CHAPTER 305

REDEPLOYMENT ACTIVITIES

A. GENERAL

1. Redeployment is the transfer of forces and material to support another joint force CDR’s operational requirements, or to return personnel, equipment, and material to the home and/or demobilization stations for reintegration and/or out-processing. Redeployment operations encompass four phases: redeployment planning, predeployment activities, movement, and JRSO&I. These phases describe the major activities inherent in moving deployed forces and material from their current deployed location through integration into another theater or to the home and/or demobilization station. Redeployment operations are dependent on the supported CDR’s defined end state, concept for redeployment, or the requirement to support another JFC concept of operation.

2. Redeployment of joint force assets may be required at any point during mission execution. Redeployments are planned and executed based on mission requirements and are normally conducted to repurpose forces and material in the same theater, to transfer forces and material to support another JFC operational requirement or to return personnel, equipment, and material to the home and/or demobilization station upon completion of the mission. All systems and procedures used during deployment operations will be applied to redeployment operations following the specific redeployment guidance provided in JP 3-35. One key difference is that redeployment operations focus on reestablishing joint force readiness in addition to redeployment mission requirements.

a. Planning. Redeployment planning to return a joint force to home and/or demobilization station upon completion of its mission must be an integral and early part of joint force employment planning and will be coordinated with mission termination or transition plans. Moreover, redeployments must be planned and executed in a manner that provides for the timely and efficient return of individuals, units, and material to facilitate their use in new contingencies. Recovery and reconstitution will begin immediately after operational employment to restore force readiness to the highest state possible prior to redeployment. This ensures the joint force is fully prepared for the next crisis situation following redeployment.

b. Identifying Redeployment Requirements. The Supported CDR adjusts the basic TPFDD letter of instruction as necessary to plan and execute redeployment operations and determines redeployment movement priorities. Forces and material will be redeployed based on requirements to support continuing operational missions and transition requirements. Initial movement requirement projections maybe based on actual deployment movements minus equipment that was destroyed, lost, or transferred to in-theater war reserve material. The Supported CDR will establish a planning, documentation, validation process and an organizational structure using the JOPES process to control and execute the redeployment.

c. Termination or Transition Considerations.

(1) Operational employment normally ends with termination or transition of the joint force mission. Operations terminate when stated national strategic end state conditions or objectives are achieved. Transition occurs when control of the ongoing mission is transferred to another organization or when a change of mission is brought about by a change in objectives. Regardless of the circumstance, deployed forces begin recovery and reconstitution to prepare personnel and material for redeployment after completion of operational requirements. Transition from operational employment to redeployment
requires detailed planning and coordination. Deployed forces will strive to complete recovery and reconstitution on-site prior to redeployment, since the redeployment mission may involve support of another JFC operational requirement or other contingencies. Cessation of hostilities or operations rarely occurs instantaneously. Either as part of the cease-fire or as a result of political negotiations, decisions made concerning the termination of operations, separation of belligerents, withdrawal timetable, and/or residual forces and reserve stocks to remain in the host country will shape the pace and nature of the redeployment.

(2) Transition considerations are based on the current political and military situation when the JFC orders redeployment. Preparation for redeployment is influenced by transition decisions concerning:

(a) Requirements for a residual force or response capability
(b) Follow-on occupation, nation-building, or humanitarian missions
(c) Protection of the force
(d) Alliance and coalition force considerations
(e) Availability of intertheater and intratheater mobility assets
(f) Applicable HN environmental standards.

(3) After completion of operational requirements, forces move to designated SA or APOEs and/or SPOEs to begin recovery and reconstitution and to prepare for redeployment. The priority for redeployment preparation is returning the force to optimal readiness while preparing for redeployment. Redeplacement preparation includes reorganizing and configuring personnel, equipment, and material for movement, including reestablishing unit integrity and accountability of individuals and equipment prior to redeployment. Operational changes to unit organizations after arrival in the AOR and/or joint AO will be undone prior to redeployment to facilitate return to peacetime activities. Redeploying units, or their parent commands, are responsible for actions at, and support of, redeployment SAs.

(4) SA or APOE and/or SPOE actions include:

(a) Identifying and separating excess supply stockage and left behind equipment
(b) Turning in excess supply stockage and prepositioned force, equipment, or supplies
(c) Reconstituting and cross-leveling supplies and equipment for movement
(d) Repacking and loading containers for movement.

d. Preparation for Redeployment. Preparation for redeployment is the first step in returning deployed forces to full operational readiness. Preparation for redeployment includes performing all personnel, supply, and inspection activities necessary to redeploy personnel equipment and material and restore joint force capability to conduct future operations. Specific personnel, logistics, and inspection activities are described below.

