CHAPTER 205

TRANSPORTATION PROTECTIVE SERVICE (TPS)

A. GENERAL

1. This chapter implements the policies of DoD 5100.76-M, Physical Security of Sensitive Conventional Arms, Ammunition, and Explosives (AA&E); Defense Security Cooperation Agency (DSCA) 5105.38-M, Security Assistance Management Manual (SAMM), Paragraph C7.15, Transportation of Arms, Ammunition and Explosives (AA&E) and Sensitive Materiel, and DoD 5200.01-V1-M, DoD Information Security Program: Overview, Classification, and Declassification, for classified shipments. It further includes the transportation-related requirements for Communications Security materials contained in National Security Telecommunications and Information Systems Security Instruction (NSTISSI) No. 4001, Controlled Cryptographic Items (CCI), Committee on National Security Systems (CNSS) Instruction 4005, Safeguarding Communications Security Facilities and Material, and National Security Agency (NSA)/Central Security Service (CSS) Manual 3-16, Control of Communications Security (COMSEC) Material. It establishes procedures and responsibilities for worldwide shipments requiring a TPS. Implementation of these procedures for commercial Transportation Service Providers (TSPs) will be IAW the following tariff: MFTURP-1, located on the SDDC website at http://www.sddc.army.mil/GCD/ by selecting Current Publications then Domestic, then MFTURP-1. Nothing herein is to be construed to prohibit transportation security responsibilities and procedures as established by the theater CDRs. Department of Energy-funded shipments are not included in this regulation.

2. The following types of materiel provide guidelines to assist in determining the applicability of the procedures in this chapter to the transportation of cargo items:

   a. DoD-funded or funded by other Government agencies participating in the DoD Industrial Security (DODIS) program.

   b. Classified and sensitive FMS shipments while transiting in the CONUS and OCONUS, to include shipments made under DoD ownership. Shipping requirements are based upon DTC specified in the LOA. When the DTC dictates the shipment is moving within the DTS, shippers must apply the appropriate TPS IAW this chapter. See Appendix E for detailed FMS transportation guidelines and requirements.

   c. Made by or transported to/from a contractor or subcontractor when material is ultimately intended for military purposes. This will include all classified and sensitive items in research, development, testing, and evaluation, even when the item has yet to be delivered to the Government.

   d. Nuclear Weapons Related Materiel (NWRM). Classified NWRM assemblies, subassemblies, and component parts (containing no fissionable or fissionable material) identified by the military departments that comprise or could comprise a standardized war reserve nuclear weapon (including equivalent training devices) as it would exist once separated/removed from its intended delivery vehicle. The term "delivery vehicle" is defined as the portion of a weapon system that delivers a nuclear weapon to its target. This includes cruise and ballistic missile airframes as well as delivery aircraft.

   e. In the absence of a National Stock Number (NSN) or in cases where NSN does not require TPS, shipper may add TPS based on customer's request with valid, written justification of TPS requirements or based on unique requirements of item(s) being shipped.

3. TPS guidelines set forth in this chapter are the minimum requirements for the movement of sensitive and classified material, including demilitarized and retrograde cargo. TPS guidelines accomplish the following:

   a. Prescribe procedures for ensuring adequate protection of material requiring TPS and for minimizing freight loss and damage caused by negligence, unauthorized, or illegal acts.

   b. Establish procedures to maintain shipment accountability.

   c. Provide a means for corrective or compliance action.

4. Force Protection Conditions (FPCONs) are defined in Joint Publication (JP) 1-02, Department of Defense Dictionary of Military and Associated Terms. The FPCONs cited herein are the baseline CONUS FPCONs as established by the CDR, U.S. Northern Command or declared as FPCONs for DoD CONUS transportation, whichever is more stringent. FPCONs discussed in this chapter are those at origin or destination. Where there is a difference between origin and destination, the highest FPCON applies. When the shipment is scheduled to stop in transit, the shipper will also factor in the FPCON of the in-transit stop.

   a. FPCON NORMAL. This condition describes a situation of no current terrorist activity. The only security forces needed are enough to stop the everyday criminal. The security forces used are most likely civilian police forces.

   b. FPCON ALPHA. This condition applies when there is an increased 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.

   c. FPCON BRAVO. This condition applies when an increased or more predicable threat of terrorist activity exists. Sustaining the measures in this FPCON for a prolonged period may affect operational capability and relations with local authorities.

   d. FPCON CHARLIE. This condition applies when an incident occurs or intelligence is received indicating some form of terrorist action or targeting against personnel or facilities is likely. Prolonged implementation of measures in this FPCON may create hardship and affect the activities of the unit and its personnel.

   e. 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 imminent. Normally, this FPCON is declared as a localized condition. FPCON DELTA measures are not intended to be sustained for substantial periods.

5. Following are the emergency and operational contact telephone numbers referenced throughout this chapter:

   a. SDDC Defense Transportation Tracking System (DTTS): Commercial: (800) 826-0794. For TSPs/drivers emergency, secure holding issues, accidents, delays, and incidents.

   b. DoD Hazmat Hotline: (800) 851-8061 (For calls from ships at sea: (804) 279-3131).

   c. For DoD Hazard Class 1 (Explosives) Only: Army Operations Center (AOC) Watch Desk: (703) 695-4695/4696 and DSN 225-4695/4696.

   d. SDDC Safety: Applications procedures for DOT-SP, COE, CAAs, etc. are described in the DTR, Part II, Chapter 204, Paragraph H and DLA Directive (DLAD) 4145.41 Chapter 4.11 through 4.14. Each Service will contact their respective Service Headquarters focal points for

applications, renewals, and questions. AMSSD-SA will provide assistance as a final alternative.

e. Driver Security Clearance: To confirm driver's current clearance, contact Defense Security System (DSS) Defense Industrial Security Clearance Office (DISCO) at (888) 282-7682.

6. For the intent of this chapter, CONUS represents the 48 contiguous states and the District of Columbia, Hawaii, Alaska, and the U.S. territories of Puerto Rico and Guam (Continental United States may be defined differently in specific transportation contracts, such as the Total Delivery Services (TDS) contract. ~~General Services Administration Small Package Express contract and Worldwide Express contract).~~

7. Shippers can apply more stringent TPS requirements but cannot prescribe less stringent TPS requirements except in circumstances due to operational necessity and approved by the military service HQ.

8. USTRANSCOM maintains a global courier network, the DCD, for the expeditious, cost-effective, and secure distribution of classified and sensitive material. TOP SECRET material is not to be moved under this chapter, but rather under the DCD. Agencies that do not have established USTRANSCOM DCD support can address questions or requests on the USTRANSCOM DCD website at http://www.transcom.mil/dcd/.

9. The SDDC Customer Service Systems Response Center (SRC) Help Desk number is (800) 526-1465. When the SRC number is called, the system generates a "help ticket" and refers it to the appropriate branch.

10. For general Rating and Routing questions, call (618) 220-6359 or DSN 770-6359. For general HAZMAT guidance, refer to this regulation, Chapter 204. Send general HAZMAT questions to usarmy.scott.sddc.mbx.omb-for-hazmat-team@mail.mil.

B. PROCEDURES

1. Shipments of general cargo commodities will not be combined with material requiring TPS if processed for movement on separate shipment documents with different TCNs. TPS shipments must be handled as the first priority with regards to delivery, offloading, and security.

2. Brokers, Defense Transportation Coordination (DTC) TSPs, sub-TSPs or freight forwarders, shipper agents, or shipper associations are restricted from handling Class 1, Division 1.1 through 1.6, sensitive munitions, arms, or shipments requiring SEV, Protective Security Service (PSS), Rail Armed Guard Surveillance Service (ARG), Rail Inspection Service (RIS), DDP, CIS, Trailer Tracking Service (DCS), SNS services, Greater Security Service (GSS), and/or Military Guard Personnel (MGP). (See Paragraph O.)

   a. An exception is granted for the use of brokers, freight forwarders, shipper agents, or shipper associations when utilizing the ~~Surface Transportation Contract (STC) or~~ DTC contract for transport of FAK shipments requiring 675 services (including shipments identified in this chapter at Paragraph G.3.b). (See Paragraph O.)

   b. Cleared and SDDC-approved brokers and freight forwarders may be utilized on a limited basis to perform clearing documentation through customs only but brokers and freight forwarders will not be used in the movement or solicitation of DoD AA&E cargo.

   c. Use of the term "freight forwarder" in this chapter refers to the role of a third party in providing transportation services for cargo moving in the DTS. This is distinguished from the FMS freight forwarder in its role as agent for a foreign military customer and as a consignee for the FMS cargo. The role of the FMS freight forwarder is defined in DoD

DSCA 5105.38-M and in Appendix E of this regulation. Once cargo is received at the FMS freight forwarder facility, it is considered to be outside the DTS.

3. When transportation is being performed under a FAR-based contract, all freight must first be offered to all of the awarded contractors/TSPs within the contract/within a lane of traffic before moving the freight via an alternate method/alternate TSP(s). Voluntary tenders are to be used only during contingency conditions or when the volume exceeds the contractors/TSPs capacity. Only the voluntary tenders of a current contract/TSPs participant will be used; the only exception will be if there are none on file.

4. Canadian-based commercial drivers may transport goods to the United States from Canada if all the goods to be delivered were loaded in Canada. Canadian TSPs will be allowed to transport shipments of AA&E in the United States as long as the Canadian companies have successfully completed the Canadian Level II (SECRET) facility and personnel security clearance requirements and comply with U.S. Customs' rules and regulations relating to sabotage while in the United States and can provide in-transit TPS as directed by this regulation. Canadian drivers are also required to comply with U.S. Citizenship and Immigration Services rules and regulations relating to entry into the United States and performance of work while in the United States. The following key principles apply:

   a. Drivers may be admitted to deliver or pick up cargo traveling in the stream of international commerce.

   b. Drivers may not engage in any activity that qualifies as local labor for hire.

   c. Purely domestic service (point-to-point within the United States) is not permitted.

   d. Purely domestic service or solicitation, in competition with U.S. operators, is not permitted.

   e. Stops exceeding 2 hours for SRC I and II PSS shipments and 4 hours for SRC III and IV AA&E DDP shipments must notify DTTS for G9 approval determination at (618) 220-5060 or DSN 770-5060.

C. RESPONSIBILITIES

1. Within the respective AORs, the TCCs, CCDRs, USTRANSCOM, Service Headquarters, and Agencies are responsible for:

   a. Ensuring the security requirements of this chapter are included in tariffs, tenders, agreements, or contracts for the transportation of sensitive, classified/CCI, and conventional AA&E.

   b. Establishing and publishing rules and requirements for in-transit security of DoD commercial and unit shipments within their area of operations IAW the requirements of this chapter and the Transportation chapters of DoD 5100.76-M.

   c. Establishing oversight programs to ensure the adequacy of in-transit, security-provided DoD shipments by TSPs.

   d. Coordinating with USTRANSCOM and its components, AMC, SDDC, and MSC to develop, administer, and maintain joint transportation security requirements for the commercial movement of AA&E via all modes of transport.

   e. Providing the equivalent or greater protection as that required for CONUS movements to OCONUS AA&E in-transit security.

   f. Providing equivalent compensatory service(s) for in-theater shipments when the TPS required by this chapter is not available.

   g. Providing transportation security advice and assistance to TOs and TSPs.

h. Monitoring TSP compliance with TPS requirements.

i. Investigating transportation security incidents and accidents within assigned OCONUS AOR. Report final findings to Service HQs, and USTRANSCOM TCJ3-FP ([618] 229-7711 or DSN 779-7711).

j. Ensuring shipping activities comply with DoD transportation security procedures for shipments requiring TPS.

k. Ensuring the GSA's Excluded Parties List System (EPLS) is used in the TSP's approval screening process (the website is at https://www.sam.gov/portal/public/SAM/ ~~(*) Non-DoD website~~).

2. The TO, Contracting Officer (CO), Ordering Officer, and COR:

a. Conduct advance shipment planning. For all SRC I, SRC II, and NWRM shipments covered by this chapter, the TO will notify the consignee in advance of the shipment and the consignee will acknowledge the ability to receive the shipment. The TO will await positive acknowledgement from the recipient before the shipment occurs (see Para L).

(1) The TO, acting on behalf of the consignor, will conduct positive advance shipment planning that includes liaison with the POCs representing the consignor (shipper's material prep-for-transport office), the consignee (material receipt personnel and TO), and the TSP's dispatcher to ensure the safe, secure, and cost-effective transport of SRC I, SRC II, and NWRM materials. The consignor will review/comply with the destination consignee's TFG special instructions to proper routing and delivery restriction considerations, including delivery hours and secure holding capabilities.

(2) The TO will establish written procedural checklists or use Service specific forms for shipment and receipt of AA&E, classified (SECRET and CONFIDENTIAL), sensitive, controlled, and pilferable material IAW the directions of this chapter.

(3) The TO will contact the destination activity to confirm they have the ability and intent to receive and secure the shipment. The TO will also pre-plan, coordinate, and confirm the shipment delivery location and POC with the destination to include at least one commercial phone number. For International shipments, to include shipments to/from Canada, the TO must complete all documentation associated with clearing foreign customs. For additional guidance on customs clearance, including information on customs brokers, see DTR Part II, Chapter 202, Cargo Routing, or DTR Part V, Customs.

(4) The shipper must include the commodity; CIIC or SRC; tractor, trailer, container, and Dromedary (DROM) numbers; HAZMAT information, required TPS, and shipper and receiving activity emergency contact information. The shipper must attach any required supporting documentation to the BL.

(5) The TO will communicate with the local installation security or force protection officer to understand local in-transit risks, which include risk at origin, in transit, and destination. Minimum standard mitigation measures will be executed IAW FPCONs (see Table 205-1). However, additional mitigating measures that counter assessed threats, vulnerabilities, or criticalities are to be executed by the security or force protection officer in consultation with the TO. Risk assessments will be reviewed and updated as warranted by changing situations.

(6) The TO will ensure all personnel who accept, handle, package, or ship classified material have a security clearance equal to or greater than the material being handled. Refer to Paragraph O.4 for exceptions when cleared escorts are used. Any Government

employee (civilian or military) assigned duties that include responsibility for the control, accountability, and shipment of AA&E, will undergo security-screening IAW screening requirements developed by the Service. Any Government personnel (civilian or military) operating a vehicle or providing security to all AA&E, classified (SECRET/ CONFIDENTAL), and sensitive shipments requiring PSS/DDP will, as a minimum, have a favorable Advanced National Agency Check with Local Agency Check and Credit Check (NACLC) and adjudicated to an interim SECRET or final SECRET clearance.

(7) The TO will inform the TSP(s) that shipments of the following materials may not be taken into unapproved TSP terminals: classified (SECRET/CONFIDENTIAL), NWRM, and CCI materials; SRC I-IV AA&E; uncategorized ammunition and explosives Hazard Class/Division 1.1, 1.2, 1.3, and 1.4 (1,001 pounds or more).

(8) The TSP will ensure the installation's use of TSP local drivers:

(a) Installations with a high volume of TPS shipments are authorized to develop installation policies allowing the usage of local drivers. That local policy must be reviewed and approved by the Service HQ or the JMC.

(b) A local driver is a single driver that meets all of the other applicable provisions to transport TPS freight requiring PSS--except the second driver. The local driver is used to benefit both the TSP and the installation by allowing efficient scheduling and use of resources. For shipping installations, the local driver can spot empty equipment, sign for loads, and place them into secure holding. For receiving installations, the local driver can pull loaded equipment, from secure holding, and spot the loaded equipment as required. The local driver is not permitted to leave the installation with TPS loads for any reason.

(c) The installation policy must detail how the installation will ensure local drivers do not leave the installation with loaded equipment and what measures will be taken to ensure the loads leave the installation only with qualified drivers.

(d) TSPs utilizing local drivers are responsible for ensuring over-the-road equipment meets the same DD Form 626, Motor Vehicle Inspection (Transporting Hazardous Materials), Figure 205-12, standards and that the DD Form 1907, Signature and Tally Record, Figure 205-1 is completed legibly and signed by both drivers immediately at any change of custody. Also, the TSP is responsible for ensuring loads are transferred only to qualified drivers IAW other provisions of this publication.

(e) These requirements are subject to inspection by SDDC or its Transportation Safety and Security contractor at any time.

(f) The installation must verify both signatures from the team on both the DD Form 626 and the DD Form 1907 forms prior to the load departing the installation, at all times.

(9) The shipper must proactively coordinate the RDD between the destination and the TSP and will include the RDD, destination operating hours, and any delivery restrictions on the BL. Installations are reminded that it is required that information listed in the TFG is kept current.

(10) Arms and ammunition of the same caliber will not be shipped in the same container or conveyance.

b. Route AA&E shipments as follows:

(1) The shipper must identify a~~n~~ RDD for TPS AA&E shipments consistent with the standard transit times (see Chapter 202, Tables 202-3 and 202-4). The standard transit times are the maximum times AA&E shipments will be allowed to transit between origin and destination. The RDD will be considered as the date by which AA&E shipments must be delivered by the TSP.

(2) The shipper must provide a RDD to identify AA&E shipments that require a transit time shorter than the maximum allowed times (see Chapter 202, Tables 202-3 and 202-4) and request Expedited Services. The RDD will be annotated in the remarks block on the shipping documentation.

(3) The TO will verify the operational status of the DTTS unit prior to carrier departure. Verification will consist of a visual examination of the DTTS unit message display to ensure the system is enabled. The driver must send an "L" message that includes the BL, Trailer Number, and DROM Number, as applicable. The shipper will also verify possession of two panic buttons (one remote/one on the dash). The munitions TSP driver, when practicable, will position the DTTS message display unit in a manner that allows the shipping inspector or other designated shipper personnel to validate the DTTS is enabled without having to climb aboard the cab of the motor vehicle. The status of the DTTS check will be recorded on page 1 of DD Form 626, Item 14. A DTTS monitoring system found to be defective must be corrected prior to loading. If the DTTS cannot be repaired, shipments will not be loaded on the vehicle.

(4) Route shipments of TOP SECRET and other sensitive material using courier escort services provided by USTRANSCOM DCD. This may include SECRET, classified/sensitive, or unclassified/sensitive material, both CONUS and OCONUS.

(a) The USTRANSCOM DCD can transport up to and including TOP SECRET material.

(b) The USTRANSCOM DCD provides secure, worldwide movement of classified and sensitive national security material requiring courier escort in support of the DoD, the Department of State, Federal Agencies, NATO, U.S. Allies, and U.S. Government contractors through an international network of couriers and courier stations.

(c) Courier stations provide service to areas where SOFAs or similar agreements ensure border clearance officials admit such material free of duty and without examination. The USTRANSCOM DCD and the Diplomatic Courier Service (under the Department of State) maintain close liaison and interoperability to minimize duplication of service and provide delivery of USTRANSCOM DCD courier material into those areas where the USTRANSCOM DCD cannot provide service.

(d) Shipments are transported via various conveyances including, but not limited to, military airlift, U.S.-flag commercial airlift, Government-chartered aircraft, and military/commercial vehicles. In all instances, security of material is of paramount importance, maintained through a combination of means, to include restricted handling, use of accredited facilities, and continuous accountability for material in the USTRANSCOM DCD system.

(e) The directives governing USTRANSCOM DCD operations are USTRANSCOM Instruction 10-22, Defense Courier Operations, and DoDI 5200.33,

http://www.dtic.mil/whs/directives/corres/pdf/520033p.pdf. For customer guidance/the DCS Customer Service Guide, go to http://www.transcom.mil/dcd/ and select "Customers."

(5) Equipment Substitution guidance. The TO may allow the TSP to substitute suitable equipment ordered, provided notification of the substitution is received from the TSP and approved by the TO prior to the TSP furnishing the equipment. When the equipment furnished differs from the equipment ordered, annotate the BL accordingly. When substituting equipment, coordination between shipper and carrier is required prior to shipment release.

(a) Equipment substitution for carrier convenience will not result in additional charge to the Government.

(b) If the substitution creates a requirement for additional accessorial and/or TPSs, the TSP will provide those services at no additional charge to the shipper.

(c) When authorizing equipment substitutions for SRC I-IV, the TO must ensure all TPS requirements are met.

(d) When an equipment substitution creates a situation where DCS is required, the TO must update the equipment code in the shipper system and DTTS to reflect the equipment provided by the TSP.

c. Release AA&E, classified and sensitive shipments that require a TPS as follows:

(1) SECRET shipments must be tendered to TSP(s) that are cleared to transport SECRET shipments and provide TPS(s) prescribed in Paragraph O and Table 205-2.

(2) CONFIDENTIAL shipments must be tendered to TSPs that provide TPS(s) prescribed in Paragraph O and Table 205-2 and Table 205-7.

(3) The TDS Domestic contract awarded-TSP(s) are approved to transport classified (SECRET/CONFIDENTIAL/NWRM) packages using next-day-only service. The DoD TDS TSP is also approved to move small quantities of arms and ammunition, if that TSP is authorized under the DoD TDS contract (see Paragraph G for further information).

(4) For classified shipments to/from OCONUS locations, the only routing options are AMC, USTRANSCOM DCD. If staying within the APO and FPO mail system, use of the United States Postal Service's (USPS's) return receipt requested is authorized.

(5) The TO must confirm the driver's current clearance for commercial/contractor drivers prior to releasing classified shipments, arms, ammunition, and explosives (SRC I-IV). The current facility clearance of the commercial TSP may be obtained from the DSS, DISCO, 2780 Airport Drive, Suite 400, Columbus, Ohio 43219-5000, by telephone at (888) 282-7682, or via the Internet at the DSS Central Verification Authority Web address: http://www.dss.mil. To validate a driver's security clearance, request authorized Security Office personnel login to the Joint Personnel Adjudication System (JPAS) at http://www.dss.mil/diss/jpas/jpas.html or contact the TSPs FSO.

(6) The TO must confirm the presence of an operational two-way communication system capable of obtaining emergency assistance.

(7) The TO must secure package material requiring TPS IAW packaging regulations.

(8) The TO must mark and label TPS material IAW MIL-STD-129. Detailed information required for marking and labeling can be found in the document repository at http://quicksearch.dla.mil/. Restrictions on marking are found in Paragraph I.

(9) SRC I and II shipments will not be released for movement if the standard transit time or delivery date will place the TSP at the destination during closures, holidays, or weekends.

EXCEPTION. For activities that will be open on a weekend or holiday, shipper will pre-coordinate movement with DTTS, TSP, and final destination.

(10) Before releasing a shipment requiring TPS, the TO must ensure the driver possesses a valid operator's license. Also, if applicable, the driver should have a route plan as prescribed by 49 CFR 397; a valid HAZMAT endorsement; and certification of Hazard Class/Division 1.1, 1.2, or 1.3 explosives safety training. The TO must be able to verify a driver's affiliation with the TSPs named on the BL.

(11) The TO must submit a REPSHIP IAW Paragraph L.

(12) The TO must enter AA&E shipments data moving under SNS into the DTTS before the TSP is released (see Paragraph O.5).

(13) The TO must provide the same degree of TPS for the motor segment of intermodal shipments (such as motor-air taxi-motor) as that required for direct motor movement.

(14) The TO must ensure the BL is annotated with DTTS instructions.

(15) SRCs I and II AA&E will be delivered directly to the destination—no stop-offs are permitted. Exception: Split pickup and delivery at more than one location within the confines of the same installation or facility are permitted.

(16) The TO must route SRC I and II AA&E shipments via a single TSP providing door-to-door service.

(17) Use of a POV either on or off the installation to carry, move, or store AA&E is prohibited. Use of a POV to transport AA&E by a TSP is prohibited.

(18) The completed BL must be immediately released from the shipper's automated system (GFM, DSS, or CMOS) to DTTS prior to the conveyance departing the installation.

(19) Prior to loading or unloading vehicles, the TO must inspect all the vehicles used to transport placarded or non-placarded AA&E shipment requiring TPS, SNS, and placarded quantities of HAZMAT IAW 49 CFR and DoD safety regulations using DD Form 626. The status of the DTTS check will be recorded on page 1 of DD Form 626, Item 14.

(20) DROM Boxes. Shippers will not allow TSPs to provide a divided trailer or tractor's toolbox as a dromedary.

(21) When CIS, DDP, PSS, SEV, or SNS is requested, the shipper must confirm that the driver has identification that verifies the driver's affiliation with the TSP(s) named on the BL. Shippers must ensure drivers handling such shipments carry a valid driver's license and medical qualification card, employee record card, or similar documents, one of which must contain the driver's photograph. All documents must be in English to be considered adequate.

d. Receive/receipt AA&E, classified and sensitive shipments as follows:

(1) The receiver will monitor the in-transit status of their inbound AA&E shipments using the available methods identified in Paragraph O.5.

(2) After receipt of shipment and completion of the DD Form 1907, Figure 205-1, or a TSP's form, the receiver will furnish the delivery TSP with the original form for their

records. Instructions for completing the DD Form 1907 are located in Figure 205-2. In lieu of the DD Form 1907, upon approval, TSPs may offer an Electronic Signature Service that shows the movement of shipments through the TSP's system as recorded by various electronic scans. Payment for the completed security service will be included in Third Party Payment System (TPPS). If the receiver has reason to believe that the security service was not performed, the receiver will notify the TSP in writing and advise the shipper to remove payment for the service. The receiver will implement TDR procedures IAW Chapter 210 and report security for classified shipments IAW the DoD 5220.22-M Chapter 1, Section 3, of the National Industrial Security Program's Operations Manual to the DSS.

(3) The receiver must note any and all discrepancies associated with the movement of TPS shipments. A TDR must be executed IAW this Regulation, Chapter 210. The consignee TO will ensure the local station security office or Provost Marshall is notified in the event of a suspected security breach or compromise when the TDR involves a TPS violation.

(4) TSP performance issues must be reported IAW Chapter 207. Installations reporting TSPs performance issues may contact the SDDC Customer Service at (800) 526-1465 available 7 days a week, 24 hours a day, including holidays and weekends.

(5) The consignee must notify the TSP and the Service HQ when shipments of the following materials are not received within 12 hours of the ETA: classified (SECRET/CONFIDENTIAL/NWRM) and CCI materials; SRC I-IV AA&E; uncategorized ammunition and explosives Hazard Class/Division 1.1-1.4. When a TSP cannot give a reasonable explanation for the delay, notify the SDDC Customer Service at (800) 526-1465 who will refer the consignee inquiry to the TSP.

(6) Refer to the NISPOM for DODIS clearance requirements for the transportation of SECRET and CONFIDENTIAL non-AA&E material by commercial TSPs. Issues pertaining to granting, denying, suspending, revoking, or terminating facility security clearance and DoD Transportation Security Agreement may be directed to DSS HQ, Regional or DISCO offices located on the DSS website: http://www.dss.mil.

(7) Installations designated in the TFG as Secure Holding locations will afford Secure Holding (see Paragraph Q). Those installations not identified in the TFG may afford TSPs Secure Holding at the discretion of installation security personnel IAW their installation security plan. Those installations that cannot provide Secure Holding will contact the SDDC Operations Center, 1 Soldier Way, Building 1900 West, Scott AFB IL 62225-5006, at (618) 220-4262 or DSN 770-4262 to assist the carrier with routing to the nearest DoD location that can provide Secure Holding. In the event of a breakdown, accident, national emergency and elevation to FPCON Delta, or other such circumstance, installations must comply with directives to secure DoD assets ordered off the highway by providing Safe Haven to get the AA&E out of the public domain. Safe Haven will be provided until such time as movement can be affected to the receiving installation, approved TSP facility, or nearest installation that can provide increased security under FPCON Delta.

