Element Definitions.....	V1-7
V1-3	Rate Basis Codes and Definitions .....	V1-7
X-1	Data Looping Structure .....	X-5
Y-1	Request for Access to the TMDS.....	Y-2
ZZ-1	Calendar Conversion Chart .....	ZZ-2
ZZ-2	Pallet Profile Codes .....	ZZ-3

## TABLES

<u>Table</u>	<u>Page</u>
202-1	Route Order Number – Codes and Structure..... 202-9
202-2	Transportation Holding Delay Codes ..... 202-17
202-3	Evaluation Criteria ..... 202-18
203-1	TAW Transactions..... 203-11
203-2	TAV Transactions ..... 203-11
203-3	Application of Transportation Priorities ..... 203-13
203-4	Air Cargo Pallet Header Entries Manual or Automated Format..... 203-22
203-5	Time Standards for Issuance of an ETR..... 203-25
203-6	BL Header Data Format for Shipments to Water Ports <sup>6</sup> ..... 203-26
203-7	TCMD Submission for Air Shipments..... 203-26
203-8	TCMD Submission for Water Shipments..... 203-40
203-9	Distribution of Ocean Cargo Manifest..... 203-45
203-10	Air Manifest Header Data Entries ..... 203-48
203-11	Prime Data Entries for SUs on Air Manifests..... 203-48
203-12	Ocean Manifest Header Data Entries..... 203-50
203-13	Ocean Manifest Data Entries ..... 203-50
203-14	Ocean Manifest Data Special Instructions for Dunnage and Lashings ..... 203-51
203-15	Ocean Manifest Data Special Instructions for Supercargoes/Passengers..... 203-53
203-16	Instructions for Preparing Manifest Adjustments..... 203-54
203-17	Manifest Adjustment Type ..... 203-56
203-18	Ocean Cargo Manifest Recapitulation Data Entries..... 203-58
203-19	Ocean Cargo Manifest Summary Data Entries..... 203-60
203-20	Distribution of Ocean Bill of Lading ..... 203-66
204-1	DOD Services Components/POC for DOT-E, CAA, Special Approvals, and COEs ..... 204-34
204-2	CAA POC..... 204-36
204-3	COE POC Ammunition and Related Items ..... 204-37
205-1	Minimum Security Standards for AA&E Shipments..... 205-3
205-2	Risk Assessment Table ..... 205-12
205-3	Minimum Security Standards for Classified Material and CCI..... 205-13
205-4	Commercial Rail Carrier FPCONs Normal, Alpha, and Bravo ..... 205-17
205-5	Commercial Rail Carrier FPCON Charlie ..... 205-19
205-6	Commercial Rail Carrier FPCON Delta..... 205-21
205-7	Contingency Commercial Rail Carrier CJCS Crisis Action Planning - Phase III (Warning Order) ..... 205-23
205-8	Contingency Commercial Rail Carrier CJCS Phase V (Execution Planning) ..... 205-25
205-9	Contingency Commercial Rail Carrier CJCS Phase VI (Execution)..... 205-27
205-10	Minimum Security Standards for AA&E Shipments (Container of Flat Car (COFC)) (All FPCONs)..... 205-29
205-11	Minimum Security Standards for AA&E Shipments (Air) (All FPCONs)..... 205-29
205-12	Minimum Security Standards for AA&E Shipments (Water) (All FPCONs)..... 205-30
205-13	HAZMAT 1.4S Chart ..... 205-33
205-14	ANSI X.12 to DOD Code Conversion Table ..... 205-38
208-1	ICPs ..... 208-1
208-2	Instructions for Completing the MSL ..... 208-8
210-1	TDR Development Supporting Documents..... 210-25
210-2	DD Form 470 Package Documents ..... 210-37

E-1	IA, SAP POCs.....	E-13
E-2	DOD Responsibility for Transportation and Handling .....	E-28
E-3	FMS DTCs.....	E-28
E-4	International Logistics Control Office Freight Forwarder Assistance.....	E-35
H-1	BLOC Listing (Continental United States Order).....	H-1
H-2	BLOC Listing (Overseas Country Order).....	H-16
M-1	Decision for TCMD Preparation .....	M-2
M-2	Prime Data TCMD Entries for Single Shipment Units (DI T_0/1) (Including Empty SEAVAN/MILVAN/CONEX).....	M-3
M-3	Prime Data TCMD Entries for Single Shipments by the DCS .....	M-3
M-4	Prime Data TCMD Entries for Loaded RO/RO Trailers (DI T_2).....	M-4
M-5	Prime Data TCMD Entries for Loaded SEAVAN/MILVAN (VAN)(DI T_2).....	M-5
M-6	Prime Data TCMD Entries for Loaded Channel Air 463-L Pallets (DI T_2) .....	M-7
M-7	Prime Data TCMD Entries for CONEX (Containing Cargo), Unitized Pallet Loads, and All Loaded Consolidation Containers MILVAN (DI T_3).....	M-8
M-8	Prime Data TCMD Entries for Shipment Units Loaded into all Consolidation Containers (DI T_4).....	M-9
M-9	Trailer Data TCMD Entries (DI T_5) for All Vehicles, Unit Movement, Pre-Positioned and Outsize General Cargo Requirements .....	M-10
M-10	Trailer Data TCMD Entries for Ammunition Round Count, HAZMAT, Stock Number, and International Maritime Organization (IMO) Classification (DI T_6).....	M-11
M-11	Trailer Data TCMD Entries for Net Explosive Weight (NEW) and Lot Number(s) (DI T_7) .....	M-12
M-12	Trailer Data TCMD Entries for HHGs and Baggage Ownership Data (DI T_8).....	M-13
M-13	Trailer Data TCMD Entries For General Miscellaneous Information Not Otherwise Detailed (DI T_9).....	M-14
M-14	Trailer Data TCMD Entries for SEAVAN/MILVAN (Van) Miscellaneous Information (DI-T_9) (Includes Empty SEAVAN/MILVAN/CONEX) .....	M-15
M-15	Trailer Data TCMD Entries For SEAVAN/MILVAN Stopoff Points (DI T_9) .....	M-16
M-16	Trailer Data TCMD Entries For Additional Required HAZMAT Information (DI T_9)...	M-17
M-17	Trailer TCMD Entries for Personal Property Address Information (DI T_9).....	M-18
M-18	Trailer Data TCMD Entries for Air Load Planning and Manifesting (T_9) Vehicles.....	M-19
M-19	Trailer Data TCMD Entries for Air Load Planning and Manifesting (T_9) Vehicle (Axles 1 to 4).....	M-20
M-20	Trailer Data TCMD Entries for Air Load Planning and Manifesting (T_9) Vehicle (Axles 5 to 9).....	M-21
M-21	Trailer Data TCMD Entries for Air Load Planning and Manifesting (T_9) Vehicle (Axles Ten to Twelve).....	M-21
M-22	Trailer Data TCMD Entries for Air Load Planning and Manifesting (T_9) Palletized Cargo .....	M-22
M-23	Trailer Data TCMD Entries for Air Load Planning and Manifesting (T_9) Palletized Cargo .....	M-23
N-1	Error Codes for TCMD Effectiveness Reports.....	N-2
O-1	TCN Construction .....	O-3
R-1	Overseas WCAs .....	R-7
R-2	Overseas ACAs.....	R-34
T-1	Tracing Request (TM1).....	T-3
T-2	Tracing Reply (TMA) .....	T-4
T-3	Diversion Request (TM2).....	T-5
T-4	Diversion Request Reply Confirmation (TMB), or Denial (TMK) by the POE Clearance Authority .....	T-6

T-5	Diversion Request Reply Confirmation (TMB), or Denial (TMK) by the POD Clearance Authority .....	T-7
T-6	Shipment Hold Request/Authorization (TM3) Disposition Instruction (TMS) .....	T-8
T-7	POE Shipment Hold Reply Acknowledgement (TMC), Disposition (TMT), and Denial (TML) .....	T-9
T-8	POD Shipment Hold Reply Acknowledgement (TMC), Disposition (TMT) and Denial (TML) .....	T-10
V1-1	Standard Electronic Transportation Billing Formats .....	V1-3
V1-2	Standard Transportation Billing Format Data Element Descriptions .....	V1-5
W-1	In Transit Data Entries for BL Shipments Within CONUS Shipments (TK4) .....	W-2
W-2	In Transit Data Entries for AMC APOD Receipt and Lift (TK6) .....	W-3
W-3	In Transit Data Entries for AMC APOD Receipt and Lift (TK6) Theater Distribution Center (TDC) TK6 .....	W-3
W-4	In Transit Data Entries for WCA WPOD Receipt and Lift (TK9) .....	W-4
W-5	In Transit Data Entries for WCA WPOD Receipt and Lift (TK9) Theatre Distribution Center (TDC) TK9 .....	W-4
W-6	In Transit Data Entries for Consolidated and Reconsolidated Shipments Consolidation and Containerization Points (CCP) TAW .....	W-5
W-7	In Transit Data Entries for Consolidated and Reconsolidated Shipments Consolidation and Containerization Points (CCP) TAV .....	W-5
W-8	In Transit Data Entries for Consolidated and Reconsolidated Shipments Theatre Distribution Center (TDC) TAW .....	W-6
X-1	Excerpt from Subset of ASCII/ISO 646 .....	X-4
X-2	Two-Dimensional Symbol Data (Format 06) .....	X-6
X-3	Two-Dimensional Symbol Data (Format 07) .....	X-8
X-4	Generic Cargo Shipping Label 2D Symbol Format .....	X-12
X-5	Personal Property Shipping Label 2D Symbol Format .....	X-15
X-6	Unit Move Shipping Label 2D Symbol Format .....	X-17
DD-1	of TCMD and Manifest DIs .....	DD-2
II-1	Vessel Status and Terms of Carriage Codes .....	II-1
KK-1	Water Commodity Codes/Categories .....	KK-1
KK-2	Individual Water Commodity Codes/Categories .....	KK-2
LL-1	Water Special Handling Codes .....	LL-1
MM-1	Major Geographic Regions .....	MM-1
MM-2	Water Port Identifier Codes (Sorted by Port) .....	MM-3
MM-3	Water Port Identifier Codes (Sorted by Code) .....	MM-25

## REFERENCES

(Each applies to the current edition, unless otherwise specified. Due to numerous reorganization efforts, the guidance in some of the references may have been or will be reissued in other publications. It may be necessary to consult a functional area expert to determine the most recent guidance.)

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11. American National Standards Institute.
12. Arms Export Control Act of 1976.
13. Army Materiel Command Regulation (AMCR) 385-100, Safety Manual.
14. Army Regulation 40-12, Secretary of the Navy Instruction 6210.2A, Air Force Instruction Interservice 48-104, Quarantine Regulations of the Armed Forces.
15. Army Regulation 55-27, Vehicle Movement Schedule for Shipment Forecast.
16. Army Regulation 55-80, Navy Operational Instruction 11210.1B, Marine Corps Order 11210.2C, Defense Logistics Agency Regulation 4500.19, Highways for National Defense.
17. Army Regulation 190-11, Physical Security of Arms, Ammunition, and Explosives.
18. Bureau of Personnel Instruction 7040.6, Financial Management Guide for Permanent Change of Station Travel (Military Personnel, Navy).
19. Bureau of Personnel Instruction 7040.7, Financial Management Guide for Permanent Change of Station Travel (Reserve Personnel, Navy).
20. Code of Federal Regulations, Title 15, Commerce and Foreign Trade.
21. Code of Federal Regulations, Title 19, Customs Duties.
22. Code of Federal Regulations, Title 22, Part 121, Section 121.1, General. The United States Munitions List.

23. Code of Federal Regulations, Title 22, Part 123, Licenses for the Export of Defense Articles.
24. Code of Federal Regulations, Title 22, Part 125, Licenses for the Export of Technical Data and Classified Defense Articles.
25. Code of Federal Regulations, Title 22, Part 126, Section 126.4, Shipments by or for United States Government Agencies.
26. Code of Federal Regulations, Title 22, Part 126, Section 126.5, Canadian Exemptions.
27. Code of Federal Regulations, Title 40, Part 262, Standards Applicable to Generators of Hazardous Waste.
28. Code of Federal Regulations, Title 41, Public Contracts and Property Management.
29. Code of Federal Regulations, Title 41, Chapter 101, Federal Property Management Regulations.
30. Code of Federal Regulations, Title 41, Chapter 101, Part 101-41, Transportation Documentation and Audit.
31. Code of Federal Regulations, Title 41, Parts 102-118.
32. Code of Federal Regulations, Title 48, Part 15.204, Contract format.
33. Code of Federal Regulations, Title 48, Part 33, Protests, Disputes, and Appeals.
34. Code of Federal Regulations, Title 48, Part 47, Transportation.
35. Code of Federal Regulations, Title 48, Part 47.301-1, F.O.B. Origin.
36. Code of Federal Regulations, Title 48, Part 242, Contract Administration and Audit Services.
37. Code of Federal Regulations, Title 49, Parts 100-185.
38. Code of Federal Regulations, Title 49, Part 172, Section 172.101, Purpose and Use of Hazardous Materials Table.
39. Code of Federal Regulations, Title 49, Part 172, Section 172.202, Description of Hazardous Material on Shipping Papers.
40. Code of Federal Regulations, Title 49, Part 172, Section 172.203, Additional Description Requirements.
41. Code of Federal Regulations, Title 49, Part 172, Section 172.205, Hazardous Waste Manifest.
42. Code of Federal Regulations, Title 49, Part 172, Section 172.316, Packagings Containing Materials Classed as ORM-D.
43. Code of Federal Regulations, Title 49, Part 172, Section 172.430, Poison Label.
44. Code of Federal Regulations, Title 49, Part 172, Section 172.519, General Specifications for Placards.
45. Code of Federal Regulations, Title 49, Part 172, Section 172.704 (a) (4) Security Awareness Training.
46. Code of Federal Regulations, Title 49, Part 172, Subpart D, Marking.
47. Code of Federal Regulations, Title 49, Part 172, Subpart E, Labeling.
48. Code of Federal Regulations, Title 49, Part 172, Subpart F, Placarding.
49. Code of Federal Regulations, Title 49, Part 172, Subpart H, Training Requirements.
50. Code of Federal Regulations, Title 49, Part 173, Shippers-General Requirements for Shipments and Packagings.

51. Code of Federal Regulations, Title 49, Part 173, Section 173.59, Description of Terms for Explosives.
52. Code of Federal Regulations, Title 49, Part 173, Section 173.60, General Packaging Requirements for Explosives.
53. Code of Federal Regulations, Title 49, Part 173, Section 173.62, Specific Packaging Requirements for Explosives.
54. Code of Federal Regulations, Title 49, Part 173, Section 173.7(b), U.S. Government Material
55. Code of Federal Regulations, Title 49, Part 174, Section 174.81, Segregation of Hazardous Materials.
56. Code of Federal Regulations, Title 49, Part 174, Section 174.104, Division 1.1 or 1.2 (Explosive) Materials; Car Selection, Preparation, Inspection, and Certification.
57. Code of Federal Regulations, Title 49, Part 175, Carriage by Aircraft.
58. Code of Federal Regulations, Title 49, Part 175, Section 175.10, Exceptions.
59. Code of Federal Regulations, Title 49, Part 397, Transportation of Hazardous Materials; Driving, and Parking Rules.
60. Code of Federal Regulations, Title 49, Part 397, Section 397.67(d), Motor Carrier Responsibility for Routing.
61. Commander Military Sealift Command Instruction 7600.3J, MSC Billing Rates.
62. Continental Directory of Standard Point Location Codes NMF 102.
63. Defense Contract Management Agency, One Book.
64. Defense Federal Acquisition Regulation Supplement, Part 225.7301, General.
65. Defense Financial Management Regulation 7000.14-R, Volume 5, Chapter 33, Accountable Officials and Certifying Officers.
66. Defense Logistics Agency Document 4145.41, Army Regulation 700-143, Air Force Joint Instruction 24-210, Navy Supply Instruction 4030.55A, Marine Corps Order 4030.40A, Packaging of Hazardous Materials.
67. Defense Logistics Agency Document (DLAD) 5000.4, Contract Management.
68. Defense Logistics Agency Instruction 4140.55, Secretary of the Navy Instruction 4355.18A, Air Force Joint Manual 23-215, Army Regulation 735-11-2, Reporting of Supply Discrepancies.
69. Department of Defense Directive 4140.1, Materiel Management Policy.
70. Department of Defense Directive 4500.9, Transportation and Traffic Management.
71. Department of Defense Directive 4500.54-G, Foreign Clearance Guide.
72. Department of Defense Directive 5010.38, Management Control (MC) Program.
73. Department of Defense Directive 5158.4, United States Transportation Command.
74. Department of Defense Directive 5200.33, Defense Courier Service.
75. Department of Defense Directive 5210.56, Use of Deadly Force and the Carrying of Firearms by DOD Personnel Engaged in Law Enforcement and Security Duties.
76. Department of Defense Directive 5210.65, Chemical Agent Security Program.
77. Department of Defense Handbook 0-2000.12H, Protection of DOD Personnel and Activities Against Acts of Terrorism and Political Turbulence.