(1) Required redeployment personnel actions are accomplished. Personnel actions may include medical screening, processing decorations and awards, processing fitness or evaluation reports, and updating or completing personnel and finance records. At the organizational level, units may have to reorganize to increase combat effectiveness until adequate resources are provided to return the unit to full operational capability. Reorganization may include cross-leveling of equipment and personnel, matching
operational weapons systems with crews, and/or forming composite units or organizations from attritted units or organizations.

(2) Supplies and material critical to recovery and reconstitution are redistributed. Non-unit redeployed equipment and supplies are redistributed according to plans developed by the JS and the Services with input from the CDR. Priority of effort is generally for forces committed to JCS-approved OPLANs. During the redistribution process, procedures must be established for the proper management of hazardous and other waste products.

(3) Sustainment requisitions are terminated for redeploying units. Forces waiting redeployment will consume theater stocks, and material management centers will review stockage levels and cease requisitioning from the CONUS base.

(4) Retrograde cargo is properly documented to maintain property accountability and ITV during the redeployment process. Proper documentation is important for identifying, labeling, and handling all cargo particularly hazardous cargo. Maintaining unit integrity during redeployment is as critical to readiness as it is during deployment. When possible, containerized unit shipments will be shipped with noncontainerized unit equipment. In all cases, ITV of cargo must be maintained to facilitate diversion en route if necessary.

(5) The supported CDR will, IAW DTR Part V, Department of Defense Customs and Border Clearance Policies and Procedures, ensure redeploying personnel, equipment, and material are in compliance with customs and agricultural requirements for their redeployment destination.

(6) Redeployment TPFDDs are developed to execute the redeployment process IAW JOPES and JPs. Redeploying forces are tailored and prioritized for redeployment based on the supported CDR’s intent. Subordinate organizations and component commands must verify unit movement data to the supported CDR for redeployment TPFDD validation. USTRANSCOM develops an OPLAN that describes the redeployment strategic movement schedule after receiving the validated TPFDD from the supported CDR. USTRANSCOM conducts a transportation feasibility review and coordinates any unresolved transportation conflicts with the supported CDR. The end result of this process is a supported CDR TPFDD that redeploying forces use to prepare for movement.

(7) Once redeployment begins, force tracking is conducted until the joint force has completed movement through the redeployment pipeline and has emerged at the prescribed destination as a fully mission-capable force. Maintaining unit integrity during redeployment is an important consideration because forces may be diverted en route for another mission. IGC and the GCSS provide the information systems and decision support tools necessary to track the force during the redeployment process.

e. Redeployment Responsibilities.

(1) Transportation personnel monitor transportation functions. Their primary duties are as follows:

(a) Advise the CDRs and staff on all transportation matters and provide technical guidance to the CDR.

(b) Act as the transportation staff link between the Force/CDR and the Theater Distribution Center (TDC). The TDC is established to coordinate the employment of all means of common user and commercial transportation to support the concept
of operations. The TDC recommends allocation of all transportation resources available to the theater according to the CDR’s established priorities.

(2) The DDOC provides information to assist the operations of the theater transportation system.

(3) Detailed planning of redeployment operations in theater is the responsibility of the supported CDR and the designated Service component. The supported (theater) CDR and/or designated Service component is responsible for:

(a) Coordinating movements with supporting commands for intratheater and intertheater moves
(b) Providing and coordinating movement management services
(c) Coordinating movements with allies and the HN
(d) Developing the AO movement control
(e) Preparing the redeployment order
(f) Coordinating MHE requirements between deploying units and sources (both commercial and military)
(g) Assisting UMOs with preparing unit movements documents
(h) Coordinating highway and air passenger movements
(i) Maintaining container accountability.

(4) The redeploying unit is responsible for:

(a) Providing movement requirements to the supporting movement control activities
(b) Submitting redeployment electronic documentation for ITV and supporting transportation management, planning, and C2
(c) Providing initial Unit Deployment List (UDL) information to the Unit Movement Control function
(d) Providing sites for database update.

(5) Movement responsibility falls to several organizations; one of the principal organizations is the JDDOC. Its contact with field units is through the supporting Movement Control organizations, at airfields through the CRE/CSE, at railheads through Rail Movement Control and for highways through Highway Movement Control. At both ports and airfields, there are transportation command personnel with support equipment activities to help in the redeployment process.

(6) Passenger movement. Passengers moved as part of a contingency/mobility movement must be processed IAW this regulation, Chapter 303, Paragraph D. All other passenger movements must be processed IAW this Regulation, Part I.

f. Movement Control. The Movement Control organizations’ (such as the Army/SDDC Movement Control Teams, Marine Corps Movement Control Centers, Logistics and Movement Control Center, and Unit Movement Control Center, and the Air Force AMC CRE/CSEs duties and functions) will depend on the immediate situation. These duties may include the following:

(1) Receiving and coordinating transportation requirements
(2) Selecting the mode (air, rail, inland waterway, or highway) for unprogrammed moves
(3) Maintaining communication with the transport services, shippers, receivers, and HN transportation resources