(8) All CONUS receiving activities are required to confirm delivery of SRC I shipments in the DTTS website within 2 hours of offload to https://www.irris.tea.army.mil. If the website is unavailable or inaccessible, the TO should contact DTTS via phone at (800) 826-0794 to confirm shipment delivery.

e. Inspection of Vehicles. Prior to loading or unloading vehicles, inspect all vehicles used to transport placarded or non-placarded AA&E shipment requiring TPS, SNS, and placarded quantities of HAZMAT IAW 49 CFR and DoD safety regulations using DD Form 626.

D. TPS DETERMINATION FOR AA&E, CLASSIFIED, SENSITIVE, AND CCI

1. Material requiring TPS must be shipped IAW at least minimum-security standards and the current FPCONs prescribed in the following:

   a. Table 205-1. Minimum Security Standards for AA&E Shipments (Motor)

   b. Table 205-2. Minimum Security Standards for Classified Material

   c. Table 205-3. Examples of AA&E Shipment Security Risk Categories (SRCs)

   d. Table 205-4. Minimum Security Standards for AA&E Shipments (Water)

   e. Table 205-5. Minimum Security Standards for AA&E Shipments (Rail)

   f. Table 205-6. Minimum Security Standards for AA&E Shipments (Air)

   g. Table 205-7. Transportation Protective Services (TPS) Chart

   h. Table 205-8. Protective/Accessorial Service Table Chart.

2. Ensure shipments requiring TPS are only released to approved TSPs that can provide the level of service.

3. For air shipments, instruct the TSPs to load TPS shipments to prevent access by passengers and crew while in flight.

4. Request routing instructions from the TCC or theater CDR for all export and import TPS shipments.

5. Services HQs/Agencies have the authority to increase the level of TPS based on their individual activities' FPCON levels or as needed.

E. SECURITY RISK CATEGORY (SRC)/CONTROLLED INVENTORY ITEM CODE (CIIC) DETERMINATION

1. FEDLOG or a Service supply automated information system may be used to identify a SRC/CIIC. Refer to DoD 4100.39-M and DoD 5100.76-M for additional information and to the Service's specific guidance provided below.

   a. For Army-Sponsored Shipments:

      (1) The POC for HQ JMC-managed material's telephone numbers are (309) 782-4762, (309) 782-5879, and DSN 782-4762/5879.

      (2) The POC for U.S. Army Aviation and Missile Command (AMCOM)-managed material's telephone numbers are (256) 876-1155 or DSN: 746-1155.

   b. For Navy-Sponsored Shipments: NAVSEA SW020-AC-SAF-010. The POC telephone number for the Naval Ordnance Safety and Security Activity (NOSSA) are (301) 744-6066 or DSN 354-6066.

   c. For Marine Corps-Sponsored Shipments: NAVSEA SW020-AC-SAF-010. The POC telephone numbers for Marine Corps are (703) 695-7930 (ext 2452) or DSN 225-7930.

   d. For Air Force DoD 5100.76-M, Enclosure 7, Tables 2 through 6.

   e. For DLA-Sponsored Shipments: DoD 5100.76-M, Enclosure 7, Tables 2 through 6.

2. Utilize Table 205-3 as a quick reference table for SRCs of AA&E. Table 205-7 provides guidance for required TPS.

F. SECURITY RISK ASSESSMENT FOR NON-SENSITIVE INERT AND TRAINING ORDNANCE AND SENSITIVE NON-ORDNANCE ASSETS

1. Protection of DoD assets in transportation must be based on a realistic assessment of the associated risks. The goal is to prevent loss, theft, vandalism, or damage in transit. Performing risk analysis allows the user to prioritize assets so that transportation protection can be applied in the most efficient and cost effective manner possible. These recommendations pertain to normal peacetime shipments. During periods of heightened risk, additional security measures may be required to provide adequate in-transit protection.

2. DoD asset types described herein and potentially at risk include:

   a. Ordnance is defined as articles, explosives, substances, chemicals, pyrotechnic, and similar stores (e.g., bombs, guns and ammunition, flares, smoke, napalm).

   b. Inert ordnance is a condition of munitions or component thereof that contains no explosive, pyrotechnic, or military chemical agent. An inert ordnance asset never has an operational warhead.

   c. DEMILED barrels, sub assemblies/groups certified inoperable requires 675 services only. Certification must accompany the shipment.

   d. Training ordnance is non-tactical munitions used for military indoctrination and/or training purposes. Training ordnance may be inert or it may contain components that have pyrotechnic and/or explosive content. Part and parcel to the shipment planning process, shippers must consult relevant Service technical manuals to distinguish between inert training ordnance and training ordnance that has pyrotechnic and/or explosive ingredients.

   e. Sensitive non-ordnance items are those that do not have minimum protection specified in existing regulations but may be sensitive for transportation via commercial TSPs.

3. Risk Management is composed of the factors of criticality, vulnerability, and threat to assets and personnel engaged in an operation. Risk Management utilizes mitigating measures to either reduce the risk to assets and personnel engaged in an operation or accept the associated risk.

   a. Criticality. The value or importance of the asset to the user and the Service, Agency, or DoD. The risk level increases with increasing criticality in the risk analysis model.

   b. Threat. Potential terrorist, criminal, or foreign intelligence activities targeting DoD Service personnel, facilities, and/or operations. The risk level increases with increasing threat levels in the risk analysis model.

   c. Vulnerability. The characteristics of a system that cause it to suffer a definite degradation as a result of having been subjected to a certain level of effects in an unnatural hostile environment. The risk level increases with increasing vulnerability in the risk analysis.

   d. Mitigation Measures. Programs and related actions taken to manage the risk to assets or personnel involved with supporting an operation. The risk level decreases with increasing focused mitigation measures in the risk analysis model. Risk cannot be avoided with AA&E shipments, but can be managed to achieve the lowest level of acceptable and cost-effective risk.

4. Refer to DoD 5100.76 M for additional information relating to the physical security of DoD sensitive conventional AA&E.

G. SMALL SHIPMENTS OF AA&E, CLASSIFIED (SECRET/CONFIDENTIAL/NWRM), PROTECTED, AND SENSITIVE CARGO

1. Requirements for the shipment of small shipments of AA&E, Classified (SECRET/CONFIDENTIAL/NWRM), and Sensitive cargo, and in conjunction with responsibilities listed in this chapter's Paragraph C:

   a. The origin TO will:

      (1) Determine which type carrier (FAK Carriers, DoD-approved Commercial TSP Munitions Carriers, TDS Domestic contract, USPS) is most cost-effective/the best value.

      (2) Verify serial numbers to maintain accountability IAW DoD 5100.76M.

      (3) Ensure each small arms requisition is double wrapped, prepared for shipment, packaged and sealed in ways that minimize risk of accidental exposure or undetected deliberate compromise IAW MIL-STD-129 and MIL-STD-2073-1, Department of Defense Standard Practice for Military Packaging (http://quicksearch.dla.mil/). Shipments will be packaged IAW applicable Special Packaging Instructions.

      (4) Shipping documents (DD Form 1348-1A, Issue Release/Receipt Document, Figure 205-15, or the DD Form 1149, Requisition and Invoice/Shipping Document, Figure 205-14), will be placed in inner receptacle and all markings not applicable to the shipment on outside shipping container will be obliterated. The container will not bear classification markings or other unusual marks that invite special attention that the contents are weapons.

   b. The destination TO will:

      (1) Based on advance shipment notification, ensure receipt inspection is expedited. If a discrepancy is noted, the destination TO will immediately initiate a TDR.

      (2) It is imperative that shipments from OCONUS activities transiting AMC aerial ports include, at a minimum, NSN and destination POC information level detail on the TCMD to facilitate onward CONUS movement. Absence of this level of detail will delay onward movement to final destination. AMC aerial ports will not transship weapons from OCONUS installations until confirmation is made with a destination for which they can be receipted.

2. Small Arms:

   a. Small arms are SRC II and SRC IV weapons and include rifles that do not fire a round greater than .50 caliber and shotguns of any gauge.

   b. Ammunition and small arms weapons must be shipped separately.

   c. DoD-approved Commercial TSP Munitions Carriers.

      (1) The shipment must be loaded in a locked container and the size, weight, and safety factors must meet the TSP's requirements. Highway shipments placed in a closed and locked conveyance, locked container/(DROM) or similar equipment do not require over-packing.

      (2) Small arms weapons, weapons parts (15 or fewer) such as barrels and major subassemblies (i.e., Frame/Receiver/Bolt/Receiver assembly, Trigger assembly group) may be transported by a DoD-approved commercial TSP that provides CIS.

(3) Small arms weapons, weapons parts (more than 15) will be shipped according to requirements of the weapon's SRC.

(4) DEMILLED barrels, subassemblies/groups certified inoperable requires 675 services only.

d. TDS Domestic contracts:

(1) Small quantities (15 or fewer) SRC II and SRC IV small arms weapons, weapons parts (CIIC 7 and N), barrels, and major subassemblies (including silencers, mufflers, scopes, and noise suppression devices) are authorized.

NOTE: .50 cal machine guns will not be shipped as a part of this program, unless Military Operational Necessity is authorized, as a minimum, at the Field CDR, Squadron CDR, or Designated Authority level.

(2) Component items of .50 cal weapons are authorized to be shipped IAW this program.

(3) Next-day delivery is mandatory and will be ordered and utilized for all shipments. CIIC N and CIIC 7 weapons parts do not require a next-day delivery and are ground-eligible, REF Table 205-7.

NOTE: For Alaska, Hawaii, and Puerto Rico, delivery may not actually occur the next day.

(4) Shipments will be shipped and received from any consignee within the CONUS (including Alaska, Hawaii, and Puerto Rico).

NOTE: For Alaska, Hawaii, and Puerto Rico, 300 lbs of aggregate weight is authorized.

(5) Under no circumstances will the TDS Domestic contracts TSP be used to ship weapons, major subassemblies, or major parts (silencers, mufflers, scopes, and noise suppression devices) to AMC aerial ports for onward movement to OCONUS locations. See Table 205-7 for TPS requirements when shipping those items to an AMC aerial port.

(6) Requisitions must be shipped to a single consignee. Breaking a requisition of 16 or more arms into multiple packages/shipments in order to utilize this shipping methodology is prohibited.

(7) No more than one shipment requisition will be sent per conveyance/carrier to destination consignee, per day.

(8) Verify shipment has electronic signature from receiving activity and proof of delivery/receipt within the receiving activity's normal operating hours.

(9) Upon receipt of verbal advance shipment notification and REPSHIP on inbound weapons via the selected DoD TDS domestic contracted TSP carrier, immediately coordinate with the ultimate consignee (e.g., Security Forces), receiving unit, or installation supply to arrange immediate pickup and signature of the weapons to facilitate storage in a secure, approved holding area or base armory.

e. USPS:

(1) For CONUS to CONUS movements, an alternative to the use of CIS for small arms is the USPS Registered Mail (Designated Person/Return Receipt Requested) overnight service when the size and weight of the shipment meets USPS restrictions (70 lbs, girth does not exceed 108 inches). Small arms in small quantities (15 or fewer) may be sent via USPS Registered Mail, Return Receipt Requested, if initiated by a

FEDSTRIP/MILSTRIP document, or on a DD Form 250, Material Inspection and Receiving Report, Figure 205-13, or a DD Form 1149, Figure 205-14.

(2) Do not use the USPS method to move small arms shipments to an AMC APOE for onward channel airlift. Reference Table 205-2 and Table 205-6 for seal/lock guidance.

(3) Federal Standard Requisitioning and Issue Procedures (FEDSTRIP)/MILSTRIP requisitions. SRC IV Small Arms Weapons in small quantity (15 or fewer) may be sent via USPS Registered Mail, Return Receipt Requested, if initiated by a FEDSTRIP/MILSTRIP document, or on a DD Form 250 or a DD Form 1149).

(4) Non-FEDSTRIP/MILSTRIP requisitions. Handguns shipped directly to an Officer (O6 or above) must meet the following requirements:

Addressee	**Affidavit Requirements**
Officer (O6 or above) of Army, Navy, Air Force, Marine Corps, Coast Guard, or an organized reserve corps, Officer of National Guard of a state, district or territory	Mailable with affidavit signed by addressee and certificate signed by commanding officer

No marking of any kind that indicates the nature of the contents may be placed on the outside wrapper or container of any mail piece containing firearms. Mailable matter must be properly and securely packaged within the general packaging requirements in the Domestic Mail Manual.

3. Ammunition & Explosives (A&E):

a. Ammunition and weapons must be shipped separately.

b. If transporting less than 1,001 lbs aggregate gross weight (which includes hazard, packaging materials and packaging) of UNCLASSIFIED A&E Hazard Class/Division (HC/Div) 1.4, 1.5 or 1.6 with a Controlled Inventory Item Code (CIIC) of 7, P, or U, FAK Carriers may be utilized.

c. FAK Carriers:

(1) 675 services or Electronic Signature/Tracing Service is required (see Paragraph O.6 and Table 205-7).

(2) Ensure Commodity Code and CIIC accurately reflect shipment.

(3) Refer to 49 CFR, Part 172 for HAZMAT Shipping Papers (Subpart C), Marking (Subpart D), Labeling (Subpart E), Placarding (Subpart F), and Emergency Response Information (Subpart G) requirements.

(4) For DD Form 626 requirements see DTR Part II Ch 204 Paragraph F.3.e.

(5) Equipment type AV should be used to minimize shipping costs.

d. Munitions Carriers:

(1) Brokers, freight forwarders, shipper agents, third-party logistics providers, and other such carriers are not authorized to transport material under a TPS or 675 services (see Paragraph B.2.a).

(2) Refer to 49 CFR, Part 172 for HAZMAT Shipping Papers (Subpart C), Marking (Subpart D), Labeling (Subpart E), Placarding (Subpart F), and Emergency Response Information (Subpart G) requirements.

(3) The driver must have HAZMAT endorsement when transporting A&E/HAZMAT, if applicable.

(4) See Paragraph N for tarpaulin requirements.

(5) For DD Form 626 requirements see DTR Part II Ch 204 Paragraph F.3.e.

(6) For SRC IV HC/Div 1.4 greater than 1001 lbs total gross weight (which includes hazard, packaging materials and packaging), DDP and SNS are required. For Trailer Tracking Service (DCS) requirements (see Paragraph O.15 and Table 205-7).

(7) For SRC III and IV HC/Div 1.1, 1.2, 1.3 DDP and SNS are required. For DCS requirements (see Paragraph O.15 and Table 205-7).

(8) Lock and Seal:

(a) For International Standards Organization (ISO) containers, the shipment must be placed in a locked and sealed container; the size, weight, and safety factors must meet TSPs requirements. The container must be sealed with a serialized bolt seal (NSN: 5340 01 260 9935//5340-01-542-7347//5340-01-542-7359) at the bottom hasp by the shipper, with a serialized seal meeting the requirements of Federal Specification FF-S-2738, tested and approved by the DoD Lock Program. For additional security, the shipper may employ a cable seal (NSN: 5340-00-084-1570) in figure 8 configuration at the top of the container or vehicle. Seal checks and inspections for evidence of breakage or tampering will be made part of the regular CIS security procedures. All containers destined to the CONUS must be sealed with a high-security seal meeting U.S. Customs-Trade Partnership Against Terrorism (C-TPAT)/ISO/Publicly Available Specifications International Standard ISO 17712, Freight containers - Mechanical seals requirements.

(b) Shipment must be packaged in a lockable wooden/or hard sided package that can be locked and sealed with a mechanical seal. Seal checks and inspections for evidence of breakage or tampering will be made part of the regular inspection security procedures.

(9) Annotations and markings: Shippers will not annotate markings on the outside wrapper or container that indicate the nature of the contents. Request for signature may not be waived for non-MILSTRIP shipments.

(10) Exception: Packaging containing HC/Div 1.4 S (UN0012, UN0014, UN0323) ammunition reclassified as ORM-D must be tagged or marked on at least one side with the ORM-D designation immediately following or below the proper shipping name of the HC/Div 1.4S material. ORM-D for CONUS-only may be authorized IAW 49 CFR 173.63, Packaging Exceptions, and 172.316, Packagings Containing Materials Classed as ORM-D. Maximum aggregate gross weight (which includes hazard, packaging material and packaging) is limited to 30 kg (66 lbs) per package. All other ammunition/explosives packaging must be marked with EX-number or the national stock number issued by the DoD.

e. TDS domestic contract:

(1) TDS TSPs may be used to transport 150 lbs or less aggregate gross weight (which includes hazard, packaging materials and packaging) of UNCLASSIFIED HC/Div 1.4, 1.5, and 1.6 ammunition up to and including .50 caliber ammunition (with no-explosive filled projectiles) (CIIC 4, 7, P, U).

NOTE: For Alaska, Hawaii, and Puerto Rico, 300 lbs aggregate gross weight is authorized.

(2) 675 services or Electronic Signature/Tracing Service is required (see Paragraph O.6 and Table 205-7).

(3) The following limitations apply when shipping small quantities of SRC IV HC/Div 1.4 small arms ammunition via TDS domestic TSP:

(a) HC/Div 1.1, 1.2, and 1.3 A&E must not be shipped under the DoD TDS domestic delivery services contract.

(b) U.S. Army is prohibited from shipping any .50 caliber ammunition.

(c) Ammunition will be packed in unit packages of 4,000 rounds or fewer and each package must not exceed 150 lbs.

(d) Classified (SECRET/CONFIDENTIAL) HC/Div 1.4 ammunition is prohibited.

(e) HC/Div 1.4 explosives not considered small arms ammunition are prohibited except as allowed in subparagraph G.4.b(1).

(4) Shipments do not require over packing.

(5) All other conditions of the DoD TDS domestic contractor for express air small package TSP contract will be adhered to, including requirements associated with the transport of dangerous goods by commercial air published in IATA and ICAO regulations.

(6) A list of the qualified DoD TDS domestic contractor TSP for transport of express air small packages is found at https://www.my.af.mil/gcss-af/USAF/AFP40/d/s6925EC1353610FB5E044080020E329A9/Files/express/tds/index.html.

(7) Prior to tendering a shipment to the DoD TDS contractor for CONUS express small package shipments, the shipper must verify that the DoD TDS contract TSP is approved to tender small arms shipments and can provide next-day delivery. Verification of TSPs approved under the DoD TDS can be found at https://www.my.af.mil/gcss-af/USAF/AFP40/d/s6925EC1353610FB5E044080020E329A9/Files/express/tds/index.html.

4. Cartridge and Propellant Actuated Devices (CAD/PADs/FSC 1377):

a. DoD-approved commercial TSP munitions carriers and FAK carriers:

(1) Munitions Carrier TSPs may be used to transport CADs.

(2) If requirements of Paragraph G.3.b are met, FAK carriers may be utilized.

b. TDS Domestic Contracts:

(1) TDS TSPs may be used to transport CAD/PADs/FSC 1377 items weighing 150 lbs or less total gross weight (which includes hazard, packaging materials, and packaging) of UNCLASSIFIED HC/Div 1.4C, 1.4D, and 1.4S.

c. USPS:

(1) No shipments of CADs via the USPS are authorized.

5. Classified (SECRET/CONFIDENTIAL/NWRM) Material:

a. DoD-approved commercial TSP Munitions Carriers:

(1) Munitions Carrier TSPs may be used to transport these shipments.

b. TDS Domestic Contracts:

(1) Classified Communication Security Information, NATO, and foreign government information may not be transmitted under the TDS. TOP SECRET shipments must not be moved via the TDS. TOP SECRET shipments can only be moved by the USTRANSCOM DCD, diplomatic pouch, or authorized courier.

(2) The classified shipments must be within the TDS TSP's standard small package size and weight limits.

(3) The TSP must not be told the classification of the shipment.

(4) Shipments that are both Classified and Hazardous are prohibited from being transported under this mode.

(5) The shipment must be given to the TSP for next-day delivery. Classified shipments cannot be tendered unless the TSP can provide next-day service.

(6) The delivery address must be a CONUS DoD activity or a CONUS DoD-approved contractor location, to include Alaska, Hawaii, and Puerto Rico. Private residences, hotels/motels, Post Office boxes are not authorized delivery addresses.

(7) Do not use this method to move classified/sensitive shipments to an AMC APOE for onward channel airlift.

(8) Do not, under any circumstances, release the TSP from having to obtain a delivery signature. Ensure the airway bill, electronic or hard copy requires a delivery signature.

(9) Classified shipments will be double wrapped. No classified labels, markings, seals, or bands will be placed on the outside of the TSP's package that would identify the classification of the shipment.

(10) IAW Paragraph L.1 of this chapter, shippers must use an automated means to transmit a REPSHIP for all Army-, Navy-, Air Force-, and Marine Corps-sponsored Classified (SECRET/CONFIDENTIAL) shipments made using a DoD domestic TSP(s).

c. USPS:

(1) The shipment of Classified Material via the USPS Registered Mail is authorized based upon size and weight limitations. These shipments must be sent via USPS Registered Mail, Return Receipt Requested, if initiated by a FEDSTRIP/MILSTRIP document, or on a DD Form 250, Figure 205-13, or a DD Form 1149, Figure 205-14.

(2) TOs are required to comply with the provisions contained in DoD Manual 5200.01, Volume 3, Enclosure 4, DoD Information Security Program: Protection of Classified Information, when mailing classified (CONFIDENTIAL and SECRET) or sensitive material. DoD Manual 5200.01 can be accessed on the Web at http://www.dtic.mil/whs/directives/corres/pdf/520001_vol3.pdf.

(3) Under no circumstances will shippers address classified (CONFIDENTIAL AND SECRET) material destined for an OCONUS site to the APOE's "MARK FOR:" address. The "SHIP TO:" address will reflect the APOE and the "MARK For:" address will reflect the customer's delivery address.

6. Protected And Sensitive Shipments:

a. DoD-approved commercial TSP Munitions Carriers.

(1) Night Vision Devices may be transported by DoD-approved commercial TSPs that provide CIS or comparable commercial services (see Paragraph O.1 for further guidance).

(2) DoD-approved TSPs offering a voluntary tender of service including CIS as part of the available commercial services meeting DoD requirements may only be used for CONUS movements.

(3) The shipment must be loaded in a locked container and the size, weight, and safety factors must meet the TSP's requirements.

(4) If the selected mode is LTL, shipments must be over-packed to a minimum of 150 lbs total gross weight (which includes packaging material and packaging).

(5) Highway shipments placed in a closed and locked conveyance, locked container/(DROM) or similar equipment does not require overpacking.

b. TDS Domestic Contracts:

(1) Night Vision Devices (15 or less) may be transported via TDS domestic contracts (TSPs Electronic Signature/Tracing Service/next-day delivery required) (Paragraph G.3. b).

(2) Protected (see Table 205-7) shipments may be moved within the CONUS, Alaska, Hawaii, and Puerto Rico, as specified in the TDS Domestic/awarded TSP(s), provided shippers and recipients comply with Federal law, Service restrictions (if any), and classified material handling processes and the DTR.

(3) Next-day delivery service is required to a shipping destination.

(4) TOs must adhere to advanced shipping planning requirements.

(5) The TSP must not be told the classification of the shipment.

(6) The shipment must be given to the TSP for next-day delivery. Protected shipments cannot be tendered unless next day service can be provided by the TSP.

(7) The delivery address must be a CONUS DoD activity or a CONUS DoD-approved contractor location, to include Alaska, Hawaii, and Puerto Rico. Private residences, hotels/motels, and Post Office boxes are not authorized delivery addresses.

(8) Do not use this method to move classified/protected/sensitive shipments to an AMC APOE for onward channel airlift.

(9) Do not, under any circumstances, release the TSP from having to obtain a delivery signature. Ensure the airway bill, electronic or hard copy, requires a delivery signature.

(10) Classified shipments will be double wrapped. No classified labels, markings, seals, or bands will be placed on the outside of the TSP's package that would identify the classification of the shipment.

(11) IAW Paragraph L.1 of this chapter, shippers must use an automated means to transmit a REPSHIP for all Army-, Navy-, Air Force-, and Marine Corps-sponsored Classified (SECRET/CONFIDENTIAL) shipments made using a DoD TDS domestic TSP(s).

H. SEALING OF MOTOR CONVEYANCES/CONTAINERS

1. Shippers will apply DoD-approved seals on motor shipments of material requiring TPS when prescribed in Table 205-1 or Table 205-2. An express air TSP motor vehicle transporting shipments on local pickup or delivery service must be locked (a seal is not required). Seal application by the shipper does not constitute a request for Exclusive Use (EXC).

2. The TO/TSP may remove the shipper seal in an emergency or at stop-off points if authorized by the TO or SDDC G9, Business Services. Replacement of the seal must be a DoD-approved seal and resealed by the individual removing the seal. Refer to Paragraph H.3 for mandatory entries on the BL. When required by authorized Customs and Border Patrol or the Department of Transportation or if there is an immediate cause for safety or security of the shipment, the seal may be broken under the direction of a TSP or Government official that has the equivalent security clearance as required on the BL. If a seal is broken to conduct an inspection, the DOT Inspector should provide the carrier with a replacement seal. Local/military law enforcement or the DOT inspector can inspect the load. The TSP is responsible for having a replacement seal for all other authorized en route breakages. Munitions involved in an accident or incident requiring DoD EOD personnel will not be moved or trans-loaded until certified by a Quality Assurance Specialist of Ammunition Surveillance, Explosive Safety Officer, or Ordnance Officer who has inspected and approved the blocking and bracing of the cargo.

3. When a seal is replaced by a TSP or TO, for any reason, the following information must be entered on the BL:

   a. Name and, when available, badge number of person requiring seal to be removed

   b. Replacement seal number

   c. Date and time replacement seal applied

   d. Reason for replacement.

4. Containers or vehicles utilized as AA&E conveyances must be sealed with a serialized bolt seal (NSN 5340-01-260-9935, NSN 5340-01-542-7347, or NSN 5340-01-542-7359) at the bottom hasp by the shipper, with a serialized seal meeting the requirements of Federal Specification FF-S-2738, tested and approved by the DoD Lock Program. For additional security, the shipper may employ a cable seal (NSN 5340-00-084-1570) in figure 8 configuration at the top of the container or vehicle. Application of a shipper seal does not constitute EXC. Seal checks and inspections for evidence of breakage or tampering will be made a part of regular patrol or surveillance procedures and of pier loading procedures. Seals will be tamper-resistant and safeguarded while in storage. Seal numbers will be annotated on the BL. Guidance on obtaining seal information may be obtained by calling the DoD Lock Program Technical Support Hotline at (805) 982-1212 or DSN 551-1212 or visiting their website at http://www.navfac.navy.mil/navfac_worldwide/specialty_centers/exwc/products_and_services/capital_improvements/dod_lock.html. All containers destined to the CONUS must be sealed with a high-security seal meeting C-TPAT/ISO/PAS 17712 requirements.

5. IAW language provided in DoD 5100.76M, TSP-provided closed van, straight truck, and DROM box door hinges and hasps used to haul AA&E will be installed to preclude removal when doors are closed and locked. Hinges and hasps will be attached to doors by welding bolt nuts or by riveting. For each door hinge, a minimum of one bolt must be either welded or riveted in a manner to preclude easy removal. A bolt may also be turned inward with the nut on the inside as long as the bolt is flush with the nut. The use of cotter pin-type fasteners for hinge pins is not acceptable, as this device is easily removed. A bolt/nut configuration that is welded offers a better alternative to cotter pins. On each door lever handle, seal plate, pin, and cam guide to the

lock shaft, a minimum of one bolt must be either welded or riveted in a manner to preclude easy removal. A bolt may also be turned inward with the nut on inside as long as the bolt is flush with the nut.