78. Department of Defense Handbook (MIL-HDBK-774), Palletized Unit Loads.
79. Department of Defense Instruction 4000.19, Interservice and Intragovernmental Support.
80. Department of Defense Instruction 4100.31, Reports on Single Manager Operations.
81. Department of Defense Instruction 4500.17, Proceedings Before Transportation Regulatory Bodies.
82. Department of Defense Manual 4000.25-1-M, Military Standard Requisitioning and Issue Procedures (MILSTRIP).
83. Department of Defense Manual 4000.25-2-M, Military Standard Transaction Reporting and Accounting Procedures (MILSTRAP).
84. Department of Defense Manual 4000.25-6-M, Part I, Department of Defense Activity Address Directory (DODAAD).
85. Department of Defense Manual 4140.25-M, DOD Management of Bulk Petroleum Products, Natural Gas, and Coal, Volume II, Chapter 5.
86. Department of Defense Manual 4145.26-M, DOD Contractor's Safety Manual for Ammunition and Explosives.
87. Department of Defense Manual 5100.76-M, Physical Security of Sensitive Conventional Arms, Ammunition, and Explosives.
88. Department of Defense Manual 5105.38-M, Security Assistance Management Manual (SAMM).
89. Department of Defense Manual 5220.22-M, National Industrial Security Program Operating Manual (NISPOM).
90. Department of Defense Regulation 4140.1-R, DOD Material Management Regulation.
91. Department of Defense Regulation 4500.36-R, Management, Acquisition, and Use of Motor Vehicles.
92. Department of Defense Regulation 4500.9-R, Part III, Mobility.
93. Department of Defense Regulation 4500.9-R, Part III, Mobility, Appendix V, Permits for Oversize, Overweight, or Other Special Military Movements on Public Highways in the United States.
94. Department of Defense Regulation 4500.9-R, Part III, Mobility, Appendix X, Movement of Humanitarian Assistance (HA) Supplies.
95. Department of Defense Regulation 4500.9-R, Part IV, Personal Property, Appendix F, Vehicle Processing Centers (VPCs) for Shipping – Receiving Privately-Owned Vehicles (POVs).
96. Department of Defense Regulation 4500.9-R, Part V, Department of Defense Customs and Border Clearance Policies and Procedures.
97. Department of Defense Regulation 4500.9-R, Part VI, Management and Control of Intermodal Containers and System 463-L Equipment.
98. Department of Defense Regulation 4515.13-R, Air Transportation Eligibility.
99. Department of Defense Regulation 5200.1-R, Information Security Program.
100. Department of Defense Regulation 5200.2-R, Personnel Security Regulation.
101. Department of Defense 6055.9-Standard (STD), DOD Ammunition and Explosives Safety Standard.
102. Department of Transportation Exemption 7573.
103. Department of Transportation Exemption 868.

104. Department of Transportation Exemption 9232.
105. DLA Customer Assistance Handbook.
106. Domestic Mail Manual, C010 General Mailability Standards.
107. Federal Acquisition Regulation 19.403, Small Business Administration Breakout Procurement Center Representative.
108. Federal Acquisition Regulation 42-1402, Volume Movements within the Continental United States.
109. Federal Acquisition Regulation 42.1403, Shipping Documents Covering F.O.B. Origin Shipments.
110. Foreign Assistance Act of 1961.
111. Freight Tariff RPS 6007, Mileage Allowances and Rules.
112. GOCARE Committee Handbook and Directory.
113. International Air Transportation Association Dangerous Goods Regulation.
114. International Civil Aviation Organization Technical Instruction.
115. International Maritime Dangerous Goods Code (IMDGC).
116. Joint Publication 5-03.1, Joint Operation Planning and Execution System Volume I, Planning Policies and Procedures.
117. Marine Corp Bulletin 4610, Cargo and Personal Property Transportation Accounting Data for Fiscal Year 20XX.
118. Military Standard-129, Department of Defense Standard Practice, Military Marking For Shipment and Storage.
119. Military Traffic Management Command Freight Traffic Rules Publication No. 1 (current version) (MFTRP No. 1 (current version)), Rules and Accessorial Services Governing the Movement of Department of Defense Freight Traffic by Motor Carrier.
120. Military Traffic Management Command Freight Traffic Rules Publication No. 10 (MFTRP No. 10), Rules and Accessorial Services Governing the Movement of Department of Defense Freight Traffic by Rail Carrier.
121. Military Traffic Management Command Regulation 37-2, Army Industrial Fund Cost Accounting.
122. Military Traffic Management Command Transportation Engineering Agency Pamphlet 55-19, Tie-down Handbook for Rail Movements.
123. Military Traffic Management Command Transportation Engineering Agency Pamphlet 55-20, Tie-down Handbook for Truck Movements.
124. Military Traffic Management Command Transportation Engineering Agency Pamphlet 55-21, Lifting and Tiedown Handbook for Helicopter Movements.
125. Military Traffic Management Command Transportation Engineering Agency Pamphlet 55-22, Marine Lifting and Lashing Handbook.
126. Military Traffic Management Command Transportation Engineering Agency Pamphlet 55-23, Containerization of Military Vehicles.
127. Military Traffic Management Command Transportation Engineering Agency Pamphlet 55-24, Vehicle Preparation Handbook for Fixed Wing Air Movement.

128. Military Traffic Management Command Transportation Engineering Agency Pamphlet 700-2, Logistics Handbook for Strategic Mobility Planning.
129. National Security Agency Industrial Communication Security Manual
130. Naval Sea Systems Command SW020-AC-SAF-010, Transportation and Storage Data for Ammunition, Explosives, and Related Hazardous Materials.
131. Office of the Administrator Publication, 1025.2, Information Security.
132. Public Law 89-508, 80 Statue 308, Federal Claims Collection Act of 1966.
133. Public Law 97-365, Debt Collection Act of 1982.
134. The Financial Management Handbook for Permanent Change of Station (PCS) Travel
135. United States Coast Guard, COMDTINST M4610.5, Transportation of Freight.
136. United States Coast Guard, COMDTINST M4610.6, US Coast Guard Freight Loss and Damage System.
137. United States Code, 7, § 151, Plant Quarantine Act.
138. United States Code, 10, § 162, Combatant Commands: Assigned Forces; Chain of Command.
139. United States Code, 10, §2636, Deductions from Amounts Due Carriers.
140. United States Code, 31, §, 3726, Payment for Transportation.
141. United States Code, 40, §, 481 et seq., Procurement, Warehousing, and Related Activities.
142. .United States Code, 40 §, 486, Policies, Regulations, and Delegations.
143. United States Code, 46, § 1242, Shipping.
144. United States Code, 49, Chapter 443, Insurance.
145. United States Code, 49, §, 10721, Government Traffic.
146. United States Code, 49, § 11706, Liability of Rail Carriers Under Receipts and Bills of Lading.
147. United States Code, 49, § 14706, Liability of Carriers Under Receipts and Bills of Lading.
148. United States Code, 49, § 15504, Government Traffic.
149. United States Code, 50, § 196, Emergency Foreign Vessel Acquisition; Purchase or Requisition of Vessels Lying Idle in United States Waters.
150. United States Transportation Command Regulation 110-5, Acquisition Oversight Group.

## WEBSITES

(These web site Uniform Resource Locators are current as of this publication and are subject to change.)

1. AFMAN 24-204(I), TM 38-250/MCO P4030.19H, NAVSUP Pub 505,DLAI 4145.3 Preparation of Hazardous Materials for Military Air Shipments: <https://www.afmc-mil.wpafb.af.mil/Hazmat/AFJMAN.htm>. or <http://www.afmc-pub.wpafb.af.mil/Hazmat/>.
2. Air Mobility Command (AMC) Channel Sequence Listing: <https://tacc.scott.af.mil/directorates/xog/analysis.asp>
3. Appendix C, Performance Work Statement, of the 3PL Contract: <http://websearch.mtmc.army.mil/CONTENT/5764/mod5.pdf>.
4. Code of Federal Regulations (CFR) Title access: <http://www.access.gpo.gov/nara/cfr/cfr-table-search.html>.
5. Commercial Carriers Authorized for Overnight Delivery of Classified Information: <http://www.c3i.osd.mil/org/sio/commercial.doc>.
6. Defense Ammunition Center: <http://www.dac.army.mil/es/default.asp>.
7. DCMA One Book: <http://www.dcms.mil/> (use Internet Explorer).
8. Defense Finance and Accounting Service (DFAS): <http://www.dfas.mil>.
9. Defense Logistics Agency Customer Assistance Handbook: <http://www.supply.dla.mil/CustomerHandbook/index.asp>.
10. Defense Security Service: <http://www.dss.mil>.
11. Defense Security Service Central Verification Authority Web address: <http://www.dss.mil/infoutl/index.htm>.
12. Defense Transportation Electronic Business: <http://nd1.lmi.org/dod/dtediframes.nsf>.
13. Defense Transportation Regulation (DTR): <http://public.transcom.mil/j4/j4lt/dtr.html> or <http://www.mtmc.army.mil>.
14. DLAI 4140.55, AR 735.11-2, SECNAVINST 4355.18A, AFJAM 23-215. Reporting of Supply Discrepancies: <http://web1.deskbook.osd.mil/data/002pidoc.doc>.
15. Department of Defense Activity Address Directory/Code (DODAAD/DODAAC): <https://day2k1.daas.dla.mil/dodaac/dodaac.asp>.
16. Department of Defense Electronic Data Interchange (EDI): <http://www.lmi.org/dtedi>.
17. Department of Defense 4140.25-M, DOD Management of Bulk Petroleum Products, Natural Gas, and Coal, Volume II, Chapter 5: <http://www.dlaps.hq.dla.mil/dodm4140.25.htm>.
18. Department of Defense 5200.1-R, Information Security Program: <http://www.fas.org/irp/doddir/dod/5200-1r/>.
19. Department of Defense Publications: <http://web7.whs.osd.mil/dodiss/publications/pub2.html>.
20. Domestic Express Small Package Service: <https://amcpublic.scott.af.mil/don/>.
21. Electronic Personnel Security Questionnaire: <http://www.dss.mil/infoutl/index.htm>.
22. Electronic Transportation Acquisition: <https://eta.mtmc.army.mil/>.
23. Emergency Response Guidebook: <http://hazmat.dot.gov/gydebook.htm>.
24. Exemptions-HAZMAT: <https://eta.mtmc.army.mil/> or the DOT web site at <http://hazmat.dot.gov/exsys.htm>.

25. Foreign Clearance Guide (FCG): <http://www.fcg.pentagon.mil/>.
26. Global Freight Management (GFM): <https://eta.mtmc.army.mil>.
27. Global Freight Management (GFM) Help Desk: <https://hq49.eta.mtmc.army.mil/>.
28. Global Transportation Network (GTN): <http://www.gtn.transcom.mil/public>.
29. GOCARE Committee Handbook and Directory: <http://www.mtmc.army.mil>. Click on “Freight/Cargo” then click on “Air/Land” then click on “GOCARE.”
30. Government Purchase Cards (Air Force only): <https://www.afmc-mil.wpafb.af.mil/HQ-AFMC/LG/LSO/lot/info/purchase.doc>.
31. GSA ADVANTAGE: <https://www.gsaadvantage.gov/>.
32. Intelligent Road/Rail Information Server: <https://www.irris.tea.army.mil/>.
33. International Air Transportation Association (IATA): <http://www.iata.org/>.
34. International Civil Aviation Organization (ICAO): <http://www.icao.int>.
35. International Maritime Organization (IMO): <http://www.imo.org>.
36. Joint Hazard Classification System: <https://www.dac.army.mil>.
37. Marine Corps Logistics Distribution Center: <http://www.hqmc.usmc.mil/lftweb.nsf>.
38. Master Transportation Account Code (TAC) Reference Table: [https://www.daas.dla.mil/tac\\_inq/tac\\_menu.html](https://www.daas.dla.mil/tac_inq/tac_menu.html).
39. Military Assistance Program Address Directory/Code (MAPAD/MAPAC) <https://day2k1.daas.dla.mil/dodaac/mapac.asp>.
40. Military Standard (MILSTD) 129 Department of Defense Standard Practice, Military Marking For Shipment and Storage: <http://131.82.253.19/docimages/0003/51/85/STD129.PD8>.
41. Military Traffic Management Command (MTMC): <http://www.mtmc.army.mil>.
42. Military Traffic Management Command Transportation Engineering Agency (TEA): <http://www.tea.army.mil>.
43. Military Traffic Management Command Enhanced Transportation Acquisition (ETA) Transportation Discrepancy Report (TDR) Tutorial: <http://www.mtmc.army.mil/transsys/cfm/index>.
44. Military Traffic Management Command Freight Traffic Rules Publication: <http://www.mtmc.army.mil> and then select Publications, Freight/Cargo, and Air/Land.
45. Naval Ordnance Safety and Security Activity: <https://intranet.nossa.navsea.navy.mil>.
46. Naval Transportation Support Center: <http://www.navtrans.navy.mil/>.
47. Powertrack/US Bank: <https://www.powertrack.usbank.com/powertrack>.
48. SF 362: <http://www.gsa.gov/Portal/forms/library.jsp>.
49. SF 364, Report of Discrepancy (Supply Discrepancy Report): <http://www.supply.dla.mil/pdfs/dlar414055.pdf>.
50. Spot Bid Business Rules: <http://www.mtmc.army.mil/CONTENT/1500/spotbidrules.pdf>.
51. Standard NATO Agreements (STANAGS): <http://www.nato.int/docu/standard.htm>.
52. Table Management Distribution System (TMDS): <https://tmds03.scott.af.mil/tmnds/>.
53. Transportation Facility Guide (TFG): <https://eta.mtmc.army.mil>.
54. WorldWide Express: <https://amcpublish.scott.af.mil/wwx/wwx.htm>.

## DEFINITIONS

1. **Abbreviated Transportation Accounting Classification**. Alphanumeric code used in lieu of a full 23-character line of accounting.
2. **Accessorial Service**. A service performed by a carrier in addition to the linehaul.
  - a. **Foreign Military Sales (FMS)**. Separate charges added to the standard price of materiel for each FMS case. The charges cover the expenses of packing, handling, crating, transportation, and supply operations associated with the preparation and delivery of FMS materiel.
  - b. **Land**. Charges by a carrier for rendering service in addition to the linehaul. Such services may include sorting, packing, cooling, heating, switching, delivering, storage, and reconsigning.
3. **Accountable Official**. The designated person who ensures that a system of internal procedures and controls for the portion of the entitlement- and/or payment-related process under their cognizance is in place to minimize opportunities for erroneous payments and to ensure that all procedural safeguards affecting proposed payments are observed; the Accountable Official supports their respective certifying officers with timely and accurate data, information, and/or service to ensure proper payments, i.e., payments that are supportable, legal, and computed correctly. Reference: Department of Defense Financial Management Regulation (DODFMR), 7000.14-R, Volume 5, Chapter 33, **Accountable Officials and Certifying Officers**.
4. **Accrual Transaction**. An accounting transaction that adjusts the initial Government obligation that is in the accounting records.
5. **Active Duty**. Full-time duty in a military service of the United States. This includes members of the Reserve Components serving on active duty or full-time training duty, but does not include full-time National Guard duty.
6. **Actual Expense Transaction**. The actual is the amount disbursed less interest.
7. **Actual Placement**. The placing of a carrier conveyance in an accessible position for loading or unloading or at a place previously designated by the consignor or consignee.
8. **Actual Value Rate**. A rate based on the actual value of the material shipped.
9. **Address Marking**. Applying data obtained from shipping documents to the shipment unit. The data identifies the shipment and directs its movement to the ultimate consignee.
10. **Aerial Port**. An airfield that has been designated for the sustained air movement of personnel and materiel as well as an authorized port of entrance into or departure from the country where located.
11. **Aerial Port of De barkation**. A station that serves as an authorized port to process and clear aircraft and traffic for entrance to the country where located.
12. **Aerial Port of Embarkation**. A station that serves as an authorized port to process and clear aircraft and traffic for departure from the country where located.
13. **Agreed Valuation**. The value of articles in a freight shipment agreed upon as the basis on which the freight rate is assessed. This valuation establishes a value beyond which recovery cannot be made in event of loss or damage in transit.
14. **Air Charter Service**. Air transportation procured under an arrangement with a commercial air carrier for the exclusive use of one or more aircraft.