(4) Keeping a status of and advising the CDR or JDDOC on the following:
   (a) Activities’ capabilities to ship and receive
   (b) Locations of units and support activities
   (c) Availability of modes of transport
   (d) Asset use capacity (the percentage of route capacity and transport capacity being used) and trends
   (e) General transportation movements situation in their areas

(5) Receiving, processing, and forwarding requests and replies to requests for movement over controlled routes

(6) Reporting requirements

(7) Scheduling traffic on controlled routes according to the CDR’s priorities

(8) Regulating movements by granting or denying clearances to local activities.

g. **Site Movement Coordinator.** A site movement coordinator, designated by the command, is the CDR’s representative who oversees unit movements and associated cargo from the designated SA to the POE. The site movement coordinator establishes a deployment AIS host facility. The site movement coordinator also assists the UMO and TMC in determining and reporting movement requirements needed to clear the site. In some cases, the site movement coordinator is also an intermediate command level UMO.

h. **Intermediate Command-Level Movement Officer.** The intermediate command level movement officer coordinates movement planning guidance for subordinate units and unit movement requirements and provides recommendations to enhance overall movement planning and execution.

i. **UMO**. See Appendix A for a detailed listing of UMO responsibilities.

j. **Unit Load Teams:**

(1) Unit load teams are responsible for preparing cargo, equipment, and vehicles for shipment. This includes:
   (a) Securing classified or protected sensitive equipment
   (b) Weighing and marking equipment for shipment by air or rail
   (c) Stenciling cargo
   (d) Properly placing MSLs and other automatic identification technology enablers
   (e) Affixing documents
   (f) Protecting fragile components
   (g) Cleaning equipment and preparing for customs inspections
   (h) Documenting and preparing hazardous cargo for shipment.

(2) Unit load teams also drive the unit’s vehicles and deliver palletized ammunition and other hazardous cargo.
k. **Liaison Teams.** The liaison teams represent the command at POEs. These teams assist in resolving movement challenges and aid in outloading unique equipment. They are knowledgeable on the personnel and cargo transiting the site. The liaison teams:

(1) Correct deficiencies
(2) Coordinate logistics and administrative support challenges of redeploying units
(3) Assist port or airfield support personnel in directing unit movements
(4) Provide electronic documentation for onward movement for ITV.

l. **Supercargo Personnel.** Supercargo personnel are designated by a deploying unit, on orders, to accompany, secure, and maintain unit cargo onboard a vessel. They provide maintenance and liaison during cargo reception at the SPOE, vessel load and sea operations, agricultural and customs clearances, and SPOD port operations. See Appendix D for more information on supercargo personnel.

m. **Cargo Couriers-Airlift.** Cargo escorts and their cargo on deployment airlift missions should not to be bumped (removed from aircraft) but, if bumped, must be provided onward movement as soon as possible.

n. **Customs and Agriculture Clearance.**

(1) Overall customs and border clearance procedures can be found in DTR Part V.
(2) Although it is not the policy of the U.S. Customs and Border Protection (CBP) and U.S. Department of Agriculture (USDA) to preclear cargo and passengers returning to the Customs Territory of the United States (CTUS) under normal day-to-day circumstances, a preclearance program is available for redeployments from major exercises or contingencies. If the supported command determines that preclearance of redeploying cargo and passengers will enhance mission effectiveness, the procedures outlined in this Regulation, Part V, Chapter 505, Agriculture Cleaning and Inspection Requirements, and Chapter 506, DoD Pre-Clearance Program Customs and Agriculture Inspections, must be followed.

(3) If the preclearance program is not used, customs clearance must be performed at an established CTUS port of entry. This port of entry may be a Regular or Limited Port of Entry, an international commercial airport or seaport of entry, or any other airport or seaport where a Federal Inspection Service capability exists or can be arranged on an exception basis.

(4) On any deployment or redeployment, all cargo, containers, baggage, vehicles, personal clothing, carry-on baggage (including rucksacks), footwear (boots/shoes), and other equipment must be clean (free of soil and pest infestation), regardless of whether preclearance is performed outside the CTUS or not. Detailed instructions for the cleaning of equipment can be found in the Armed Forces Pest Management Board Technical Guide No. 31, Guide for Agricultural and Public Health Preparation of Military Gear and Equipment for Deployment and Redeployment. This document is available on the website [http://www.afpmb.org/content/technical-guides](http://www.afpmb.org/content/technical-guides).

o. **Redeployment Process.** Supported CDRs establish redeployment operations taking the following factors into account:

(1) CJCS residual force mission statement.
(2) CJCS requirements to reconstitute a response capability.
(3) Political negotiations and other theater needs.
(4) Occupation/nation building/humanitarian missions.

(5) Establishments of Army Reserve stocks in the AO.

(6) Security of the force.

(7) Constraints of RC forces and individuals in theater.

(8) Redeployment requirements and considerations.