6. Security seal in both doors are required on Mil-Vans/ISO Containers designed with the catch plate.

7. Checking shipments. AA&E shipments will be checked upon receipt by the receiving activity to ensure the seals are intact and for any signs of theft, damage, or tampering. If there are such signs, an immediate inventory will be performed to determine the extent of the loss, tampering, or damage.

   NOTE: If installation access control directives deem it necessary to remove seals at the entry control points, the activity security representatives will annotate the reason for removing the seal on the BL.

   a. If the seals are intact and there are no signs of tampering or damage, inventory quality verification of SRC I and II shipments will be conducted within 24 hours of receipt.

   b. SRC III and IV shipments will be subjected to inventory quality verification within 48 hours of receipt.

I. PACKAGE MARKINGS

1. Detailed procedures for applying shipment markings are specified in MIL-STD-129, see web site http://quicksearch.dla.mil/.

2. Do not mark exterior containers to indicate the security classification or TPS required. However, when a shipment goes by military airlift, DD Form 1387-2, Special Handling Data/Certification, Figure 205-3, must show the TPS required in Block 6.

   a. When shipments require TPS, enter the degree of protection required (e.g., "Constant Surveillance and Custody Service") in the Supplemental Information Block of the DD Form 1387-2. Also, enter the weight of the shipment, TCN, and destination DoDAAC/MAPAC. Attach one copy of the DD Form 1387-2 to each container. Forward three additional copies to the originating air terminal in a waterproof envelope attached to the number one container.

   b. When shipping material that is classified and none of the entries are classified, prepare and distribute the DD Form 1387-2 in the same manner as for unclassified. When any of the entries are classified, complete one copy of the DD Form 1387-2, including essential classified data. Instructions for completing the DD Form 1387-2 are located in Figure 205-4. Instructions for completing DD Form 1387-2 for classified shipments and distribution information are located in Figure 205-5. DD Form 1387-2 examples for small arms shipments are located at Figure 205-6, and Figure 205-8.

3. When shipping material that is both classified and hazardous, the shipper prepares and distributes a Shipper's Declaration for Dangerous Goods (Shipper's Dec) (see this regulation, Chapter 204, Figure 204-7). When any of the entries are classified, the shipper completes one copy of the Shipper's Dec, including essential classified data. For classified shipments transported via military air, the shipper must:

   a. Complete the signed original in detail, including essential classified data, and attach to the aircraft CDR's copy of the manifest that is placed on the aircraft. Once the classified information is applied, the Shipper's Dec must carry the same classification as the highest classification of the entered information. This classification is valid until the classified Shipper's Dec is detached and handled according to security regulations.

b. Complete the station file copy in detail except for the classified information. Enter the following statement in the Additional Handling Information Block: "See aircraft commander's copy of Shipper's Dec for complete information."

c. Place one certification form without classified information in a waterproof envelope and attach it to the number one piece of the shipment.

J. REQUEST FOR ROUTING

When requesting route orders from the TCC or theater CDR, in addition to information required by this regulation, Chapter 202, TOs must also provide the identity of materials and CIIC or SRCs. All shipments of AA&E requiring voluntary commercial TSPs tenders (excluding DLA-sponsored shipments) will be submitted through automated shipper systems no later than 48 hours prior to shipment pickup. Any SRC I and II shipment that requires expedited pickup within the 48-hour threshold must be immediately coordinated with a DoD approved TSP prior to pick-up.

K. BL

1. When classified or sensitive ammunition or explosives are shipped by a motor TSP and SEV is used, SEV personnel performing the service will be provided with a duplicate copy of the shipping papers and instructed to keep these papers in their custody.

2. The shipper and TSP who received a shipping paper must retain a copy or an electronic image thereof, that is accessible at or through its principal place of business and must make the shipping paper immediately available, upon request, to an authorized official of a federal, state, or local government agency at reasonable times and locations.

3. BL retention. For HW, a copy of each shipping paper must be retained for three years after the initial TSP accepts the material for shipment. For all other HAZMAT, a copy of each shipping paper must be retained for two years after the initial TSP accepts the material for shipment. For radioactive materials, shipping papers associated with shipments and receipt of radioactive materials must be retained for three years, IAW Title 10 CFR 30, Rules of General Applicability to Domestic Licensing of Byproduct Material. Each shipping paper copy must include the date of acceptance for shipment by the initial TSP. The date on the shipping paper may be the date a shipper notifies the TSP that a shipment is ready for transportation, as indicated on the waybill or BL, as an alternative to the date the shipment is picked up, or accepted, by the TSP. Shipping papers must also be retained IAW this section or by Service/Agency regulatory requirements if the latter are more stringent than the requirements above. Services/Agencies are not authorized to prescribe less stringent requirements than in this regulation.

4. For shipments consisting of classified and unclassified AA&E, the shipper:

   a. Must annotate CIIC/SRCs (e.g., CIIC 1, 2, 3, 4, 7, P/SRC: I, II, III, IV, N/A) in the MARKS & ANNOTATIONS block on the BL

   b. Must correctly identify commodity description(s)

   c. Must apply correct DoD Unique Codes/NMFC/STCC

   d. May register with FED LOG at http://www.logisticsinformationservice.dla.mil or call (877) 352-2255 or DSN 661-7766 for a subscription and to order FED LOG software.

   e. Must Enter the NSN in the FED LOG database to accurately identify the correct CIIC. The CIIC may also be available in the Service supply automated information system. For additional SRC guidance see Paragraph E. The CIIC and SRC are both critical when identifying the proper TPS.

f. May not transport general cargo (e.g., circuit cards and sensitive hard drives) moving as classified cargo as FAK.

L. REPSHIP REQUIREMENTS

1. TOs must ensure a REPSHIP is submitted for all AA&E, classified, sensitive, protected, and HAZMAT shipments such as those described in Chapter 204, CONUS to CONUS, export from CONUS, and shipments from all OCONUS locations. The transshipment activity for the final CONUS or OCONUS shipment node (e.g., onward shipment from APOD, SPOD) will transmit a REPSHIP to the consignee. This assures carrier and RDD information is known at destination. Where there is no shipment activity associated with the APOD (e.g., Air Force TO, Army Movement Control Center) and the customer will pick up the shipment, the APOD will notify the consignee electronically (e.g., e-mail, fax) to satisfy the REPSHIP requirement. When the requirement is to deliver to the consignee, the applicable shipping activity will transmit a REPSHIP to the consignee.

2. For SNS CONUS to CONUS movements: Shippers must use the DTTS website to transmit a REPSHIP to final destination unless both the shipper and destination shipper systems are capable of exchanging REPSHIPs via electronic interchange or electronic means (e.g., e-mail, fax, CMOS, GFM, and DSS).

   a. Shippers not using CMOS, GFM, or DSS REPSHIP transmittal must request DTTS access via the Intelligent Road/Rail Information Server (IRRIS) website at https://www.irris.tea.army.mil/. Requestors are required to complete and submit a DD Form 2875, System Authorization Access Request (SAAR), Figure 205-10, to the IRRIS program office. Once an account is approved, a DTTS User Guide will be e-mailed to the user. Navy shippers must come to the https://nossa.nmci.navy.mil/nrws3/ to request access to Navy data in DTTS.

3. Shippers executing a REPSHIP must utilize an electronic means (e.g., via e-mail, fax, DTTS, or electronic interchange in the shipper's system) to transmit the REPSHIP to both the next immediate en route transportation node and the final destination. Receivers executing REPSHIP confirmations and shipment receipts must also utilize an electronic means. Manual REPSHIPS will be prepared IAW the format in Figure 205-11 and sent via message, e-mail or FAX. The origin shipping office must send a REPSHIP (manual or automated) to the POE for OCONUS DTS shipments for all categories of material requiring TPS. Automated REPSHIP process will be used where possible. For origin or destination without an automated REPSHIP capability, fax or e-mail processes will be exercised.

4. FMS or Building Partner Capacity shipments: For FMS or Building Partner Capacity deliveries, a REPSHIP will be transmitted to the U.S. Military Representative assigned to the recipient country. (This applies to DTC 9, 7, F, G, and J FMS shipments and all Building Partner Capacity programs.)

5. Consignor, en route modal nodes, and consignee must establish and maintain a suspense list to ensure timely receipt of shipment(s) upon sending/receiving a REPSHIP notification. For audit purposes, the minimum period to maintain a suspense list is 90 days from shipment date.

6. In addition to REPSHIPs, NWRM shipment notifications are mandatory and will be "auditable." Within 2 hours (CONUS) and 8 hours (OCONUS) of processing or receipt of a shipment, notification (via e-mail or with URL connection to shippers' records) to the following recipients with shipment information (as appropriate for processing or receiving the shipment): Origin NWRM Accountable Officer or Manager, Origin Shipping POC, Munitions Accountable Supply Officer, Receiving NWRM Accountable Officer or Manager, or Receiving POC.

M. UNIT MOVES

1. Commercial TSPs will normally be used to transport unit AA&E. However, when training or operational necessity dictates the use of organic vehicles, procedures outlined below will be used. Prior to movement, contact Service HQ and consult Service security and mobility regulations.

   a. Unit moves will comply with the provisions of this regulation and Part III, Chapters 302, 303, and Appendix C.

   b. Moves involving MOVs not equipped with satellite monitoring will use two qualified drivers equipped with two means of communications capable of obtaining back-up security support during emergencies. For emergencies, driver must adhere to the unit SOP or contact their Command Operations Center.

   c. Personnel performing unit moves in MOVs do not require a security clearance except for those personnel involved in protecting classified items. Personnel providing security for classified items must hold the requisite clearance for the item protected.

   d. Use of convoy escorts will be as directed by the unit CDR or owning Service.

   e. Unit movement of AA&E will be as directed by the unit CDR or owning Service and DoDM 5100.76M guidance.

   f. In the absence of Service-specific guidance on the use of organic transportation of AA&E, the guidance in this chapter will be used.

   g. For overseas in-theater movements, AA&E in-transit will be provided with protection that is equivalent to or greater than what is required for CONUS movements. OCONUS CDRs, based on HN requirements, the local threat situation, and personnel staffing, will use discretion in providing adequate security in theater while transporting AA&E cargo. When CONUS requirements cannot be implemented, compensatory measures will be taken to achieve equivalent security standards.

2. When commercial vehicles are used to transport sensitive weapons and ammunition of the same caliber or when they are component parts of the weapon, the following criteria applies:

   a. The weapons and the ammunition will not be combined in the same package.

   b. Separate packages of weapons and ammunition will not be combined on the same pallet unless:

      (1) The shipment consists of only one pallet;

      (2) Only one vehicle is used for the shipment.

N. TARPAULIN REQUIREMENTS

For off-base movement, commercial or military when using a flatbed trailer, flat-rack, or similar open equipment to transport non-containerized AA&E to include Battle Damaged Armored Tactical Vehicles or Navy Submarine/ship propellers loads by motor or rail, must be completely covered by a tarpaulin. The requirement for use of a tarpaulin will be annotated on the BL. The tarpaulin used must be fire and water-resistant and be securely fastened by the TSP to the trailer to protect the load.

O. TRANSPORTATION PROTECTIVE SERVICES (TPS) AND ACCESSORIAL DESCRIPTIONS AND STANDARDS

This section contains an overview of TPS and Accessorial descriptions and standards. The three-digit ANSI X.12 codes for TPS are available on Table 205-8.

1. Constant Surveillance and Custody Service (CIS). CIS requires constant surveillance and custody of a shipment by a qualified TSP representative IAW Paragraph C.2.a. (6). CIS is included as part of DDP and PSS service. When motor transport service or intermodal movements is also provided in connection with air, rail, or water shipments, CIS procedures will apply for the motor segment of the move. Commercial drivers employed to handle shipments moving under CIS transportation protective service are required to carry adequate identification that verifies their affiliation with the TSPs named on the BLs. From the documents provided, shippers must be able to verify each driver's affiliation with the origin TSPs named on the BLs. Drivers must also carry a valid commercial driver's license, medical qualification card, and employee record card or similar documents—one of which contains the driver's photograph (reference Paragraph C.2. a. (8)). The shipper must request EXD for shipments exceeding 150 miles. EXD service is not compatible with DDP and PSS shipments.

   a. For motor shipments, TSPs providing CIS must:

      (1) Maintain a DD Form 1907, Figure 205-1, or an electronically furnished Signature/Tracing Service for CIS, DDP and PSS shipments.

      (2) During brief stops, ensure a qualified TSP or terminal representative remains with the vehicle, is awake and not in a sleeper berth, or remains within 25 feet of the vehicle with the vehicle in full, unobstructed view.

      (3) When motor transport service is also provided in connection with air, rail, or water shipments, apply CIS procedures for the motor segment of the move.

   b. For air shipments, TSPs providing CIS must:

      (1) Maintain a DD Form 1907, Figure 205-1, or an electronically furnished Signature/Tracing Service for CIS, DDP, and PSS shipments.

      (2) For parked aircraft with TPS material on board, ensure the aircraft is parked within the confines of a commercial airport that has access control under FAA rules and guidelines or on a military installation or DoD contractor location. If the aircraft is parked anywhere else, or if the classified/sensitive cargo is removed from the aircraft or awaiting loading or unloading, the shipment must be under required degree of observation by employees of the airline transporting it as required by the terminal standards for PSS or CIS shipments. As an alternative to observation, the shipment may be placed in a secure holding area IAW Paragraph T and/or Paragraph Q.

      (3) Observation of CIS and DDP shipments (see Paragraph O.2. below for DDP requirements) is required during loading and unloading operations and at any intermediate stops along the flight route. Observation is not required during the period it is stored in an aircraft in connection with the flight. For PSS shipments (see Paragraph O.3 below for PSS requirements), observation is required during loading and unloading operations and at any intermediate stops along the flight route.

      (4) CIS is not applicable to Rail, Barge, USPS, and the TDS modes.

      (5) Meet the TPS requirements specified within this chapter.

2. Dual Driver Protective Service (DDP). DDP requires continuous attendance and surveillance of a shipment by a qualified driver. DDP drivers are required to carry adequate identification, which

verifies their TSP affiliation as indicated in Paragraph C.2.a. (8). DDP is used for classified CONFIDENTIAL and AA&E shipments as stipulated in Table 205-1, Table 205-2, Table 205-7, and Paragraph C.2.d. (2).

a. Clearance requirement: DDP and PSS TPS can only be provided by a TSP holding a valid facility security clearance issued by the DSS. TSP employees (to include drivers, contractors and subcontractors) with access, advance knowledge of, or who may handle Classified or AA&E shipments will have either an Interim or Final SECRET personnel security clearance. DDP is not compatible with Air/Barge/USPS/TDS shipments (see Paragraph O.1. above for CIS requirements).

b. Maintain a DD Form 1907, Figure 205-1 (see Paragraph O.1 above for CIS requirements and Paragraph O.6 below for 675 requirements).

c. Meet the TPS requirements specified within this chapter.

d. Ensure at least one driver remains in the cab of the vehicle, or remains within 25 feet of the vehicle, during brief stops, provided the vehicle is within full, unobstructed view.

e. For en route stops of DDP shipments, the following provisions apply:

(1) For DDP shipments SRC III and IV AA&E, TSP is permitted en route stops up to 4 hours. Stops that exceed 4 hours must notify DTTS for G9 approval determination at (800) 526-1465. (See Paragraph O.3. below for PSS requirements).

(2) SRC III and IV and uncategorized Division 1.1, 1.2, and 1.3 in-transit stops for temporary parking will be conducted at a SDDC approved and TSP owned secure holding facility or at a DoD secure AA&E holding facility (limited to 100 hours). (See Paragraph Q for TSP assistance.).

3. Protective Security Service (PSS). PSS requires continuous attendance and surveillance of a shipment by two qualified drivers (not applicable to rail, barge, pipeline, USPS, and TDS domestic contracts shipments). Drivers are required to carry adequate identification that verifies their TSP affiliation as indicated in Paragraph C.2.a(8). PSS is used for classified SECRET or AA&E shipments as stipulated in Table 205-1, Table 205-2, Table 205-7, and Paragraph C.2.d(1).

a. Driver clearance requirement: Both drivers in the same line haul vehicle must possess a SECRET or interim SECRET security clearance under the DODIS program.

b. Ensure at least one driver remains in the cab of the vehicle, or remains within 25 feet, within full, constant, and unobstructed view of the vehicle (see Paragraph O.1 above for CIS requirements).

c. Maintain a DD Form 1907 (Figure 205-1) (see Paragraph O.1 above for CIS requirements, Paragraph O.2 above for DDP requirements or Paragraph O.6 below for 675 requirements).

d. For classified (SECRET/CONFIDENTIAL/NWRM) shipments, where time or distance does not permit delivery during the same day of pickup, the TSP must comply with the following:

(1) If the shipment remains in the transportation conveyance, at least one qualified TSP representative will maintain continuous attendance and surveillance of the shipment to prevent access by unauthorized persons. For air shipments, continuous observation is not required while the aircraft is in flight provided the shipment is in a compartment that is inaccessible to unauthorized persons or is in a secure, sealed, safe-like container.

(2) When a shipment is unloaded from a conveyance at a storage site, it must be under the constant attendance and surveillance of a qualified TSP representative or placed in

storage in a closed area, vault, or strong room approved by the DSS. Construction standards for closed areas, vaults, and strong rooms are contained in DoD 5220.22-M, National Industrial Security Program Operating Manual.

e. Shipment must move point to point to destination without delay.

f. SNS is required (see Paragraph O.5).

g. In the event of an incident/accident, the TSP must report the event to DTTS at (800) 826-0794.

h. For SRC I and II AA&E:

(1) Shipments will be delivered directly to the destination—no stop-offs are permitted.

Exception. Split pickup and delivery at more than one location within the confines of the same installation or facility is permitted.

(2) TSPs are permitted en route stops up to 2 hours. For en route stops that exceed 2 hours, TSP must notify DTTS for G9 approval determination at (800) 526-1465.

(3) Shipments, including SECRET, the TSP must provide EXC of the vehicle/dromedary.

i. SRC I/CIIC 1, 5, and 6 require SEV (if DCS is not applied).

4. Security Escort Vehicle Service (SEV). When SEV is requested, provide a copy of the BL to SEV personnel. SEV provides enhanced in-transit highway safety and security surveillance for DoD shipments of AA&E, sensitive items and HAZMAT originating and terminating at secure DoD/DoD contractor locations. SEV service is not applicable to air, barge, USPS, and TDS domestic contracts shipments. SEV is a TPS consisting of two PSS qualified TPS drivers or Government personnel IAW Paragraph C.2.a.(6) both drivers must possess a SECRET or Interim SECRET security clearance.

a. SEV is not required for shipments that move via closed box van with trailer tracking (DCS) when either origin or destination is at FPCON Normal, Alpha, or Bravo. SEV is required for all SRC I shipments, regardless of whether DCS is included, when either the origin or destination is at FPCON Charlie or Delta. SEV is required for all SRC II, III, and IV shipments, regardless of whether DCS is included, when either the origin or destination is at FPCON Delta (see Table 205-1 and Table 205-7). SEVs may be utilized above the minimum security standard at the Services' discretion.

b. The BL will contain emergency response instructions for the cargo and SEV vehicle drivers. DD Form 2890, DoD Multimodal Dangerous Goods Declaration, Figure 205-16, will instruct Government-owned vehicle drivers in regards to dangerous goods and emergency response information related to HAZMAT shipping. For commercial movement, the BL will be annotated with the statement “Security Escort Vehicle Required.”

c. Escort vehicles will contain two means of communications, each capable of contacting state and municipal agencies for emergency assistance and for maintaining local two-way communications with other TSP vehicle(s).

d. Security escort vehicles will be empty of any cargo.

e. Escort vehicle drivers must possess a valid TSPs-furnished/contractor picture ID that stipulates the TSP’s affiliation. SEV driver clearances can be verified using JPAS.

f. One SEV can escort one or two load carrying vehicles traveling along the same route in unison from origin to destination. When SEV is provided by a DoD-approved munitions TSPs, any other DoD approved munitions TSP can provide SEV service for that TSP. SEV

personnel will be in a separate escort vehicle. SEV vehicles will not carry loads unless requirements are met IAW SDDC MFTURP-1, are an approved SDDC AA&E TSPs, and when specifically authorized by the SDDC Business Services Branch or DTTS. Contingency requirements may result in a higher 1:4 ratio of SEV to TSPs vehicle. The SDDC Business Services Branch will authorize all contingency ratios.

g. Security escort personnel will not be used as a guard force by DoD installations or commercial shippers.

h. SEV personnel will maintain constant and specific surveillance of the cargo vehicle(s). Constant and specific surveillance of the cargo vehicle(s) is defined as maintaining a safe distance to the rear of the cargo carrying vehicle(s) while keeping the cargo carrying vehicle(s) in continuous and unobstructed view. During en route stops, at least one of the escort vehicle drivers must maintain a constant, unobstructed view of the cargo vehicle(s) while either remaining in the escort vehicle or being within approximately 25 feet of such vehicle. SEV will terminate upon receipt of shipment at a secure holding location or when the shipment is received at destination for off-loading by the consignee.

i. Both drivers must have a current, valid SECRET or Interim SECRET clearance and must:

(1) Have reinvestigation done at the 10-year anniversaries of their last completed investigations

(2) Be HAZMAT qualified and trained under DOT Rules with a HAZMAT endorsement (initial and annual follow-up)

(3) Be trained in DoD, DOT, safety, security, and emergency response rules/requirements (initial and annual follow-up).

(4) Be fully qualified HAZMAT drivers over the age of 21 with one year of HAZMAT experience.

(5) Provide TSP-furnished picture IDs indicating their affiliations with the TSPs named on the BL.

j. Those performing SEV must:

(1) Have a current, valid SECRET or Interim SECRET clearance.

(2) Be knowledgeable of secure holding locations and DoD/Services procedures.

(3) Be knowledgeable of hazards, safety precautions, and security aspects of the shipment (see Paragraph P).

(4) Be knowledgeable of emergency response instructions for the specific commodity(ies) in the shipment.

(5) Be knowledgeable in the operation of satellite monitoring equipment and other emergency communications.

(6) Be knowledgeable of state police emergency numbers along route.

(7) Have the telephone numbers of SDDC, DTTS, and secure holding areas along the approved, state-permitted route available.

5. Satellite Motor Surveillance Service (SNS). SNS is required ~~used~~ for DDP and PSS shipments and will apply to other sensitive and classified shipments as requested by the shipper. DDP, PSS and SNS shipments will be routed directly to the DTTS. ~~It may also be applied to other sensitive and classified shipments as requested by the shipper.~~ The purpose of SNS is for the TSPs to provide the DTTS with periodic position location reports, in-transit status changes, and electronic

emergency situation notification. The DTTS manages SNS shipments. Installations/activities may establish DTTS accounts to monitor inbound and outbound shipments by contacting the DTTS Program Management Office at (800) 826-0794.

a. The shipper is required to monitor the in-transit status of his or her outbound AA&E shipments using the following methods:

(1) DTTS Generated Reports. To obtain DTTS-generated reports, contact the DTTS program manager at 800 826-0794 or by e-mail at usarmy.scott.sddc.mbx.dtts-faxes@mail.mil.

(2) DTTS Shipper ITV Web Page: The TO website allows shippers and receivers ITV information on their shipments. The ITV website requires a Common Access Card.

(3) Intelligent Road/Rail Information Server (IRRIS). IRRIS is an online ITV tool for tracking DoD AA&E shipments on a geographical information system. The IRRIS is password protected; a login ID and password are required. IRRIS can be accessed through the Internet Explorer unclassified web at https://www.irris.tea.army.mil/. If telephone support is required, contact IRRIS at (618) 256-8021 or DSN 576-8021.

b. Shippers ordering SNS for shipments to Alaska must ensure the TSP has properly modified and configured satellite coverage in northwestern Canada. Shippers can request a listing of TSPs with properly modified equipment from usarmy.scott.sddc.mbx.carrier-registrations@mail.mil or by contacting DTTS.

c. For all CONUS shipments requiring SNS, shipping activity must verify that shipment information is transmitted within 20 minutes after releasing the shipment from their shipping system. If verifying shipment information in DTTS, access the DTTS BL screen. If the shipment information is not resident in DTTS, the shipment is considered not in system (NIS) and users are required to access the "Add Shipment" feature and manually enter the shipment information.

NOTE: Detailed instructions for manually entering shipment information can be found in the DTTS User Guide, which can be found by clicking on the icon in the "DTTS Help" section on the IRRIS website at https://www.irris.tea.army.mil/.

6. Signature and Tally Record Service (675). DD Form 1907 (675 Service) is required for CIS, DDP, PSS and may be used for other shipments, such as pilferable items or high-value shipments (see Figure 205-1 and Figure 205-2 for an example form and instructions). For TDS shipments, TSPs must maintain an electronically furnished Signature/Tracing Service and Tally record

a. TSPs offering electronic signature/tracing of shipments or the DD Form 1907, Figure 205-1, will meet 675 requirements without the need to provide paper Signature and Tally (ST) Records. However, the consignee may request a paper-copy record of the tracing history that must be made available by the TSP within 24 hours of the request.

b. DD Form 1907, Figure 205-1, Distribution:

(1) The shipper will print two copies, retain one copy, and give one to the origin TSP.

(2) The DD Form 1907, with original signatures, will remain with the cargo.

(3) The destination TSP will maintain one copy (reflecting all original signatures). A reproduced completed copy of DD Form 1907, Figure 205-1, will be provided to the consignee.

(4) The consignee will ensure the destination TSP surrenders a reproduced copy of the completed form with all signatures.

(a) Each person responsible for handling the shipment will sign a Signature and Tally Record (DD Form 1907) at specified stages of its transit from origin to destination.

(b) Driver(s) must sign DD Form 1907 upon assuming initial responsibility for the shipment. When 675 is part of a protective service requiring more than one driver (e.g., PSS, DDP, and CIS), both drivers are required to sign when they assume initial responsibility for the shipment. Each person responsible for signing the DD 1907 must insure the seal number and the truck, trailer, or container number is correct. When a tractor and/or trailer replaces the original unit, the driver will annotate the new power unit tractor and/or trailer number below the driver (s) signature/s.

c. Upon receipt of TPS material, TOs will compare the DD Form 1907, Figure 205-1, or TSP-furnished signature and tally record with routing furnished in the REPSHIP and report any discrepancy noted according to provisions of Chapter 210.

d. After receipt of shipment and completion of the DD Form 1907, Figure 205-1, or a TSP form, the TO will furnish the delivery TSP with the original form for their records. Payment for the completed security service will be included in TPPS. If the TO has reason to believe that the security service was not performed, the TO will notify the TSP in writing and advise the shipper to remove payment for the service. The TO will implement transportation discrepancy reporting procedures IAW Chapter 210.

e. In approved TSP terminals, DoD secure holding areas, or while in transit, the original driver(s) is responsible for the custody and contents of AA&E shipments from origin to destination, unless properly transferred to new driver(s) or terminal personnel who must sign the DD Form 1907.

f. Facility guards at secure holding areas are not required to take custody of the shipment or sign the DD Form 1907. Facility guards will only be responsible for verifying the condition of the conveyance seals and maintaining proper surveillance of shipment. Custody remains with the last driver who signed the DD Form 1907 or until the ultimate consignee accepts the shipment for receipt.