15. **Airlift Clearance Authority**. A Service activity which controls the movement of cargo (including personal property) into the airlift system under provisions of Department of Defense 4500.9-R, Defense Transportation Regulation, Part II, Cargo Movement.
16. **Air Mobility Command**. The Air Force component command of the United States Transportation Command.
17. **Air Movement Designator**. An alphanumeric code assigned according to established codes to identify the originating and destination station, priority, type travel, and sponsoring activity in whose interest a passenger is being moved.
18. **Airport**. An area prepared for the accommodation (including any buildings, installations, and equipment), landing, and takeoff of aircraft.
19. **Air Taxi Service**. Air transportation in aircraft having a gross takeoff weight of less than 12,500 pounds and operating under the requirements of federal and state bodies.
20. **Allocation**. In a general sense, distribution of limited resources among competing requirements for employment.
21. **Ammunition Basic Load**. Major Command designated quantities of Class V supplies that allow units to initiate combat operations. Basic loads are combat-deployable using organic transportation in a single lift.
22. **Ammunition/Explosives**. A complete device charged with explosives, propellants, pyrotechnics, initiating composition, or nuclear, biological, or chemical material for use in military operations including demolition. Certain suitably modified munitions can be used for training, ceremonial, or nonoperational purposes.
23. **Antiterrorism**. Defensive measures used to reduce the vulnerability of individuals and property to terrorist acts, to include limited response and containment by local military forces.
24. **Appeal**. Procedure that allows reconsideration of a carrier in non-use or disqualified status.
25. **Area Monitoring Office**. The office that is assigned responsibility for monitoring Transportation Discrepancy Report actions in a specific theater or area.
26. **Area of Responsibility**. The geographical area associated with a combatant command within which a combatant commander has authority to plan and conduct operations.
27. **Armed Forces (Military Services)**. The military forces of a nation or a group of nations.
28. **Armed Forces of the United States**. A term used to denote collectively all components of the Army, Navy, Air Force, Marine Corps, and Coast Guard. See United States Armed Forces.
29. **Arms Parts**. Arms parts requiring protection in transportation include barrels and major subassemblies of categorized arms and must be afforded at least the same protection as CAT IV arms. The frame or receiver of an arm constitutes a weapon, and such parts will be shipped according to the requirements of the applicable category, i.e., the receiver of a .30 caliber machine gun will be protected as a CAT II arm.
30. **Army or Air Force Post Office**. A military post office, numerically designated as a branch of the United States Post Office, manned and operated by the Army or Air Force to provide postal services to authorized organizations and personnel.
31. **Assessorial Service**. When the carrier provides any of the services for Assessorial rates, in connection with service provided to government containers, the appropriate Carrier rates contained in the Schedule of Rates will be applicable.

32. **Astray Cargo**. Shipments or portions of shipments found in a carrier's possession or delivered to a government activity for which billing, e.g., waybill, freight warrant, is not available or which is being held for any reason except transfer.
33. **Automatic Approval**. Functionality in PowerTrack that automatically approves for payment shipments that meet the Automatic Approval criteria. These criteria include matching of data elements, Maximum Price Thresholds, and Maximum Price Difference tolerances.
34. **Baggage**. Includes, but is not limited to, personal clothing; professional equipment; essential dishes, pots, pans, linens, and other light housekeeping items; and other items necessary for the health, welfare, and morale of the member/employee.
  - a. **Accompanied Baggage**. Baggage that accompanies the member/employee while traveling.
  - b. **Unaccompanied Baggage**. That portion of the member's/employee's authorized weight allowance of personal property that does not accompany the member/employee and is normally shipped separately from the bulk of his/her personal property by expedited transportation. Also, hold baggage.
35. **Barge**. A flat-bed, shallow-draft vessel with no superstructure that is used for the transport of cargo and ships' stores or for general utility purposes.
36. **Basic Issue Item**. Accessories and tools necessary to operate an end item, i.e., vehicle.
37. **Berth Term**. The shipper is required to pay for and deliver the cargo alongside the ship. The carrier then becomes responsible for paying for and arranging the loading and securing of the cargo, delivering it to the agreed upon destination, and unloading the cargo onto the pier alongside the ship. All linehaul to/from or beside the ship is the responsibility of the shipper.
38. **Best Value**. Selection of contractors/carriers to support Defense Transportation System requirements will utilize a best value approach based on determining factors such as quality of service, past performance, cost/price, claims experience, ability to perform service within stated requirements, and carrier commitment of transportation assets to readiness support. Under the best value approach, cost is not the only factor in carrier selection. Past performance factors include, but are not limited to, on-time pickup and delivery percentage, lost or damaged cargo percentage, number of claims, and provider availability. Service factors include, but are not limited to, carrier ability to respond, routing, and ability to provide in transit visibility and commitment of transportation assets to readiness support.
39. **Bill of Lading**. The Bill of Lading is the primary document used to procure freight and express transportation and related services from commercial carriers, including freight forwarders.
40. **Block Stowage Loading**. A method of loading whereby all cargo for a specific destination is stowed together. The purpose is to facilitate rapid off-loading at the destination, with the least possible disturbance of cargo intended for other points.
41. **Breakbulk Cargo**. Any commodity that, because of its weight, dimensions, or incompatibility with other cargo, must be shipped by mode other than military van or SEAVAN.
42. **Breakbulk Point**. A transshipping activity to which unitized shipments for various consignees are consigned and from which the shipments are distributed as separate shipment units to the ultimate consignees.
43. **Breakbulk Ship**. A ship with conventional holds for stowage of breakbulk cargo, below or above deck, and equipped with cargo-handling gear. Ships also may be capable of carrying a limited number of containers, above or below deck.

44. **Calendar Days**. Consecutive days without regard to weekends or holidays.
45. **Car Carrier (Land)**. A container or trailer of open framework designed for carriage of automobiles or other unboxed vehicles.
46. **Cargo**. Supplies, materials, stores, baggage, or equipment transported by land, water, or air.
  - a. **Bulk (freight)**. That which is generally shipped in volume where the transportation conveyance is the only external container; such as liquids, ore, or grain.
  - b. **Containerizeable Cargo**. Items that can be stowed or stuffed into a container.
  - c. **Non-Containerizeable Cargo**. Items that cannot be stowed or stuffed into a container, i.e., over-dimensional or overweight cargo.
  - d. **Source Stuffed Cargo**. Cargo that economically fills a container from a single origin point.
47. **Cargo Outturn Advisory and Reconciliation Message**. A brief message report transmitted within 14 days of completion of ship discharge to advise both the Military Sealift Command and the terminal of loading of the condition of the cargo, including any discrepancies in the form of overages, shortages, or damages between cargo as manifested and cargo as checked at time of discharge.
48. **Cargo Outturn Report**. A detailed report prepared by a discharging terminal to record discrepancies in the form of over, short, and damaged cargo as manifested, and cargo checked at a time and place of discharge from ship.
49. **Carrier**. An individual, company, or corporation commercially engaged in transporting cargo or passengers between two points.
50. **Carrier, DOD-Approved**. Any carrier, as defined above, approved by the Commander, Military Traffic Management Command.
51. **Carrier Invoicing**. A PowerTrack process used for modes of shipment where carrier rates are not resident in a shipper system, i.e., small package express. The carrier generates all shipment information, which populates both the shipper and carrier side of the PowerTrack record. The shipper has the right to change price/shipment data prior to approval of payment. It is not recommended that Auto-Approval be set in PowerTrack to allow for management controls prior to payment being approved.
52. **Carrier Tariff Rates**. Rates charged the general public by surface, air, or water carriers engaged in the transportation of property.
53. **Case Designator**. A unique code used with a country identification code to identify a particular foreign military sale. It is a three-character designator.
54. **Certification of Equivalency**. A Certification of Equivalency is a certification that the proposed packaging equals or exceeds the requirements of 49 Code of Federal Regulations Parts 100-199.
55. **Certification of Essentiality**. For Highway Movement. A certification by an appropriate military authority that the cargo is “essential cargo.” The oversize or overweight shipment cannot be reduced in size or weight and the shipment must be moved via highway.
56. **Certifying Officer**. Responsible for information stated in a voucher, supporting documents, and records; legality of a proposed payment under the appropriation or fund involved; certifies the PowerTrack Monthly Billing Statement. This person must meet the requirements of DODFMR 7000.14-R, Volume 5, Chapter 33, Accountable Officials and Certifying Officers.
57. **Channel Airlift**. Common-user airlift service provided on a scheduled basis between two points. There are two types of channel airlift. A requirements channel serves two or more points on a

scheduled basis depending upon the volume of traffic; a frequency channel is time-based and serves two or more points at regular intervals.

58. **Channel Sequence Listing**. A listing of approved active Air Mobility Command (AMC) channels prepared annually by Headquarters AMC.
59. **Channel Traffic**. Passengers and cargo moving over established worldwide routes served by either scheduled Department of Defense aircraft under the control of Air Mobility Command (AMC) or commercial aircraft under contract to and scheduled by AMC.
60. **Chassis**. The wheeled platform on which the container is placed for surface/highway transport.
61. **Circuitous Route**. A route from shipment origin point to destination point that is other than the direct route between the points and that is used by carrier for emergency reasons or if required by Federal, state, or local statutes.
62. **Civil Agencies**. All agencies in the federal government other than Department of Defense installations and activities, e.g., General Services Administration.
63. **Civil Post Office**. A United States Post office, branch, station, or money order unit operated by employees of the United States Postal Service (USPS) or under contract with the USPS.
64. **Claim**. A written legal demand for payment of goods lost or damaged in shipment.
65. **Claim Office**. The office responsible for filing claims on behalf of the Department of Defense against carriers, contractors, stevedores, or vendors for loss or damage resulting from movement of government-owned property, e.g., the appropriate finance center for Continental United States commercial carriers; Military Sealift Command for commercial ocean carriers; the responsible contracting officer for contractors, stevedores, and vendors.
66. **Classification**. See Freight Classification.
67. **Classified Material/Matter**. Official information or matter, in any form or of any nature, which requires protection in the interests of national security. Material is classified CONFIDENTIAL or SECRET under Department of Defense 5200.1-R, Information Security Program.
68. **Clean Bill of Lading**. A receipt for goods issued by a carrier with an indication that the goods were received in “apparent good order and condition,” without damages or other irregularities.
69. **Clearance Authority**. The activity that controls and monitors the flow of cargo into the airlift or water transportation system. See Airlift Clearance Authority, Ocean Cargo Clearance Authority, and Water Clearance Authority.
70. **Cleared Carrier**. A commercial carrier who meets the criteria for handling up to SECRET shipments.
71. **Closed Vehicle or Equipment**. A conveyance that is fully enclosed with permanent sides and top, and with doors that can be locked and sealed.
72. **Codes of Service**. The following are definable types of service under the Through Government Bill of Lading method:
  - a. **Domestic Motor Van (Code 1)**. The movement of household goods in a motor van from an origin residence in the Continental United States (CONUS) to a destination residence in the CONUS. Automated systems will use Code 1A for interstate movements and Code 1B for intrastate movements.

- b. Domestic Container (Code 2). The movement of household goods in containers from an origin residence in the CONUS to a destination residence in the CONUS. Automated systems will use Code 2A for interstate movements and Code 2B for intrastate movements.
  - c. International Door-to-Door Container (Code 3). Carrier provides origin services, linehaul service from the origin residence to a commercial ocean terminal, ocean transportation using the Universal Service Contract rates for over the ocean portion of the shipment, linehaul to destination residence, and destination services.
  - d. International Door-to-Door Container (Code 4). Movement of household goods in Military Traffic Management Command (MTMC)-approved door-to-door shipping containers (wooden boxes) whereby a carrier provides linehaul service from the origin residence to ocean terminal, ocean transportation to port of discharge, and linehaul service to destination residence, all without the rehandling of container contents.
  - e. International Door-to-Door Container Government Ocean Transportation (Code 5). Movement of household goods in MTMC-approved door-to-door shipping containers (wooden boxes) whereby a carrier provides linehaul service from the origin residence to military ocean terminal, the government provides ocean Military Sealift Command transportation to designated port of discharge, and the carrier provides linehaul service to destination residence, all without rehandling of container contents.
  - f. International Door-to-Door Air Container (Code 6). Movement of household goods whereby the carrier provides containerization at the origin residence, surface transportation to the airport nearest origin that can provide required services, air transportation to the airport nearest destination that can provide required services, and transportation to the destination residence.
  - g. International Land-Water-Land Baggage (Code 7). Movement of unaccompanied baggage whereby the carrier provides packing and pickup at the origin, surface transportation to destination, and cutting of the banding and opening of the boxes at the destination residence.
  - h. International Land-Air-Land Baggage (Code 8). Movement of unaccompanied baggage whereby the carrier provides packing and pickup at the origin, transportation to the origin airport, air transportation to the destination airport, surface transportation to destination, and cutting of the banding and opening of the boxes at the destination residence.
  - i. International Door-to-Door Container - Air Mobility Command (AMC) (Code T). Movement of household goods whereby the carrier provides containerization at the origin residence and transportation to the designated AMC terminal. AMC provides terminal services at both origin and destination and air transportation to the designated AMC destination terminal. The carrier provides transportation to the destination residence.
  - j. International Land-Air (AMC)-Land Baggage (Code J). Movement of unaccompanied baggage whereby the carrier provides packing and pickup at the origin and transportation to the designated AMC terminal. AMC provides terminal services at both the origin and destination and air transportation to the designated AMC destination terminal. The carrier provides transportation to destination from AMC terminal and cutting of the banding and opening of the boxes at the destination residence.
73. **Commercial Air Movement**. The movement of a group of persons routed by Military Traffic Management Command Operations Center in regular or chartered commercial air service.
74. **Commercial Bill of Lading**. A Commercial Bill of Lading (CBL) designates the receipt of goods shipped on board a transportation conveyance, e.g., truck, rail, ship, airplane, and signed by the carrier (or the carrier's agent) who contracts to carry the cargo. A CBL states the terms on which the goods are carried. Carrier documentation used for transportation of shipments, such as that used by

small package express carriers. It includes the commercial procedures related to the use of such documentation.

75. **Commodity Category**. Grouping commodities with similar characteristics for purposes of manifesting, billing, cost accounting, contractor payment, and special handling.
76. **Common Carrier**. A carrier offering transportation services to the general public for movement of cargo.
77. **Common Servicing**. That function performed by one Military Service in support of another Military Service for which reimbursement is not required from the Service receiving services.
78. **Common-User Air Terminal**. A facility that regularly provides (for two or more Services) the terminal functions of receipt, transit storage or staging, processing, and loading or unloading of cargo or passengers on aircraft. It may be a military installation, part of a military installation, or a commercial facility operated under contract or arrangement by a Department of Defense Component.
79. **Common-User Land Transportation**. A program managed by a designated single manager for all Department of Defense motor carrier cargo movements in a theater, specific country, or geographic region. The Theater Commander usually designates the predominate Department of Defense Component as the Common-User Land Transportation manager.
80. **Common-User Ocean Terminal**. A military installation, part of a military installation, or a commercial facility operated under contract or arrangement by the Military Traffic Management Command Operations Center that regularly provides for two or more Services terminal functions of receipt, transit storage or staging, processing, and loading and unloading of passengers or cargo aboard ships.
81. **Common-User Transportation**. Transportation and transportation services provided on a common basis for two or more Department of Defense (DOD) agencies and, as authorized non-DOD agencies. Common-user assets are under the combatant command (command authority) of the Commander, United States Transportation Command, excluding Service-unique or theater-assigned transportation assets.
82. **Concealed Damage**. Any damages found after the driver has obtained a clear delivery receipt where the damage could not have been observed during the unloading process, providing that the damage was within the packaging materials and the opening or unwrapping of the items would be cost prohibitive for the receiver and/or the carrier. In accordance with the National Motor Freight Classification Guidelines Item 300135, Reporting Concealed Damages, when damage to contents of a shipping container that could not have been determined at the time of delivery is discovered by the consignee, the consignee must report it to the delivery carrier upon discovery and the carrier's representative must make a request for inspection.
83. **Consignee**. The recipient (unit, depot, or person) to whom cargo is addressed or consigned for final delivery. Activity that is receiving the product.
84. **Consignor**. The person or activity that is the supplier or shipper of a product.
85. **Consolidation**. The combining or merging of elements to perform a common or related function or the combining of separate shipments into a single shipment.
86. **Constructive Placement**. When a carrier conveyance cannot be placed for loading, unloading, or at a point previously designated by the consignor or consignee, and is placed elsewhere, it is considered as being under constructive placement and subject to tariff rules and charges.
87. **Container**. An article of transport equipment that meets American National Standards Institute/International Organization for Standardization standards that is designed to be transported by

various modes of transportation. These containers are also designed to facilitate and optimize the carriage of goods by one or more modes of transportation without intermediate handling of the contents and equipped with features permitting ready handling and transfer from one mode to another. Containers may be fully enclosed with one or more doors, open top, refrigerated, tank, open rack, gondola, flatrack, and other designs.

- a. Cargo Container. A standardized, demountable, reusable conveyance for transporting cargo on a chassis, rail car, or vessel.
  - b. CONEX. Container Express (CONEX). A metal shipping container 8'6" long, 6'3" wide, and 6'10½" high or 4'3" long, 6'3" wide and 6'10½" high used for shipping cargo.
  - c. Dromedary. A container that can be mounted behind the power unit of a truck or carried on a flatbed trailer or in a van and that can be used to transport less-than-truckload shipments of Arms, Ammunition, and Explosives; SECRET, CONFIDENTIAL, and Controlled Cryptographic Items; or sensitive material.
  - d. Flatrack. Portable, open-topped, open-sided units that fit into existing below-deck container cell guides and provide a capability for container ships to carry oversized cargo and wheeled and tracked vehicles.
  - e. Half-Height. These containers have sides that are approximately 4 foot high. There is no permanent metal top. If the cargo needs to be covered, then a tarpaulin is provided.
  - f. International Organization for Standardization (ISO) Container. A standardized, demountable container for transporting cargo on a chassis, rail car, or vessel. ISO containers may be 20', 40', or 45' long by 8' wide and 9' 6" high.
  - g. Military Van (MILVAN). Military-owned, demountable container, conforming to United States and international standards, operated in a centrally controlled fleet for movement of military cargo. (Dimensions: 20' long, 8' wide and 8' high or may be a flat rack).
  - h. Open Top Container. A container without a permanent metal top. The top is a removable tarpaulin supported by roof bows to protect cargo from the elements.
  - i. QUADCON. The QUADCON measures 57(l) x 96(w) x 96(h) inches. It is a lockable, weatherproof, reusable, prefabricated container with a cargo capacity of 8,000 pounds. It has ISO corner fittings for lifting and restraint and for coupling up to four QUADCONs together to have the same dimensions as a standard 20-foot ISO container.
  - j. Refrigerated (Reefer) Container. A weatherproof container for the movement of temperature controlled cargo insulated against external temperatures and equipped with mechanical refrigeration.
  - k. SEAVAN. Commercial or Government-owned (or leased) shipping containers that are moved via ocean transportation without bogie wheels attached, i.e., lifted on and off the ship.
  - l. Tank Container. Specialized container that meets International Organization for Standardization and International Maritime Organization requirements for transportation of hazardous and non-hazardous bulk liquids.
88. Container Consolidation Point. Consolidates shipments on an air pallet or containerized shipment in a SEAVAN for transportation overseas.
89. Container Freight Station. A receiving, storage, and distribution facility for stuffing and unstuffing containers.