(9) An important aspect of redeployment is the restoration of any environmental violations committed by U.S. Forces. During major federal actions abroad, U.S. Forces will comply with all regulations and standards, including SOFAs, treaties, and international agreements. In addition to any reclamation that may be required, planning considerations must be given for the removal of HAZMAT that was deployed to the host country or created during operations in the host country. Further environmental information can be found in Army Regulation (AR) 200-1, Environmental Protection and Enhancement.

(10) Ammunition will be palletized and shipped separately from unit equipment. It will be inspected for serviceability and hazards and recrated before redeployment. All explosive safety standards for peacetime will be met. This is a major project that requires a combined effort by the U.S. Army Material Command, Joint Munitions Command, and Service Material/Logistics Commands and redeploying forces.

(11) Some material already on requisition when hostilities cease will not be required in the theater, or some categories of supplies will not be needed in the quantity requested. To the extent possible, units will use theater stocks. If no longer needed, cancel requisitions previously submitted for supplies. Supplies in transit may be diverted to other destinations throughout the world or to the CONUS. Material and movement managers need to closely monitor this situation. Material management centers must change the Department of Defense Activity Address Code (https://www.transactionservices.dla.mil/DAASINQ/) “ship to” addresses for redeploying units.

(12) Salvaged/battle damaged equipment will be handled IAW Service disposal or CDR procedures.

(13) Accurate automated documentation is required for redeployment. Properly prepared and accurate UDL entries into AIS will enable seaport operators to prepare accurate vessel manifests at the SPOE. Successful shipping operations depend on the accuracy of vessel manifests and delivery of all equipment in order for SDDC to successfully plan the offload and follow-on transportation requirements at the SPoD.

(14) Redeployment Phases. The joint redeployment process is divided into four phases; redeployment planning, pre-redeployment activities, movement, and JRSOI. They are iterative and may occur simultaneously throughout an operation.

(a) Redeployment planning is conducted at all command levels by both the supported and supporting CDRs. Redeployment planning activities include all actions required to plan for a redeployment of forces. Redeployment planning activities must be coordinated among the supported COCOM responsible for accomplishment of the assigned mission, the Services, and the supporting COCOMs providing forces for the joint force mission. Normally, supported CDRs, their subordinate commanders, and their Service components are responsible for providing mission statements, theater support parameters, intertheater lift requirements, HN environmental standards, and pre-positioned equipment planning guidance during...
pre-redeployment activities. Service redeployment planning activities will be coordinated with supporting COCOM planning activities to ensure the standards specified by the supported CDR are achieved, supporting personnel and forces arrive in the supported theater, fully prepared to perform their mission, and redeployment delays caused by duplication of pre-redeployment efforts are eliminated.

(b) Phase II – Pre-redeployment activities include actions taken across all levels of the joint planning and execution community, prior to actual movement, to prepare for execution of the redeployment in support of an OPLAN or OPORD. It includes continued refinement of OPLANs, from the strategic to the tactical level at the supported and supporting commands. It includes sourcing forces, completion of operation specific training, and mission rehearsals. As early as possible in pre-redeployment, movement requirements are identified and lift support requirements are reported and scheduled and personnel and equipment movement preparation is competed and verified. Accompanying sustainment is identified and prepared for movement.

(c) Phase III – The movement phase of redeployment is composed of three segments: movement from origin to POE, POE operations, and movement from POE to POD. The validation process ensures satisfaction of the redeployment standards and controls redeployments into and within the operation. Successful redeployments are characterized by careful planning and flexible execution. Careful and detailed planning ensures that only required personnel, equipment, and material redeploy, unit movement changes are minimized, and the flow of personnel, equipment, and material into theater or to home station supports the CONOPS.

(d) Phase IV – JRSO&I. The final phase, JRSO&I, is the critical link between redeployment and employment of the joint forces in the operational area. It integrates the redeploying forces into the joint operation and is the responsibility of the supported CDR. Redeployment is not complete until the redeploying unit is either a functioning part of the joint force or returned to home station. This phase begins with arrival at the POD and concludes with the departure of equipment/material after the final U.S. or HN agriculture and customs clearance from POD authorities. SDDC controls onward movement of forces/material from the PODs according to the redeployment TPFDD and AIS/shipping documentation. The port CDR/transportation terminal unit CDR and the designated Major Command receiving the forces develop a reception plan for arriving forces.

1 The onward movement process begins with the reconfiguration of equipment and material within the port SA and at designated marshalling sites. It concludes with arrival at final destination. Major Command representatives will conduct a visual inspection of convoying equipment while in the marshalling area. Equipment requiring safety and maintenance deficiency corrections will be diverted to the supporting maintenance activity if not repairable on site.