7. Expedited Service (EXP). The shipper can request the TSP to provide this accessorial service to guarantee the delivery before the required standard transit time (IAW DTR, Part II, Chapter 202). EXC of a transport vehicle or entire motor vehicle does not indicate EXP, which must be requested separately when required. Unlike EXC, the TSP may pick up additional cargo along the travel route. EXP must be ordered if the RDD is less than the standard transit time. EXP service is not applicable to air, barge, USPS, and TDS domestic contracts shipments.

8. Military Traffic Expediting Service (MTX). MTX is a tracking service provided by SDDC to keep shippers and receivers informed of the location and status of loaded freight cars during movement from origin to destination. For SDDC to provide MTX, shippers should communicate shipment information to SDDC as soon as a movement is scheduled for loading. The minimum information required is the origin, the destination, the date of shipment, the Standard Carrier Alpha Code (SCAC) of the tendering carrier, the RDD (if any), whether or not the shipment has Clearance (High/Wide) loads, and whether or not the shipment will move as unit train(s). Once the reporting marks and number of each car being shipped are known, a follow up submission with that information is required. To request MTX, shipper must obtain a Shipment Vision Account by emailing usarmy.scott.sddc.mbx.omb@mail.mil or calling (618) 220-6820. After

receiving a user name and password, click on "MTX" at the top of the screen and then on "SDDC – MTX Assignment" for the form to complete.

9. Greater Security Service (GSS). GSS is a seal tracing and inspection service performed by rail TSPs for in-transit inspection of cargo. Inspection under GSS is external to detect evidence of forced entry or tampering with seals or securing devices. Use in conjunction with Rail shipments only. Reference Paragraph W and Table 205-7 for shipment TPS requirements and exceptions.

10. Rail Inspection Service (RIS). RIS is a greater security TPS service performed by rail TSPs for in-transit inspection of DoD sensitive, classified (CONFIDENTIAL/SECRET/NWRM), and AA&E shipments. It is only available in conjunction with rail shipments. RIS includes MTX service. Inspection under RIS is external only to ensure the integrity of the shipment container or vehicle and the seals and locking devices securing them. Reference Paragraph W and Table 205-7 for shipment TPS requirements and exceptions. A TSP providing RIS must conform to the rules in SDDC MFTURP-1.

11. Rail Armed Guard Surveillance Service (ARG). ARG is a TPS that provides an armed guard to maintain constant and specific 24-hour surveillance on specified rail car(s). It is only available in conjunction with rail shipments. As an alternative, guard(s) may escort the rail movement in a separate rail car. Rail car surveillance may be maintained from an adjacent car.

    a. Surveillance will be maintained at all rail stops, including in yards and terminals. All security seals and/or locks will be checked at all stops.

    b. Guards will keep the rail car(s) transporting the shipment under observation during all stops.

    c. Guards will not leave rail car(s) transporting the shipment until properly relieved by another guard or consignee at destination.

12. Military Guard Personnel (MGP). MGP is a TPS performed by Military Police (MP) or Non-MP soldiers used to accompany and protect DoD AA&E cargo, personnel, and sensitive or classified assets as designated by the Installation CDR and approved by SDDC and the Service HQ.

13. Exclusive Use (EXC). EXC requires the TSP to devote the entire motor vehicle or separate cargo-carrying transport vehicle (to include a trailer, a dromedary, etc.) exclusively to the transportation of the shipment, without the breaking of seals or locks and without transloading of cargo for the TSP's convenience. This means the TSP cannot place any additional cargo in the cargo-carrying transport vehicle once EXC is requested. EXC of the cargo-carrying transport vehicle can include a trailer, a dromedary attached to the power unit (tractor) or a single dromedary on a trailer (which can include several other dromedaries). If a shipper requests EXC of the entire motor vehicle, the TSP must be informed and the BL will be annotated "Exclusive Use of Entire Motor Vehicle Requested." EXC of a transport vehicle or entire motor vehicle does not indicate Expedited Service (EXP), which must be ordered separately, if required. A transport vehicle and motor vehicle is defined IAW 49 CFR 171.8, Definitions and Abbreviations.

14. Extra Driver (EXD). EXD is used in conjunction with CIS shipments that exceed 150 miles. EXD will not be requested in conjunction with EXP to meet an RDD. Extra Driver (Security Clearance not required) may be requested for FAK shipments. EXD service is not compatible with DDP/PSS.

15. Trailer Tracking Service (DCS). DCS augments the SNS used with the DTTS, designed to track the actual trailers carrying the material being shipped, and receive immediate alerts if the trailer is untethered (unhooked) from the power unit or if the box van trailer door is opened while in-transit. It is used for all AA&E SRC I-IV, closed box van shipments requiring SNS. DCS may also be applied to other sensitive, classified (CONFIDENTIAL/SECRET/NWRM), and TPS shipments as requested by the shipper. The purpose of DCS is to provide DTTS with periodic

trailer position location reports. DCS is a value-added service that compliments SNS and is managed by the DTTS. Installations/activities may establish DTTS accounts to monitor inbound and outbound shipments by contacting the DTTS Program Management Office, 800-826-0794. DCS is not applicable to air, barge, pipeline, USPS and TDS domestic contracts shipments.

a. Shippers are required to request DCS service when all three of the following conditions are met:

(1) Shipment is AA&E SRC I, II, III, or IV.

(2) Shipment requires SNS.

(3) Shipment requires closed box van.

P. EMERGENCY HOTLINES

1. Emergency and operational contact telephone numbers are contained in Paragraph A.5.

2. TOs or TSPs may call the SDDC Command Operations Center at (618) 220-4262 on a 24-hour basis to obtain any type of DoD safety or security advice and assistance. The SDDC lines will be used to:

a. Report information concerning any TSP whose practices may not be consistent with the national interest.

b. Request guidance on securing shipments requiring TPS.

c. Provide electronic or manually produced passage reports on rail movements.

3. TOs or TSPs may call the SDDC DTTS at (800) 826-0794 on a 24-hour basis to:

a. Obtain secure holding area assistance or information

b. Report any adverse information concerning movement of shipments requiring TPS

c. Report any incident and obtain emergency response support

d. Report delays en route of 2 hours or more for SRC I and II shipments.

4. The following are DoD POCs:

a. For DoD Hazard Class 1 (Explosives) Only:

(1) Call the Army AOC Watch Desk Operations Center: DSN 225-4695/4696; Commercial 1 (703) 695-4695.

b. For DoD Non-explosive HAZMAT Only:

(1) Call: (800) 851-8061/(804) 279-3131

(2) At Sea: +11-804 279-3131 (COLLECT).

c. DoD Radioactive Material Only:

(1) USAF: Collect (301) 981-5058

(2) Army: Commercial (703) 695-4695/4696 DSN (312) 225-4695/4696

(3) U.S. Navy/Marine Corps: For Navy/Marine Corps non-Nuclear Propulsion Program Radioactive Material Shipments, use the 24-hour emergency response telephone number provided by the Navy/Marine Corps activity initiating the shipment

(4) DLA: (800) 851-8061. At Sea: (804) 279-3131.

d. For Navy Nuclear Propulsion Program Radioactive Material Shipments:

(1) Use the 24-hour emergency response telephone number provided by the Navy Nuclear Propulsion program activity initiating the shipment. This number will be annotated on the shipping papers.

e. For Oil and Chemical Spills, Reportable Quantities of Hazardous Substances and Marine Pollutants only:

(1) Call the National Response Center and Terrorist HOTLINE: (800) 424-8802 (Day or Night)

(2) At Sea Call: (202) 267-2675 (Collect).

f. For secure holding area (Non-AA&E shipments):

(1) Call DTTS: (800) 826-0794.

g. For Chemical/Biological Warfare Material:

(1) 20th CBRNE Cmd: 24/7: (410) 436-6200.

Q. TSP ASSISTANCE

1. Secure Holding and Safe Haven:

a. DoD installations are required to assist commercial TSPs transporting DoD shipments of AA&E, classified (SECRET/CONFIDENTIAL/NWRM) sensitive, protected, HAZMAT, and CCI materials/shipments by providing safe holding areas in the interest of public safety and national security. TSPs may seek safe haven during emergencies or other circumstances beyond the TSP's control, for delivery or awaiting shipment loading, or while in transit. Granting a holding area does not relieve the carrier of liability and it is within the prerogative of the installation CDR or activity as to whether carrier personnel are to remain with the shipment to fulfill security duties. When considering TSP requests for assistance, installation CDRs and contractor facility directors must take into account the current FPCON and the security requirements therein, as well as any Quantity Distance (QD) safety requirements, depending upon the commodity and NEW of any explosives involved. There are three types of secure areas as described below:

(1) Secure Hold Lot Area for Motor Vehicles Transporting Ammunition, Explosives, and SECRET material. An area designated for the temporary parking of commercial TSPs' motor vehicles transporting DoD-owned AA&E and SECRET material. If the vehicle contains SRC I or II AA&E, a secure holding area with Intrusion Detection System (IDS) or Closed Circuit Television (CCTV) will be required if the driver leaves the load. If such an area is not available, the installation CDR/facility director will make arrangements to post a 24-hour guard in lieu of the IDS or CCTV. To provide secure holding of SRC I and II AA&E and SECRET material, the area must be under Constant Surveillance (CS). CS can be met in either of three ways: (1) the area can be equipped with IDS and CCTV. (2) A security guard can be posted to provide dedicated continuous watch over the shipment--the security guard must remain within 25 feet of the shipment, while maintaining full unobstructed view thereof. (3) Subject to the Commanding Officer/Officer in Charge (OIC) as reflected in local directives, driver(s) or other qualified carrier personnel can remain in the cab of the vehicle, if he/she is fully attentive to the task at hand (not in sleeper), or remains within 25 feet of the vehicle while maintaining a fully unobstructed view thereof. Secure explosives holding areas must meet site approval requirements of DoDM 6055.09-M-V1, DoD

Ammunition and Explosives Safety Standards: General Explosives Safety Information and Requirements. The holding of HC/Division 1.1, 1.2, and 1.3 explosives is permitted at this location and meets the QD requirements at this location. In the event that the HC/Division and NEW of the AA&E on the vehicle is not commensurate with the location's QD-sited secure holding area, the CDR or facility director will provide temporary parking accommodations at an alternate location on the facility that afford maximum QD protection IAW the principle of acceptable risk.

(2) Secure Non-Explosives Holding Area. An area designated for the temporary parking of TSPs' motor vehicles transporting DoD Arms, classified CONFIDENTIAL materials, and CCI. This area must meet the requisite security criteria of Paragraph T. The holding of Hazardous Division (HD) 1.4S materials, without regard to QD, is permitted at this location.

(3) Safe Haven. Safe Haven is the act of permitting a motor carrier engaged in the act of transporting DoD AA&E and related HAZMAT or other sensitive items to park an impacted motor vehicle in a designated parking area on a DoD activity in response to an emergency situation. Emergency conditions may include civil disturbances, natural disasters, mishaps, vehicle breakdowns, terrorist activity, driver illness, or other emergent contingencies. Under these conditions, the DoD installation in closest proximity to the scene of the emergency will permit the motor vehicle to gain expedited access to the secure area on the installation for temporary parking. In the event that the quantity and the HC/D of the shipment exceeds the Explosive Safety Quantity Distance (ESQD) limits in effect for the sited secure holding area, or if the nearest DoD installation does not have a sited secure holding area, the commanding officer/OIC will provide temporary parking at an alternate site on-station that affords ESQD protection to the maximum possible extent IAW the principle of accepted risk.

b. Munitions TSP access must be provided to DoD installations in response to emergencies/contingencies and FPCON BRAVO, CHARLIE, and DELTA. Emergency/contingency and FPCON BRAVO-, CHARLIE-, and DELTA-related situations may arise that will require a motor vehicle transporting DoD-owned AA&E to gain expedited secure holding at the nearest DoD installation or DoD contractor facility. Under these conditions, the AA&E-laden motor vehicle will be allowed access, and that vehicle will be escorted to the safe haven holding area for temporary parking. In the event that the HD and NEW of the AA&E on the vehicle is not commensurate with the location's QD-sited secure holding area, the CDR or facility director will provide temporary parking accommodations at an alternate location on the facility that affords maximum QD protection IAW the principle of acceptable risk. If the vehicle contains SRC I or II AA&E, a secure holding area with IDS or CCTV will be required. If such an area is not available, the installation CDR/facility director will make arrangements to post a 24-hour guard in lieu of the IDS or CCTV.

c. During FPCON NORMAL and ALPHA, if for any reason the installation or facility cannot accommodate the TSP's vehicle, the CDR or director is required to assist the TSP in locating the nearest alternate DoD installation or DoD contractor activity capable of providing secure holding.

d. The TSP dispatcher will notify the SDDC DTTS at 800 826-0794 to obtain secure holding for emergencies or assistance. The TSP dispatcher may contact the SDDC DTTS or the installation/contractor facility directly for holding in transit, at origin, or at destination.

e. In-transit secure holding is mandated where SDDC-approved TSP terminals are not available for the SRC I and II AA&E and for shipments under FPCONs Charlie/Delta (reference Table 205-1).

f. Each TSP whose vehicle is granted secure holding must be apprised by the selected activity orally or in writing of their policies, such as the following:

(1) Granting of secure holding does not relieve the TSP of liability under the BL contract of carriage.

(2) The U.S. Government does not assume responsibility for the shipment or TSP equipment so long as terms and conditions of providing secure holding are not inconsistent with those of the BL contract of carriage.

(3) It is within the prerogative of the installation CDR/facility director to require TSP personnel to remain with the vehicle to fulfill TPS requirements or to vacate.

(4) The secure holding is strictly temporary in nature and the vehicle must be removed as soon as the installation CDR/facility director or civil authority determines that the shipment is no longer required to remain in the area.

g. QD-related safety standards are prescribed in DoD 6055.9-STD, as implemented by Service regulations.

h. SECRET shipments will be afforded the same physical security protection as SRC I and II AA&E. CONFIDENTIAL shipments will be provided the same security as SRC IV.

i. Consult the TFG for information concerning AA&E holding capabilities of specific activities (https://eta.sddc.army.mil/ETASSOPortal/).

j. Installation CDRs and DoD contractor facility directors will establish written SOPs for all personnel involved in granting secure holding to TSPs. The SOPs will be reviewed periodically for accuracy and completeness regarding all procedures involved to successfully accommodate TSP requests for assistance.

k. Report problems with TSP abuse of secure holding areas using normal TSP performance procedures (see Chapter 207).

2. Other Assistance:

a. To promote safety and security, expedite transportation, and ensure delivery of AA&E, classified, hazardous, or other shipments requiring special handling, installations, or activities, the TSP may extend any technical assistance and aid considered necessary in connection with moving, salvage, demolition, neutralization, or other disposition of Government-owned shipments being transported by TSPs.

b. Shipper-Service regulations prescribe policies, responsibilities, and procedures for disposal of explosive ordnance material and commercial shipments of explosive-contaminated scrap materials.

c. The TSP must be advised in writing of the following:

(1) If the TSP requests assistance, the installation and TSP must enter into a formal or legally binding agreement (signed contract) prior to the installation committing funds for expenses, including salaries and wages paid by the Government.

(2) DoD personnel act and perform as a TSP's agent in providing assistance.

(3) DoD personnel assigned to assist a TSP will retain their status as DoD employees and, as such, will be entitled to benefits as provided by law.

(4) The Government will not recognize or submit to any action for property damage in connection with such assistance furnished when actual labor supervision or other services are performed at the TSP's request.

d. Except in an emergency, TOs will advise the TSP in writing of the provisions of Paragraph Q.2.c above. In an emergency, telephonic notification will be followed-up immediately by a fax or other electronic notification. The TSP will be asked to acknowledge the following:

(1) Responsibility for performance of the services requested from the Government.

(2) Performance of services will not relieve the TSP of tort liability.

3. Payment for Services:

a. The providing installation or activity will normally absorb the costs associated with providing secure holding during emergencies and for situations beyond the TSP's control. Charges may be applied for provision of holding areas in other routine situations requiring expenditures beyond the norm, such as additional security.

b. If a TSP's equipment substitution creates a requirement for additional accessorial and/or transportation protective services, the TSP will provide those services at no additional charge to the shipper.

c. TSPs will not be billed or held responsible for any service performed by DoD personnel that was not requested by the TSP, such as dispatching of representatives to observe lading transfer or to suggest corrective measures in connection with seal breakage, shifting of loads or bracing, accidents, or other adjustments.

d. Collection of money for services rendered will be IAW the proper finance office procedures and shipper-Service regulations.

R. ROUTE PLANNING

1. TSPs will provide route plans for SRC I and II AA&E, to include uncategorized AA&E shipments under FPCON DELTA to the shipper IAW Table 205-1, Note 6. TSPs will be responsible for providing route planning IAW 49 CFR 397.67 (d), Motor Carrier Responsibility for Routing, and submitting this information to the TO. Coordination will be performed during the normal routing process.

2. The TO, as part of the normal routing process, will ensure shippers pre-clear all SRC I and II shipments with the destination activity. Shippers will contact SDDC for prior clearance before releasing shipments of all SRCs of AA&E during FPCON DELTA (see Table 205-1). The goal is to avoid placing the TSPs and the public at undue risk and to ensure prompt delivery of shipments.

S. RETROGRADE SHIPMENTS

DoD CONUS and inter/intratheater retrograde movements to a repair or storage facility will comply fully with the security provisions of this chapter.

NOTE: Detailed instructions for manually entering shipment information can be found in the DTTS User Guide, which can be found by clicking on the icon in the "DTTS Help" section on the IRRIS website at https://www.irris.tea.army.mil/.

T. SECURITY STANDARDS FOR SECURE HOLDING AREAS FOR CLASSIFIED (SECRET/CONFIDENTIAL)/NON AA&E SHIPMENTS

1. TPS Shipments:

a. Military and DoD contractor standards for secure holding are contained in DoD 5100.76-M and implementing Service directives.

b. For commercial motor TSP facilities, secure holding standards are contained in SDDC MFTURP-1. At no time will Conventional AA&E, Classified (SECRET and CONFIDENTIAL), and Keyed CCI and Sensitive shipments be taken into an unapproved commercial terminal.

U. SIGHT-SENSITIVE CARGO

All cargo is subject to inspection at the APOE and by the aircrew. If the cargo is determined by the shipper to be "sight-sensitive" and should be exempt from inspection, prior approval must be obtained from the AMC Director of Operations (AMC/A3) or Director of Logistics (AMC/A4).

V. CONFISCATED WEAPONS

The TO will make every effort in coordination with their local security force provider, (i.e., MP company, or provost marshal), to secure release and transfer of in-transit weapons confiscated by Government authorities. The owning unit will provide disposition instructions to include shipping documents and funding to support return of confiscated weapons to origin or trans-shipment to final destination as desired. In cases where the TO cannot gain release of confiscated weapons from Government authorities, the owning unit will elevate matter to USTRANSCOM/TCJ3 and TCCs for resolution.

W. TPS REQUIREMENTS FOR MILITARY TACTICAL VEHICLE SHIPMENTS

1. Strykers/LAV 25: The Project Manager of the Brigade Combat Team, U.S. Army Tank-automotive and Armaments Command (TACOM) assigned Strykers/LAV 25 SRC III. Strykers/LAV 25 with weapon components, classified CONFIDENTIAL or sensitive classified items requires DDP and SNS services for motor movement and RIS for rail movement. All armored vehicles with battle damage must be shipped tarped.

   EXCEPTION: Strykers/LAV 25 completely stripped of all weapon components (e.g., crew-served weapons, or sensitive items contained on the Stryker/LAV 25 at the time of movement) and the TO can confirm and certify in writing that no weapons or sensitive items are contained with the shipment, then 675 is required for the motor movement. GSS is required for the rail movements. Certification must be attached to the BL.

2. M1-series Abrams Tanks. The TACOM Special Program Office requires PSS, SNS, and EXC for shipments of M1-series Abrams tanks with turrets attached. Turrets by themselves are SECRET and must be shipped with PSS, SNS, and EXC for motor movement and RIS for rail movement. All armored vehicles with battle damage must be shipped tarped.

   EXCEPTION: M1-series Abrams tanks completely stripped of all weapon components (e.g., crew-served weapons, sensitive equipment items such as fire control equipment or materials and without turrets); the TO must verify and certify in writing that no turrets are contained with the shipment; and the TO must attach the signed certification to the BL; then, the M1-series Abrams tanks are subject to negotiation or spot bid, CIS is required for the motor movement. Shippers must request an extra driver (EXD) when distance exceeds 150 miles. GSS is required for the rail movements.

   NOTE: The TACOM item manager has declassified the ABRAMS tank reactive tiles (skirts). Skirts may be shipped by any mode of transportation.

3. Avengers and Bradleys shipped with mountable weapons or SECRET/classified components require a TPS dependent upon the SRC of the shipments. For Avengers and Bradleys shipped with SRC I weapons or components PSS, SEV, SNS, and EXC are required. For SRC II, PSS, SNS and EXC are required; for shipments of SECRET material (CIIC S) shipments, PSS, SNS and

EXC are required. RIS is required for rail movement. All armored vehicles with battle damage must be shipped tarped.

EXCEPTION: Avengers and Bradleys completely stripped of all weapon components (e.g., crew-served weapons, turrets, or classified, sensitive items contained on the Avenger and Bradley at the time of movement) and the TO can verify and certify in writing that no weapons or classified, sensitive items are contained with the shipment, then these vehicles are subject to negotiation or spot bid. CIS is required for the motor movement. Shippers must request an extra driver (EXD) when distance exceeds 150 miles and GSS for rail movement.

4. MRAP Armored Vehicles. MRAP armored vehicles are not considered CLASSIFIED/SECRET or sensitive except when they are not loaded with classified or sensitive material. Prior to acceptance by the shipping activity, units must declare that no CLASSIFIED/SECRET or sensitive items are contained within or attached to an MRAP being transported by commercial TSP (all modes). MRAPs transported by commercial motor carrier require Signature and Tally Record Service (675) (Paragraph O.6.). MRAPs transported by commercial rail require no TPS. For assistance on mode determination, TOs should contact HQ SDDC/G9 Special Requirements Branch at sddc.ops.negotiation@us.army.mil or (618) 220-4513 (DSN 770-4513).

   EXCEPTION: TACOM may, on occasion, direct certain facilities (e.g., Space and Naval Warfare Systems Command, Aberdeen Proving Grounds, White Sands) to ship MRAPs containing sensitive items for testing purposes. These shipments will require the TPS afforded to the sensitive item IAW this chapter, Table 205-7. For more information concerning MRAP movements contact SDDC G9 AA&E Team at: usarmy.scott.sddc.mbx.aa-and-e-team@mail.mil.

   Transportation activities will use National Motor Freight Classification Code “190450” for MRAP shipment requests. For rail shipments use STTC “371917”. MRAPs will not be moved via brokers, freight forwarders, shipper agents, or shipper associations. Shippers will ensure only DoD-approved carriers are used to transport these shipments.

5. Additional Requirements For Military Tactical Vehicles:

   a. Shippers cannot reduce the level of TPS required for the above items without the prior approval of the project or item manager. However, shippers can always use protective services above and beyond what is required by the project or item manager.

   b. Military tactical vehicle shipments requiring a TPS must not be brokered (e.g., carriage obtained through freight forwarders, shipper agents, and shipper associations).

   c. Installations protect themselves against the use of brokered TSPs by the act of specifying the TPS required by their shipment. Doing so ensures only DoD-approved TSPs, also authorized to provide TPS, will have access to the bids.

X. TRANSPORTING SENSITIVE AND CLASSIFIED SHIPMENTS BY VESSEL WHILE TRANSITING INTERNATIONAL WATERS

1. The following prescribes minimum security preparations to provide for adequate safeguards of sensitive and classified shipments, to include AA&E, in transit by vessel from the SPOE to the SPOD. This applies to shipments originating in the CONUS and the OCONUS.

2. Information pertaining to sensitive and classified shipments will be protected IAW DoDM 5200.01-M, and USTRANSCOM Instruction 31-11, United States Transportation (USTRANSCOM) Security Program. Under no circumstances will such information be released to the public. Shipment information will be disseminated only to those personnel requiring it in an official capacity.

3. USTRANSCOM will determine which assets will be used to transport sensitive shipments. Such shipments will be transported via the DTS using MSC-chartered or controlled vessels or through the use of commercially-operated U.S. flag vessel service managed by SDDC. When these requirements cannot be met, MSC and SDDC may approve use of commercially-operated foreign flag vessels IAW DoD 5100.76-M, Enclosure 10.

   a. Preplanning:

      (1) Sensitive shipments will be transported via MSC-chartered or controlled vessels or commercially-operated U.S. flag vessel service managed by SDDC. At least two of the ship's officers must be U.S. citizens. These officers will accept security responsibility for the sensitive items. If the above requirements are not met in full, the shipper must provide supercargo personnel, E-5 or above (or equivalent civilian grade), who will accompany the shipment from the SPOE to the SPOD. Refer to the DTR Part III, Appendix D, for the duties and responsibilities of supercargo personnel. The shipper will ensure all applicable security instructions for handling and storing sensitive items at the SPOE are reflected as special instructions for use by the shipping company.

   b. Booking:

      (1) Sensitive shipments will be booked port-to-port on a direct sail voyage from booking-specified SPOE to booking-specified SPOD. Booking deviations, to include OCONUS intermediate port stops, transloads, and/or door-to-door booking, must be pre-approved by SDDC, Deputy Chief of Staff for Operations, G3, prior to shipment booking. For CONUS intermediate stops, the shipping company will notify SDDC G3, who will in turn notify the shipper.

   c. Loading at SPOE:

      (1) Specific locations of the sensitive shipments will be indicated on the final stow plan and given to the U.S. citizens or supercargo personnel responsible for the sensitive items. Stow plan will ensure that, to the maximum extent possible, shipments will not be moved and/or discharged en route, except during emergencies (see Paragraph X.4). Security inspection, to include a review of shipment security procedures and a comparison of the final stow plan with the actual configuration of the shipment, may be made at origin, destination, and any intermediate ports where SDDC has a presence.

   d. Intransit:

      (1) Sensitive shipments will be under control of the designated U.S. citizens or supercargo personnel aboard the ship. These individuals will be provided a copy of the security requirements pertaining to the shipment. At all times during the voyage, access will be restricted in those areas where the shipments are stowed to prevent tampering, pilferage, or unauthorized access. If the area cannot be made inaccessible because of the design of

the ship or regulatory requirements, the area will be made as inaccessible as practical. Personnel entering and leaving the space will be required to check in and out with the individual controlling the shipments. Continuous observation of the shipment is not required during ocean transit, provided shipment is loaded into a compartment that is not accessible to any unauthorized persons or is in a specialized secure, safe-like container.

e. Arrival at SPOD:

(1) The authorized representative of the consignee or SDDC will perform an external inspection to identify any apparent damage to the shipments. If there is evidence of the shipment having been tampered with during shipment, a close examination of the interior must also be made. Any evidence of tampering must be reported to SDDC COC (618-220-4262). Any signs or evidence of tampering that would indicate a compromise of classified information/material must be reported immediately by the receiving activity to SDDC COC (618-220-4262) and to the port of origin. All measures must be taken to protect the shipment from further exposure to unauthorized individuals. Transmission of SECRET information is to be done IAW DoDM 5200.01-M.