90. **Container Handling Equipment**. Items of materials-handling equipment required to specifically receive, maneuver, and dispatch International Organization for Standardization containers.
91. **Containerization**. The use of containers to unitize cargo for transportation, supply, and storage. Containerization incorporates supply, transportation, packaging, storage, and security together with visibility of a container and its contents into a distribution system from source to user.
92. **Containership**. A ship specially constructed and equipped to carry only containers without associated equipment, in all available cargo spaces, either below or above deck. Containerships are usually non-self-sustaining, do not have built-in capability to load or off-load containers, and require port crane service. A containership with shipboard-installed cranes capable of loading and off-loading containers without assistance of port crane service is considered self-sustaining.
93. **Continental United States**. Continental United States to include Hawaii, Guam, Puerto Rico, and Alaska.
94. **Contingency Response Program**. Fast reaction transportation procedures intended to provide for priority use of land transportation assets by Department of Defense when required.
95. **Contract**. An agreement between two or more competent parties in which an offer is made and accepted and each party benefits. The agreement can be formal, informal, written, oral, or just plain understood. Some contracts are required to be in writing in order to be enforced. An agreement between two or more parties that creates obligations to do or not do the specific things that are the subject of that agreement.
96. **Contract Carrier**. A person or company that is under contract to transport people or goods for individual contract customers only.
97. **Contract Management Office**. The activity responsible for administering the contract against which the shipment was made.
98. **Controlled Cargo**. Items that require additional control and security as prescribed in various regulations and statutes. See Protected Cargo.
99. **Controlled Cryptographic Item**. Communications Security equipment declassified by the National Security Agency. Controlled cryptographic items (CCI) require accountability when shipped by commercial transportation by use of paper or electronic signature service. Classified keying material associated with CCI must be separately transmitted according to requirements for its classification.
100. **CONUS Regional Database**. The Worldwide Port System (WPS) CONUS Regional Database (CRDB) is a Military Traffic Management Command (MTMC) maintained database for the submission and tracking of Advance Transportation Control and Movement Document (ATCMD) data for breakbulk or container ocean shipments. The CRDB is composed of a centralized database and two regional application hubs located at Headquarters MTMC. The centralized database functions as an integrated repository of all WPS Continental United States (CONUS) terminal cargo movement data and the primary source for query responses and cargo traffic reports. CRDB provides shippers with the capability to enter ATCMDs online and to query the status of their cargo. It serves as the CONUS Global Transportation Network interface for cargo data and limited manifest distribution.
101. **Convoy Commander**. The officer or noncommissioned officer in charge of vehicles and operating personnel of a convoy. The convoy commander is designated by the person authorizing movement.
102. **Convoy Movement Order**. A computer-generated movement directive issued to a moving unit to establish convoy route, movement schedule, reporting requirements, and special instructions. This document is generated by the Army National Guard State Movement Control Center (SMCC) in the

state where a convoy originates. During a time of emergency, the SMCC is authorized to assign convoy movement order numbers to installations. These orders will be based on the DD Form 1265, Request for Convoy Clearance, submitted by the requesting unit and prior emergency procedures established by the SMCC.

103. **Country Code**. For purposes of this regulation, a two-position code indicating the country, international organization, or account that is the recipient of materiel or services under the Security Assistance Program.
104. **Country Representative/Freight Forwarder Code**. A code employed to identify the designated individual or organization authorized to receive documentation, reports, and shipments for a particular country's Foreign Military Sales transactions. A designated country representative may also be authorized by a foreign government to negotiate, commit, and sign contractual agreements.
105. **Courier Transfer Station**. A collection and control point for carrying on the mission of the Defense Courier Service.
106. **Cubic Foot**. One cubic foot is a volume one foot high, one foot wide, and one foot deep; one cubic foot (cu ft) = 1/27 cubic yard = 1,728 cubic inches.
107. **Customer**. Any authorized user of the Defense Transportation System.
108. **Deck Cargo**. Cargo stowed on open spaces on the vessel deck.
109. **Declared Valuation**. The value of goods, as stated by a shipper, when tendered to a carrier.
110. **Defense Finance and Accounting Service**. The agency responsible for a number of services related to the accounting, internal billing, and payment of selected transportation bills of lading. The Defense Finance and Accounting Service identifies and implements finance and accounting requirements, systems and functions for appropriated and non-appropriated funds, working capital, revolving funds, and trust fund activities.
111. **Defense Freight Railway Interchange Fleet**. A fleet of freight cars built and maintained to the standards established by the Association of American Railroads and the Department of Transportation. These cars are suitable for shipping Department of Defense cargo over the commercial railroad system throughout North America, including Alaska, Canada, and Mexico.
112. **Defense Table of Official Distances**. The distance source for rates, standards, or charges.
113. **Defense Transportation System**. That portion of the Nation's transportation infrastructure that supports Department of Defense common-user transportation needs across the range of military operations. It consists of those common-user military and commercial assets, services, and systems organic to, contracted for, or controlled by the Department of Defense.
114. **Defense Transportation Tracking System**. A joint service in transit safety and security system hosted by the Naval Ammunition Logistics Center. The Defense Transportation Tracking System (DTTS) provides 24-hour continuous oversight of the Department of Defense arms, ammunition and explosive shipments moving in the public domain. The primary mission of the DTTS is emergency response.
115. **Delivery Term Code**. A code (prescribed in Foreign Military Sales (FMS) cases) identifying the point at which the responsibility for moving an FMS shipment passes from the United States Department of Defense to the purchasing nation or international organization.
116. **Demurrage**. A charge against a consignor or consignee for holding carrier equipment beyond the allowable free time for loading and unloading, for forwarding directions, or for any other purpose authorized and documented by the consignor or consignee. It may also be a charge to shippers

accruing from the time the container is discharged from the vessel. Charges for demurrage are in addition to all other transportation charges. Demurrage charges typically are associated with rail and water port operations.

117. **Density**. The weight of freight per cubic foot or other unit.
118. **Department of Defense Activity Address Code**. A distinct six-position alphanumeric code assigned to identify specific units, activities, or organizations as found in Department of Defense Activity Address Directory. These activities are authorized to ship or receive material and to prepare documentation or billings.
119. **Department of Defense Activity Address Directory**. Publication that lists all Department of Defense activities and their six-position alphanumeric codes called Department of Defense Activity Address Codes.
120. **Department of Defense Aircraft**. An aircraft owned or controlled by any Department of Defense activity or component. It includes planes chartered or leased for periods greater than 90 days.
121. **Department of Defense Ammunition Code**. An eight position alphanumeric code composed of the four-position Federal Supply Classification followed by the four position Department of Defense Identification Code.
122. **Department of Defense Components**. The Office of the Secretary of Defense (OSD) and activities administratively supported by the OSD; the Military Departments; the Chairman, Joint Chiefs of Staff; the Unified Commands; and the Defense Agencies.
123. **Department of Defense Constant Surveillance Service**. A Transportation Protective Service requiring carriers to provide a qualified driver or other qualified representative who maintain constant visual surveillance of a shipment during transportation.
124. **Department of Defense Foreign Clearance Guide**. A publication containing information pertaining to travel security, country clearances, identification credentials, and other entry requirements for travel into foreign countries.
125. **Department of Defense Identification Code**. A four-position alphanumeric code assigned to items of supply in Federal Supply Groups 13 (ammunition/explosives) and 14 (guided missiles).
126. **Desired Delivery Date**. A specific date by which delivery of a shipment should be accomplished by a carrier.
127. **Destination**. The place to which a shipment is consigned or where the carrier delivers cargo to the consignee or agent.
128. **Destination Control Statement**. Destination required by the United States Government for export shipments.
129. **Destination Station**. A base or airport where the mission ends as shown in the schedule.
130. **Detention**. A charge made on a carrier conveyance held by or for a consignor or consignee beyond the allowable free time for loading or unloading, for forwarding directions, or for any other purpose authorized and documented by the consignor or consignee. Charges for detention are in addition to all other lawful transportation charges. With respect to vessel charter, it is the amount owed by the charterer to the vessel owner for actions of the charterer for detaining the owner's ship or other equipment beyond the time allowed when demurrage charges are not applicable.

131. **Dimensional Weight**. Used to determine commercial air freight rates and charges if the calculation exceeds the actual weight of the freight:
  - a. For domestic air freight shipments: L x W x H (inches) divided by 194.
  - b. For international air freight shipments: L x W x H (inches) divided by 166.
132. **Direct Procurement Method**. A method of shipment in which the government manages the shipment throughout. Packing, containerization, local drayage, and storage services are obtained from commercial firms under contract arrangements or by the use of government facilities and personnel.
133. **Disability Cost**. Costs other than transportation linehaul and accessorial charges that are considered as part of the aggregate cost of a shipment for purposes of mode and carrier selection. Disability costs include costs resulting from procuring additional labor, materials, material handling, or fire fighting equipment on a temporary “as required” basis; labor charges for loading, unloading, blocking, and bracing; commercial rail switching of a rail car to a loading or unloading site; and drayage.
134. **Disqualification**. Action taken by the Military Traffic Management Command or theater Commander resulting in the exclusion of a carrier from transporting Department of Defense shipments from one or more origin points for specific routes or for all routes. This also includes the exclusion of a carrier or storage firm from participation in the Department of Defense Personal Property Shipment and Storage Program at one or more installations for a definite or indefinite period of time.
135. **Diversion**. A change made in the route of a shipment while in transit. See Reconsignment.
136. **Dock Receipt**. A receipt issued by the carrier attesting to the delivery of the goods to the dock prior to their loading aboard the ship.
137. **Domestic Express Small Package Service**. Contractor services that provides domestic (to include the continental United States, Alaska, Hawaii, and Puerto Rico) small package service for air eligible shipments up to 150 lbs.
138. **Drayage**. Movements that originate and terminate within 30 miles of origin. The movement of a container between the carrier terminal where the container is loaded or discharged from a vessel and another place within the commercial or modified zone of a United States port city or within the 10-mile limit of a foreign port city by means other than the carrier vessel, such as by highway or rail.
139. **Drive-Away Service**. The movement of a vehicle under its own power by a driver of an authorized motor carrier. This method also includes the movement of one or more vehicles, including other than self-propelled vehicles, when towed or mounted (either full or saddle mount) upon a vehicle.
140. **Dromedary**. See Container.
141. **Dual Driver Protective Service**. Dual Driver Protective Service (DDP) consists of two drivers, both who are in the process of obtaining, or have obtained, a SECRET clearance.
142. **Dunnage**. Lumber or other material used to brace and secure cargo to prevent damage.
143. **Electronic Bill**. Functionality in PowerTrack that is used to request a debit (from a shipper to a carrier) or a credit (from a carrier to a shipper). The party initiating the Electronic Bill (eBill) will not be paid until the other party approves the eBill. eBills are most commonly used to reconcile or adjust shipment payment amounts for shipments that have already been approved, and prior to the Billing Statement being generated. An eBill can be linked to a previous transaction, although this is not required.

144. **Electronic Commerce**. Conducting business transactions and information exchange using automation and telecommunications without paper documents.
145. **Electronic Data Interchange**. Computer to computer exchange of business data using standards jointly developed by standard groups such as American National Standards Institute or Electronic Data Interchange Agency. The automated transaction environment for select systems interfaces to and from PowerTrack. Electronic Data Interchange transactions are based upon Department of Defense standard Interchange Conventions and approved by the Joint Electronic Commerce Program Office.
146. **Electronic Sensitive Device**. An electronic device when in shipment is sensitive to Electrostatic Discharge. If this electrostatic discharge occurs near electronic components, the components are often damaged or destroyed.
147. **Embargo**. To restrict or prohibit an acceptance or movement of freight or passengers.
148. **Escort(s) or Courier(s), Transportation**. United States government military members or civilian employees, or Department of Defense (DOD) contractor employees responsible for continuous surveillance and control over movements of classified material. Individuals designated as escorts or couriers must possess a DOD-issued security clearance at least equal to the level of classification of the material being transported.
149. **Essential Cargo**. Cargo that is essential to a military mission and is prescribed in Department of Defense Directive 4140.1, Material Management Policy.
150. **“EX” Number**. The EX (explosive) number is a tracking number assigned by the Department of Transportation to identify the final hazard classification was properly submitted and approved in accordance with 49 Code of Federal Regulations.
151. **Exception Material**. Security Assistance Program materiel which, due to its peculiar nature and increased transportation risks, requires special handling in the transportation cycle and deviation from normal shipping procedures. This includes classified materiel, sensitive materiel, firearms, explosives, lethal chemicals, and other dangerous and hazardous materiel that requires rigid movement control and air cargo of such size that the item exceeds commercial capability.
152. **Expedited Handling Shipments**. Items and/or shipment units with an entry of N\_ \_, E\_ \_, 999, or 777 in the Required Delivery Date (RDD) field of Military Standard Requisitioning and Issue Procedures requisition and/or Transportation Control and Movement Document normally require expedited transportation. Items and/or shipment units with 555 or 444 in the RDD field may also require expedited transportation.
153. **Expediting**. Actions taken to ensure movement to destination in the shortest time possible.
154. **Explosives**. Explosives are any chemical compound, mixture, or device, the primary purpose of which is to function by explosion. This term includes, but is not limited to, individual land mines, demolition charges, blocks of explosives and other explosives consisting of 10 pounds or more. Additionally specific description of explosives is detailed in 49 Code of Federal Regulations, Part 173.59, Description of Terms for Explosives.
155. **Export Cargo Shipments**. Shipments originating from an inland point/Port of Embarkation destined to an overseas destination.
156. **Export Traffic Release**. Shipping instructions, issued by the Military Traffic Management Command Operations Center or Theater Commander in response to an offering, that specify the mode of transportation, carrier(s) to move the shipment, applicable rate, minimum shipment weight, cost favorable terminal, shipment terminal arrival date, and any pertinent Routing Instruction Notes.

157. **Fast Release of Ammunition**. An exception to Export Traffic Release procedures.
158. **Financial and Air Clearance Transportation System**. The Financial and Air Clearance Transportation System (FACTS) clears air cargo for all Services. The four Air Clearance Authorities (ACAs) control their Services' flow of sustainment/resupply cargo into the airlift system during both peace and war. FACTS provides the ability to view the entire flow of Department of Defense sustainment cargo in near real-time and enables decision-makers to control the flow of sustainment material into Aerial Ports of Embarkation. FACTS has an integrated database that uses quick reference files to ensure compliance with this regulation formats and Service unique air-eligible cargo movement criteria. It also provides challenge messages from respective Service ACA to consignees and consignors on non-compliant Advance Transportation Control and Movement Documents.
159. **Flashpoint**. The minimum temperature at which the substance gives off flammable vapors that will ignite in contact with spark or flame.
160. **Flatrack Container**. See Container.
161. **Fleet Post Office**. A Navy activity established within the Continental United States collocated with the postal concentration center for the purposes of providing a standard mail address for forces afloat, mobile shore-based units and activities overseas, directory assistance for Navy mail, and maintaining liaison with and furnishing mail routing and dispatching instructions to appropriate civil and Military postal authorities.
162. **Force Activity Designator**. Numbers used in conjunction with urgency of need designators to establish a matrix of priorities used for supply requisitions. Defines the relative importance of the unit to accomplish the objectives of the Department of Defense.
163. **Force Majeure**. Contract provision that exempts parties for non-fulfillment of obligations due to conditions beyond their control and without fault or negligence of the breaching party. For example, Acts of God or public enemy, freight embargoes, or weather.
164. **Force Protection**. Actions taken to prevent or mitigate hostile actions against Department of Defense personnel (to include family members), resources, facilities, and critical information. These actions conserve the force's fighting potential so it can be applied at the decisive time and place and incorporate the coordinated and synchronized offensive and defensive measures to enable the effective employment of the joint force while degrading opportunities for the enemy. Force protection does not include actions to defeat the enemy or protect against accidents, weather, or disease.
165. **Force Protection Condition**. A Chairman of the Joint Chiefs of Staff-approved program standardizing the Military Services' identification of and recommended responses to terrorist threats against United States personnel and facilities. This program facilitates inter-Service coordination and support for antiterrorism activities. There are four Force Protection Conditions (FPCONs) above normal.
- a. **FPCON ALPHA**. This condition applies when there is a general threat of possible terrorist activity against personnel and facilities, the nature and extent of which are unpredictable, and circumstances do not justify full implementation of FPCON BRAVO measures. However, it may be necessary to implement certain measures from higher FPCONs resulting from intelligence received or as a deterrent. The measures in this FPCON must be capable of being maintained indefinitely.
  - b. **FPCON BRAVO**. This condition applies when an increased and more predictable threat of terrorist activity exists. The measures in this FPCON must be capable of being maintained for

weeks without causing undue hardship, affecting operational capability, and aggravating relations with local authorities.