2 The supporting installation CDR is responsible for the health, welfare, and support of arriving forces and for assisting with their onward movement. In this capacity, the CDR sustains the forces and the individuals until they arrive at their destinations. This may require assisting the units in obtaining transportation to the final destinations.
p. **Redeployment Activities:**

(1) Depending upon the mission, the strategic redeployment process, and the size of the redeploying force, the AO capabilities may require up to three theater nodes: the TAA, the SA, and the POE. The process begins after combat reconstitution when the force closes upon the TAA. The force requests the transportation agency to provide movement authorization to move from the TAA to the SA. Based on the TPFDD and queuing in the redeployment process flow, the JDDOC directs the force and coordinates the movement of forces.

(2) CDRs at POEs ensure deploying unit equipment is ready for upload. Among the activities performed are the following:
   (a) Assembling equipment for load.
   (b) Conducting inspection between unit and port operators.
   (c) Assisting in correcting equipment deficiencies.
   (d) Providing drivers for all types of equipment.

(3) At airfields, the A/DACG provides liaison contact with the Air Force. This group coordinates and controls onloading at the airfield, assembles personnel and equipment for aircraft loads, and loads personnel and equipment. Personnel generally travel by air and equipment travels by sea. The A/DACG ensures the users have correct documentation to include manifesting of cargo and personnel.

(4) At seaports, the unit’s PSA coordinates and assists the port operator in receiving, processing, and loading the unit’s equipment. Unit equipment is normally called forward to the port SA before loading.

(5) When packing up unit equipment, UMOs ensure customs officials observe the packing process and attach a seal of approval. They consolidate items whenever possible. Using pallets or containers will minimize pilferage or theft and save valuable space on ships. UMOs ensure vehicles are reduced to the proper configuration.

(6) Vehicles and related equipment must be totally cleaned by the owning command or adjacent units. No vehicles with fluid leaks or drips are allowed on aircraft or vessels. These deficiencies are a safety hazard and can cause damage to the airframe, vessel, or crew. Any vehicle arriving at the loading ramp with visible signs of defects will be returned for repair or sealing. Absolutely no waivers will be granted.

(7) Unit deployment data used for redeployment execution must be entered into AIS before moving from SAs. Load planning, cargo manifesting, and documentation help ensure a smoother flow throughout redeployment. To assist in a smooth, fast redeployment operation, units should obtain a copy of their UDLs on disk prior to deployment and use that data as a template or start point for redeployment. To enhance the process and to help reduce confusion, UMOs must ensure all unit equipment or containers have the proper documentation. If equipment arrives at the APOE or SPOE without customs documentation and seals, equipment will be classified as frustrated cargo and held until unit representatives correct the deficiencies. An overview of general requirements in the redeployment process is as follows:
   (a) Documentation for pallets, crates, QUADCONs, flatracks, and ISO containers must include packing lists in six copies, required MSLs, and any special handling data certification forms.
(b) ISO containers that are not owned by the unit cannot be stenciled. Figure 305-1, Military Shipping Label, Unit Move, shows an example of an acceptable MSL. Only the exact format shown in Figure 305-1 can be printed. The DD Form 1387, Military Shipment Label, Figure 305-2, will be used when manual shipment documentation is the only labeling alternative available during emergency operations (when hand-written labels are the only alternative). With the exception of a hand-written DD Form 1387, Figure 305-2, all shipments entering the DTS are required to be marked with an MSL containing 3 of 9 linear bar codes (Code 39) and a two-dimensional (2D) PDF417 symbol IAW DTR Part III, Appendix H, Paragraph E, when the capability exists.

(c) Regardless of the cargo, the proper placement of military shipping labels is an essential part of the documentation required for successful redeployment. Units must ensure shipping labels are accurate and are properly placed on all equipment. Shipping labels contain TCN codes (see Appendix H) and data needed to match labels and equipment. Two identical bar code labels are attached to each piece of equipment cargo. One is attached to the left front of each vehicle and the other on the left side door. For containers, crates, pallets, and loose pieces, the labels are placed on adjacent sides. Incorrect placement of labels may result in incorrect entry of data into the UDL and AIS that will result in untimely and unnecessary delays.

(d) Passengers will be required to complete a CBP Form 6059B, U.S. Customs and Border Protection Customs Declaration, Figure 305-3, provided by the carrier of the aircraft and will go through border clearance procedures at the first U.S. port of entry.

(e) IAW with the DTR Part V, Chapter 503, when transporting war souvenir, a DD Form 603-1, War Souvenir Registration/Authorization, Figure 305-4, must be filled out at the marshalling area. CBP Form 4455, Certificate of Registration, Figure 305-5, is required for personal firearms.

(f) The unit assembly area is where preparing equipment and cargo for transport begins. The success of the redeployment process depends on successful preparation. All equipment needing repair must be fixed before leaving the unit assembly area.

(g) After the unit has properly prepared all equipment for shipment by sea or air, it is assembled in the SA for further processing. (Units must ensure all hazards are removed from equipment. This includes such things as explosives and ammunition without the proper authority for movement.)