4. Emergencies. An emergency is defined as an event that threatens the safety and/or security of the vessel, personnel, or classified cargoes. During emergency stops, the shipping company will contact SDDC COC (618-220-4262) with details on the reason for the stop(s), the location, and security provided. Minimum security will include constant surveillance by a cleared individual with the appropriate clearance and is the responsibility of the ship's officers and shipping company, or supercargo personnel if applicable.

5. Classified (SECRET/CONFIDENTIAL) Shipments:

a. Classified shipments require compliance with the above requirements of Paragraphs 2-4. In addition, the following requirements apply to classified shipments.

b. Classified shipments will be transported via MSC-chartered or controlled vessels or commercially-operated U.S. flag vessel service managed by SDDC. Classified shipments will be transported by a shipping company that holds a valid facility clearance issued by DSS under DoD 5220.22-M, National Industrial Security Program Operating Manual. At a minimum, the vessel master and one other licensed officer on the vessel must possess a SECRET personnel security clearance. Prior to booking, clearances must be verified in writing to SDDC by the company's Facility Security Officer (FSO) IAW the provisions of DoD 5220.22-M, Chapter 6. If the above requirements are not met in full, the shipper must provide supercargo personnel, E-5 or above (or equivalent civilian grade) with a valid personnel security clearance at or above the level of cargo classification, who will accompany the shipments from the SPOE to the SPOD.

c. Classified shipments may not be passed out of U.S. control. The responsible ship's officers or supercargo personnel must sign a receipt for the classified shipments, agree to deny access to unauthorized persons, and maintain control of the shipments until a receipt is obtained from an authorized representative of the consignee. Alternative or additional methods of control approved by the head of the DoD component may be used. If classified shipments are subject to customs inspection, foreign officials must be escorted by the responsible ship's officers or supercargo personnel with appropriate clearance level.

6. FMS Cargo: Sensitive AA&E (SRC II, III, and IV) must be under DoD control at least through a DoD-controlled SPOE. Therefore, a minimum of DTC 8 must be assigned. SRC I AA&E material must be shipped as a DTC 9 or DTC 7.

   a. Classified FMS: The movement of classified (SECRET/CONFIDENTIAL) shipments to an FMS purchaser's country is via the DTS from the point of origin to a DoD POD in the purchaser's country, or the purchaser may propose to take possession within the CONUS.

   b. For additional information on transportation protective services required for FMS Cargo, refer to Appendix E Security Cooperation Program (SCP) Shipments: FMS and Building Partner Capacity Cooperative Programs (e.g., Counter-Narcotics, National Defense Authorization Act program shipments).

SIGNATURE AND TALLY RECORD *(See DoD 4500.9-R for guidance)* *(Use of equivalent carrier-furnished signature and tally record is acceptable.)*	*OMB No. 0702-0027* *OMB approval expires* *Jun 30, 2012*

The public reporting burden for this collection of information is estimated to average 3 minutes per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. Send comments regarding this burden estimate or any other aspect of this collection of information, including suggestions for reducing the burden, to the Department of Defense, Washington Headquarters Services, Executive Services Directorate, Information Management Division, 1155 Defense Pentagon, Washington, DC 20301-1155 (0702-0027). Respondents should be aware that notwithstanding any other provision of law, no person shall be subject to any penalty for failing to comply with a collection of information if it does not display a currently valid OMB control number.

PLEASE DO NOT RETURN YOUR FORM TO THE ABOVE ORGANIZATION. RETURN COMPLETED FORM AS DIRECTED IN THE DISTRIBUTION INSTRUCTIONS BELOW.

DISTRIBUTION INSTRUCTIONS

(1) The SHIPPER will print two copies, retain one copy and give one to the Origin Carrier.
(2) The ORIGIN CARRIER will deliver one copy with original signatures to the Destination Carrier.
(3) The DESTINATION CARRIER will attach one copy (reflecting all original signatures) and Standard Form 1113, Public Voucher for Transportation Charges, to the original Commercial Bill of Lading and forward for payment. Reproduced completed copy of DD Form 1907 will be delivered to the Consignee and one will be retained.
(4) The CONSIGNEE will ensure Destination Carrier surrenders a reproduced copy of completed form with all signatures.

SECTION I - TO BE COMPLETED BY THE SHIPPER

1a. SHIPPER NAME	**b. ORIGIN**	
2. PROTECTIVE SERVICE REQUESTED	**3. COMMERCIAL BILL OF LADING NUMBER**	
4a. CONSIGNEE NAME	**b. DESTINATION**	
5. PERMIT NUMBER *(if any)*	**6. TRANSPORTATION CONTROL NUMBER**	
7. ROUTING	**8. WEIGHT**	**9. CUBE**
10. SPECIAL INSTRUCTIONS		**11. DATE SHIPMENT TENDERED TO CARRIER** *(YYYYMMDD)*
12. NAME OF CARRIER		**13. NUMBER OF PIECES**
14. TYPE OF PACKAGE(S) *(For unsealed loads only)* **OR CONVEYANCE IDENTIFICATION AND SEAL NUMBERS** *(For sealed loads only)*	**15. FREIGHT CLASSIFICATION DESCRIPTION**	

SECTION II - TO BE COMPLETED BY EACH PERSON ACCEPTING CUSTODY OF CLASSIFIED OR PROTECTED MATERIAL REQUIRING THE USE OF TRANSPORTATION PROTECTIVE SERVICE DURING TRANSIT

16. CUSTODY RECORD

PRINT NAME OF PERSON AND COMPANY REPRESENTED a.	STATION INTERCHANGE POINT DESTINATION b.	SIGNATURE OF PERSON ACCEPTING CUSTODY c.	TIME ACCEPTED d.	DATE ACCEPTED *(YYYYMMDD)* e.

DD FORM 1907, OCT 2010 PREVIOUS EDITION IS OBSOLETE. Adobe Designer 8.0

Figure 205-1. DD Form 1907, Signature and Tally Record

16. CUSTODY RECORD *(Continued)*

PRINT NAME OF PERSON AND COMPANY REPRESENTED a.	STATION INTERCHANGE POINT DESTINATION b.	SIGNATURE OF PERSON ACCEPTING CUSTODY c.	TIME ACCEPTED d.	DATE ACCEPTED *(YYYYMMDD)* e.

DD FORM 1907 (BACK), OCT 2010

Reset

Figure 205-1. DD Form 1907, Signature and Tally Record (Cont')

Instructions for Completing the DD Form 1907, Signature and Tally Record

Section I

To be completed by the shipper. (All items (1.a. through 15.) will be checked at origin prior to loading.)

1a.	**Shipper Name**:	Enter the name.
1b.	**Origin**:	Enter the location of the shipper.
2.	**Protective Service Requested**:	Enter the Transportation Protective Service(s) (TPS) requested.
3.	**Commercial Bill of Lading Number**:	Enter the bill of lading number associated with the shipment.
4a.	**Consignee Name**:	Enter the name or DoDAAC of the consignee.
4b.	**Destination**:	Enter the destination address (Organization name, address with postal ZIP Code or DoDAAC).
5.	**Permit Number**:	Enter the state permit number associated with the movement, if any.
6.	**Transportation Control Number**:	Enter the TCN (number) associated with the shipment.
7.	**Routing**:	Enter the mode/method the movement is routed (e.g., motor rail, air, water, ocean/barge (optional).
8.	**Weight**:	Specify the shipment weight, in pounds.
9.	**Cube**:	Specify the number of cubic feet in the shipment.
10.	**Special Instructions**:	Optional.
11.	**Date Shipment Tendered to the TSP (YYYYMMDD)**:	Date the shipment was given to the TSP.
12.	**Name of TSP**:	Enter the Name of the TSP listed on the bill of lading unless military conveyance. In the case of military conveyance, enter the unit name of the conveyance operator.
13.	**Number of Pieces**:	Enter the number of pieces shipped (numeric).
14.	**Type of Package(s) or Conveyance Identification and Seal Numbers**:	Enter type of package (e.g., box, container, package, pallet) and type of equipment (conveyance identification [truck number, license plate number, bumper number, rail car number, aircraft number, vessel number, ocean container number]) and seal number(s) if seals are applied.
15.	**Freight Classification Description**:	Enter freight description (optional).

Section II

To be completed by each person accepting custody of classified or protected material requiring the use of Transportation Protective Service during transit.

16.	**Custody Record**	
	a. **Print Name of Person and Company Representative:**	Both drivers are required to sign the Signature and Tally Record. (DD Form 1907) when they assume initial responsibility for the shipment and subsequent change-off points to other drivers. The signature must be the signature(s) of the drivers who signed the bill of lading. When used with Dual Driver Protective Service (DDP), both drivers are required to sign when they assume responsibility for the shipment. (Both drivers must sign the DD Form 1907 if an escort vehicle is required.)
	b. **Station Interchange Point Destination**:	Annotate the place (town or military installation) signed.
	c. **Signature of Person Accepting Custody**:	Signature of Person Accepting Custody: The initial signature must be that of the TSP's agent who signed the bill of lading. Both drivers are required to sign when they assume responsibility for the shipment. (Verify and review that both drivers have signed the STR prior to releasing the shipment.) When a tractor/trailer replaces the original unit annotate the new power unit tractor/trailer number below the signatures.
	d. **Time Accepted**:	Current time the TSP's agent signed the DD Form 1907.
	e. **Date Accepted (YYYYMMDD)**:	Date (in the year, month, date format) the DD Form 1907 was signed.

Figure 205-2. Instructions for Completing DD Form 1907, Signature and Tally Record

SPECIAL HANDLING DATA/CERTIFICATION

1. ITEM NOMENCLATURE	2. NET QUANTITY PER PACKAGE	3. TRANSPORTATION CONTROL NO.
	4. CONSIGNMENT GROSS WEIGHT	5. DESTINATION
6. SUPPLEMENTAL INFORMATION		
This is to certify that the above named materials are properly classified, described, packaged, marked and labeled, and in proper condition for transportation according to the applicable regulations of the Dept of Transportation. **THIS IS A U.S. DEPARTMENT OF DEFENSE SHIPMENT!** *(Complete applicable blocks below)*		
7. DTR REFERENCE		
8. HANDLING INSTRUCTIONS		
9. ADDRESS OF SHIPPER	10. TYPED NAME, SIGNATURE AND DATE	

DD FORM 1387-2, NOV 2004 PREVIOUS EDITION IS OBSOLETE. *Form Approved/OMB No. 0704-0188*

Figure 205-3. DD Form 1387-2, Special Handling Data/Certification

Instructions for Completing the DD Form 1387-2
Unclassified Shipments

If the material shipped is unclassified, the following procedures apply:

Block

1.	Item Nomenclature:	Enter item nomenclature.
2.	Net Quantity per Package:	Enter the gross weight of the package.
3.	Transportation Control Number:	TCN this package.
4.	Consignment Gross Weight:	Total gross weight of each pallet/package shipped under the same TCN.
5.	Destination:	Address of consignee, in the clear.
6.	Supplemental Information:	For sensitive and other cargo requiring transportation protective service or other special services while in-transit, enter appropriate requirements.
7.	DTR Reference:	Cite DTR Chapter 205, Paragraph I.2.
8.	Handling Instructions:	Enter any special handling instructions.
9.	Address of Shipper:	Complete in-the-clear address of shipping activity.
10.	Typed Name, Signature, and Date:	Self-explanatory.

Figure 205-4. Instructions for Completing DD Form 1387-2, Unclassified Shipments

Instructions for Completing the DD Form 1387-2
Classified Shipments

If the material shipped is classified, the following procedures apply:

1. If none of the information entered in the blocks on the form is classified, four copies of the form will be completed.
2. If the information to be entered on the form is classified, then prepare and distribute the form as follows. One copy is completed in detail, including essential classified data. This copy will be signed. The completed and signed form will be forwarded to the air terminal IAW security regulations and instructions and will be attached to the air manifest. Three additional copies of the form must be prepared reflecting "See Aircraft Commander's copy" and "Protective Service Required" in Block 6. Blocks 3, 4, and 5 will also be completed. The remainder of the form will be left blank. The form will be placed in a waterproof envelope and attached to the number one container of the shipment unit.
3. If any of the data entered on the DD Form 1387-2 is classified when the form is attached to the air manifest, then the air manifest takes the same degree of classification. The air manifest remains classified until the classified form is detached and handled IAW security regulations and instructions.
4. If the material shipped is classified, the following procedure applies. All four copies of the form will reflect the degree of TPS protection. (Notes 1 and 2.)

NOTE 1. Shipments of classified will include one or more types of sensitive cargo. Block 6 of the DD Form 1387-2 will include one or more of the required accessorial or transportation protective service categories as required by the DTR, for example:

Constant Surveillance and Custody Service (CIS)
Signature and Tally Record Service (675)

NOTE 2. For shipments requiring other special services while in transit, enter the instructions in Block 6, for example:

Protect From Freezing
Protect From Heat
Air Ride Equipment Required

Figure 205-5. Instructions for Completing DD Form 1387-2, Classified Shipments

SPECIAL HANDLING DATA/CERTIFICATION

	2. NET QUANTITY PER PACKAGE Weight of individual Package	3. TRANSPORTATION CONTROL NO. Enter the TCN
	4. CONSIGNMENT GROSS WEIGHT Wt of all Pallets/Packages on TCN	5. DESTINATION Destination or World Wide Mobility
6. SUPPLEMENTAL INFORMATION "Constant Surveillance and Custody Service (CIS)" "Signature and Tally Record Service (675)"		
This is to certify that the above named materials are properly classified, described, packaged, marked and labeled, and in proper condition for transportation according to the applicable regulations of the Dept of Transportation. **THIS IS A U.S. DEPARTMENT OF DEFENSE SHIPMENT!** *(Complete applicable blocks below)*		
7. DTR REFERENCE DOD 4500.9R Part II, Chapter 205, Paragraph I. 2.		
8. HANDLING INSTRUCTIONS Couriers will be E-4 or higher and/or civilian grade equivalent.		
9. ADDRESS OF SHIPPER 162FW 6620 S. Air Guard Way, Tucson, AZ 85706	10. TYPED NAME, SIGNATURE AND DATE SMSgt Charles C. Kilmer 14 Jul 2005	

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Figure 205-6. DD Form 1387-2, Special Handling Data/Certification for Rifles, 5.56MM (M-16A2)

Instructions for Completing the DD Form 1387-2 Unclassified Shipments for Rifles, 5.56MM (M-16A2)

If the material shipped is unclassified, the following procedures apply:

Block

1.	Item Nomenclature:	Leave blank.
2.	Net Quantity per Package:	Enter the gross weight of the package. (This is the weight of the package the form is being placed on.) (The copies for the troop commander, A/C commander, station file, and the four sides of the pallet will be blank if more than one M-16 Weapons container is listed).
3.	Transportation Control Number:	Enter the TCN for this package.
4.	Consignment Gross Weight:	Total Gross Weight of each Pallet/Package shipped under the same TCN (This is the total weight of all M-16 Weapons Packages on the Pallet under the same TCN).
5.	Destination:	Address of consignee in the clear. (If unknown or classified, World Wide Mobility may be used.)
6.	Supplemental Information:	Enter "Constant Surveillance and Custody Service (CIS)" "Signature and Tally Record Service (675)"
7.	DTR Reference:	Cite DTR Chapter 205, Paragraph I.2.
8.	Handling Instructions:	Enter any special handling instructions. In this case, enter Couriers will be E-4 or higher and/or civilian grade equivalent.
9.	Address of Shipper:	Complete in-the-clear address of shipping activity. (For this unit it is 162FW 6620 S. Air Guard Way, Tucson, AZ 85706)
10.	Typed Name, Signature, and Date:	Self-explanatory.

NOTE: One copy will have the serial numbers listed on the back of the DD Form 1387-2 or below the form where it is printed on a full sheet of paper. This copy will be placed in the increment folder to be pulled for the Aircraft Commander's Packet. (The other copies will not have the serial numbers.)

NOTE: A total of 8 copies will be prepared plus 1 additional copy for each additional piece.

Figure 205-7. Instructions for Completing DD Form 1387-2, Unclassified Shipments for Rifles, 5.56MM (M-16A2)

SPECIAL HANDLING DATA/CERTIFICATION

1. ITEM NOMENCLATURE	2. NET QUANTITY PER PACKAGE Weight of individual Package	3. TRANSPORTATION CONTROL NO. Enter the TCN
	4. CONSIGNMENT GROSS WEIGHT Wt of all Pallets/Packages on TCN	5. DESTINATION Destination or World Wide Mobility
6. SUPPLEMENTAL INFORMATION "Constant Surveillance and Custody Service (CIS)" "Signature and Tally Record Service (675)"		
This is to certify that the above named materials are properly classified, described, packaged, marked and labeled, and in proper condition for transportation according to the applicable regulations of the Dept of Transportation. **THIS IS A U.S. DEPARTMENT OF DEFENSE SHIPMENT!** *(Complete applicable blocks below)*		
7. DTR REFERENCE DOD 4500.9R Part II, Chapter 205, Paragraph I. 2.		
8. HANDLING INSTRUCTIONS Couriers will be E-4 or higher and/or civilian grade equivalent.		
9. ADDRESS OF SHIPPER 162FW 6620 S. Air Guard Way, Tucson, AZ 85706	10. TYPED NAME, SIGNATURE AND DATE SMSgt Charles C. Kilmer 14 Jul 2005	

DD FORM 1387-2, NOV 2004 PREVIOUS EDITION IS OBSOLETE. *Form Approved/OMB No. 0704-0188*

Figure 205-8. DD Form 1387-2, Special Handling Data/Certification for Pistols 9MM

Instructions for Completing the DD Form 1387-2 Unclassified Shipments for Pistols, 9MM

If the material shipped is unclassified, the following procedures apply:

Block		
1.	Item Nomenclature:	Leave blank.
2.	Net Quantity per Package:	Enter the gross weight of the package. (This is the weight of the package the form is being placed on.) (The copies for the troop commander, A/C commander, station file, and the four sides of the pallet will be blank if more than one 9 MM Weapons container is listed).
3.	Transportation Control Number:	Enter the TCN for this package.
4.	Consignment Gross Weight:	Total gross weight of each pallet/package shipped under the same TCN. (This is the total weight of all 9MM Weapons Packages on the Pallet under the same TCN.)
5.	Destination:	Address of consignee in the clear. (If unknown or classified, World Wide Mobility may be used)
6.	Supplemental Information:	Enter "Constant Surveillance and Custody Service (CIS)" "Signature and Tally Record Service (675)"
7.	DTR Reference:	Cite DTR Chapter 205, Paragraph I.2.
8.	Handling Instructions:	Enter any special handling instructions. In this case, enter "Couriers will be E-4 or higher and/or civilian grade equivalent."
9.	Address of Shipper:	Complete in-the-clear address of shipping activity. (For this unit, it is 162FW 6620 S. Air Guard Way, Tucson, AZ 85706.)
10.	Typed Name, Signature, and Date:	Self-explanatory.

NOTE: One copy will have the serial numbers listed on the back of the DD Form 1387-2 or below the form where it is printed on a full sheet of paper. This copy will be placed in the increment folder to be pulled for the Aircraft Commander's Packet. (The other copies will not have the serial numbers)

NOTE: A total of 8 copies will be prepared plus 1 additional copy for each additional piece.

Figure 205-9. Instructions for Completing DD Form 1387-2, Unclassified Shipments for Pistols 9MM

SYSTEM AUTHORIZATION ACCESS REQUEST (SAAR)

PRIVACY ACT STATEMENT

AUTHORITY: Executive Order 10450, 9397; and Public Law 99-474, the Computer Fraud and Abuse Act.
PRINCIPAL PURPOSE: To record names, signatures, and other identifiers for the purpose of validating the trustworthiness of individuals requesting access to Department of Defense (DoD) systems and information. NOTE: Records may be maintained in both electronic and/or paper form.
ROUTINE USES: None.
DISCLOSURE: Disclosure of this information is voluntary; however, failure to provide the requested information may impede, delay or prevent further processing of this request.

TYPE OF REQUEST ☐ INITIAL ☐ MODIFICATION ☐ DEACTIVATE ☐ USER ID_____	DATE *(YYYYMMDD)*
SYSTEM NAME *(Platform or Applications)*	LOCATION *(Physical Location of System)*

PART I *(To be completed by Requestor)*

1. NAME *(Last, First, Middle Initial)*	2. ORGANIZATION	
3. OFFICE SYMBOL/DEPARTMENT	4. PHONE *(DSN or Commercial)*	
5. OFFICIAL E-MAIL ADDRESS	6. JOB TITLE AND GRADE/RANK	
7. OFFICIAL MAILING ADDRESS	8. CITIZENSHIP ☐ US ☐ FN ☐ OTHER	9. DESIGNATION OF PERSON ☐ MILITARY ☐ CIVILIAN ☐ CONTRACTOR

10. IA TRAINING AND AWARENESS CERTIFICATION REQUIREMENTS *(Complete as required for user or functional level access.)*
☐ I have completed Annual Information Awareness Training. DATE *(YYYYMMDD)* _____

11. USER SIGNATURE	12. DATE *(YYYYMMDD)*

PART II - ENDORSEMENT OF ACCESS BY INFORMATION OWNER, USER SUPERVISOR OR GOVERNMENT SPONSOR *(If individual is a contractor - provide company name, contract number, and date of contract expiration in Block 16.)*

13. JUSTIFICATION FOR ACCESS

14. TYPE OF ACCESS REQUIRED:
☐ AUTHORIZED ☐ PRIVILEGED

15. USER REQUIRES ACCESS TO: ☐ UNCLASSIFIED ☐ CLASSIFIED *(Specify category)*
☐ OTHER _____

16. VERIFICATION OF NEED TO KNOW I certify that this user requires access as requested. ☐	16a. ACCESS EXPIRATION DATE *(Contractors must specify Company Name, Contract Number, Expiration Date. Use Block 27 if needed.)*

17. SUPERVISOR'S NAME *(Print Name)*	18. SUPERVISOR'S SIGNATURE	19. DATE *(YYYYMMDD)*
20. SUPERVISOR'S ORGANIZATION/DEPARTMENT	20a. SUPERVISOR'S E-MAIL ADDRESS	20b. PHONE NUMBER
21. SIGNATURE OF INFORMATION OWNER/OPR	21a. PHONE NUMBER	21b. DATE *(YYYYMMDD)*

22. SIGNATURE OF IAO OR APPOINTEE	23. ORGANIZATION/DEPARTMENT	24. PHONE NUMBER	25. DATE *(YYYYMMDD)*

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Figure 205-10. DD Form 2875, System Authorization Access Request (SAAR)

26. NAME *(Last, First, Middle Initial)*			
27. OPTIONAL INFORMATION *(Additional information)*			
PART III - SECURITY MANAGER VALIDATES THE BACKGROUND INVESTIGATION OR CLEARANCE INFORMATION			
28. TYPE OF INVESTIGATION		28a. DATE OF INVESTIGATION *(YYYYMMDD)*	
28b. CLEARANCE LEVEL		28c. IT LEVEL DESIGNATION ☐ LEVEL I ☐ LEVEL II ☐ LEVEL III	
29. VERIFIED BY *(Print name)*	30. SECURITY MANAGER TELEPHONE NUMBER	31. SECURITY MANAGER SIGNATURE	32. DATE *(YYYYMMDD)*

PART IV - COMPLETION BY AUTHORIZED STAFF PREPARING ACCOUNT INFORMATION		
TITLE:	SYSTEM	ACCOUNT CODE
	DOMAIN	
	SERVER	
	APPLICATION	
	DIRECTORIES	
	FILES	
	DATASETS	
DATE PROCESSED *(YYYYMMDD)*	PROCESSED BY *(Print name and sign)*	DATE *(YYYYMMDD)*
DATE REVALIDATED *(YYYYMMDD)*	REVALIDATED BY *(Print name and sign)*	DATE *(YYYYMMDD)*

DD FORM 2875 (BACK), AUG 2009 Reset

Figure 205–10. DD Form 2875, System Authorization Access Request (SAAR) (Cont')

INSTRUCTIONS

The prescribing document is as issued by using DoD Component.

A. PART I: The following information is provided by the user when establishing or modifying their USER ID.

(1) Name. The last name, first name, and middle initial of the user.

(2) Organization. The user's current organization (i.e. DISA, SDI, DoD and government agency or commercial firm).

(3) Office Symbol/Department. The office symbol within the current organization (i.e. SDI).

(4) Telephone Number/DSN. The Defense Switching Network (DSN) phone number of the user. If DSN is unavailable, indicate commercial number.

(5)Official E-mail Address. The user's official e-mail address.

(6) Job Title/Grade/Rank. The civilian job title (Example: Systems Analyst, GS-14, Pay Clerk, GS-5)/military rank (COL, United States Army, CMSgt, USAF) or "CONT" if user is a contractor.

(7) Official Mailing Address. The user's official mailing address.

(8) Citizenship (US, Foreign National, or Other).

(9) Designation of Person (Military, Civilian, Contractor).

(10) IA Training and Awareness Certification Requirements. User must indicate if he/she has completed the Annual Information Awareness Training and the date.

(11) User's Signature. User must sign the DD Form 2875 with the understanding that they are responsible and accountable for their password and access to the system(s).

(12) Date. The date that the user signs the form.

B. PART II: The information below requires the endorsement from the user's Supervisor or the Government Sponsor.

(13). Justification for Access. A brief statement is required to justify establishment of an initial USER ID. Provide appropriate information if the USER ID or access to the current USER ID is modified.

(14) Type of Access Required: Place an "X" in the appropriate box. (Authorized - Individual with normal access. Privileged - Those with privilege to amend or change system configuration, parameters, or settings.)

(15) User Requires Access To: Place an "X" in the appropriate box. Specify category.

(16) Verification of Need to Know. To verify that the user requires access as requested.

(16a) Expiration Date for Access. The user must specify expiration date if less than 1 year.

(17) Supervisor's Name (Print Name). The supervisor or representative prints his/her name to indicate that the above information has been verified and that access is required.

(18) Supervisor's Signature. Supervisor's signature is required by the endorser or his/her representative.

(19) Date. Date supervisor signs the form.

(20) Supervisor's Organization/Department. Supervisor's organization and department.

(20a) E-mail Address. Supervisor's e-mail address.

(20b) Phone Number. Supervisor's telephone number.

(21) Signature of Information Owner/OPR. Signature of the functional appointee responsible for approving access to the system being requested.

(21a) Phone Number. Functional appointee telephone number.

(21b) Date. The date the functional appointee signs the DD Form 2875.

(22) Signature of Information Assurance Officer (IAO) or Appointee. Signature of the IAO or Appointee of the office responsible for approving access to the system being requested.

(23) Organization/Department. IAO's organization and department.

(24) Phone Number. IAO's telephone number.

(25) Date. The date IAO signs the DD Form 2875.

(27) Optional Information. This item is intended to add additional information, as required.

C. PART III: Certification of Background Investigation or Clearance.

(28) Type of Investigation. The user's last type of background investigation (i.e., NAC, NACI, or SSBI).

(28a) Date of Investigation. Date of last investigation.

(28b) Clearance Level. The user's current security clearance level (Secret or Top Secret).

(28c) IT Level Designation. The user's IT designation (Level I, Level II, or Level III).