- c. **FPCON CHARLIE**. This condition applies when an incident occurs or intelligence is received indicating some form of terrorist action against personnel and facilities is imminent. Implementation of measures in this FPCON for more than a short period probably will create hardship and affect the peacetime activities of the unit and its personnel.
  - d. **FPCON DELTA**. This condition applies in the immediate area where a terrorist attack has occurred or when intelligence has been received that terrorist action against a specific location or person is likely. Normally, this FPCON is declared as a localized condition.
166. **Forward Supply Support**. A category of cargo that moves in the Air Mobility Command (AMC) airlift system that supports AMC aircraft.
  167. **Foul Bill of Lading**. A receipt for goods issued by a carrier with an indication that the goods were damaged when received.
  168. **Free Astray**. A shipment miscounted or unloaded at the wrong station is billed for and forwarded to the correct station, "free of charges as astray."
  169. **Free on Board**. This term is used with the designation of a physical point to determine the responsibility and basis for payment of freight charges and, unless otherwise agreed, the point at which title for supplies passes to the buyer or consignee. The policies on designation of contracts as Free on Board (FOB) Origin or FOB Destination are set forth in the Federal Acquisition Regulation Subpart 47.3, Transportation in Supply Contracts.
    - a. **FOB Destination**. FOB at destination, or where the seller or consignor delivers the supplies on the seller's or consignor's conveyance to a specified delivery point. In this case, unless the contract provides otherwise, the cost of shipping and the risk of loss are borne by the seller or consignor.
    - b. **FOB Origin**. FOB at the place of origin, or where the seller or consignor places the supplies on the conveyance by which they are to be transported. Unless the contract provides otherwise, the cost of shipping and the risk of loss are borne by the buyer or consignee.
  170. **Free Time**. Time allowed by tender, tariff, or contract to load and/or unload carrier's equipment before detention or demurrage is charged.
  171. **Freight All Kinds**. Freight All Kinds (FAK) is a shipping classification. Goods classified FAK are usually charged higher rates than those marked with a specific classification and are frequently in a container that includes various classes of cargo.
  172. **Freight Classification**. A system of grouping together commodities of like or similar transportation characteristics for the purpose of assigning ratings to be used in applying rates.
  173. **Freight Consolidating Activity**. A transportation activity that receives less than carload/truckload shipments of materiel for the purpose of assembling them into carload/truckload lots for onward movement to the ultimate consignee or to a freight distributing activity or other breakbulk point.
  174. **Freight Forwarder**. A firm other than a railroad, motor, water, or air carrier that represents itself as a common carrier and undertakes to assemble and consolidate shipments or provide for assembling and consolidating and performing or providing for the performance of breakbulk and distributing. It assumes responsibility for the transportation of such property from point of receipt to point of destination; and uses the services of carriers subject to the governing bodies.

175. **Frequency Channels**. An Air Mobility Command frequency channel may be set up when traffic requirements do not support the desired frequency of service. Frequency channels may be requested on the basis of operational necessity for support of a mission sensitive area or for quality of life purposes to remote areas.
176. **Full Visible Capacity**. A conveyance so filled that no more like material, in the shipping form tendered, can be loaded in or on the conveyance.
177. **Funds Manager**. A person to whom funds have been entrusted, whose specific responsibilities include validating appropriation data, recording commitments and obligations, reviewing obligations and appropriation data, and resolving errors.
178. **Fuse, Fuze, Fusee**. In this regulation the term Fuse includes Fuze and Fusee. For transportation handling, loading, and movement, the definitions of fuse, fuze and fusee are applied as specified in 49 Code of Federal Regulations (CFR), International Civil Aviation Organization regulations, and related publications. Fuse/Fuze are two words that have a common origin (French fusee, fusil) and are sometimes considered to be different spellings. It is useful to maintain the convention that fuse refers to a cord-like igniting device, whereas fuze refers to a device used in ammunition and incorporates mechanical, electrical, chemical, or hydrostatic components to initiate a train by deflagration or detonation (49 CFR, Part 173.59, Description of Terms for Explosives).
179. **General Agency Agreement**. A contract between the Maritime Administration and a steamship company that, as general agent, exercises administrative control over a government-owned ship for employment by the Military Sealift Command.
180. **General Cargo**. Cargo that is susceptible for loading in general, nonspecialized stowage areas or standard shipping containers; e.g., boxes, barrels, bales, crates, packages, bundles, and pallets.
181. **Global Transportation Network**. The automated support necessary to enable the United States Transportation Command and its components to provide global transportation management. The Global Transportation Network (GTN) provides the integrated transportation data and systems necessary to accomplish global transportation planning, command and control, and in transit visibility across the range of military operations. The designated Department of Defense in transit visibility system provides customers with the ability to track the identity, status, and location of Department of Defense units and non-unit cargo, passengers, patients, forces, and military and commercial airlift, sealift, and surface assets from origin to destination across the range of military operations. GTN collects, integrates, and distributes transportation information to combatant commanders, Services, and other Department of Defense customers. GTN provides the United States Transportation Command with the ability to perform command and control operations, planning and analysis, and business operations in tailoring customer requirements throughout the requirements.
182. **Government Bill of Lading**. A government document used to procure transportation and related services from commercial carriers.
183. **Government Business Day**. A business day, i.e., Monday through Friday, that is not a Federal Holiday.
184. **Government Invoicing Model; also referred to as Self Invoicing Model**. The PowerTrack payment model where the shipping office generates (through a Government shipping system) a priced bill of lading and transmits it electronically to PowerTrack. That data populates both the Government and carrier side of the shipment transaction in PowerTrack.
185. **Government Tractor**. A tractor owned or leased and operated by the government.

186. **Green Sheet Procedures**. A procedure invoked by Department of Defense Components to identify specific cargo requiring precedence over all other cargo from that Department of Defense Component. Cargo of the other Department of Defense Components is not affected.
187. **Gross Weight**. The combined weight of a container and its contents including packing material.
188. **Half-Height Container**. See Container.
189. **Hatch**. An opening in a ship's deck giving access to cargo holds.
190. **Hatch List**. A list showing, for each hold section of a cargo ship, a description of the items stowed, their volume and weight, the consignee of each, and the total weight and volume of material in the hold.
191. **Hazardous Material or Substance**. A substance or material that has been determined by the Secretary of Transportation to be capable of posing an unreasonable risk to health, safety, and property when transported in commerce and that has been so designated. The term includes hazardous substances, hazardous wastes, marine pollutants, elevated temperature materials, materials designated as hazardous under the provisions of 49 Code of Federal Regulations (CFR), Parts 172.101 and 172.102, and materials that meet the defining criteria for hazard class and divisions in 49 CFR, Part 173.
192. **Heavy Lift Cargo**. Any single cargo lift, weighing over 5 short tons, and to be handled aboard ship. In Marine Corps usage, individual units of cargo that exceed 800 pounds in weight or 100 cubic feet in volume.
193. **High Value Item**. A cargo shipment that exceeds the carrier's normal liability for loss and damage during transportation and which requires the Transportation Office to request the carrier to purchase additional insurance to ensure liability for full shipment value in the event of loss or damage.
194. **Hold**. A cargo stowage compartment aboard ship.
195. **Holding**. The process of holding a shipment, including a consolidation delay, a wait for export traffic release, an embargo, or another shipper request.
196. **Inadequate Carrier Equipment or Facilities**. Carrier's equipment or facilities that are not sufficient for movement, storage, or protection of material while in carrier's custody. This includes equipment that is not safe, e.g., holes in equipment or equipment that cannot be properly secured to prevent pilferage.
197. **Installation Transportation Officer**. See Transportation Officer.
198. **Integrated Booking System**. A single, worldwide, automated booking system supporting direct booking by shippers of ocean movement cargo and ocean containers.
199. **Intermodal**. Type of international freight system that permits transshipping among sea, highway, rail, and air modes of transportation through use of American National Standards Institute and International Organization for Standardization containers, linehaul assets, and handling equipment.
200. **Intermodal Container or Trailer**. Containers or trailers designed to transport cargo from origin to destination by more than one mode of transportation.
201. **International Air Transport Association**. Association of member airlines and developer of the International Air Transport Association (IATA) Dangerous Goods Code, which is used as a reference and unofficial guidance for air shipment of hazardous material. The IATA Dangerous Goods Code includes special restrictions imposed by its member airlines.

202. **International Civil Aviation Organization**. Official ruling body for commercial air shipment of hazardous material and publisher of the official International Civil Aviation Organization Dangerous Goods Code.
203. **International Maritime Organization**. Official ruling body for commercial maritime shipment of hazardous material and publisher of the International Maritime Dangerous Goods Code.
204. **International Standards Organization**. A specified international agency for standardization. This agency is comprised of members from more than 80 countries. The agency's aim is to promote worldwide agreement of international standards.
205. **Inter-Service Support**. Action by one Military Service or element thereof to provide logistic and/or administrative support to another Military Service or element thereof. Such action can be recurring or nonrecurring in character on an installation, area, or worldwide basis.
206. **Intertheater**. Between theaters or between the continental United States and theaters. See Intertheater Traffic.
207. **Intertheater Traffic**. Traffic between theaters exclusive of that between the continental United States and theaters.
208. **In Transit Visibility**. The ability to track the identity, status, and location of Department of Defense units and non-unit cargo (excluding bulk petroleum, oils, and lubricants) and passengers, medical patients, and personal property from origin to consignee or destination across the range of military operations.
209. **Inratheater**. Within a theater. See Intratheater Traffic.
210. **Inratheater Traffic**. Traffic within a theater.
211. **Joint Logistics Over the Shore Operations**. Operations in which Navy and Army logistics over-the-shore (LOTS) forces conduct LOTS operations together under a joint force commander.
212. **Joint Transportation Board**. Responsible to the Chairman of the Joint Chiefs of Staff, the Joint Transportation Board assures that common-user transportation resources assigned or available to the Department of Defense (DOD) are allocated as to achieve maximum benefit in meeting DOD objectives.
213. **Julian Date**. This date chain, composed of a four-digit numeric figure, indicates the year and day of the year. This four-digit number is composed of the last number of the year and the day of the year, in that sequence. Example: 15 December 2003 = 3349.
214. **Knocked Down**. An article taken apart so as to materially reduce the space it will occupy while being transported.
215. **Lashing**. Ropes, wires, chains, steel straps, or other special devices used to secure cargo.
216. **Less Carload or Less Than Container Load**. A quantity of cargo less than that required for the application of a carload rate. A quantity of cargo less than that that fills the visible or rated capacity of an ocean container.
217. **Less Than Release Unit**. A Less Than Release Unit (LRU) is a shipment unit of a specific commodity, weight, size, or mode that does not require an export release before shipment. For continental United States, LRUs are specifically defined in this regulation; for overseas, in applicable theater directives. An LRU shipment generally includes one or more of the following characteristics:
- a. Weighs less than 10,000 pounds.

- b. Is not classified, explosive, poisonous, or in need of protective or security measures.
  - c. Does not occupy or is not tendered as a full carload or truckload.
  - d. Does not move to the Water Port of Embarkation by driveaway method.
218. **Less Truckload**. A quantity of cargo less than that required for the application of a truckload rate. Also called “less than truckload.”
219. **Letter of Offer and Acceptance**. The Letter of Offer and Acceptance (Defense Federal Acquisition Regulation Supplement, Part 225.7301, **General**):
- a. Lists the items and services, estimated costs, and terms and conditions of the sale.
  - b. Is presented to the customer.
  - c. Provides for signature of the customer to indicate acceptance.
220. **Light and Bulky Articles**. Articles that have a low weight per cubic foot of space occupied. Such articles are usually made subject to the provisions of Rule 34 of the Standard Transportation Commodity Code.
221. **Lighterage**. A small craft designed to transport cargo or personnel from ship to shore. Lighterage includes amphibians, landing craft, discharge lighters, causeways, and barges.
222. **Linehaul**. Transportation of cargo over carrier routes from point of origin to destination, excluding local pick-up, delivery, local drayage, and switching services.
223. **Loaded to Capacity**. A conveyance loaded to its cube or weight-carrying capacity. Also, a conveyance loaded with a quantity of material that is so filled that no more like material, in the shipping form tendered, can be loaded in or on the conveyance.
224. **Local Flight**. A continuous flight performed within the local flying area that terminates at the point of origin.
225. **Logistics Over the Shore Operations**. The loading and unloading of ships without the benefit of deep draft-capable, fixed port facilities in friendly or nondefended territory and, in time of war, during phases of theater development in which there is no opposition by the enemy; or as a means of moving forces closer to tactical assembly areas dependent on threat force capabilities.
226. **Long Ton**. A long ton equals 2,240 pounds. See Ton.
227. **Lowest Overall Cost**. The aggregate of shipment costs known or reasonably estimated, i.e., transportation rate(s), accessorial, drayage, storage in transit, packing and crating, unpacking, and port handling costs.
228. **Mail**. All types of military postal matter.
229. **Mail Equipment**. Sacks, pouches, and bags for the movement of mail and locks and devices for sealing mailbags, pouches, sacks, or containers.
230. **Manifest**. A document specifying in detail the passengers or items carried for a specific destination.
231. **Manual Approval**. The process in PowerTrack where the shipper manually reviews a transaction in PowerTrack once the carrier has submitted a Notice of Delivery and invoice. If the invoice amount is correct, the shipper marks the transaction as approved for payment, and US Bank pays the carrier the approved amount.
232. **Marking**. Numbers, nomenclature, or symbols imprinted on items or containers for identification during handling, shipment, and storage.

233. **Matching Criteria**. Data elements that PowerTrack uses to match shipper-submitted data with carrier-submitted data. Matching criteria are used in the Automatic Approval process, where established thresholds and tolerances have been set.
234. **Matching Model**. One of three operating models within PowerTrack. Under this model, both shipper and carrier provide data to populate their respective sides of a single transaction. If the data matches or falls below a previously specified threshold and within a previously specified threshold, the payment is approved automatically.
235. **Materiels Handling Equipment**. Mechanical devices for handling of supplies with greater ease and economy.
236. **Measurement Ton**. The unit of volumetric measurement of equipment associated with surface-delivered cargo. Measurement tons equal total cubic feet divided by 40 (1MTON = 40 cubic feet).
237. **Metric Ton**. 1,000 kg. (2,204.6 pounds). See Ton.
238. **Military Assistance Program Address Code**. A six-position alphanumeric code constructed from the Military Standard Requisition and Issue Procedures (MILSTRIP) requisition number and the MILSTRIP supplemental address for Security Assistance Program shipments. The Military Assistance Program Address Code is used to identify the consignee in transportation documents and to obtain clear text address and other shipment information from the Military Assistance Program Address Directory.
239. **Military Assistance Program Address Directory**. A sole source directory for use of the Military Services and Agencies, containing the addresses of freight forwarders, country representatives, or customers in the country required for releasing Foreign Military Sales and Grant Aid shipments and related documentation.
240. **Military Assistance Program**. That portion of the United States security assistance authorized by the Foreign Assistance Act of 1961, as amended, that provides defense articles and services to recipients on a nonreimbursable (grant) basis.
241. **Military Impedimenta**. All equipment owned and controlled by a unit and carried on the Unit Property Books (Table of Organization and Equipment) and moving simultaneously or in conjunction with troops. Military impedimenta consists of material such as weapons, vehicles, tools, housekeeping equipment, records, training aids, and limited quantities of spare parts and other consumables normally in the possession of the unit. May also be referred to as equipment to accompany troops.
242. **Military-Owned Vehicles**. Organic, tactical, or theater-owned vehicles; may include aircraft and sea vessels.
243. **Military Sealift Command**. A major command of the United States (US) Navy, and the US Transportation Command's component command responsible for designated common-user sealift transportation services to deploy, employ, sustain, and redeploy US forces on a global basis.
244. **Military Service**. A branch of the Armed Forces of the United States, established by act of Congress, in which persons are appointed, enlisted, or inducted for military service, and which operates and is administered within a military or executive department. The Military Services are: the United States Army, the United States Navy, the United States Air Force, the United States Marine Corps, and the United States Coast Guard.
245. **Military Traffic Expediting Service**. An expediting service provided by the Association of American Railroads for military carload or specialized shipments.