(h) CDRs must ensure equipment is cleaned thoroughly and must pay particular attention to tire treads and wheel wells. Failure to meticulously clean redeploying equipment could result in the introduction of microorganisms or diseases into the United States, which could have significant consequences. All equipment will undergo inspection by customs and USDA officials. Cargo or equipment that fails to pass inspection will be deemed frustrated and pulled from the line. The deficiency will have to be corrected after which the entire process begins again.

(i) Unit personnel must secure internal loads to prevent shifting and damage. They weigh and mark all equipment redeploying by air. They also ensure all placards and convoy numbers are in place and prepare and place correct movement documentation on all equipment.
(j) All vehicles and major equipment must be marked with a DD Form 1750, Packing List, Figure 305-6/DA Form 5748-R, Shipment Unit Packing List and Load Diagram, Figure 305-7, in six copies if a vehicle has containerized internal loads, and a special handling data certification.

**NOTE:** DA Form 5748-R is an authorized substitute document for DD Form 1750. Refer to 49 CFR and AFMAN 24-204_IP for more information.

(k) In addition to customs acceptance of equipment, customs inspectors at the POE inspect personnel and baggage documentation. The aircraft CDR must complete a CBP Form 7507, General Declaration (Outward/Inward) Agriculture, Customs, Immigration, and Public Health, Figure 305-8.

(l) Units must ensure their vehicles and equipment have stenciled on them, in 2-inch letters, the Unit Identification Code and Shipment Unit Number for vehicles, Quadruple Containers (QUADCONs), or pallets. Cross-leveling will be completed at the TAA. Here all equipment is checked for proper packing/securing of internal loads, for correct documentation and seals, for removal of all ordnance, for serviceable lifting shackles on all vehicles, for correct fuel levels, and for such maintenance and safety concerns as properly operating lights, brakes, and correct fluid levels. Equipment will also be checked for proper marking and weighing data, placement of placard and warning signs, shipping labels, and proper documentation of vehicles and equipment, pallets, crates, ISO containers, QUADCONs, and accompanied baggage.

(m) Individual personnel not moving under a TPFDD ULN may be coordinated for movement by their parent unit through a JDDOC representative based on supported CDR guidance. Individual redeploying personnel remain under the administrative/logistical control of the parent unit until redeployed. In all cases, the primary method of redeployment is based upon the TPFDD process, identified by ULN. Other methods of deploying cargo and personnel not scheduled for redeployment with the main body will be done through established procedures by requesting additional ULN allocation through the JOPES procedures or on an exception basis by signing over cargo for later strategic lift with units moving to the same destination.

(n) The unit is responsible for actions at and in support of the redeployment. This includes completing all supply actions, identifying redeploying assets by mode, and preparing cargo for movement. The UDL is updated for redeployment.

(o) The TA is responsible for movement of forces into the SA and actions at and in support of the SA. This includes all predeployment preparation not conducted in the TAA, final changes to the UDL, and final unit predeployment equipment preparation. A final sterile area may be required by the theater. The redeployment order will specify if and how a sterile area will be used. The sterile area is a location near the POE for controlled holding of customs-cleared cargo. The TMC will call units forward from the sterile area.

(p) The marshalling area is the final site en route for redeployment in which the unit has responsibility for unit equipment. This site is outside the APOE or SPOE to help control congestion and confusion as well as to provide adequate space for sorting equipment and personnel. Depending on available space at the port, it may be the same location as the SA. All external equipment surfaces are cleaned and inspected by customs and all cargo, vehicles, and equipment are placed in chalks.
for onward movement. Once equipment is placed at the marshalling area, drivers can return to their parent units and HN assets can be turned in.

(q) The next processing area is the SA SPOE and the alert holding area for the APOE. This equipment is jointly inspected at these sites. Port personnel inspect equipment being shipped by vessel, and personnel and A/DACG inspect equipment going by air. Following inspection, the port CDR or the A/DACG assumes control. Customs personnel conduct a final inspection of equipment prior to loading at the POEs. Port or airfield personnel position equipment for upload onto vessels or aircraft. The equipment and personnel are then placed in sterile areas and not permitted to depart.

**NOTE**: It is possible that unit personnel may be required to assist in the loading process. If this should occur, unit personnel will follow the instructions of the Officer in Charge/Noncommissioned Officer in Charge of the port or airfield operation.

(r) At the APOE, the call forward area requires JI. After the JIs have been completed, unit equipment will be marshaled to the ready line and chalked for aircraft loading. As the equipment is called forward and loaded onto the aircraft, the Air Force assumes responsibility for unit equipment.

1. At the SPOE, the port CDR will assume responsibility for unit equipment at the SA. Personnel and cargo manifests are reviewed for accuracy and corrections are made.