(29) Verified By. The Security Manager or representative prints his/her name to indicate that the above clearance and investigation information has been verified.

(30) Security Manager Telephone Number. The telephone number of the Security Manager or his/her representative.

(31) Security Manager Signature. The Security Manager or his/her representative indicates that the above clearance and investigation information has been verified.

(32) Date. The date that the form was signed by the Security Manager or his/her representative.

D. PART IV: This information is site specific and can be customized by either the DoD, functional activity, or the customer with approval of the DoD. This information will specifically identify the access required by the user.

E. DISPOSITION OF FORM:

TRANSMISSION: Form may be electronically transmitted, faxed, or mailed. Adding a password to this form makes it a minimum of "FOR OFFICIAL USE ONLY" and must be protected as such.

FILING: Original SAAR, with original signatures in Parts I, II, and III, must be maintained on file for one year after termination of user's account. File may be maintained by the DoD or by the Customer's IAO. Recommend file be maintained by IAO adding the user to the system.

DD FORM 2875 INSTRUCTIONS, AUG 2009

Figure 205–10. DD Form 2875, System Authorization Access Request (SAAR) (Cont')

REPSHIP Data Requirements

```
FROM:  SHIPPING ACTIVITY
TO:    DOMESTIC CUSTOMER OR TRANSSHIPPING ACTIVITY
       CLEARANCE AUTHORITY (OCEAN) OR CUSTOMER SERVICE
       BRANCH (CSB) (AIR) OR CONUS SEA TERMINAL
INFO:  SPONSORING SERVICE ACCOUNTABLE SUPPLY ACTIVITY
       ULTIMATE CONSIGNEE/FINAL DESTINATION
SUBJ:  REPORT OF SHIPMENT (REPSHIP)
1.  SHIPMENT DATE WRITTEN AS A THREE-DIGIT DAY OF THE YEAR (JULIAN).
2.  ETA WRITTEN AS A THREE-DIGIT DAY OF THE YEAR (JULIAN) (OBSERVE STANDARD TRANSIT
    TIME (STT) IF CONUS TRUCK SHIPMENT AND NO RDD IDENTIFIED).
3.  REQUIRED DELIVERY DATE (RDD) OR DELIVERY DATE (DD) IF SPECIFIED.
4.  CARRIER.
5.  BILL OF LADING (BL) NUMBER (NOTES 1, 2, 3, 4).
6.  MTX-GS SERVICE NUMBER (NOTES 1, 2, 3).
7.  AIR RELEASE NUMBER (NOTES 1, 2, 3) OR FOR SURFACE SHIPMENTS, ETR NUMBER AND
    VESSEL NAME AND/OR VOYAGE DOCUMENT NUMBER.  .
8.  SHIPMENT (CARGO) NAME (EXAMPLE: BOMBS).
9.  CONTAINER AND SEAL NUMBER (IF APPLICABLE):
    a. CONTAINER TCN.
    b. TOTAL WEIGHT OF CONTENTS
    c. ROUNDS, PIECES, WEIGHT, CUBE, CONDITION CODE, AND LOT NUMBERS (NOTE 4).
10. SECURITY RISK CATEGORY (SRC), (E.G., SECURITY RISK CATEGORY I, II, III, IV, U,
SECRET, CONFIDENTIAL, NONE).
11. CONTROLLED INVENTORY ITEM CODE (CIIC).
12. TOTAL NET EXPLOSIVE WEIGHT (NEW).
13. HAZARD CLASSIFICATION(S).
14. DEPARTMENT OF DEFENSE IDENTIFICATION CODE/NAVY AMMUNITION LOGISTIC CODE
(DODIC/NALC). (NOTE 4).
```

NOTES:

1. When the conveyance contains more than one shipment unit, repeat the data elements in separately lettered paragraphs for each shipment unit.
2. Cargo for more than one vessel or flight, but shipped to POE in a single conveyance, is included in a single REPSHIP. When cargo for a single vessel is moved to the SPOE in more than one conveyance, repeat all the data elements as above in separate numbered Paragraphs for each conveyance or REPSHIP.
3. A separate REPSHIP is used for each mode of shipment to the POE.
4. Lot number, DODIC and NALC are not mandatory fields. If available, they may be provided in the electronic REPSHIP or in the template above. If a CBL, is used, the lot number and ammunition condition code should be include in the remarks section. Weapons must be identified on the CBL by each serial number contained within the shipment.
5. DODIC and NALC are codes used specifically for logistic administration and control of ammunition.

Figure 205-11. REPSHIP Data Requirements

MOTOR VEHICLE INSPECTION (TRANSPORTING HAZARDOUS MATERIALS)
(Read Instructions before completing this form.)

This form applies to all vehicles which must be marked or placarded in accordance with Title 49 CFR.	1. BILL OF LADING/TRANSPORTATION CONTROL NUMBER TCN: W26DDJ54320111XXX

SECTION 1 - DOCUMENTATION	ORIGIN a.	DESTINATION b.
2. CARRIER/GOVERNMENT ORGANIZATION	HHC 1/198 AVN	
3. DATE/TIME OF INSPECTION	DEFAULT TO "TODAY"	
4. LOCATION OF INSPECTION	HHC 1/198th AVN motorpool	
5. OPERATOR(S) NAME(S)	*Check list of qualified operators*	
6. OPERATOR(S) LICENSE NUMBER(S)	*Check driver qualifications*	
7. MEDICAL EXAMINER'S CERTIFICATE*	N/A	

8. *(X if satisfactory at origin)*

a. HAZMAT ENDORSEMENT	X	d. ERG OR EQUIVALENT COMMERCIAL:	X	YES		NO		9. CVSA DECAL DISPLAYED ON COMMERCIAL EQUIPMENT*	YES	NO
b. VALID LEASE*		e. DRIVER'S VEHICLE INSPECTION REPORT*					X	a. TRUCK/TRACTOR		
c. ROUTE PLAN	X	f. COPY OF 49 CFR PART 397					X	b. TRAILER		

SECTION II - MECHANICAL INSPECTION
All items shall be checked on empty equipment prior to loading. Items with an asterisk shall be checked on all incoming loaded equipment.

10. TYPE OF VEHICLE(S)	11. VEHICLE NUMBER(S)
M978, Truck, Tank, 8x8 w/w	K-20

12. PART INSPECTED *(X as applicable)*	ORIGIN (1) SAT	ORIGIN (1) UNSAT	DESTINATION (2) SAT	DESTINATION (2) UNSAT		ORIGIN (1) SAT	ORIGIN (1) UNSAT	DESTINATION (2) SAT	DESTINATION (2) UNSAT	COMMENTS (3)
a. SPARE ELECTRICAL FUSES	X				k. EXHAUST SYSTEM	X				
b. HORN OPERATIVE	X				l. BRAKE SYSTEM*	X				
c. STEERING SYSTEM	X				m. SUSPENSION	X				
d. WINDSHIELD/WIPERS	X				n. COUPLING DEVICES	X				
e. MIRRORS	X				o. CARGO SPACE	X				
f. WARNING EQUIPMENT	X				p. LANDING GEAR*					
g. FIRE EXTINGUISHER*	X				q. TIRES, WHEELS, RIMS	X				
h. ELECTRICAL WIRING	X				r. TAILGATE/DOORS*	X				
i. LIGHTS AND REFLECTORS	X				s. TARPAULIN*					
j. FUEL SYSTEM*	X				t. OTHER *(Specify)*	X				PUMPING ASSEMBLY

13. INSPECTION RESULTS *(X one)* ACCEPTED [ ] REJECTED [X]
(If rejected give reason under "Remarks". Equipment will be approved if deficiencies are corrected prior to loading.)

14. SATELLITE MOTOR SURVEILLANCE SYSTEM: *(X one)* ACCEPTED [ ] REJECTED [ ]

15. REMARKS
N/A

16. INSPECTOR SIGNATURE *(Origin)*	17. INSPECTOR SIGNATURE *(Destination)*

SECTION III - POST LOADING INSPECTION
This section applies to Commercial and Government/Military vehicles. All items will be checked prior to release of loaded equipment and shall be checked on all incoming loaded equipment.

	ORIGIN (1) SAT	ORIGIN (1) UNSAT	DESTINATION (2) SAT	DESTINATION (2) UNSAT	COMMENTS (3)
18. LOADED IAW APPLICABLE SEGREGATION/COMPATIBILITY TABLE OF 49 CFR	X				
19. LOAD PROPERLY SECURED TO PREVENT MOVEMENT	X				
20. SEALS APPLIED TO CLOSED VEHICLE; TARPAULIN APPLIED ON OPEN EQUIPMENT	X				
21. PROPER PLACARDS APPLIED	X				
22. SHIPPING PAPERS/DD FORM 2890 FOR GOVERNMENT VEHICLE SHIPMENTS	X				
23. COPY OF DD FORM 626 FOR DRIVER	X				
24. SHIPPED UNDER DOT SPECIAL PERMIT 868					

25. INSPECTOR SIGNATURE *(Origin)*	26. DRIVER(S) SIGNATURE *(Origin)*
27. INSPECTOR SIGNATURE *(Destination)*	28. DRIVER(S) SIGNATURE *(Destination)*

DD FORM 626, OCT 2011 PREVIOUS EDITION IS OBSOLETE. Reset Page 1 of 3 Pages Adobe Professional 8.0

Figure 205-12. DD Form 626, Motor Vehicle Inspection (Sample-Transporting Hazardous Materials) (Page 1 of 3)

INSTRUCTIONS

SECTION I - DOCUMENTATION

General Instructions.

All items (2 through 9) will be checked at origin prior to loading. Items with an asterisk (*) apply to commercial operators or equipment only. Only Items 2 through 7 are required to be checked at destination.

Items 1 through 5. Self explanatory.

Item 6. Enter operator's Commercial Driver's License (CDL) number or Military OF-346 License Number. CDL and OF-346 must have the HAZMAT and other appropriate endorsements IAW 49 CFR 383.

Item 7. *Enter the expiration date listed on the Medical Examiner's Certificate.

Item 8.a. Hazardous Materials Certification. In accordance with applicable service regulations, ensure operator has been certified to transport hazardous materials. Check the expiration date on driver's HAZMAT Certification.

b. *Valid Lease. Shipper will ensure a copy of the appropriate contract or lease is carried in all leased vehicles and is available for inspection. (49 CFR 376.12 and 376.11(c)(2)).

c. Route Plan. Prior to loading any Hazard Class/Division 1.1, 1.2, or 1.3 (Explosives) for shipment, ensure that the operator possesses a written route plan in accordance with 49 CFR Part 397. Route Plan requirements for Hazard Class 7 (Radioactive) materials are found in 49 CFR 397.101.

d. Emergency Response Guidebook (ERG) or Equivalent. Commercial operators must be in possession of an ERG or equivalent document. Shipper will provide applicable ERG page(s) to military operators.

e. *Driver's Vehicle Inspection Report. Review the operator's Vehicle Inspection Report. Ensure that there are no defects listed on the report that would affect the safe operation of the vehicle.

f. Copy of 49 CFR Part 397. Operators are required by regulation to have in their possession a copy of 49 CFR Part 397 (Transportation of Hazardous Materials Driving and Parking Rules). If military operators do not possess this document, shipper will provide a copy to operator.

Item 9. *Commercial Vehicle Safety Alliance (CVSA) Decal. Check to see if equipment has a current CVSA decal and mark applicable box. Vehicles without CVSA, check documentation of the last vehicle periodic inspection and perform DD Form 626 inspection.

SECTION II - MECHANICAL INSPECTION

General Instructions.

All items (12.a. through 12.t.) will be checked on all incoming empty equipment prior to loading. All UNSATISFACTORY conditions must be corrected prior to loading. Items with an asterisk (*) shall be checked on all incoming loaded equipment. Unsatisfactory conditions that would affect the safe off-loading of the equipment must be corrected prior to unloading.

SECTION II *(Continued)*

Item 12.a. Spare Electrical Fuses. Check to ensure that at least one spare fuse for each type of installed fuse is carried on the vehicle as a spare or vehicle is equipped with an overload protection device (circuit breaker). (49 CFR 393.95)

b. Horn Operative. Ensure that horn is securely mounted and of sufficient volume to serve purpose. (49 CFR 393.81)

c. Steering System. The steering wheel shall be secure and must not have any spokes cracked through or missing. The steering column must be securely fastened. Universal joints shall not be worn, faulty or repaired by welding. The steering gear box shall not have loose or missing mounting bolts or cracks in the gear box mounting brackets. The pitman arm on the steering gear output shaft shall not be loose. Steering wheel shall turn freely through the limit of travel in both directions. All components of a power steering system must be in operating condition. No parts shall be loose or broken. Belts shall not be frayed, cracked or slipping. The power steering system shall not be leaking. (49 CFR 396 Appendix G)

d. Windshield/Wipers. Inspect to ensure that windshield is free from breaks, cracks or defects that would make operation of the vehicle unsafe; that the view of the driver is not obscured and that the windshield wipers are operational and wiper blades are in serviceable condition. Defroster must be operative when conditions require. (49 CFR 393.60, 393.78 and 393.79)

e. Mirrors. Every vehicle must be equipped with two rear vision mirrors located so as to reflect to the driver a view of the highway to the rear along both sides of the vehicle. Mirrors shall not be cracked or dirty. (49 CFR 393.80)

f. Warning Equipment. Equipment must include three bidirectional emergency reflective triangles that conform to the requirements of FMVSS No. 125. FLAME PRODUCING DEVICES ARE PROHIBITED. (49 CFR 393.95)

g. Fire Extinguisher. Military vehicles must be equipped with one serviceable fire extinguisher with an Underwriters Laboratories rating of 10 BC or more. (Commercial motor vehicles must be equipped with one serviceable 10 BC Fire Extinguisher). Fire extinguisher must be located so that it is readily accessible for use and securely mounted on the vehicle. The fire extinguisher must be designed, constructed and maintained to permit visual determination of whether it is fully charged. (49 CFR 393.95)

h. Electrical Wiring: Electrical wiring must be clean and properly secured. Insulation must not be frayed, cracked or otherwise in poor condition. There shall be no uninsulated wires, improper splices or connections. Wires and electrical fixtures inside the cargo area must be protected from the lading. (49 CFR 393.28)

DD FORM 626, OCT 2011 Page 2 of 3 Pages

Figure 205-12. DD Form 626, Motor Vehicle Inspection (Sample-Transporting Hazardous Materials) (Page 2 of 3) (Cont'd)

INSTRUCTIONS

SECTION II *(Continued)*

i. Lights/Reflectors. (Head, tail, turn signal, brake, clearance, marker and identification lights, Emergency Flashers). Inspect to see that all lighting devices and reflectors required are operable, of proper color and properly mounted. Ensure that lights and reflectors are not obscured by dirt or grease or have broken lenses. High/Low beam switch must be operative. Emergency Flashers must be operative on both the front and rear of vehicle. (49 CFR 393.24, 25, and 26)

j. Fuel System. Inspect fuel tank and lines to ensure that they are in serviceable condition, free from leaks, or evidence of leakage and securely mounted. Ensure that fuel tank filler cap is not missing. Examine cap for defective gasket or plugged vent. Inspect filler necks to see that they are in completely serviceable condition and not leaking at joints. (49 CFR 393.83)

k. Exhaust System. Exhaust system shall discharge to the atmosphere at a location to the rear of the cab or if the exhaust projects above the cab, at a location near the rear of the cab. Exhaust system shall not be leaking at a point forward of or directly below the driver compartment. No part of the exhaust system shall be located where it will burn, char or damage electrical wiring, fuel system or any other part of the vehicle. No part of the exhaust system shall be temporarily repaired with wrap or patches. (49 CFR 393.83)

l. Brake System (to include hand brakes, parking brakes and Low Air Warning devices). Check to ensure that brakes are operational and properly adjusted. Check for audible air leaks around air brake components and air lines. Check for fluid leaks, cracked or damaged lines in hydraulic brake systems. Ensure that parking brake is operational and properly adjusted. Low Air Warning devices must be operative. (49 CFR 393.40, 41, 42, 43, 44, 45, 47, 48, 49, 50, 51, 52, 53, and 55)

m. Suspension. Inspect for indications of misaligned, shifted or cracked springs, loosened shackles, missing bolts, spring hangers unsecured at frame and cracked or loose U-bolts. Inspect for any unsecured axle positioning parts, and sign of axle misalignment, broken torsion bar springs (if so equipped). (49 CFR 393.207)

n. Coupling Devices (Inspect without uncoupling). Fifth Wheels: Inspect for unsecured mounting to frame or any missing or damaged parts. Inspect for any visible space between upper and lower fifth wheel plates. Ensure that the locking jaws are around the shank and not the head of the kingpin. Ensure that the release lever is seated properly and safety latch is engaged. Pintle Hook, Drawbar, Towbar Eye and Tongue and Safety Devices: Inspect for unsecured mounting, cracks, missing or ineffective fasteners (welded repairs to pintle hook is prohibited). Ensure safety devices (chains, hooks, cables) are in serviceable condition and properly attached. (49 CFR 393.70 and 71)

o. Cargo Space. Inspect to ensure that cargo space is clean and free from exposed bolts, nuts, screws, nails or inwardly projecting parts that could damage the lading. Check floor to ensure it is tight and free from holes. Floor shall not be permeated with oil or other substances. (49 CFR 393.84)

p. Landing Gear. Inspect to ensure that landing gear and assembly are in serviceable condition, correctly assembled, adequately lubricated and properly mounted.

SECTION II *(Continued)*

q. Tires, Wheels and Rims: Inspect to ensure that tires are properly inflated. Flat or leaking tires are unacceptable. Inspect tires for cuts, bruises, breaks and blisters. Tires with cuts that extend into the cord body are unacceptable. Thread depth shall not be less than: 4/32 inches for tires on a steering axle of a power unit, and 2/32 inches for all other tires. Mixing bias and radial on the steering axle is prohibited. Inspect wheels and rims for cracks, unseated locking rings, broken, loose, damaged or missing lug nuts or elongated stud holes. (49 CFR 393.75)

r. Tailgate/Doors. Inspect to see that all hinges are tight in body. Check for broken latches and safety chains. Doors must close securely. (49 CFR 177.835(h))

s. Tarpaulin. If shipment is made on open equipment, ensure that lading is properly covered with fire and water resistant tarpaulin. (49 CFR 177.835(h))

t. Other Unsatisfactory Condition. Note any other condition which would prohibit the vehicle from being loaded with hazardous materials.

Item 14. For AA&E and other shipments requiring satellite surveillance, ensure that the Satellite Motor Surveillance System is operable. The DTTS Message Display Unit, when operative, will display the signal "DTTS ON". The munitions carrier driver, when practical, will position the DTTS message display unit in a manner that allows the shipping inspector or other designated shipping personnel to observe the "DTTS ON" message without climbing aboard the cab of the motor vehicle.

SECTION III - POST LOADING INSPECTION

General Instructions.

All placarded quantities items will be checked prior to the release of loaded equipment. Shipment will not be released until deficiencies are corrected. All items will be checked on incoming loaded equipment. Deficiencies will be reported in accordance with applicable service regulations.

Item 18. Check to ensure shipment is loaded in accordance with 49 CFR Part 177.848 and the applicable Segregation or Compatibility Table of 49 CFR 177.848.

Item 19. Check to ensure the load is secured from movement in accordance with applicable service outload drawings.

Item 20. Check to ensure seal(s) have been applied to closed equipment; fire and water resistant tarpaulin applied on open equipment.

Item 21. Check to ensure each transport vehicle has been properly placarded in accordance with 49 CFR 172.504.

Item 22. Check to ensure operator has been provided shipping papers that comply with 49 CFR 172.201 and 202. For shipments transported by Government vehicle, shipping paper will be DD Form 2890.

Item 23. Ensure operator(s) sign DD Form 626, are given a copy and understand the hazards associated with the shipment.

Item 24. Applies to Commercial Shipments Only. If shipment is made under DOT Special Permit 868, ensure that shipping papers are properly annotated and copy of Special Permit 868 is with shipping papers.

Item 26. Ensure driver/operator signs DD Form 626 at origin.

Item 28. Ensure driver/operator signs DD Form 626 at destination.

DD FORM 626, OCT 2011 Page 3 of 3 Pages

Figure 205-12. DD Form 626, Motor Vehicle Inspection (Sample-Transporting Hazardous Materials) (Page 3 of 3) (Cont'd)

MATERIAL INSPECTION AND RECEIVING REPORT

Form Approved
OMB No. 0704-0248

The public reporting burden for this collection of information is estimated to average 30 minutes per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. Send comments regarding this burden estimate or any other aspect of this collection of information, including suggestions for reducing the burden, to Department of Defense, Washington Headquarters Services, Directorate for Information Operations and Reports (0704-0248), 1215 Jefferson Davis Highway, Suite 1204, Arlington, VA 22202-4302. Respondents should be aware that notwithstanding any other provision of law, no person shall be subject to any penalty for failing to comply with a collection of information if it does not display a currently valid OMB control number.

PLEASE DO NOT RETURN YOUR COMPLETED FORM TO THE ABOVE ADDRESS.
SEND THIS FORM IN ACCORDANCE WITH THE INSTRUCTIONS CONTAINED IN THE DFARS, APPENDIX F-401.

1. PROCUREMENT INSTRUMENT IDENTIFICATION (CONTRACT) NO.	ORDER NO.	6. INVOICE NO./DATE	7. PAGE	OF	8. ACCEPTANCE POINT

2. SHIPMENT NO.	3. DATE SHIPPED	4. B/L TCN	5. DISCOUNT TERMS

9. PRIME CONTRACTOR CODE		10. ADMINISTERED BY CODE	
11. SHIPPED FROM *(If other than 9)* CODE	FOB:	12. PAYMENT WILL BE MADE BY CODE	
13. SHIPPED TO CODE		14. MARKED FOR CODE	

15. ITEM NO.	16. STOCK/PART NO. DESCRIPTION *(Indicate number of shipping containers - type of container - container number.)*	17. QUANTITY SHIP/REC'D*	18. UNIT	19. UNIT PRICE	20. AMOUNT

21. CONTRACT QUALITY ASSURANCE

a. ORIGIN

☐ CQA ☐ ACCEPTANCE of listed items has been made by me or under my supervision and they conform to contract, except as noted herein or on supporting documents.

DATE SIGNATURE OF AUTHORIZED GOVERNMENT REPRESENTATIVE

TYPED NAME:

TITLE:

MAILING ADDRESS:

COMMERCIAL TELEPHONE NUMBER:

b. DESTINATION

☐ CQA ☐ ACCEPTANCE of listed items has been made by me or under my supervision and they conform to contract, except as noted herein or on supporting documents.

DATE SIGNATURE OF AUTHORIZED GOVERNMENT REPRESENTATIVE

TYPED NAME:

TITLE:

MAILING ADDRESS:

COMMERCIAL TELEPHONE NUMBER:

22. RECEIVER'S USE

Quantities shown in column 17 were received in apparent good condition except as noted.

DATE RECEIVED SIGNATURE OF AUTHORIZED GOVERNMENT REPRESENTATIVE

TYPED NAME:

TITLE:

MAILING ADDRESS:

COMMERCIAL TELEPHONE NUMBER:

** If quantity received by the Government is the same as quantity shipped, indicate by (X) mark; if different, enter actual quantity received below quantity shipped and encircle.*

23. CONTRACTOR USE ONLY

DD FORM 250, AUG 2000 PREVIOUS EDITION IS OBSOLETE.

Figure 205-13. DD Form 250, Material Inspection and Receiving Report

SHIPPING CONTAINER TALLY → 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50

REQUISITION AND INVOICE/SHIPPING DOCUMENT

OMB No. 0704-0246
OMB approval expires Apr 30, 2009

The public reporting burden for this collection of information is estimated to average 1 hour per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. Send comments regarding this burden estimate or any other aspect of this collection of information, including suggestions for reducing the burden, to the Department of Defense, Executive Services Directorate (0704-0246). Respondents should be aware that notwithstanding any other provision of law, no person shall be subject to any penalty for failing to comply with a collection of information if it does not display a currently valid OMB control number.

PLEASE DO NOT RETURN YOUR FORM TO THE ABOVE ORGANIZATION. RETURN COMPLETED FORM TO THE ADDRESS IN ITEM 2.

1. FROM: *(Include ZIP Code)*	SHEET NO.	NO. OF SHEETS	5. REQUISITION DATE	6. REQUISITION NUMBER
	7. DATE MATERIAL REQUIRED *(YYYYMMDD)*			8. PRIORITY
2. TO: *(Include ZIP Code)*	9. AUTHORITY OR PURPOSE			
	10. SIGNATURE			11a. VOUCHER NUMBER & DATE *(YYYYMMDD)*
3. SHIP TO - MARK FOR	12. DATE SHIPPED *(YYYYMMDD)*			b.
	13. MODE OF SHIPMENT			14. BILL OF LADING NUMBER
	15. AIR MOVEMENT DESIGNATOR OR PORT REFERENCE NO.			
4. APPROPRIATIONS DATA				AMOUNT

ITEM NO. (a)	FEDERAL STOCK NUMBER, DESCRIPTION, AND CODING OF MATERIEL AND/OR SERVICES (b)	UNIT OF ISSUE (c)	QUANTITY REQUESTED (d)	SUPPLY ACTION (e)	TYPE CON-TAINER (f)	CON-TAINER NOS. (g)	UNIT PRICE (h)	TOTAL COST (i)
								0.00
								0.00
								0.00
								0.00
								0.00

16. TRANSPORTATION VIA AMC OR MSC CHARGEABLE TO					17. SPECIAL HANDLING					
18. RECAPITULATION OF SHIPMENT	ISSUED BY	TOTAL CON-TAINERS	TYPE CON-TAINER	DESCRIPTION	TOTAL WEIGHT	TOTAL CUBE	19. RECEIPT	CONTAINERS RECEIVED EXCEPT AS NOTED	DATE *(YYYYMMDD)*	BY	SHEET TOTAL 0.00
	CHECKED BY							QUANTITIES RECEIVED EXCEPT AS NOTED	DATE *(YYYYMMDD)*	BY	GRAND TOTAL
	PACKED BY							POSTED	DATE *(YYYYMMDD)*	BY	20. RECEIVER'S VOUCHER NO.
				← TOTAL →							

DD FORM 1149, JUL 2006

51 52 53 54 55 56 57 58 59 60 61 62 63 64 65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80 81 82 83 84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 100

PREVIOUS EDITION IS OBSOLETE.

Figure 205-14. DD Form 1149, Requisition and Invoice/Shipping Document

SHIPPING CONTAINER TALLY 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50

REQUISITION AND INVOICE/SHIPPING DOCUMENT *(Continuation Sheet)*

OMB No. 0704-0246
OMB approval expires Apr 30, 2009

The public reporting burden for this collection of information is estimated to average 1 hour per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. Send comments regarding this burden estimate or any other aspect of this collection of information, including suggestions for reducing the burden, to the Department of Defense, Executive Services Directorate (0704-0246). Respondents should be aware that notwithstanding any other provision of law, no person shall be subject to any penalty for failing to comply with a collection of information if it does not display a currently valid OMB control number.

PLEASE DO NOT RETURN YOUR FORM TO THIS ADDRESS. RETURN COMPLETED FORM TO THE ADDRESS IN ITEM 2 OF DD FORM 1149.