246. **Military Traffic Management Command**. A major command of the United States (US) Army, and the US Transportation Command's component command responsible for designated continental US land transportation as well as common-user water terminal and traffic management service to deploy, employ, sustain, and redeploy US forces on a global basis.
247. **Military Van**. See Container.
248. **Mobility Officer**. Mobility Officer is the person(s) designated or appointed for planning, coordinating, and/or executing mobility operations for assigned or supported units. This designation also includes: Division Transportation Officer, Unit Movement Coordinator, Unit Movement Officer, Strategic Mobility Officer, Defense Movement Coordinator, Installation Deployment Officer, Embarkation Officer, and Installation Mobility Officer.
249. **Mode of Transport**. The various modes used for a movement. For each mode, there are several means of transport. They are
- a. Inland surface transportation (rail, highway and inland waterway).
  - b. Sea transportation (coastal and ocean).
  - c. Air transportation.
  - d. Pipeline.
250. **Munition(s)**. A complete device charged with explosives, propellants, pyrotechnics, initiating composition, or nuclear, biological, chemical material, and all similar or related items or components, explosive in nature, for use in military operations, including demolitions. Certain suitably modified munitions can be used for training, ceremonial, or non-operational purposes. Also called ammunition. NOTE: In common usage, "munitions" (plural) can be military weapons, ammunition, and equipment.
251. **Munitions Carriers**. Munitions carriers are commercial carriers that meet and maintain the MTMC pre-qualification standards to transport arms, ammunition and explosives. They have a current satisfactory rating and meet all DOT standards. These carriers are MTMC-approved to provide in transit physical security for DOD shipments of classified SECRET, CONFIDENTIAL, or sensitive AA&E.
252. **National Motor Freight Classification**. A motor tariff containing freight descriptions of a specific or generic nature under which all commodities moving in motor freight service are "rated" or "classed."
253. **National/NATO Stock Number**. The 13-digit stock number replacing the 11-digit Federal Stock Number. It consists of the 4-digit Federal Supply Classification code and the 9-digit National Item Identification Number. The National Item Identification Number consists of a 2-digit National Codification Bureau number designating the central cataloging office (whether North Atlantic Treaty Organization or other friendly country) that assigned the number and a 7-digit (xxx-xxxx) nonsignificant number. The number will be arranged as follows: 9999-00-999-9999.
254. **Naval Transportation Support Center**. Provides worldwide transportation/physical distribution services for United States Navy afloat and ashore activities plus pay and accounting services for Navy transportation.
255. **Net Explosive Quantity**. The total quantity of propellant in a tank, drum cylinder, or other container expressed in kilograms.

256. **Net Explosive Weight**. The actual weight in pounds of explosive mixtures or compounds, including the trinitrotoluene equivalent of energetic material, that is used in determination of explosive limits and explosive quantity data arcs.
257. **Net Weight**. The weight of an item being shipped excluding the weight of packaging material or container (does not apply to household goods) or weight of a ground vehicle without fuel, engine oil, coolant, on-vehicle materiel, cargo, or operating personnel.
258. **No Show**.
- a. **Cargo**. Failure of a carrier to pick up a shipment as scheduled or when the government fails to have the cargo available for pickup by the carrier.
  - b. **Passenger**. Passengers who fail to show up for a scheduled flight/ride.
  - c. **Personal Property**. Members/Employees or their authorized agents who fail to show up for scheduled services (packing, pickup, or delivery).
259. **Non-Containerizable Cargo**. See Cargo.
260. **Notice of Availability**. The DD Form 1348-5, **Notice of Availability/Shipment**, by which the United States shipping installation will provide advance notification to the designated Foreign Military Sales country representative or freight forwarder that the materiel is ready for shipment.
261. **Obligation**. A formal reservation of funds that ensures funds are available for payment of Government contractual obligations. In PowerTrack, the obligation equals the estimated shipping charge identified in the bill of lading.
262. **Ocean Cargo Clearance Authority**. The Military Traffic Management Command Operations Center activity which books Department of Defense sponsored cargo and passengers for surface movement, performs related contract administration, and accomplishes export/import surface traffic management functions for Department of Defense cargo moving within the Defense Transportation System. See Water Clearance Authority.
263. **OCONUS**. Outside the continental limits of the United States.
264. **Offering**. The submission of shipment documentation to a clearance authority for release instructions and to the booking office for ocean transportation to effect shipment or transshipment.
265. **Operating Authority**. An authorization issued by the appropriate regulatory body for a commercial carrier to perform transportation service, sometimes within specific limitations.
266. **Opportune Airlift**. Any aircraft not on a scheduled channel mission which offers space for passengers, cargo, and/or mail. It is the use of organic aircraft in a secondary role to the primary mission, and the portion of airlift capability available for use after planned mission requirements have been met.
267. **Optimum Benefit Negotiation**. An arrangement or solicitation which uses a carrier selection process that considers past performance, technical aptitude, and cost competitiveness. Technical qualifications are based on quality of services (transit times, on-time deliveries, refunds for late deliveries, cargo liability coverage and Electronic Data Interchange capability), past performance (loss and damage ratios, on-time delivery percent, letters of warning, removals and suspensions and withdrawals), and managerial capabilities (resources, equipment, terminals, and company financial data).
268. **Organic Airlift**. Airlift provided by aircraft owned/operated by each Service.

269. **Outsize Cargo (Air)**. Cargo that exceeds the dimensions of oversized cargo and requires the use of a C-5 or C-17 aircraft or surface transportation. A single item that exceeds 1,000 inches long by 117 inches wide by 105 inches high in any one dimension. See also oversized cargo.
270. **Outsize(d) Dimensions**. Any dimension of a shipment greater than six feet, a shipment with such a dimension.
271. **Oversize Breakbulk or Roll On/Roll Off (RO/RO) Ocean Cargo**. Cargo with any dimension over 45 feet long, more than eight feet wide or over nine feet six inches high. Does not apply to wheeled or tracked vehicles.
272. **Oversize Cargo (Air)**.
- a. Large items of specific equipment such as a barge, side loadable warping tug, causeway section, powered, or causeway section, nonpowered. Requires transport by sea.
  - b. Air cargo exceeding the usable dimension of a 463-L pallet loaded to the design height of 96 inches, but equal to or less than 1,000 inches in length, 117 inches in width, and 105 inches in height. This cargo is air transportable on the C-5, C-17, C-141, C-130, KC-10 and most civilian contract cargo carriers. See also outsized cargo.
273. **Overage**. Any article of freight (packaged or loose) which, upon delivery by a carrier, found to be in excess of the quantity recorded on the bill of lading, manifest, or other government documentation covering the shipment.
274. **Overseas**. All locations, including Alaska and Hawaii, outside the continental United States.
275. **Packaging**. The processes and procedures used to protect materiel from deterioration, damage, or both. It includes cleaning, drying, preserving, packing, marking, and unitization.
276. **Pallet**. A flat base for combining stores or carrying a single item to form a unit load for handling, transportation, and storage by materials handling equipment.
- a. **463-L pallet**. An 88" x 108" aluminum flat base used to facilitate the upload and download of aircraft.
  - b. **463-L System**. Aircraft pallets, nets, tie down and coupling devices, facilities, handling equipment, procedures, and other components designed to interface with military and civilian aircraft cargo restraint systems which accepts pallets 88" x 108".
  - c. **Warehouse**. A two-deck platform, usually wooden, used for handling several packages as a unit.
277. **Palletized**. A quantity of items, packed or unpacked, which is arranged on a pallet in a specific manner and is secured, strapped, or fastened on the pallet so that the whole palletized load may be handled as a single unit.
278. **Palletized Load System**. A truck with hydraulic load handling mechanism, trailer and flatrack system capable of self-loading and self-unloading. Truck and companion trailer have a 16.5-ton payload capacity.
279. **Palletized Load System Flatrack**. Topless, sideless container component of palletized load system, some of which conform to International Organization for Standardization specifications.
280. **Partial Loss**. Indicates partial loss of contents of shipment units, other than by theft or pilferage. This includes spillage, leakage, or evaporation from the contents of bottles, barrels, or similar containers.
281. **Partial Shipment Unit**. A shipment unit separated at the origin shipping activity into two or more increments with each increment identified and documented separately.

282. **Pilferable Cargo**. Items that are vulnerable to theft because of their ready resale potential, i.e., cigarettes, alcoholic beverages, cameras, electronic equipment, computer software. See Protected Cargo.
283. **Pilferage**. The act of stealing in small quantities. Used in reference to missing cargo that is easily converted to money, has intrinsic value, or a commercial use.
284. **Port Call File Number**. Sealift identifier generated and assigned by the Integrated Booking System to uniquely identify a booking. This is sometimes referred to as the government's booking number.
285. **Port of Debarkation**. The geographic point at which cargo or personnel are discharged. This may be a seaport or aerial port of debarkation; for unit requirements; it may or may not coincide with the destination.
286. **Port of Embarkation**. The geographic point in a routing scheme from which cargo or personnel depart. This may be a seaport or aerial port from which personnel and equipment flow to port of debarkation; for unit and nonunit requirements, it may or may not coincide with the origin.
287. **Postal Concentration Center**. A Post Office or Agency of the United States Postal Service at which mail for Armed Forces on maneuvers, afloat or overseas, is concentrated for sorting and delivery or dispatch.
288. **PowerTrack**. PowerTrack is a web-based freight payment system that allows business-to-business trading partners (identified as shippers and carriers) to electronically monitor/report shipment status/receipt information and collaboratively resolve invoice exceptions. PowerTrack permits the capability for electronic carrier payments, following Transportation Officer approval. The PowerTrack System automatically links payments and receipts to a General Ledger Chart of Accounts system, which can provide analysts, visibility of shipment financial information.
289. **PowerTrack Note**. A communication function used in PowerTrack by shippers and carriers to document issues that may impact shipment data or payment. If a "Note" is attached to a transaction, it becomes part of the PowerTrack Record and is identified by an icon appearing in the first column of the Transaction Payment List display; trading partner User ID of the Note originator, appears in the third column (labeled "Notes By").
290. **Prime Data Entry**. Mandatory data entries that must not be left blank. It is usually listed in the upper portion of the DD Form 1384, Transportation Control and Movement Document, and in all formats is identified by document identifiers T\_0, T\_1, T\_2, T\_3 or T\_4.
291. **Priority**. Precedence for movement of traffic.
292. **Priority Designator**. A two-digit issue and priority code (01 through 15) placed in military standard requisitioning and issue procedure requisitions. It is based upon a combination of factors which relate the mission of the requisitioner and the urgency of need or the end use and is used to provide a means of assigning relative rankings to competing demands placed on the Department of Defense supply system.
293. **PRO Number**. The abbreviation of the word progressive and is usually prefixed to an agent's record numbers on freight bills.
294. **Proof of Delivery**. The date and signature of the designated receiver listed on the delivery manifest, certifying the item was received. The proof of delivery establishes transfer of custody and liability to the receiver.
295. **Proper Shipping Name**. The name of a hazardous material as shown in 49 Code of Federal Regulations and related or similar publications.

296. **Protected Cargo**. Items designated as having characteristics requiring them to be identified, accounted for, secured, segregated, or handled in a special manner to ensure their safety or integrity. It is divided into sensitive, pilferable, and controlled cargo. See Controlled Cargo, Pilferable Cargo, and Sensitive Cargo.
297. **Protective Security Service**. A Transportation Protective Service which requires a cleared commercial carrier to provide qualified dual drivers who are SECRET-cleared or have an interim SECRET clearance under the Department of Defense Industrial Security program to maintain constant surveillance of a shipment at all times during transportation to include stops en route.
298. **Public Highway**. Any public street, road, or highway used by the general public for vehicular traffic or other than Department of Defense controlled. A road is considered Department of Defense controlled, and not a public highway, if the road is restricted at all times through the use of gates and guards. Uncontrolled roads, even on government property, are considered public highways.
299. **QUADCON**. See Container.
300. **Qualified Carrier Representative**. A designated person employed by a carrier or terminal management involved in handling Department of Defense shipments under Transportation Protective Service.
301. **Rail Armed Guard Surveillance Service**. A Transportation Protective Service that requires the carrier to provide an armed guard to maintain constant surveillance of shipment and rail car specific 24-hour surveillance while in transit. Rail Armed Guard Surveillance Service may also be performed by guards escorting the rail movement in a separate motor vehicle, provided surveillance of the rail car is maintained.
302. **Rail Intermodal Equipment**. A unit for transporting trailers or containers on flat cars from point to point.
303. **Receiver**. The activity or agency at which the Defense Transportation Service shipment terminates. The activity is usually the ultimate consignee, but may also be the agent for the ultimate consignee, e.g., a central receiving point or a temporary storage point for the ultimate consignee.
304. **Reconsignment**. A change made in the consignment of a shipment before its arrival at the billed destination. Also, a change made in the consignment of a shipment after its arrival at the billed destination, when the change was accomplished under conditions which make it subject to a carrier's diversion or reconsignment rules and charges. See Diversion.
305. **Reefer Cargo**. Perishable commodities that require refrigerated (chill and freeze) stowage at prescribed temperatures while in transit (excludes cargo-authorized storage in ventilated holds).
306. **Refrigerated Cargo**. Straight or mixed loads of cargo requiring enclosed temperature controlled transportation and storage.
307. **Release Unit**. A shipment unit of a specific commodity, weight, size, or mode that requires an export release from the appropriate authority before shipment. A Release Unit generally contains one or more of the following characteristics:
- a. Cargo in lots of 10,000 pounds or more.
  - b. Cargo in lots of 800 cubic feet or more.
  - c. Cargo is classified, explosive, poisonous, or in need of protective or security measures.
  - d. Cargo occupies or is tendered as a full carload or truckload.
  - e. Vehicles by driveaway service.

308. **Released Value Rate**. A rate applied to a shipment that specifically limits carrier liability in case of loss or damage.
309. **Reportable Quantity**. The amount of material (as listed in 49 Code of Federal Regulations or Air Force Interservice Manual 24-204(I)) that results in its designation as a hazardous substance. Hazardous substances (in reportable quantities) are significant if they are discharged (accidentally or intentionally) into or upon navigable waters or adjoining shorelines.
310. **Report of Shipment**. An advance notification of shipment provided by a shipper to the consignee not later than 24 hours prior to the shipment arrival. For ammunition shipments, notification must be made not later than two hours after shipment departure.
311. **Required Availability Date**. Date that end items and concurrent spare parts are committed to be available for transportation to a recipient.
312. **Required Delivery Date-Cargo**. The calendar date when material is required by the requisitioner. Required Delivery Date field may contain 999, E\_ \_, N\_ \_, 444, 555, or 777 to indicate expedited handling required.
313. **Requirement Channel**. Air Mobility Command channel that services two points on a recurring basis, with actual movements dependent on volume of traffic.
314. **Retrograde Cargo**. Cargo evacuated from a Theater.
315. **Roll On/Roll Off (RO/RO)**. Loaded on or discharged from a vessel by rolling or driving instead of lifting. Can be either cargo on trucks or trailers, or the vehicles themselves.
316. **Route Order (Domestic, International, Standing, and Passenger Standing)**. Shipping instructions issued by the Military Traffic Management Command Operations Center or Theater Commander that specify the mode of transportation, carrier(s) to move the shipment, applicable rate, minimum shipment weight, tariff or tender authority, and any pertinent Routing Instruction Notes.
317. **Routing Authority**. An activity that designates modes and/or provides routing instructions for shipments requiring clearance prior to movement.
318. **Routing Instruction Note(s) (RIN)**. Codes used on Route Orders to identify conditions and stipulations required.
319. **Satellite Motor Surveillance**. Transportation Protective Service that requires carriers to provide vehicle location reports to the Defense Transportation Tracking System and for two-way communications devices to provide truck status changes and emergency situation notification.
320. **Sealift Enhancement Program**. Special equipment and modifications that adapt merchant-type dry cargo ships and tankers to specific military missions. They are typically installed on Ready Reserve Force ships or ships under Military Sealift Command control. Sealift enhancements fall into three categories: productivity, survivability, and operational enhancements.
321. **Sea Port of Embarkation (SPOE)/Sea Port of Debarkation (SPOD)**. A land facility designated for reception of personnel or materiel moved by sea, and that serves as an authorized port of entrance into or departure from the country in which located.
322. **SEAVAN**. See Container.
323. **Secure Holding**. Assistance provided by an installation to a carrier's vehicle transporting sensitive or classified cargo that arrives after hours or provided at the discretion of an installation commander to a vehicle in transit when no emergency exists.

324. **Security Classification**. A category to which national security information and material are assigned to denote the degree of damage that unauthorized disclosure would cause to national defense or foreign relations of the United States and to denote the degree of protection required. There are three such categories:
- a. **TOP SECRET**. National security information or material that requires the highest degree of protection and the unauthorized disclosure of which could reasonably be expected to cause exceptionally grave damage to the national security. Examples of “exceptionally grave damage” include armed hostilities against the United States or its allies; disruption of foreign relations vitally affecting the national security; the compromise of vital national defense plans or complex cryptologic and communications intelligence systems; the revelation of sensitive intelligence operations; and the disclosure of scientific or technological developments vital to national security.
  - b. **SECRET**. National security information or material that requires a substantial degree of protection and the unauthorized disclosure of which could reasonably be expected to cause serious damage to the national security. Examples of “serious damage” include disruption of foreign relations significantly affecting the national security; significant impairment of a program or policy directly related to the national security; revelation of significant military plans or intelligence operations; and compromise of significant scientific or technological developments relating to national security.
  - c. **CONFIDENTIAL**. National security information or material that requires protection and the unauthorized disclosure could reasonably be expected to cause damage to the national security.
325. **Security Escort Vehicle Service**. A Transportation Protective Service which requires a carrier to provide two unarmed drivers riding in a single escort vehicle to maintain constant surveillance of a vehicle containing a shipment of Category I or Category II material for the purpose of obtaining law enforcement or other emergency.
326. **Sensitive Arms, Ammunition and Explosives or “AA&E”**. A term that describes conventional weapons, ammunition and explosives that need special protection and security to keep them out of the hands of criminals and terrorists. The majority of portable weapons is sensitive and will include their ammunition and parts. DOD has grouped Sensitive AA&E into four Security Risk Codes or Categories. The highest is I and the lowest is IV. Category I includes man-portable rockets and missiles in a ready to fire configuration (carrier or launcher tube with the explosive rounds are jointly stored together). Category I examples include AT-4, 66MM LAW Rockets, Stingers & Javelins. Category II includes missiles and rockets that are crew-served or require platform mounted launchers or other equipment to function. Light automatic weapons, such as machineguns, WP and fragmentation grenades (high explosive or WP grenades), AT or AP mines, C-4, TNT or military dynamite, fall into Category II. Category III includes launch tubes and gripstocks for Stingers, mortar tubes up to and including 81MM, incendiary grenades, and blasting caps. The lowest Sensitivity group, Category IV, includes shoulder-fired weapons if they are not fully automatic. It also includes handguns, ammunition with non-explosive projectiles smoke, illumination or CS grenades, and smoke grenades. DOD and Federal Catalogs identify Sensitive AA&E items with Controlled Inventory Item Codes (CIICs). CIICs 1 through 4 correspond to Sensitive AA&E Categories I through IV.
327. **Sensitive Cargo/Material**. Arms, ammunition, and explosives that are a definite threat to public safety and can be used by militant, revolutionary, criminal, or other elements for civil disturbances, domestic unrest, or criminal actions. See Protected Cargo.