2. After loading onto strategic lift, unit equipment and cargo responsibility is transferred from the port CDR to the vessel master or from the unit CDR to the aircraft CDR.

q. **CONUS POD Operations.** CBP and USDA inspectors check, approve, and issue customs and agriculture clearances. Personnel and equipment manifests are received. Stevedores or CRE personnel then process the inbound shipment and clear the POD. The port SA is the initial CONUS offload site. Equipment may be held pending onward movement. From the port SA, unit representatives will assume responsibility for unit equipment and move it to a unit marshalling area. Unit personnel reconfigure equipment for continued movement to the supporting installation or Home Station (HS). UMOs are responsible for coordinating the return of all personnel and equipment with the supporting TO for movement back to demobilization stations, equipment concentration sites, or HS. This includes preparing convoy clearances and obtaining approval for throughput to HS. Vehicle maintenance teams will prepare vehicles for convoys. Rail or commercial highway representatives will be on hand while the PSA uploads equipment for commercial transport.

### B. USE OF DD FORM 1907, SIGNATURE AND TALLY RECORD

Units must indicate that vehicle or container contents are sensitive by a shipment unit packing list to the first TO in the chain. Once the unit alerts the TO of the sensitive shipment, the TO can initiate the DD Form 1907, *Signature and Tally Record*, Figure 305-9, and assign the proper commodity code. This will also ensure the CONUS TO will sign the DD Form 1907 and order Transportation Protective Service for onward movement.
When the capability exists, add TTN data to the Unit Move MSL 2D symbol.

![Figure 305-1. Military Shipping Label, Unit Move](image-url)
When the capability exists and when completing a DD Form 1387, place the TTN in Box 1 immediately below the TCN. Print “TTN:” in front of the TTN (e.g., TTN: 1234567890ABCDEFG).

<table>
<thead>
<tr>
<th>MILITARY SHIPMENT LABEL</th>
<th>Form Approved. OMB No. 0704-0199</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. TRANSPORTATION CONTROL NUMBER</td>
<td>2. POSTAGE DATA</td>
</tr>
<tr>
<td>3. FROM</td>
<td>4. TYPE SERVICE</td>
</tr>
<tr>
<td>5. SHIP TO/POE</td>
<td>6. TRANS PRIORITY</td>
</tr>
<tr>
<td>7. POD</td>
<td>8. PROJECT</td>
</tr>
<tr>
<td>9. ULTIMATE CONSIGNEE OR MARK FOR</td>
<td>10. WT. (This piece)</td>
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<td></td>
<td>12. CUBE (This piece)</td>
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<td></td>
<td>14. DATE SHIPPED</td>
</tr>
<tr>
<td></td>
<td>16. PIECE NUMBER</td>
</tr>
<tr>
<td></td>
<td>17. TOTAL PIECES</td>
</tr>
</tbody>
</table>

**Figure 305-2. DD Form 1387, Military Shipment Label**

**NOTE:** The DD Form 1387 does not have sufficient space for the required 2D symbol. This form will be used only for DoD contingency operations where manual entry is the only means available to document DTS shipments.
Figure 305-3. CBP Form 6059B, U.S. Customs and Border Protection Customs Declaration
Figure 305-3. CBP Form 6059B, U.S. Customs and Border Protection Customs Declaration (Cont’d)
Figure 305-4. DD Form 603-1, War Souvenir Registration/Authorization
## CERTIFICATE OF REGISTRATION

**DEPARTMENT OF HOMELAND SECURITY**  
**U.S. Customs and Border Protection**

19 CFR 10.8, 10.9, 10.68, 148.1, 148.3, 148.32, 148.37

(NOTE: Number of copies to be submitted varies with type of transaction. Inquire at Port Director’s office as to number of copies required.)

**VIA (Carrier)**  
**B/L or INSURED NO.**  
**DATE**  

**NAME, ADDRESS, AND ZIP CODE TO WHICH CERTIFIED FORM IS TO BE MAILED (If Applicable)**  

**ARTICLES EXPORTED FOR:**

- ALTERATION*
- REPAIR*
- USE ABROAD
- REPLACEMENT
- PROCESSING*
- OTHER, (specify)

*NOTE: The cost or value of alterations, repairs, or processing abroad is subject to CBP duty.*

### LIST ARTICLES EXPORTED

<table>
<thead>
<tr>
<th>Number Packages</th>
<th>Kind of Packages</th>
<th>Description</th>
</tr>
</thead>
</table>

**SIGNATURE OF OWNER OR AGENT (Print or Type and Sign)**  

**DATE**

The Above-Described Articles Were:

**EXAMINED**  
**DATE**

**LADEN under my supervision**  
**DATE**

**SIGNATURE OF CBP OFFICER**  
**SIGNATURE OF CBP OFFICER**

**CERTIFICATE ON RETURN**

Duty-free entry is claimed for the described articles as having been exported without benefit of drawback and are returned unchanged except as noted: (use reverse if needed)

**SIGNATURE OF IMPORTER (Print or Type and Sign)**  

**DATE**

*NOTE: Certifying officers shall draw lines through all unused spaces with ink or indelible pencil.*

---

**Paperwork Reduction Act Notice:** An agency may not conduct or sponsor an information collection and a person is not required to respond to this information unless it displays a current valid OMB control number and an expiration date. The control number for this collection is 1551-0010. The estimated average time to complete this application is 10 minutes. If you have any comments regarding the burden estimate you can write to U.S. Customs and Border Protection, Office of Regulations and Rulings, 799 9th Street, NW, Washington DC 20229.