SHEET NO.	NO. OF SHEETS	6. REQUISITION NUMBER	11a. VOUCHER NUMBER AND DATE	b. VOUCHER NUMBER AND DATE

ITEM NO. (a)	FEDERAL STOCK NUMBER, DESCRIPTION, AND CODING OF MATERIEL AND/OR SERVICES (b)	UNIT OF ISSUE (c)	QUANTITY REQUESTED (d)	SUPPLY ACTION (e)	TYPE CON-TAINER (f)	CON-TAINER NOS. (g)	UNIT PRICE (h)	TOTAL COST (i)
								0.00
								0.00
								0.00
								0.00
								0.00
								0.00
								0.00
								0.00
								0.00
							SHEET TOTAL	0.00

DD FORM 1149C, JUL 2006 51 52 53 54 55 56 57 58 59 60 61 62 63 64 65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80 81 82 83 84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 100

PREVIOUS EDITION IS OBSOLETE.

Figure 205-14. DD Form 1149, Requisition and Invoice/Shipping Document (Cont'd)

DD FORM 1348-1A, JUL 91 (EG) ISSUE RELEASE/RECEIPT DOCUMENT

27. ADDITIONAL DATA

26. RIC (4-6)
UI (23-24)
QTY (25-29)
CON CODE (71)
DIST (55-56)
UP (74-80)

25. NATIONAL STOCK NO. & ADD (8-22)

24. DOCUMENT NUMBER & SUFFIX (30-44)

DOCUMENT NO. 1 2 3

FROM RI 4 5 6

M&S 7

UNIT UI 23 24

QUANTITY 25 26 27 28 29

SMR S 45

SUPPLEMENTARY ADDRESS 46 47 48 49 50

SIG 51

FUND F 52 53

DISTRIBUTION 54 55 56

PROJECT 57 58 59

PRI P 60 61

REQUIRED DELIVERY DATE 62 63 64 65

ADVICE CODE A 66 67

RI 68 69

OCOMP 70 71

MGNT CODE 72 73

UNIT PRICE 74 75 76 77 78

CTS 79 80

DOLLARS

1. TOTAL PRICE

DOLLARS

CTS

2. SHIP FROM

3. SHIP TO

4. MARK FOR

5. DOC DATE

6. NMFC

7. FRT RATE

8. TYPE CARGO

9. PS

10. QTY. REC'D

11. UP

12. UNIT WEIGHT

13. UNIT CUBE

14. UFC

15. SL

16. FREIGHT CLASSIFICATION NOMENCLATURE

17. ITEM NOMENCLATURE

18. TY CONT

19. NO CONT

20. TOTAL WEIGHT

21. TOTAL CUBE

22. RECEIVED BY

23. DATE RECEIVED

FormFlow (DLA)

PREVIOUS EDITION MAY BE USED

Figure 205-15. DD Form 1348-1A, Issue Release/Receipt Document

DOD MULTIMODAL DANGEROUS GOODS DECLARATION

This form may be used as a dangerous goods declaration as it meets the requirements of SOLAS 74, Chapter VII, regulation 54; MARPOL 79/78, Annex III, Regulation 4.

1. SHIPPER/CONSIGNOR/SENDER	2. TRANSPORT DOCUMENT NUMBER	3. PAGE 1 OF PAGES	4. SHIPPER'S REFERENCE (TCN)

5. FREIGHT FORWARDER'S REFERENCE	6. CONSIGNEE	7. CARRIER *(To be completed by the carrier)*

24-HOUR EMERGENCY ASSISTANCE TELEPHONE NUMBERS:

DOD NON-EXPLOSIVE HAZMAT: **(800) 851-8061/ (804) 279-3131** AT SEA: COLLECT: **(804) 279-3131**	DOD HAZ CLASS 1 (EXPLOSIVES) ONLY: COLLECT: **(703) 695-4695/4696** or DSN: **225-4695/4696** (Watch Officer)	CHEMICAL/BIOLOGICAL WARFARE MATERIAL: **(410) 436-6200** DSN: **584-6200**	DOD SECURE HOLDING: **(800) 826-0794** *(For TSPs/drivers emergency secure holding issues, accidents, delays, and incidents)* OIL/CHEMICAL SPILLS: NRC & TERRORIST HOTLINE: **(800) 424-8802** AT SEA: COLLECT: **(202) 267-2675**	DOD RADIOACTIVE MATERIALS: COLLECT ARMY: **(703) 695-4695/4696** USAF: **(301) 981-5058** DLA: **(800) 851-8061** AT SEA: COLLECT: **(804) 279-3131** USN/MC: Use 24-hour emergency response number provided by activity.

8. THIS SHIPMENT IS WITHIN THE LIMITATIONS PRESCRIBED FOR: *(X as applicable)*			9. CONTAINER PACKING CERTIFICATE OR VEHICLE PACKING DECLARATION, DD FORM 2781, IS ATTACHED *(X if applicable)*
☐ MILITARY VESSEL	☐ COMMERCIAL VESSEL	☐ HIGHWAY/RAIL	
10. VOYAGE DOCUMENT NUMBER AND SAILING DATE *(To be completed by the carrier)*	11. PORT/PLACE OF LOADING		
12. PORT/PLACE OF DISCHARGE	13. DESTINATION		

14. SHIPPING MARKS	DESCRIPTION OF GOODS *(UN No., PSN, HC, SHC, PG, number and kind of package, and additional information as required by regulations)*	NET MASS/QTY *(kg/l)*	GROSS MASS *(kg)*

15. CONTAINER IDENTIFICATION NO./ VEHICLE REGISTRATION NO.	16. SEAL NUMBER(S)	17. CONTAINER/VEHICLE AND TYPE	18. TARE MASS *(kg)*

19. ADDITIONAL HANDLING INFORMATION

20. RECEIVING ORGANIZATION RECEIPT

Received the above number of packages/containers/trailers in apparent good order and condition, unless stated hereon:

a. RECEIVING ORGANIZATION REMARKS

b. HAULER'S NAME	c. VEHICLE REGISTRATION NO.	d. SIGNATURE AND DATE	e. DRIVER'S SIGNATURE

21. SHIPPER PREPARING THIS FORM

SHIPPER'S DECLARATION. I hereby declare that the contents of this consignment are fully and accurately described above by the Proper Shipping Name, and are classified, packaged, marked, and labeled/placarded and are in all respects in proper condition for transport according to applicable international and national government regulations.

a. NAME OF COMPANY/MILITARY UNIT	b. NAME/STATUS OF DECLARANT/CERTIFIER
c. PLACE AND DATE	d. SIGNATURE OF DECLARANT/CERTIFIER

DD FORM 2890, SEP 2015 PREVIOUS EDITION IS OBSOLETE. Adobe Designer 9.0

Figure 205-16. DD Form 2890, DoD Multimodal Dangerous Goods Declaration

INSTRUCTIONS FOR COMPLETING DD FORM 2890,
DOD MULTIMODAL DANGEROUS GOODS DECLARATION

Item 1. Shipper/Consignor/Sender. Enter the address and telephone number where the HAZMAT was certified.

Item 2. Transport Document Number (Ocean container shipments only). The vessel manifest number to which the Multimodal Dangerous Goods Declaration will be attached may be entered in this block. The shipper need not enter this number. The accepting operator may enter it at the time it is assigned. Leave blank for breakbulk shipments. Shipper enters container "V" number.

Item 3. Page __ of __ Pages. Enter the page number and total number of pages. Example: Page 1 of 1.

Item 4. Shipper's Content Reference Number (TCN). Enter the 17-character TCN.

Item 5. Freight Forwarder's Reference. Leave blank.

Item 6. Consignee. Enter the six-digit DODAAC and/or the in-the-clear geographical location of the ultimate consignee (if known). For shipments of infectious substances, enter also the full address, name and telephone number of a responsible person for contact in an emergency.

Item 7. Carrier. Enter Vessel Carrier Name. To be completed by the carrier.

24 Hour Assistance Telephone Number(s). Circle applicable emergency number(s).

Item 8. Shipment Within the Limitations Prescribed for Military Vessel/ Commercial Vessel/Highway/Rail. Mark X in the appropriate block.

Item 9. Container Certification/Vehicle Declaration. Declarant must mark X if applicable. U.S. Coast Guard or port officials may require verification of the container certification/vehicle declaration. DD Form 2781 is a detailed checklist which meets USCG/Customs requirements. DD Form 2781 must be signed and attached to DD Form 2890.

Item 10. Voyage Document Number and Sailing Date (To be completed by the carrier). Enter the voyage document number and the date of sail.

Item 11. Port/Place of Loading. Enter the three-digit POE code and/or the in-the-clear geographical location of the port of embarkation.

Item 12. Port/Place of Discharge. Enter the three-digit POD code and/or the in-the-clear geographical location of the port of debarkation.

Item 13. Destination (in the clear). Enter destination address.

Item 14. Shipping Marks.
1. The identification number prescribed for the material as shown in Column (4) of the Section 49 CFR 172.101 table;
2. The proper shipping name prescribed for the material in Column (2) of the Section 172.101 table;
3. The hazard class or division number prescribed for the material, as shown in Column (3) of the Section 172.101 table. The subsidiary hazard class or division number is not required to be entered when a corresponding subsidiary hazard label is not required. Except for combustible liquids, the subsidiary hazard class(es) or subsidiary division number(s) must be entered in parentheses immediately following the primary hazard class or division number. In addition: The words "Class" or "Division" may be included preceding the primary and subsidiary hazard class or division numbers. The hazard class need not be included for the entry "Combustible liquid, N.O.S." For domestic shipments, primary and subsidiary hazard class or division names may be entered following the numerical hazard class or division, or following the basic description.
4. The packing group in Roman numerals, as designated for the hazardous material in Column (5) of the Section 172.101 table. Class 1 (explosives) materials; self-reactive substances; batteries other than those containing lithium, lithium ions, or sodium; Division 5.2 materials; and entries that are not assigned a packing group (e.g., Class 7) are excepted from this requirement. The packing group may be preceded by the letters "PG" (for example, "PGII");
5. Enter additional information from the IMDG, chapter 5.4, as required (i.e. Marine Pollutant, Flashpoint, Toxin Inhalation Hazard, RQ, etc.).
6. Enter the number and kind of packaging.

Item 14. Shipping Marks (Continued).
7. Except for transportation by aircraft, the total quantity of hazardous materials covered by the description must be indicated (by mass or volume, or by activity for Class 7 materials) and must include an indication of the applicable unit of measurement, for example, "200 kg" (440 pounds) or "50L" (13 gallons). The following provisions also apply: For Class 1 materials, the quantity must be the net explosive mass. For an explosive that is an article, such as Cartridges, small arms, the net explosive mass may be expressed in terms of the net mass of either the article or the explosive materials contained in the article.
8. Ammunition transported by Government Vehicle, Unit will enter the total net quantity for non-explosive material in metric measure. U.S. measure may be added in parentheses underneath the metric measure. For ammunition, enter the total number of rounds/articles and NEW in kg. Exception: Net total quantity is not required for bulk packages, empty packages and cylinders of Class 2.
9. Radioactive material. The description for a shipment of a Class 7 (radioactive) material must include the following additional entries as appropriate:
a. The name of each radionuclide in the Class 7 (radioactive) material that is listed in Section 173.435 of this subchapter. For mixtures of radionuclides, the radionuclides required to be shown must be determined in accordance with Section 173.433(g) of this subchapter. Abbreviations, e.g., "99 Mo," are authorized.
b. A description of the physical and chemical form of the material, if the material is not in special form (generic chemical description) is acceptable for chemical form).
c. The activity contained in each package of the shipment in terms of the appropriate SI units (e.g. Becquerels (Bq), Terabecquerels (TBq), etc.). The activity may also be stated in appropriate customary units (Curies (Ci), milliCuries (mCi), microCuries (uCi), etc.) in parentheses following the SI units. Abbreviations are authorized. Except for plutonium-239 and plutonium-241, the weight in grams or kilograms of fissile radionuclides may be inserted instead of activity units. For plutonium-239 and plutonium-241, the weight in grams of fissile radionuclides may be inserted in addition to the activity units.

Item 15. Container ID Number/Vehicle Registration Number. Enter ID number of the container or vehicle registration number. A dash (-) or blank space is acceptable before the check digit.

Item 16. Seal Number(s). Enter seal number installed on container.

Item 17. Container/Vehicle and Type. Enter type and size of container (20 or 40 ft.) or vehicle description (e.g., HUMVEE).

Item 18. Tare Mass (kg). Enter tare weight of the container.

Item 19. Additional Handling Information.
If applicable, provide additional handling instructions.
Enter the Emergency Response Guide (ERG) Number(s) of the HAZMAT and attach the specific ERG page to DD Form 2890.
If applicable, drivers transporting regulated HAZMAT on European highways must be provided Transport Emergency Cards (TREMCARDS) in the host nation language which must be attached to the shipping papers.

Item 20. Receiving Organization Receipt. Leave blank as this will be filled out by the receiving organization. Signing this block states that the shipment is in good order, unless otherwise noted.

Item 21. Shipper Preparing This Form.
a. Name of Company/Military Unit. Enter the name of company.
b. Name/Status of Declarant/Certifier. Enter the name and status of the person signing the form.
c. Place and Date. Enter the place and date the material was certified.
d. Signature of Declarant/Certifier. The person who certifies on behalf of DoD that the shipment complies with the applicable regulatory requirements must sign the form.

DD FORM 2890 (BACK), SEP 2015

Figure 205-16. DD Form 2890, DoD Multimodal Dangerous Goods Declaration (Cont'd)

Table 205-1. Minimum Security Standards for AA&E Shipments (Motor)

	Mitigating Measures	SRC III, IV UNCAT HC/Div 1.1,1.2,1.3 (2)						SRC II (2)						SRC I (2)				
		Force Protection Condition (FPCON) (1)																
		N	A	B	C	D		N	A	B	C	D		N	A	B	C	D
1	DDP [12]	X	X	X	X													
2	PSS. [12]					X		X	X	X	X	X		X	X	X	X	X
3	SEV required for shipments that move via closed box van with trailer tracking (DCS) capability included [4][15]					X						X					X	X
4	SEV required for shipments that do not move via closed box van with trailer tracking (DCS) included[4][15]					X						X		X	X	X	X	X
5	Satellite Motor Surveillance (SNS) with 2nd Means of Communications. [3]	X	X	X	X	X		X	X	X	X	X		X	X	X	X	X
6	Direct movement to destination (no stop-off) [7]					X		X	X	X	X	X		X	X	X	X	X
7	Stops in-transit for a maximum of 100 hours are permitted at SDDC approved munitions carriers' commercial terminals for the temporary holding of DoD owned AA&E or at DoD secure AA&E holding facilities.	X	X	X														
8	En route Stops exceeding 4 hours must be approved by SDDC DTTS. For stops conducted at a SDDC approved TSP owned secure holding facility, refer to MFTURP-1 Items 91, 93, and 95, Terminal Security Standards for Secure Holding of Arms, Ammunition and Explosives (AA&E) and Terminal Safety Standards for Secure Holding of Arms, Ammunition and Explosives (AA&E) for further guidance. [5]	X	X	X	X													
9	Stop exceeding 2 hours must be approved by SDDC [5]					X		X	X	X	X	X		X	X	X	X	X
10	Maximum one escort per two cargo vehicles in convoy.					X				X	X	X				X	X	X
11	No trip lease authorized.	X	X	X	X	X		X	X	X	X	X		X	X	X	X	X
12	Exclusive use of vehicle or container with single line-haul. [10]							X	X	X	X	X		X	X	X	X	X
13	Dromedary or other authorized LTL shipping container authorized. [10,14]	X	X	X	X	X		X	X	X	X	X		X	X	X	X	X
14	Containers or vehicles utilized as AA&E conveyances must be sealed with a serialized bolt seal meeting the requirements of Federal Specification FF-S-2738, tested and approved by the DoD Lock Program. [8] [11] See Paragraph H.5.	X	X	X	X	X		X	X	X	X	X		X	X	X	X	X
15	Consolidate shipments to maximum extent at SDDC/DoD approved facilities only				X	X		X	X	X	X	X		X	X	X	X	X

	Mitigating Measures	SRC III, IV UNCAT HC/Div 1.1,1.2,1.3 (2)						SRC II (2)						SRC I (2)				
		Force Protection Condition (FPCON) (1)																
		N	A	B	C	D		N	A	B	C	D		N	A	B	C	D
16	Convoy to the same destination					X				X	X	X		X	X	X	X	X
17	Postpone non-essential shipments. (9)					X						X						X
18	Shipper will confirm ability of destination, to receive/hold shipment. Identify SDDC-listed secure holding areas along the planned route and receive shipment clearance from destination prior to shipment release. Shippers provides REPSHIP to destination.(13)	X	X	X	X	X		X	X	X	X	X		X	X	X	X	X
19	TO will coordinate with local installation security or force protection officer to obtain a risk assessment that includes risk at origin, in transit, and destination. See Paragraph C.2.a (3)		X	X	X	X			X	X	X	X		X	X	X	X	X
20	Prior approval for each shipment by Service/DoD Agency Operations Center or other designated crisis response activity.					X						X						X
21	The TSP must provide the route plan to the DTTS and shipper. Carrier route plans will be prepared IAW 49CFR397.67(d) (6) See Paragraph R					X						X						X
22	In the event of an incident/ accident TSP must report this event to DTTS (5)	X	X	X	X	X		X	X	X	X	X		X	X	X	X	X
23	In the event of an incident/accident or additional FPCON requirements, TSP must call SDDC for guidance and instruction. If approved, secure holding must not exceed 24 hours in commercial TSP terminals approved by SDDC for AA&E shipments at DoD Secure Holding facilities.	X	X	X	X	X		X	X	X	X	X		X	X	X	X	X

Footnotes to Table 205-1

(1) FPCON referenced herein is defined in Paragraph A.4.a thru e. FPCON NORMAL (N), FPCON ALPHA (A), FPCON BRAVO (B), FPCON CHARLIE (C), FPCON DELTA (D)

(2) See Paragraph G., Small shipments of AA&E for exception instructions and TPS requirements when shipping small quantities of small arms and 1.4, 1.5 and 1.6 small arms ammunition. See SDDC MFTURP-1, Items 43 and 45, for instructions concerning FAK shipping criteria. Full Truck Load shipment of non-SRC Division 1.4 will be afforded at least DDP/SNS. Shipments weighing less than 1001 lbs aggregate gross weight (which includes hazard, packaging materials and packaging), of 1.4 small arms ammunition will be shipped as stipulated in Paragraph G and Table 205-7. Ammunition and explosives items assigned CIIC C (CONFIDENTIAL) will be afforded at least DDP/SNS (Exception: Redeye Tactical Missile System CIIC C will be afforded at least PSS/SNS/EXC/SEV).

(3) The second means of communication may be a cellular phone, Citizen Band radio, or radiotelephone network.

(4) SEV qualifications/training/general requirements are described in Paragraph O.4./Paragraph C.2.a.(6).

(5) Carriers may conduct stops in transit or at destination. Stops at other than approved carrier terminals or DoD installations/activities (according to SRC and FPCON requirements) must be limited to 2 hours and conducted IAW 49CFR for operational reasons, such as fueling, minor maintenance, or driver amenities. Shipments will depart origin-shipping activities and arrive at the destination point without delay. Stops will be planned in advance to preclude placing drivers in untenable situations regarding secure holding of shipments. A DoD contractor location is defined as a private industrial facility performing AA&E work or services per the terms of an acquisition agreement with the DoD. The facility must have a sited, Procurement Contracting Officer-approved holding area to accommodate parking of AA&E-laden motor vehicles per DoD 4145.26-M, DoD Contractors'

	Safety Manual for Ammunition and Explosives. A commercial carrier terminal is defined as a SDDC-approved, privately owned freight terminal used to temporarily park commercial motor vehicles loaded with DoD AA&E. The terminal may also be used to transload DROM containers per SDDC MFTURP-1, Item 97, (Transloading Transportation Protective Services (TPS) Shipments).
(6)	For SRC I, II, III, IV, and UNCAT DIV 1.1, 1.2, 1.3 under FPCON DELTA: Carrier route plans will be prepared IAW 49CFR397.67(d) and will be provided by the driver or the carrier's dispatcher by e-mail to the SDDC at nnvhazmat@us.army.mil or by phone 800 826-0794 in advance of the carrier's departure from origin. Route plans for SRC III and IV Non-sensitive/UNCAT Division 1.1, 1.2, and 1.3 ammunition and explosives may be amended by the carrier in transit to pick up additional shipments or in response to operational contingencies. The carrier dispatcher will provide advance telephonic notice to the SDDC DTTS prior to making a diversion from the original route plan.
(7)	Carriers may not conduct intermediate "stop-off" to deliver shipments.
(8)	Refer to Paragraph H.5 for Hinges and Hasps requirements
(9)	Service operations center or designated crisis response activity points of contact as directed by the Service will determine essential shipments. Essential shipments may include those that relate to force generations, training, contingency-related operations, Force Activity Designator (FAD), or are otherwise deemed critical by the requisitioner or inventory control point based on mission requirements.
(10)	General packaging requirements for AA&E are defined in 49 CFR 173.60, General Packaging Requirements for Explosives, MIL-STD-129, and DoD or Service regulatory packaging requirements.
(11)	Application of a shipper seal does not constitute exclusive use. Exclusive use must be annotated on the BL when required.
(12)	Commercial Driver qualifications/training requirements. See Paragraph O.2.a for DDP or Paragraph O.3.a. for PSS for further guidance.
(13)	A description of the REPSHIP requirement along with instructions on how to send a REPSHIP is located in Paragraph L.
(14)	LTL and Drom are permitted as long as the conveyance is EXC.
(15)	SEVs may be utilized above the minimum security standard at the Services' discretion.

Table 205-2. Minimum Security Standards for Classified Material

SECRET See Note 6	CONFIDENTIAL See Note 6
Motor	
1. TL	1. TL
a. PSS/SNS/EXC (See Note 2) b. Closed and locked vehicle with exclusive use. c. Single-line-haul required. d. Trip lease not authorized. e. Sealed by shipper.	a. DDP/SNS (See Note 2) b. Closed and locked vehicle. c. Single-line-haul preferred. d. Trip lease not authorized. e. Sealed by shipper.
2. LTL	2. LTL
a. PSS/SNS/EXC (See Note 2) b Dromedary, or similar container authorized with exclusive use container. c. Cargo packaged to a weight of at least 200 lbs and banded (seal if practicable) or container locked and sealed by shipper. (See Note 1.) d. Packaged so as to not reveal classified nature of shipment. e. Trip lease not authorized.	a. DDP/SNS (See Note 2) b. Dromedary, or similar container authorized. c. Cargo packaged to a weight of at least 200 lbs and banded (seal if practicable) or container locked and sealed by shipper. (See Note 1.) d. Packaged so as to not reveal classified nature of shipment. e. Trip lease not authorized.
Air	
a. PSS (See Note 2, 5.) b. Material in secure storage compartment or in a shipper-sealed, locked, safe-like container. (See Note 3.) c. Shipper escort to TSP and immediate pickup at destination. d. Packaged so as to not reveal classified nature of shipment. e. CCI keying material. (See Note 4.)	a. CIS (See Note 2) b. Shipment by air freight, air taxi, or AMC. c. Shipper escort to TSP and immediate pickup at destination. d. Containers banded/locked and sealed, if practicable. However, for commercial air freight, banded/locked and shipper sealed. e. Container seals applied by shipper. f. Packaged so as to not reveal classified nature of shipment.

NOTES:

1. Classified material is not normally transported by rail or water. In the event such movement is required, refer to Table 205-7.
2. Shipments weighing less than 150 lbs aggregate gross weight (which includes hazard, packaging materials and packaging) may be shipped by a TDS domestic contracts TSP. Air carrier providing pickup and delivery service by motor vehicle must comply with all security requirements during the motor phase. Refer to Table 205-7. Transportation/Traffic Management Offices are prohibited from shipping classified material, which is also hazardous, sensitive, arms or Ammunition & Explosives HC/Div (1.1, 1.2, and 1.3) via the TDS domestic contracts. Refer to Paragraph W for additional requirements
3. Specific criteria for construction of classified material air containers are contained in Chapter VIII, DoDR 5200.1-R.
4. Contact AMC for CONUS and International PSS shipments at 618 229-1530/1528 DSN: 779.
5. Reference Paragraph V and Paragraph W.
6. For CIIC 9 items ref to Table 205-7.

Table 205-3. Examples of AA&E Shipment Security Risk Categories (SRC) (Reference DoD 5100.76-M)

SRC I EXAMPLES	**MISSILES AND ROCKETS** Non-nuclear missiles and rockets in a ready to fire configuration (e.g., Hamlet, Redeye, Stinger, Dragon, LAW, Viper). Also where launcher tube and explosive round for missiles are jointly transported though not ready to fire.	**AMMUNTION AND EXPLOSIVES** Explosive complete rounds for SRC I missiles and rockets.
SRC II EXAMPLES	**ARMS** Light automatic weapons up to and including .50 caliber and 40 mm MK 19 machine guns. Weapon components such as silencers, mufflers, and noise suppression devices will be treated as SRC II items.	**AMMUNITION AND EXPLOSIVES** Grenades, high explosives, white and phosphorus. Mines, anti-tank, anti personnel (unpacked weight of 50 lbs or less each). Explosives used in demolition operation (e.g., C-4, military dynamite, TNT). Warheads for sensitive missiles and rockets weighing less than 50 pound each. The binary intermediates “DF” and “QL” when stored separately from each other and from the binary chemical munitions bodies in which they are intended to be employed.
SRC III EXAMPLES	**ARMS** Launch tube and gripstock for Stinger Missile. Launch tube, sight assembly and gripstock for Hamlet and Redeye missions. Tracker for Dragon missiles. Mortar tubes excluding the 4.2. Grenade launchers. Rocket and missile launchers, unpacked weight of 100 lbs. or less. Flame throwers. Launcher and/or missile guidance set and/or optical sight for TOW missile.	**AMMUNITION AND EXPLOSIVES** Ammunition, 50 caliber and larger, with explosive filled projectile (unpacked weight of 100 pounds or less each). Grenades, incendiary and grenade fuses. Blasting caps. Detonating cord. Supplementary charges. Bulk explosives. Warheads for sensitive missiles and rockets weighing more than 50 pounds, but less than 100 pounds each.
SRC IV EXAMPLES	**ARMS** Shoulder fired weapons, other than grenade launchers, not fully automatic. Handguns. Recoilless rifles up to and including 106mm.	**AMMUNITION AND EXPLOSIVES** Ammunition with nonexplosive projectile (unpacked weight of 100 lbs or less each). Fuses, except for grenade fuses. Grenades, illumination, smoke, or practice, CS/CN (tear producing). Incendiary destroyers. Riot control agents, 100-lb pkg or less. Ammunition for SRCs II, III, IV weapons, not otherwise categorized. Explosive compounds of sensitive missiles and rockets (except warheads). Warheads for precision-guided munitions weighing more than 50 pounds (unpacked weight).