328. **Sensitive Material**. Sensitive, conventional Arms, Ammunition, and Explosives as defined in Department of Defense 5100.76-M, Physical Security of Sensitive Conventional Arms, Ammunition, and Explosives.
329. **Service Failure**. Carrier non-compliance with applicable tenders, tariffs, contracts, laws, regulations, commercial bill of lading instructions, or commitments to the shipper(s).
330. **Service Unique Transportation Assets**. Transportation assets that are:
- a. Assigned to a Military Department for functions of the Secretaries of the Military Departments set forth in Sections 3013(b), 5013(b), and 8013(b) of Title 10 of the United States Code, including administrative functions (such as motor pools), intelligence functions, training functions, and maintenance functions.
  - b. Assigned to the Department of the Army for the execution of the missions of the Army Corps of Engineers.
  - c. Assigned to the Department of the Navy as the special mission support force of missile range instrumentation ships, ocean survey ships, cable ships, oceanographic research ships, acoustic research ships, and naval test support ships; the naval fleet auxiliary force of fleet ammunition ships, fleet stores ships, fleet ocean tugs, and fleet oilers; hospital ships; Marine Corps intermediate maintenance activity ships, Marine Corps helicopter support to senior Federal officials; and, prior to the complete discharge of cargo, maritime pre-positioning ships.
  - d. Assigned to the Department of the Air Force for search and rescue, weather reconnaissance, audiovisual services, aeromedical evacuation functions, and transportation of senior Federal officials.
331. **Shipment Container-Cargo**. A receptacle of sufficient strength, by reason of material, design, and construction, to be shipped safely without further packing, e.g., wooden boxes or crates, fiber and metal drums, and corrugated and solid fiberboard boxes.
332. **Shipment Planning**. Concurrent or coordinated decisions between the warehousing, consolidating, packing, and transporting functions of shipping activities as to the composition of shipment units and their method of transportation.
333. **Shipment Unit**. One or more items of compatible commodities or items assembled into one unit, which becomes the basic entity for control throughout the transportation cycle.
334. **Shipper**. A Service or agency activity (including the contract administration or purchasing office for vendors) or vendor that originates shipments. The functions performed include planning, assembling, consolidating, documenting, and arranging material movement.
335. **Shippers Export Declaration**. A form (Commerce Form 7525-V) which exporters are required to complete according to United States Department of Commerce regulations. It is filed with the United States Customs Office at the port of export and is used for statistical purposes.
336. **Shipper Service Control Office**. The Shipper Service Control Office (SSCO) is the official clearance agency for shipments planned for lift to overseas points. It coordinates movement to the Port of Embarkation (POE) with both shippers and project managers. The SSCO is responsible to maintain visibility over cleared cargo and to provide shipment status to tracer requests. In addition, the SSCO will work with POEs and shippers to ensure advance movement data are at the ports prior to arrival of materiel.
337. **Shipping Instructions**. Commercial document specifying, in detail, the items carried on a transportation conveyance for a specific destination. Shipping instructions contain primarily the same data that is found on a Transportation Control and Movement Document.

338. **Shipping/Item Discrepancies**. Any variation in quantity or condition of goods received from that shown on the covering authorized shipping documents, purchase orders, or other authorized shipping document. This includes lost or damaged parcel post shipments or other discrepancies not the result of a transportation error.
339. **Shortage**. The condition that exists when the number of pieces of freight (packaged or loose) received is less than the number recorded on the applicable bill of lading or governing document.
340. **Short Ton**. 2,000 pounds. See Ton.
341. **Signature Tally Record**. A written record designed to provide continuous accountability and custody of a shipment from point of pickup to delivery to consignee.
342. **Single Manager**. A military department or agency designated by the Secretary of Defense to be responsible for management of specified commodities or common-Service activities on a Department of Defense-wide basis.
343. **Small Arms**. Man portable, individual, and crew-served weapon systems used mainly against personnel and lightly armored or unarmored equipment including handguns; shoulder-fired weapons; and light automatic weapons. Included in small arms are comparable foreign arms, United States prototype arms, and illegally manufactured weapons retained in inventory for training, familiarization, and evaluation.
344. **Small Arms Ammunition**. A cartridge or family of cartridges intended for use in various types of hand-held or mounted weapons through 50 mm. Within a caliber designation, these weapons may include one or more of the following: rifles (except recoilless), carbines, pistols, revolvers, machineguns, and shotguns. The explosives effects are largely confined to the package. No projection of fragments of appreciable size or range is to be expected and does not significantly hinder emergency response efforts or the effects of explosion are completely confined within the article itself.
345. **Soft-Sided Trailers**. Commercial trailers which are typically 40' long x 8' wide x 8.5' high and which differ from other trailers only in that the sides are flexible and/or made of water and fire resistant material.
346. **Space Available Traffic**. Passenger and cargo traffic eligible for space that is surplus after all space-required traffic has been accommodated.
347. **Space Required Travel**. Mission essential traffic as identified in Department of Defense 4515.13-R, Air Transportation Eligibility.
348. **Special Air Mission**. Presidential-directed special missions.
349. **Special Assignment Airlift Mission**. A mission performing special assignment airlift. Special assignment airlift missions are defined as airlift requirements for special pickup or delivery by Air Mobility Command (AMC) at points other than established AMC routes, and which require special consideration because of the number of passengers involved, the weight or size of the cargo, the urgency or sensitivity of movement, or other special factors.
350. **Special Assignment Airlift Requirements**. Airlift requirements, including Chairman of the Joint Chiefs of Staff -directed or -coordinated exercises, that require special consideration due to the number of passengers involved, weight or size of cargo, urgency of movement, sensitivity, or other valid factors that preclude the use of channel airlift.
351. **Special Train Service**. The expedited movement of rail cars in unscheduled service between specified points under special arrangements with the American Association of Railroads.

352. **Split Shipment Unit**. A whole or partial shipment unit separated at a transshipment point into two or more increments with each increment identified and documented separately.
353. **Sponsoring Service**. Department of Defense Component that validates initial requirements and is sponsoring a particular activity, movement, or operation.
354. **Standard Delivery Date**. A pre-determined date used to reflect availability of a requisitioned item. Lack of availability by the Standard Delivery Date causes an advice code to re-requisition the item.
355. **Standard Transportation Commodity Code**. Code that describes the product or commodity to be shipped by rail and is used to determine the applicable tariff.
356. **Standing Route Order**. A route order issued that covers repetitive movements (two or more shipments per month) of specific items between points in the continental United States or intratheater by any mode of transportation when the origin, destination, commodity(ies), and frequency of shipments constitute a repetitive traffic pattern.
357. **Status of Forces Agreement**. An agreement that defines the legal position of a visiting military force deployed in the territory of a friendly state. Agreements delineating the status of visiting military forces may be bilateral or multilateral. Provisions pertaining to the status of visiting forces may be set forth in a separate agreement, or they may form a part of a more comprehensive agreement. These provisions describe how the authorities of a visiting force may control members of that force and the amenability of the force or its members to the local law or to the authority of local officials. To the extent that agreements delineate matters affecting the relations between a military force and civilian authorities and population, they may be considered as civil affairs agreements.
358. **Stop-Off**. An authorized stop to load or off-load partial shipments.
359. **Storage**. A shipment held in a carrier's custody or stored by the carrier in a public or licensed warehouse at the request of the consignee.
- a. **Temporary Storage**. Storage in connection with a line-haul movement of personal property that is acquired either by Personal Property Government Bill of Lading or contract. Such storage is cumulative and may accrue at origin, in transit, at destination, or any combination thereof.
  - b. **Nontemporary Storage**. Storage that is not used in connection with a linehaul movement of household goods and is acquired under the terms of a Basic Ordering Agreement entered into by the storage firm and the Government.
360. **Stowage Diagram**. A scaled drawing included in the loading plan of a ship for each deck or platform showing the exact location of all cargo.
361. **Stowage Plan**. A completed stowage diagram showing what material has been loaded and its stowage location in each hold, between-deck compartment, or other space in a ship, including deck space. Each port of discharge is indicated by colors or other appropriate means. Deck and between-deck cargo normally is shown in perspective, while cargo stowed in the lower hold is shown in profile, except that vehicles usually are shown in perspective regardless of stowage.
362. **Strategic Airlift**. The common-user airlift linking theaters to the continental United States (CONUS) and to other theaters as well as the airlift within CONUS. These airlift assets are assigned to the Commander, United States Transportation Command. Due to the intertheater ranges usually involved, strategic airlift is normally comprised of the heavy, longer range, intercontinental airlift assets, but may be augmented with shorter-range aircraft when required.
363. **Stuffing/Stowing**. Packing or containerizing cargo or household goods into a container.

364. **Supercargo**. Personnel that accompany cargo on board a ship for the purpose of accomplishing en route maintenance and security.
365. **Switching Agreement**. An agreement between an installation and a railroad that defines responsibilities for railcar switching services on or adjacent to the installation, including switching on military-owned trackage and use of military assets, e.g., locomotives on railroad-owned trackage.
366. **Tally or Tally and Count**. Record of actual count of shipment pieces or containers.
367. **Tare Weight**. The weight of a container deducted from gross weight to obtain net weight or the weight of an empty container.
368. **Tariff**. A publication containing rates, rules, regulations, and charges applying to commercial/military transportation and accessorial services.
369. **Tariff Weight**. Weight standard agreed upon in tariffs.
370. **Tender**. A typed or electronic voluntary or negotiated offer by a qualified carrier to provide transportation service to the United States Government at specified rates or charges and submitted by the carrier to a central authority for official acceptance and authorization for use to route traffic.
371. **Terminal**. A facility designed to transfer cargo from one means of conveyance to another.
- a. **Air**. A facility for loading and unloading aircraft and the in transit handling of traffic (passengers, cargo, and mail) moved by air.
- b. **Water**. A facility for loading and unloading vessels and the in transit handling of traffic (passengers, cargo, and mail) moved by water.
372. **Theater**. The geographic area outside the continental United States for which a commander of a combatant command has assigned responsibility.
373. **Theater-Assigned Transportation Assets**. Transportation assets that are assigned under the combatant command (command authority) of a geographic combatant commander.
374. **Theater Commander**. The commander of a unified command having responsibility and control for military operations in a designated geographical area.
375. **Threshold**. A maximum or minimum value (such as price) used in the automatic approval process of PowerTrack. If the value of a shipment is above a maximum approval threshold, it must be approved manually. If the value of a shipment is at or below the approval threshold, and the carrier's invoice matches the Government's estimated price or falls within a previously specified tolerance, payment is approved automatically.
376. **Through Government Bill of Lading**. A bill of lading that is issued by a United States Government activity to document overseas, intermodal through movement of cargo from initial point of origin to final destination.
377. **Tolerance**. A percentage or maximum variance of a value that governs the automatic approval of a shipment payment, under the Matching Model only. If the difference between the shipper-submitted value and the carrier-submitted value is within a specified percentage, or within plus or minus the maximum variance, then payment will be approved at the carrier-submitted price.
378. **Ton**. A measurement of weight.
- a. Long Ton (L/T) (LTON) 2,240 pounds.
- b. Measurement Ton (MTON) 40 cubic feet.

- c. Metric Ton (M.T.)                      1,000 kilograms (2,204.6 pounds).
  - d. Short Ton (S/T) (STON)            2,000 pounds.
379. **Traceable Means**. A transportation service that provides accountability for a shipment.
380. **Tracing**. Action to determine the location of a shipment.
381. **Trackage Agreement**. An agreement between an installation and a railroad which outlines the responsibilities of each party for usage and fees for use of track and for maintenance of way to include rails, ballast, switches, crossings, signaling and signage.
382. **Tractor**. Motor vehicle designed for hauling containers or trailers.
383. **Traffic**. Cargo, mail, passengers, patients, security courier material, accompanied baggage, and human remains. Outbound traffic is that which originates in the continental United States (CONUS) and is destined for an area outside of the CONUS. Inbound traffic is that which originates outside of the CONUS and is destined to or moving in the general direction of the CONUS.
384. **Traffic Management**. The direction, control, and supervision of all functions incident to the procurement and use of freight and passenger transportation.
385. **Trailer**. Vehicle without power drawn by a tractor.
386. **Transloading**. Cargo removed from one conveyance and directly reloaded on another conveyance for movement.
387. **Transportation Account Code**. A four-digit alphanumeric code by which the Service, agency, or contractor identifies the account to be charged for transportation.
388. **Transportation Agent/Assistant**. Person(s) (military or civilian) designated or appointed by the transportation officer to perform traffic management functions.
389. **Transportation Component Command**. The three component commands of United States Transportation Command: Air Force Air Mobility Command; Navy Military Sealift Command; and Army Military Traffic Management Command. Each transportation component command remains a major command of its parent Service and continues to organize, train, and equip its forces as specified by law. Each transportation component command also continues to perform Service-unique missions.
390. **Transportation Control and Movement Document DD Form 1384**. A form used to control the movement of cargo while in the Defense Transportation System and performs functions similar to bill of lading in the commercial transportation system.
391. **Transportation Control Number**. A 17-position alphanumeric character set assigned to control a shipment throughout the transportation cycle of the Defense Transportation System.
392. **Transportation Discrepancies**. Any deviations of shipment received, i.e., quantity, condition, documentation, or deficiencies.
393. **Transportation Discrepancy Report SF 361**. A form used to report loss and damage to material.
394. **Transportation Officer**. Person(s) designated or appointed to perform traffic management functions. The official at an activity that is appointed as Installation Transportation Officer, Traffic Manager, Traffic Management Officer, Passenger Transportation Officer, Movement Control Team, or Branch Movement Control Team.
395. **Transportation Priority**. A number assigned to a shipment that establishes its movement precedence by air, land, or sea within the Defense Transportation System.

396. **Transportation Protective Service**. A commercial carrier service performed according to Department of Defense standards that provides in transit physical security for shipments of SECRET, CONFIDENTIAL, or sensitive material.
397. **Transportation Working Capital Fund**. Transportation Working Capital Fund is the United States Transportation Command portion of the Working Capital Funds transportation business area. See Working Capital Fund.
398. **Transshipment Point**. A location where material is transferred between vehicles.
399. **Transshipper**. Any transportation activity, other than the shipper or receiver, that handles or documents the transfer of a shipment between conveyances. A transshipper is usually a Consolidation and Containerization Point, air or water Port of Embarkation, air or water Port of Debarkation, or breakbulk point. A transshipper may perform more than one type transshipment.
400. **Trip Leased**. A vehicle lease of 30 days or less in duration between a carrier and a leasing agent involving the power unit of a vehicle.
401. **Truck-Away Service**. A method of transporting vehicles, including other-than-self-propelled vehicles, whereby the vehicles are loaded into or upon carrier's equipment.
402. **Truckload**. A quantity of cargo required for the application of a truckload rate. Also, a motor vehicle loaded to its carrying capacity.
403. **Uniform Materiel Movement and Issue Priority System**. Department of Defense Directive 4140.1, *Materiel Management Policy*, Chapter 5 and 8, specifies incremental time standards for requisition, issue, and movement of materiel for Department of Defense. The time standards apply to all transportation modes in peace and war and vary according to the priority and ultimate destination of the shipment.
404. **Uniformed Services**. The Army, Navy, Air Force, Marine Corps, Coast Guard, National Oceanic and Atmospheric Administration, and Public Health Service.
405. **Unit Load**. A pallet, module, or vehicle.
406. **United States Armed Forces**. Used to denote collectively only the regular components of the Army, Navy, Air Force, Marine Corps, and Coast Guard.
407. **United States Transportation Command**. The unified command with the mission to provide strategic air, land, and sea transportation for the Department of Defense, across the range of military operations.
408. **United States Transportation Command Transportation Component Commands**. The three component commands of the United States Transportation Command are the Air Force Air Mobility Command, the Navy Military Sealift Command, and the Army Military Traffic Management Command. Each Transportation Component Command (TCC) remains a major command of its parent Service and continues to organize, train, and equip its forces as specified by law. Each TCC also continues to perform Service-unique missions.
409. **Unitized Load**. A single item or a number of items packaged, packed, or arranged in a specified manner and capable of being handled as a unit. Unitization may be accomplished by placing the item or items in a container or by banding them securely together.
410. **Universal Service Contract**. Military Traffic Management Command-negotiated contract for the provision of commercial ocean containers, related services and overocean movement.
411. **Unstuffing**. Removal of cargo or household goods from container.