Table 205-4. Minimum Security Standards for AA&E Shipments (Water) (All FPCONs)

SECURITY RISK CATEGORY I	SECURITY RISK CATEGORY II	SECURITY RISK CATEGORY III, IV, UNCAT Class 1.1 -1.3 Explosives
1. Written receipt from ship's officer at POE and written release to TSP at POD. Refer to Table 205-7 for Mode Motor Ground for Intermodal TPS Requirements	1. Written receipt from ship's officer at POE and written release to TSP at POD.	1. Written receipt from ship's officer at POE and written release to TSP at POD.
2. Pier service only.	2. Pier service only.	2. Pier service only.
3. U.S. flag with direct voyage where feasible unless an exception is granted by USTRANSCOM in coordination with SDDC. **NOTE**: If a foreign flag vessel is selected, the ordnance owning Service must be notified in writing in advance.	3. U.S. flag with direct voyage where feasible unless an exception is granted by USTRANSCOM in coordination with SDDC. NOTE: If a foreign flag vessel is selected, the ordnance owning Service must be notified in writing in advance.	3. U.S. flag with direct voyage where feasible unless an exception is granted by USTRANSCOM in coordination with SDDC. NOTE: If a foreign flag vessel is selected, the ordnance owning Service must be notified in writing in advance.
4. Ship's officer must maintain constant surveillance over cargo offloaded at intermediate stops.	4. Ship's officer must maintain constant surveillance over cargo offloaded at intermediate stops.	4. Ship's officer must maintain constant surveillance over cargo offloaded at intermediate stops.
5. Cargo stowed so as to be inaccessible or checked at least once each 8 hours by ship's officers.	5. Cargo stowed so as to be inaccessible or checked at least once each 8 hours by ship's officers.	5. Cargo stowed so as to be inaccessible or under general observations of ship's officers.
6. Supercargo personnel are required for Foreign Flag where no U.S. ship's officer with clearance is available.	6. Supercargo personnel are required for Foreign Flag where no U.S. ship's officer with clearance is available.	6. Supercargo personnel are required for Foreign Flag where no U.S. ship's officer with clearance is available.

Table 205-5. Minimum Security Standards for AA&E Shipments (Rail)

	Mitigating Measures	SRC III, IV, UNCAT HC/Div 1.1,1.2,1.3 (2)						SRC II HC/Div 1.1,1.2,1.3 (2)						SRC I) HC/Div 1.1,1.2,1.3 (2)				
		Force Protection Condition (FPCON) (1)																
		N	A	B	C	D		N	A	B	C	D		N	A	B	C	D
1	SRC I shipments may not be shipped via rail unless coordinated and approved with JMC/Military Services and approved by SDDC.													X	X	X	X	X
2	SRC II/HC/DIV 1.1,1.2,1.3 should not be via rail during FPCON C and D										X	X						
3	Armed Guard Surveillance (AGR)				X	X		X	X	X	X	X		X	X	X	X	X
4	Rail Inspection Service (RIS) RIS should be required during FPCON C	X	X	X	X	X					X	X					X	X
5	Military Tracking and Expediting Service (MTX)	X	X	X	X	X		X	X	X	X	X		X	X	X	X	X
6	Dedicated Train Service							X	X	X				X	X	X		
7	Interchange: Written interchange Procedures between TSP and Intermodal shipper	X	X	X	X	X					X	X					X	X
8	Pre-planning: Shipper issues REPSHIP to receiver and TSP; TSP issues alert to Rail Police and interchange TSP operations (if TSP routing required)	X	X	X	X	X		X	X	X	X	X		X	X	X	X	X
9	Pre-planning: Shipper confirms ability of destination to receive/hold shipment and provide shipment clearance. TSP alert rail police and interchanging railroad operations center.				X	X		X	X	X	X	X		X	X	X	X	X
10	Delivery notice: TSP must schedule delivery in advance with destination)	X	X	X	X	X		X	X	X	X	X		X	X	X	X	X
11	Accountability: Electronic or seal tracking system (Commercial or Government).	X	X	X	X	X		X	X	X	X	X		X	X	X	X	X
12	Stops in-transit: SDDC Approved rail terminals, interchange yards or sidings only.(Note 3)	X	X	X	X	X		X	X	X	X	X		X	X	X	X	X
13	ITV: TSP furnished nationwide coverage tracking system to a designated DoD Emergency Response Center	X	X	X	X	X		X	X	X	X	X		X	X	X	X	X
14	Emergency alert feature: Two means of communication with Rail Police or Operations Center. Primary must be linked to TSP-furnished tracking system.(Note 2)	X	X	X	X	X		X	X	X	X	X		X	X	X	X	X

	Mitigating Measures	SRC III, IV, UNCAT HC/Div 1.1,1.2,1.3 (2)						SRC II HC/Div 1.1,1.2,1.3 (2)						SRC I) HC/Div 1.1,1.2,1.3 (2)				
		Force Protection Condition (FPCON) (1)																
		N	A	B	C	D		N	A	B	C	D		N	A	B	C	D
15	Security personnel: Police powers or trained, instructed employees with prior employment verification and local security checks Police powers with Federal. State/Local licensing Certification for high risk HAZMAT and SRC I or SRC II.	X	X	X	X	X		X	X	X	X	X		X	X	X	X	X
16	Operational personnel: DoD background check for key operations personnel	X	X	X	X	X			X	X	X	X			X	X	X	X
17	Citizenship: Only U.S. citizens as guards; non-U.S. citizens vetted	X	X	X	X	X		X	X	X	X	X		X	X	X	X	X
18	Risk assessment: TO will coordinate with local installation security or force protection officer to obtain a risk assessment that includes risk at origin, in transit, and destination. The installation security or force protection officer, in coordination with the TO, coordinates the risk assessment with the respective DoD Service chain of command or Agency Operations Center. Additional mitigating measures that counter assessed threats, vulnerabilities, or criticalities are to be executed by the security or force protection officer in consultation with the TO					X		X	X	X	X	X		X	X	X	X	X
19	Anti-theft devices: Electronic tracking system/device linked to train monitoring/reporting system. If anti-theft device and/or locomotive disabling device are not available, rail police must be utilized to provide emergency reaction force.	X	X	X	X	X		X	X	X	X	X		X	X	X	X	X
20	Inspections: During all stops certified armed guards must maintain continuous surveillance over all containers, trailers and/or railcars containing SRC I or II material. Inspections of M1 tanks and other sensitive wheeled/tracked vehicles must be conducted to ensure tank armor plates, tie-downs, and tool boxes are secure and intact; tank skirts are not damaged and are secured with translock bolts; and vehicle openings are locked/sealed/welded. Any signs of pilferage must be reported immediately to the SDDC DTTS at 800-826-0794.					X		X	X	X	X	X		X	X	X	X	X

Footnotes for Table 205-5
(1) FPCON referenced herein is defined in Paragraph A.4.a thru e. (FPCON NORMAL (N), FPCON ALPHA (A), FPCON BRAVO (B), FPCON CHARLIE (C), FPCON DELTA (D)
(2) The second means of communication may be a cellular phone, Citizen Band radio, or radiotelephone network.
(3) Stops outside of terminals or interchanges that exceed 2 hours will be reported to SDDC.
(4) For SRC I, II, III, IV, and UNCAT DIV 1.1, 1.2, 1.3 under FPCON DELTA: Carrier route plans will be prepared IAW 49 CFR 397.67(d) and will be provided by e-mail to the SDDC at nnvhazmat@us.army.mil or by phone 800 826-0794 in advance of the carrier's departure from origin. Route plans for SRC III/IV Non-sensitive/UNCAT Division 1.1, 1.2, and 1.3 ammunition and explosives may be amended by the rail carrier in transit to pick up additional shipments or in response to operational contingencies. The handling rail road's operations center will provide advance telephonic notice to the SDDC DTTS prior to making a diversion from the original route plan.

Table 205-6. Minimum Security Standards for AA&E Shipments (Air)

Mitigating Measures		SRC III, IV UNCAT HC/DIV 1.3, 1.4					SRC I, II HC/DIV 1.1, 1.2				
		Force Protection Condition (FPCON) (1)									
		N	A	B	C	D	N	A	B	C	D
1	PSS is required for the motor and while aircraft is on the ground at a commercial airport and CIS applies while in the air. For AMC movements: CIS applies while on the ground at military airports and while in the air for SRC I and II shipments.						X	X	X	X	X
2	CIS	X	X	X	X	X	X	X	X	X	X
3	Shipments by airfreight, air taxi.	X	X	X	X	X	X	X	X	X	X
4	Shipper escort to carrier and immediate pickup at destination.	X	X	X	X	X	X	X	X	X	X
5	Banded/locked and sealed, if practicable. For commercial air freight, banded/locked and sealed is required.	X	X	X	X	X	X	X	X	X	X
6	Seals applied by shipper.	X	X	X	X	X	X	X	X	X	X
7	All carriers providing pickup and/or delivery service by motor must comply with motor security requirements for the category shipped during motor phase.	X	X	X	X	X	X	X	X	X	X
8	On military installations, armed guard surveillance and escort responsibilities may be assumed by the Installation Commander based on local command policy.	X	X	X	X	X	X	X	X	X	X

Note: FPCON referenced herein is defined in Paragraph A.4.a thru e. (FPCON NORMAL (N), FPCON ALPHA (A), FPCON BRAVO (B), FPCON CHARLIE (C), and FPCON DELTA (D)

Table 205-7. Transportation Protective Services (TPS) Chart

NOTE: THIS TABLE IS NOT TO BE USED AS A STAND ALONE REFERENCE. USER MUST READ ALL APPLICABLE FOOTNOTES AND DETAILED PROCEDURES IN CHAPTER 205 PARAGRAPHS TO PROPERLY APPLY REQUIRED TPS SERVICES.

Controlled Inventory Item Code (CIIC)				Mode					
				Air 11, 31		Motor		Barge	Rail
				DoD TDS Domestic TSP 11	Air	Ground	USPS		
#	SRC	CIIC	1. Classified Items[3] (Examples)	TPS/ 675 Requirements					
1	N/A	**A, B, C**	**A:** CONFIDENTIAL Formerly Restricted Data **B:** CONFIDENTIAL Restricted Data **C:** CONFIDENTIAL	Note [11]	CIS [2, 9, 39]	DDP/SNS[8, 9, 12, 39, 42]	Note [11]	Notes [2, 4, 6, 11]	RIS [2, 30]
2	N/A	**G, H, S**	**G:** SECRET Formerly Restricted Data **H:** SECRET Restricted Data **S:** SECRET	Note[, 11, 35, 38]	CIS [2, 9, 11, 38]	PSS/SNS/EXC[8, 9, 13]	Note [11, 38]	Notes [2, 4, 6, 11, 38]	Forbidden
3		**D**	**D:** CONFIDENTIAL Crypto	Forbidden	CIS [2, 9, 11, 39]	DDP/SNS[8, 9, 12]	Note [11, 39]	Notes [2, 4, 6, 11, 39]	RIS [2, 30]
4		**E**	**E:** SECRET Crypto	Forbidden	CIS [2, 9, 11, 38]	PSS/SNS/EXC [8, 9, 13]	Forbidden	Notes [2, 4, 6, 11, 38]	Forbidden
5	N/A	**F, K, L, T**	**F:** TOP SECRET Crypto **K:** TOP SECRET Formerly Restricted Data **L:** Restricted Data **T:** TOP SECRET	Forbidden	DCD [25]	DCD [8, 13, 25]	Forbidden	Forbidden	Forbidden
6	N/A	**U**	UNCLASSIFIED	675 (See Note 4)					
7	N/A	**7**	DEMIL- Retrograde Arms, Tanks,	Forbidden	CIS [39]	DDP/SNS [8, 12, 13]	Note [11]	SNS [2, 4, 6, 11]	RIS [2, 28, 30]
	SRC	**CIIC**	**2. Sensitive Items[3] (Examples)**	**TPS/675 Requirements**					
8	I	**1, 5, 6**	**1:** Man-Portable Missiles **5:** Weapons w/SECRET Guidance System **6:** Weapons w/CONFIDENTIAL Guidance System	Forbidden	CIS [38]	PSS/SNS/EXC/SEV [1,8, 11, 12, 13, 40, 41]	Forbidden	SNS [2, 4, 6, 11]	NOTE [29, 30]
9	N/A	**9**	Controlled UNCLASSIFIED Cryptographic Item (CCI)	Note [7,11]	CIS [7]	CIS [26]	Note [11]	Notes [2,4,6,11]	Notes [2,30]
10	II	**2, 8**	**2:** Auto Weapons, Landmines, HE Grenades **8:** Weapons w/CONFIDENTIAL Guidance Systems	Note[11]	CIS[11, 38]	PSS/SNS/EXC [1, 8, 11, 12, 13, 40, 41]	Note [10]	SNS [2, 4, 6, 11]	RIS [2, 28, 30]
11	III/IV	**C**	Sensitive CONFIDENTIAL AA&E, Bombs, Torpedoes	Forbidden	CIS [39]	DDP/SNS[, 4, 8, 10, 11, 12, 13, 41]	Note [10]	SNS [2, 4, 6, 11]	RIS [2, 28, 30]
12	II, III	**2, 3**	Small Arms	Note[11]	CIS [11, 39]	DDP/SNS [4, 8, 10, 11, 12, 13, 40, 41]	Note [10]	SNS [2, 4, 6, 11]	RIS [2, 28, 30]

Controlled Inventory Item Code (CIIC)				Mode					
				Air 11, 31		Motor		Barge	Rail
				DoD TDS Domestic TSP 11	Air	Ground	USPS		
13	IV	**4**	Small Arms, Small Arms Ammunition, Night Vision Devices; and Retrograde arms	Note [2, 11]	CIS [11, 39]	DDP/SNS [1, 4, 8, 10, 11, 12, 13, 40, 41]	Note [10]	SNS [2, 4, 6, 11]	RIS [2, 28, 30]
14	N/A	**7**	Unclassified Ammunition and Explosives	Note [2]	CIS [11, 39]	NOTES [4, 11,12, 13, 40, 41]	Note [10]	SNS [2, 4, 6, 11]	RIS [2, 28, 30]
15	N/A	**R**	**R:** (Precious Metal/Drug) Controlled	Note [11]	CIS [2,43]	DDP/SNS [8, 13]	Note [10]	SNS [2, 4, 6, 11]	RIS [2, 28, 30]
16	N/A	**Q**	**Q:** Drug/Controlled Substance	Note [11]	CIS [2,43]	CIS [26]	Note [10]	SNS [2, 4, 6, 11]	GSS [2, 28, 30]
17	N/A	**U**	Unclassified (HC/Div. 1.1, 1.2, 1.3) Ammunition & Explosives, Bombs, Torpedoes	Forbidden	Note [2, 39]	DDP/SNS [8, 11, 12, 13]	Forbidden	SNS [2, 4, 6, 11, 39]	RIS [2, 30, 39]
18	N/A	**O**	UNCLASSIFIED Naval Nuclear Propulsion Information [40]	Note [11]	NO TPS	NO TPS	NO TPS	Notes [2, 4, 6, 11]	RIS [2, 30]
	SRC	**CIIC**	**3: Pilferable Items (Examples)**	**TPS/675 Requirements**					
19	N/A	**I, J, M, V, X, Y, Z**	Communications, Electronics, High Value Items (Non-sensitive, Unclassified Items), Aircraft Engine Equip/Parts, Hand tools, Shop Equip/Parts, Clothing, Office Machines, Photograph Equip/Parts	No TPS	No TPS	No TPS	No TPS	No TPS	No TPS
20	N/A	**N**	Firearms Piece Parts and Nonlethal Firearms	Note [11]	No TPS	No TPS	Note [17]	Notes [2, 6]	Notes [2, 30]
21	N/A	**P**	Ammunition & Explosives (A&E)	Note [11]	CIS [2, 11]	NOTES [4, 8,11, 12, 13, 40, 41]	Forbidden	Notes [2, 6]	Notes [2, 30]
	INERT, NON-ORDNANCE ITEMS, TACTICAL VEHICLES AND OTHER ITEMS								
	SRC	**CIIC**	**Div/Examples**	**TPS/675 Requirements**					
22	N/A	**N/A**	Inert, Training Ordnance, Non-Ordnance	Note[24]					
23	III	**3**	Strykers, LAV-25	Forbidden	Note [39]	DDP/SNS [8, 12, 13, 20, 40]	Forbidden	SNS [2, 4, 6, 11]	RIS [2, 20, 30]
24	I, II	**1, 2**	Avengers, Bradleys	Forbidden	Note [23, 38]	PSS/SNS/EXC [1, 8, 12, 13, 23, 40]	Forbidden	SNS [2, 4, 6, 11]	RIS [2, 29, 30]
25	N/A	**S**	M1A1 ABRAMS	Forbidden	Note [21,22, 38]	PSS/SNS/EXC [8, 12, 13, 21, 22]	Forbidden	SNS [2, 4, 6, 11]	RIS [2, 21, 29, 30]
26	N/A	**C**	Classified (CONFIDENTIAL) U.S. Navy submarine class 688 propellers, Trident Class 726 propellers, and Virginia and Sea Wolf Class propulsion assemblies	Forbidden	Note [2, 39, 40]	DDP/SNS [28, 40]	Forbidden	SNS [2, 4, 6, 11, 28]	RIS [2, 28, 30]
27	N/A	**7**	Non AA&E	N/A					
28	N/A	**W**	Unclassified Air Force Critical Component	Note [7,11]	CIS [7]	CIS [26]	Note [11]	Notes [2,4,6,11]	Notes [2,30]

Footnotes for Table 205-7

1. When either the origin or destination is at FPCON Normal, Alpha, or Bravo, SEV is not required for SRC I shipments that move via closed box van with trailer tracking (DCS) capability included. SEV is required for all SRC I shipments, regardless of whether DCS is included, when either the origin or destination is at FPCON

Footnotes for Table 205-7
Charlie or Delta. SEV is required for all SRC II, III, and IV shipments, regardless of whether DCS is included, when either the origin or destination is at FPCON Delta (see Table 205-1). SEVs may be utilized above the minimum security standard at the Services' discretion. See Paragraph O.4.a.
2. Refer to Mode Motor Ground for Intermodal TPS Requirements.
3. Descriptions/examples are not all-inclusive.
4. For 1.1, 1.2 or 1.3: DDP/SNS is required. For 675: Signature & Tally Record required or Electronic Signature/Tracing Service provided by the TSP is required. See Paragraph O.6 . Brokers not authorized (See Paragraph B.2.a for exception).
5. Reserved for future use.
6. When supercargo support is required by the shipper or required based on mode and TPS requirements, shippers may provide or request that this service be provided by the TSPs.
7. For Unclassified CIIC 9 and W items, use of the DoD TDS domestic contracts "Next Day Delivery" for domestic movements is authorized if the size and weight of the shipment meets the TDS domestic contracts restrictions. For OCONUS, shipments of Unclassified CCI 9 items use of the TDS international contracts is authorized if the size and weight of the shipment meets the TDS international contracts restrictions. CIIC W may not be shipped OCONUS.
8. When applicable, the shipper must request Protective Tarpaulin Service (PTS). Reference Paragraph N
9. For classified Materials and CCI TL/LTL refer to Table 205-2 for shipment packing, sealing, and TPS requirements.
10. An alternative to the use of CIS, TDS domestic contracts for small arms and missile components is the USPS Registered Mail™ (Designated Person/Return Receipt Requested) when the size and weight of the shipment meets USPS restrictions. Freight forwarders, brokers, and expediters may not be used to transport any quantity of AA&E IAW Paragraph B.2.
11. Refer to Paragraph G for further requirements. For a list of approved Express Small Package Carriers under the DoD TDS domestic contracts, go to https://www.my.af.mil/gcss-af/USAF/AFP40/d/s6925EC1353610FB5E044080020E329A9/Files/express/tds/index.html.
12. Refer to 49 CFR, Part 172 for HAZMAT Shipping Papers (Subpart C), Marking (Subpart D), Labeling (Subpart E), Placarding (Subpart F), and Emergency Response Information (Subpart G) requirements.
13. SDDC Approved TSPs selected must be able to provide the TPS. When required, the driver must also have a HAZMAT Endorsement when transporting AA&E/HAZMAT.
14. Reserved for future use.
15. Reserved for future use.
16. Reserved for future use.
17. May be shipped by USPS FIRST CLASS or PRIORITY MAIL, Registered Mail (Return Receipt Requested).
18. Reserved for future use.
19. Reserved for future use.
20. Stryker: If the vehicles are completely stripped of all weapon components (e.g., crew-served weapons, or sensitive equipment contained on the Stryker at the time of movement) and the TO can confirm and certify in writing that no weapons or sensitive items are contained with the shipment, then the Stryker vehicles that are completely stripped are subject to negotiation or spot bid, CIS is required for the motor movement. Shippers must request an extra driver (EXD) when distance exceeds 150 miles and GSS for rail movement. The TO must attach the certification to the BL. If shipped with battle damage, shipments must be Tarped.
21. M1A1-series Abrams tanks completely stripped of all weapon components (e.g., crew-served weapons), sensitive equipment such as fire control equipment or materials and without turrets; the TO must verify and certify in writing that no turrets are contained with the shipment; and the TO must attach the signed certification to the BL; then, the M1A1-series Abrams tanks are subject to negotiation or spot bid. CIS is required for the motor movement. Shippers must request an extra driver (EXD) when distance exceeds 150 miles. GSS is required for the rail movements of excepted shipments. If shipped with battled damage, shipments must be Tarped.
22. The U.S. Army Tank-Automotive and Armaments Command item manager has declassified the ABRAM Tank Reactive Tiles (skirts). Skirts may be shipped by any mode of transportation.
23. Avengers and Bradleys shipped with mountable weapons or classified SECRET components require a TPS dependent upon the SRC of the contents. For Secret and SRC I shipments, PSS, SNS, and EXC are required. For SRC II, PSS, SNS, and EXC are required (Army SRC II delivering or leaving a FPCON Delta requires PSS, SNS, EXC, and SEV. RIS is required for rail movement. If stripped of all weapons, classified and sensitive items then CIS is required for the motor movement. Shippers must request an extra driver (EXD) when distance exceeds 150 miles and GSS for rail movement. All armored vehicles with battle damage must be shipped Tarped.
24. Refer to Table 205-2 Risk Assessment Table for further guidance (TPS prescribe in that table are optional during FPCON Normal through BRAVO but are required during FPCON CHARLIE and DELTA).

Footnotes for Table 205-7

25. Shippers may access the Defense Courier Division (DCD) link: http://www.transcom.mil/dcd/.
26. Extra Driver (EXD) services required; applies to CIS shipments (motor) when travel distance exceeds 150 miles. DDP/SNS may be more cost-effective.
27. Reserved for future use.
28. Must have Tarp cover during transport.
29. Rail SRC I shipments are not authorized. Exceptions must be coordinated with JMC/Military Services and approved by SDDC.
30. MTX is required for rail movements. To request MTX see instructions in Paragraph O.8.
31. Items requiring a TPS cannot move via TDS international contracts unless otherwise noted.
32. Reserved for future use.
33. Reserved for future use.
34. Reserved for future use.
35. CIIC D and E Forbidden
36. Reserved for future use.
37. Reserved for future use.
38. For PSS shipments, when motor transport service or intermodal movements is also provided in connection with air, rail, or water shipments, CIS procedures will apply for the motor segment of the move.
39. For DDP/SNS shipments, when motor transport service or intermodal movements is also provided in connection with air, rail, or water shipments, CIS procedures will apply for the motor segment of the move.
40. Navy Unclassified Naval Nuclear Propulsion Information (U-NNPI) material -- Navy material identified with Special Material Identification Code X1, X2, X3, X4, X5 or X6 may contain unclassified Naval Nuclear Propulsion Information (U-NNPI). UNCLASSIFIED Navy material containing U-NNPI, as defined in OPNAVINST N9210.3, is not subject to CIS or SNS requirements. Below is specific shipping guidance for Navy shipments consisting of UNCLASSIFIED NNPI material:
    a. For CONUS shipments of Navy material containing U-NNPI, DoD TDS domestic contracts, or commercial carrier transport is authorized.
    b. For OCONUS shipments (to include Guam) of Navy material containing U-NNPI use AMC airlift, or TDS international contracts, and if the foregoing cannot satisfy the RDD, commercial air counter-to-counter is authorized for shipments of 300 lbs or less. For OCONUS shipments of UNCLASSIFIED Navy material containing U-NNPI in excess of 300 lbs, use AMC for channel airlift transport. If AMC-TACC is unable to provide transport or meet RDD, contact NAVSUP GLS at NAVSUP_LOC_Air_Clear@navy.mil, which will assist in providing air clearance and coordination with AMC to obtain an approved commercial tender of service contact number (757 443-5434 or DSN 646-5434).
41. Trailer Tracking Service (DCS). DCS is required for all SRC I-IV closed box van shipments requiring SNS. DCS may also be applied to other sensitive, classified, and TPS shipments as requested by the shipper. See Paragraph O.15 for further guidance.
42. Classified (confidential) shipments of U.S. Navy owned submarine propellers are authorized for movement via commercial means using CIS IAW the following provisions: (1) movement distance will be less than 150 miles; (2) single driver will have Personal Security Clearance of CONFIDENTIAL or higher; (3) security cover (tarp) over lading IAW applicable Undersea Warfare Program Security Classification Guide; (4) minimum of two commercial escort vehicles; (5) Satellite Motor Surveillance (SNS) will be ordered and provided; (6) driver will have two means of communication, including cellular phone; (7) driver and escort will be provided emergency contact information for shipper; (8) vehicle will not make any fuel or rest stops while en route; (9) shipments will be scheduled for same-day delivery, unless required by state or local laws/ordinances to move after hours.
43. The following TPS requirements are to establish a supplemental method for the delivery of certain CIICs Q (controlled substance designated as Schedule III, IV, or V) and R (precious metals, a drug or other controlled substance designated as a Schedule I or II) medical materiel to overseas locations and/or between overseas locations with no access to USPS registered mail and/or military air options on the occasions when/where the ultimate destination is not supported by MILAIR or USPS registered mail or the shipment cannot reach the destination before the useful product life expires. HQ DLA in conjunction with DLA Troop Support has final authority to use this alternative TPS transportation method. The following security requirements must be applied to the shipment by the USTRANSCOM contracted commercial carrier:
    a. Be able to provide in-transit visibility IAW commercial business practices. At a minimum, from node to node throughout the carrier network. Preferred actual satellite positioning throughout the movement.
    b. Be able to provide an estimated delivery date for the materiel. Must notify the shipper within 24 hours if the estimated delivery date will not be met and provide a revised estimated delivery date.
    c. Be able to provide signature service confirmation of receipt of item by designated recipient listed on the shipping document (mandatory) and provide confirmation to shipper within 24 hours.
    d. Be able to safeguard materiel in its possession IAW commercial business practices.

Footnotes for Table 205-7
e. Verify partner network used in foreign countries are vetted and in compliance with USTRANSCOM transportation contracts and policy. TOs will contact DLA Troop Support Medical Plans and Integration Office (DSCPMedicalEA@dla.mil) and Customer Pharmacy Operations Center (CPOC) (CPOC@dla.mil) to obtain approval to ship certain controlled substances with CIICs Q and/or R via these procedures.

Table 205-8. Protective/Accessorial Service Table

Transportation Protective Service	Code
Constant Surveillance and Custody Service	CIS
Dual Driver Protective Service	DDP
Greater Security Service	GSS
Military Guard Personnel	MGP
Protective Security Service	PSS
Rail Armed Guard Surveillance Service	ARG
Rail Inspection Service	RIS
Satellite Motor Surveillance Service	SNS
Security Escort Vehicle Service	SEV
Trailer Tracking Service	DCS
Accessorial Services	**Code**
Exclusive Use of Trailer or Dromedary	EXC
Expedited Service	EXP
Extra Driver	EXD
Military Traffic Expediting Service	MTX
Signature and Tally Record Service	675