412. **Urgency of Need Designator**. A term accompanied by a capital letter (A through D) that establishes the pressure of necessity for the acquisition of a resource. Urgency of need (A) represents a compelling necessity, the lack of which has caused or will cause a mission failure; urgency of need (B) denotes a need that has or will cause mission impairment; urgency of need (C) is used to represent those resource requirements needed sooner than routine handling will permit; and urgency of need (D) establishes routine time frames. Consignee must authenticate all urgency of need demands. Urgency of need designators are used in conjunction with the assigned force/activity designators to establish a positive resource demand-based mission importance and the pressure of necessity.
413. **Verified Shipping Instructions**. Shipping instructions in which key shipping details have been verified against the original booking details. The verified shipping instructions are submitted to the ocean carrier prior to lift of cargo and serves as the ultimate document for shipping details.
414. **Vessel Papers**. Abbreviated manifest showing Transportation Control Numbers of breakbulk shipments loaded aboard a vessel. It can be generated electronically or manually. If the cargo includes hazardous cargo (dangerous goods), a dangerous goods cargo list must accompany the abbreviated manifest. Vessel papers are given to the vessel master in lieu of the manifest.
415. **Volume Movement Report**. Means used by a Transportation Officer or other shipper to inform the Military Traffic Management Command Operations Center or theater Commander of cargo movement having sufficient volume and/or characteristics for potential negotiations with carrier industry for special transportation rates and service.
416. **Voluntary Intermodal Sealift Agreement**. The objective of the Voluntary Intermodal Sealift Agreement (VISA) is to provide the Department of Defense (DOD) with assured access to United States flag assets, both vessel capacity and intermodal systems, to meet DOD contingency requirements. VISA is modeled after the DOD Civil Reserve Air Fleet program. Carriers contractually commit specified portions of their fleet to meet time-phased DOD contingency requirements. The worldwide intermodal system provided by these carriers provides extensive and flexible capabilities to the DOD.
417. **Water Clearance Authority**. An activity that controls and monitors the flow of cargo into ocean terminals. See Ocean Cargo Clearance Authority.
418. **Water Port of Debarkation**. An authorized point of arrival from a foreign country or the United States located at a water port.
419. **Water Port of Embarkation**. An authorized point of departure from a foreign country or the United States located at a water port.
420. **Working Capital Fund**. A revolving industrial fund concept for a large number of defense support functions, including transportation, using business-like cost accounting to determine total cost of business activity. See Transportation Working Capital Fund.
421. **WorldWide Express**. Contractor service that provides worldwide international commercial express small package service for the United States federal government. Express service includes time-definite, door-to-door pickup and delivery, transportation, in transit visibility, PowerTrack capability, expedited customs processing and clearance of extremely urgent letters and small packages weighing up to 150 pounds.
422. **Worldwide Port System**. An automated information system designed to support the cargo documentation and tracking at common user ocean terminals.

## ABBREVIATIONS AND ACRONYMS

2D	Two Dimensional
3PL	Third Party Logistics
AA&E	Arms, Ammunition, and Explosives
AAFES	Army and Air Force Exchange Service
AAR	Association of American Railroads
ACA	Airlift Clearance Authority
ACO	Administrative Contracting Office
ADSN	Accounting Disbursing Station Number
ADUSD(TP)	Assistant Deputy Under Secretary of Defense for Transportation Policy
AES	Automated Export System
AFI	Air Force Instruction
AFI	Address File Indicator
AFMAN	Air Force Interservice Manual
AIREVAC	Aeromedical Evacuation
AIS	Automated Information Systems
AIT	Automated Information/Identification Technology
ALAN	Aircraft Landing Authorization Number
ALOC	Air Lines of Communication
ALSC	American Lumber Standards Committee
AMC	Air Mobility Command
AMCOM	Army Aviation and Missile Command
AMDF	Army Master Data File
ANSI	American National Standards Institute
AO	Action Officer
AOR	Area of Responsibility
APO	Air Force Post Office
APOD	Aerial Port of Debarkation
APOE	Aerial Port of Embarkation
AR	Army Regulation
ARG	Rail Armed Guard Surveillance Service
AT/FP	Anti-Terrorism/Force Protection
ATCMD	Advance Transportation Control and Movement Document
ATM	Air Terminal Manager
AUEL	Automated Unit Equipment List
BB	Breakbulk
BBP	Breakbulk Point
BL	Bill of Lading
BLOC	Bill of Lading Office Code
BPA	Blanket Purchase Agreement
C2	Command and Control
C4S	Command, Control, Communications, and Computer Systems
CAA	Competent Authority Approval
CADS	Containerized Ammunition Distribution System
CASREP	Casualty Report
CAT	Category

CBL	Commercial Bill of Lading
CCBL	Collect Commercial Bill of Lading
CCI	Controlled Cryptographic Items
CCP	Consolidation and Containerization Point
CCTV	Closed Circuit Television
CDL	Commercial Drivers License
CDR	Commander
CFR	Code of Federal Regulations
CHGNO	Change Number
CIIC	Controlled Inventory Item Code
CIM	Corporate Information Management
CIS	Constant Surveillance Service
CJCS	Chairman Joint Chiefs of Staff
CL	Carload
CM	Committee Member
CMO	Contract Management Office
CMOS	Cargo Movement Operations System
CO	Certifying Officer
COCOM	Combatant Command
COE	Certificate of Equivalency
COFC	Container on Flat Car
CONEX	Container Express
CONUS	Continental United States
COR	Contracting Officer's Representative
CORM	Cargo Outturn Advisory and Reconciliation Message
CORMR	Cargo Outturn Advisory and Reconciliation Message Reply
CPP	Carrier Performance Program
CRAF	Civil Reserve Air Fleet
CRDB	Continental United States Regional Data Base
CSB	Customer Service Branch
CVSA	Commercial Vehicle Safety Alliance
DAAS	Defense Automatic Addressing System
DCMA	Defense Contract Management Agency
DCS	Defense Courier Service
DDAC/DODAC	Department of Defense Ammunition Code
DDD	Desired Delivery Date
DDJC	Defense Distribution Depot San Joaquin, CA
DDN	Defense Data Network
DDP	Dual Driver Protective Service
DDSP	Defense Distribution Depot, Susquehanna, Pennsylvania
DEI	Data Element Identifier
DELDATE	Deletion Date
DEMIL	Demilitarization
DFAS	Defense Finance and Accounting Service
DFRIF	Defense Freight Railway Interchange Fleet
DI	Document Identifier
DI	Data Identifier
DIC	Document Identifier Code
DISCO	Defense Industrial Security Clearance Office
DLA	Defense Logistics Agency

DLAI	Defense Logistics Agency Instruction
DLAR	Defense Logistics Agency Regulation
DLSS	Defense Logistics Standard Systems
DND	Canadian Department of National Defense
DOD	Department of Defense
DODAAC	Department of Defense Activity Address Code
DODAAD	Department of Defense Activity Address Directory
DODIC	Department of Defense Identification Code
DODIS	Department of Defense Industrial Security
DOE	Department of Energy
DOT	Department of Transportation
DOT-E	Department of Transportation Exemption
DPM	Direct Procurement Method
DRMS	Defense Reutilization and Marketing Service
DRO	Domestic Route Order
DROM	Dromedary (Box Behind Cab of Trailer on Tractor/Trailer Combination)
DSN	Defense Switched Network
DSS	Distribution Standard System
DSS	Defense Security System
DSSN	Disbursing Station Symbol Number
DTC	Delivery Term Code
DTPS	Defense Transportation Payment System
DTR	Defense Transportation Regulation
DTS	Defense Transportation System
DTTS	Defense Transportation Tracking System
DVD	Direct Vendor Delivery
DWCF	Defense Working Capital Fund
EDI	Electronic Data Interchange
EFFDATE	Effective Date
E-MAIL	Electronic Mail
ENTAC	Entrance National Agency Check
EOD	Explosives Ordnance Disposal
EPSQ	Electronic Personnel Security Questionnaire
ETA	Electronic Transportation Acquisition
ETA	Estimated Time of Arrival
ETM	Electrically Transmitted Message
ETMP	Emergency Traffic Management Plan
ETR	Export Traffic Release
ETRR	Export Traffic Release Request
EX	Explosives
EXC	Exclusive Use of the Vehicle
FAA	Federal Aviation Administration
FACTS	Financial and Air Clearance Transportation System
FAD	Force Activity Designator
FAK	Freight All Kinds
FAR	Federal Acquisition Regulation
FAX	Facsimile
FCG	Foreign Clearance Guide
FCRP	Freight Carrier Registration Program

FFLC	Freight Forwarder Location Code
FILDR	Federal Item Logistics Data Record
FISC	Fleet Industrial Supply Center
FMS	Foreign Military Sales
FOB	Free on Board
FOIA	Freedom of Information Act
FPCON	Force Protection Condition
FPO	Fleet Post Office
FSC	Federal Supply Class
FSG	Federal Supply Group
FY	Fiscal Year
GBL	Government Bill Of Lading
GFM	Global Freight Management System
GOCARE	Government Cargo Recovery Effort
GPC	Government Purchase Card
GPMRC	Global Patient Movement Requirements Center
GS	Greater Security
GSA	General Services Administration
GTN	Global Transportation Network
H/C	Hazard Class
HAZMAT	Hazardous Material
HD	Hazard Division
HHG	Household Goods
HMIRS	Hazardous Materials Information Resource System
HN	Host Nation
HND	Highways for National Defense
HQ	Headquarters
HW	Hazardous Waste
IA	Implementing Agency
IATA	International Air Transport Association
IAW	In Accordance With
ICAO	International Civil Aviation Organization
ICP	Inventory Control Point
ID	Identification
IDS	Intrusion Detection System
IEC	International Engineering Consortium
ILCO	International Logistics Control Office
IM	Item Manager
IMDGC	International Maritime Dangerous Goods Code
IPD	Issue Priority Designator
IRCS	International Radio Call Sign
IRO	International Route Order
IRRIS	Intelligent Road/Rail Information Server
ISO	International Standards Organization
ITV	In Transit Visibility
JCS	Joint Chiefs of Staff
JHCS	Joint Hazardous Classification System

JICTRANS	Joint Intelligence Center-Transportation
JLIN	Joint Line Item Number
JLOTS	Joint Logistics Over the Shore
JMC	Joint Munitions Command
JMCG	Joint Mobility Control Group
JMOC	Joint Mobility Operations Center
JMTCA	Joint Munitions Transportation Coordinating Activity
JOPEs	Joint Operation Planning and Execution System
JS	Joint Staff
JSPS	Joint Strategic Planning System
L/T	Long Ton
LASH	Lighter Aboard Ship
LCL	Less-Than-Car-Load
LIN	Line Item Number
LRD	Logistics Readiness Division
LRS	Logistics Readiness Squadron
LRU	Less-than-Release Unit
LTL	Less-than-Truckload
MAPAC	Military Assistance Program Address Code
MAPAD	Military Assistance Program Address Directory
MARAD	Maritime Administration
MAS	Multiple Award Schedule
MCA	Movement Control Agency
MCO	Marine Corps Order
MH	Materials Handling
MHE	Materials Handling Equipment
MIE	Major Items of Equipment
MILREP	Military Representative
MILSTD	Military Standard
MILSTRIP	Military Standard Requisitioning and Issue Procedures
MILVAN	Military Van
MNS/MVS	Motor Surveillance Service
MO	Mobility Officer
MOA	Memorandum of Agreement
MOM	Military Ordinary Mail
MOU	Memorandum of Understanding
MOV	Military-Owned Vehicle
MRM	Management Reform Memorandum
MRO	Material Release Order
MS	Multi-Service
MSC	Military Sealift Command
MSL	Military Shipping Label
MT	Metric Ton
MTMC	Military Traffic Management Command
MTON	Measurement Ton
MTX	Military Traffic Expediting Service
NA	North America
NAC	National Agency Check

NAF	Nonappropriated Funds
NALC	Navy Ammunition Logistics Code
NATO	North Atlantic Treaty Organization
NAVFAC	Naval Facilities Engineering Command
NAVSEA	Naval Sea Systems Command
NAVSUP	Naval Supply
NDHQ	National Defense Headquarters
NDRF	National Defense Reserve Fleet
NEQ	Net Explosive Quantity
NEW	Net Explosive Weight
NICP	National Inventory Control Point
NISPOM	National Industrial Security Program Manual
NMCS	Not-Mission-Capable Supply
NMFC	National Motor Freight Classification
NNSA	National Nuclear Security Administration
NOA	Notice of Availability
NOS	Not Otherwise Specified
NOSSA	Naval Ordnance Safety and Security Activity
NRFI	Not Ready for Issue
NRSO	Navy Resale System Office
NSN	National Stock Number
OCBO	Ocean Cargo Booking Office
OCCA	Ocean Cargo Clearance Authority
OCONUS	Outside Continental United States
OPCON	Operational Control
OPLOC	Operating Location
OPNAVINST	Operational Navy Instruction
ORM-D	Other Regulated Material-Domestic
OSD	Office of the Secretary of Defense
OSHA	Occupational Safety and Health Administration
OTO	One-Time-Only
PAL	Parcel Airlift Mail
PCS	Permanent Change of Station
PDF	Portable Data Files
PEC	Program Element Code
PIH	Poisonous by Inhalation
PM5	Military Sealift Command Sealift Program
POC	Point of Contact
POD	Port of Debarkation
POD	Proof of Delivery
POE	Port of Embarkation
POV	Privately Owned Vehicle
PPBS	Planning, Programming, and Budgeting System
PPCIG	Personal Property Consignment Instruction Guide
PSN	Proper Shipping Name
PSS	Protective Security Service
QD	Quantity Distance

RAD	Required Availability Date
RAS	Remote Area Support
RDD	Required Delivery Date
REPSHIP	Report of Shipment
RIC	Routing Identifier Code
RIN	Routing Instruction Note
RIS	Rail Inspection Service
RO/RO	Roll-on/Roll-off
rp	Record Position
RQ	Reportable Quantity
RRF	Ready Reserve Force
RU	Release Unit
SAAM	Special Assignment Airlift Mission
SAM	Space Available Mail
SAO	Security Assistance Officer
SAP	Security Assistance Program
SCAC	Standard Carrier Alpha Code
SDD	Standard Delivery Date
SDR	Supply Discrepancy Report
SEABEE	Sea Barge
SEAVAN	Commercial/Government owned/leased shipping container, Sea Van
SECDEF	Secretary of Defense
SECNAVINST	Secretary of the Navy Instruction
SECTRANS	Secretary of Transportation
SED	Shipper's Export Declaration
SEV	Security Escort Vehicle Service
SF	Standard Form
SII	Special Instruction Indicator
SMCA	Single Manager Conventional Ammunition
SNS	Satellite Motor Surveillance Service
SOFA	Status of Forces Agreement
SOP	Standard Operating Procedures
SPOD	Seaport of Debarkation
SPOE	Seaport of Embarkation
SRC	Security Risk Category
SRO	Standing Route Order
ST	Signature and Tally Service
STANAG	Standard/Standing North Atlantic Treaty Organization Agreement
STATCO	Statistical Collection of Passenger Travel
STCC	Standard Transportation Commodity Code
SU	Shipment Unit
TA	Transportation Agent
TAC	Transportation Account Code
TALCE	Tanker Airlift Control Element
TBN	To Be Named
TCC	Transportation Component Command
TCMD	Transportation Control and Movement Document
TCN	Transportation Control Number
TDR	Transportation Discrepancy Report

TDY	Temporary Duty
TEA	Transportation Engineering Agency
TFG	Transportation Facilities Guide
TGBL	Through Government Bill of Lading
TGS	Turkish General Staff
TL	Truckload
TM	Technical Manual
TO	Transportation Officer, Technical Office, Technical Order
TP	Transportation Priority
TP-1	Expedited Transportation
TP-2	Expedited Transportation
TP-3	Routine Transportation
TP-4	Deferred Air Freight Shipments
TPS	Transportation Protective Service
TSC	Type Address Code Sequence Code
TTC	Tailored Transportation Contract
TWC	Transportation Workload Conference
TWCF	Transportation Working Capital Fund
TWF	Transportation Workload Forecast
U.S.C	United States Code
UB	Unaccompanied Baggage
UIC	Unit Identification Code
ULN	Unit Line Number
UMMIPS	Uniform Materiel Movement and Issue Priority System
UN	United Nations
UNCAT	Uncategorized
UNCLAS	Unclassified
US	United States
USAPA	United States Army Publishing Agency
USC	Universal Service Contract
USCENTCOM	United States Central Command
USEUCOM	United States European Command
USG	United States Government
USML	United States Munitions List
USPS	United States Postal Service
USTRANSCOM	United States Transportation Command
VISA	Voluntary Intermodal Sealift Agreement
VMR	Volume Movement Request
WCA	Water Clearance Authority
WPOD	Water Port of Debarkation
WPOE	Water Port of Embarkation
WWW	Worldwide Web
WWX	Worldwide Express