---

**Figure 305-5. CBP 4455, Certificate of Registration**
<table>
<thead>
<tr>
<th>BOX NO.</th>
<th>CONTENTS - STOCK NUMBER AND NOMENCLATURE</th>
<th>UNIT OF ISSUE</th>
<th>INITIAL OPERATION</th>
<th>RUNNING SPARES</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
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</tbody>
</table>

6. THIS CERTIFIES THAT THE ITEMS LISTED HEREON ARE WITHIN THE SPECIFIED BOXES

TYPED NAME AND TITLE

SIGNATURE

Figure 305-6. DD Form 1750, Packing List
NOTES TO CONSIGNEE

The listing shown on the reverse side, together with pertinent notations relative to each item included, is furnished for your information and guidance only. In the case of lists covering equipment sets, one copy may be retained for reference and used as a supporting document to property books and the other copy retained with the equipment as a component parts listing. For the purpose of clarification, explanations of the various entries on this Packing List are furnished.

ITEM 1. The number of boxes in a set.

ITEMS 2a. & b. The requisition number appearing on the DD Form 1348-1 or order number will be indicated in this entry. The number so referenced should be cited in any correspondence regarding this shipment.

ITEM 3. The stock number, nomenclature, type number (when available), and the directive under which the end item was assembled. Not applicable to shipments consisting only of miscellaneous repair parts and accessories for the assembly, set or unit in which case this entry will contain such a notation in lieu of the information cited above (See 5.3.1.1).

ITEM 4. Date of preparation.

ITEM 5. Self-explanatory.

Column a. This column will be used when two or more boxes are required for the equipment. It will indicate the number of the container in which the items are packed.

Column b. This space contains a listing of items contained within the box, which are identified by stock number and nomenclature. When an FSN is not applicable, the manufacturer’s code (See 5.2.2.10) and part number shall be used.

NOTE: As required, due to out of stock position within the DOD supply system, a component parts shortage which will not hinder operational functions may be waived by higher authority and will be so indicated to the right of the nomenclature. Waivers noted thereon should be requisitioned through normal supply channels.

Column c. Self-explanatory.

Column d. "Initial Operation" - Items which are required for operation of the equipment.

Column e. "Running Spares" - Those items shipped concurrently with the equipment as spare parts and accessories.

NOTE: Columns d and e will be used on an optional basis.

"Total" - Self-explanatory.

Figure 305-7. DA Form 5748-R, Shipment Unit Packing List and Load Diagram
| 15. LOAD DIAGRAM | Sketch cargo storage in space below |

| 16. REMARKS |

**Figure 305-7.** DA Form 5748-R, Shipment Unit Packing List and Load Diagram (Cont’d)
Figure 305-8. CBP Form 7507, General Declaration (Outward/Inward) Agriculture, Customs, Immigration, and Public Health
## GENERAL DECLARATION

**Notes and Specifications**

**NOTE 1.** An arrival-departure card (CBP Form I-94) for each passenger on board shall be presented to the immigration officer at the port of first arrival.

**NOTE 2.** List surname, given name and middle initial of each crew member in the column headed “Total Number of Crew.”

**NOTE 3.** Air cargo manifests shall be attached hereto.

**NOTE 4.** If copies of air waybills/consignment notes are attached, their numbers shall be entered on separate cargo manifest CBP Form 7509 to be attached hereto. If copies of air waybills/consignment notes are not attached to this form, a separate cargo manifest CBP Form 7509 completed to show the full information required shall be furnished.

**NOTE 5.** If the airline or operator consolidates a shipment with other shipments, or encloses the goods in other wrappers or containers, either separately or with other goods, the changes in packing and/or marks and numbers must be clearly stated in the air way-bill/consignment note.

**NOTE 6.** Declaration of Health (U.S. Public Health Service requirements):
This section is to be completed only as directed by the U.S. Centers for Disease Control and Prevention (CDC) in the event of a public health emergency.

Conveyance operators should follow established procedures for reporting deaths/ill persons onboard an aircraft as required by 42 CFR Part 71.

Third item-- If entry is duplicated, it is to be (a) initialed by person signing the general declaration or (b) signed by his authorized agent having knowledge of measures applied.

**NOTE 7.** This General Declaration and/or attached manifests or air waybills should not bear erasures or corrections except those approved by the proper public authorities concerned or contain interlineations or several listings on the same line. As many extra sheets may be added as necessary.

The information requested by the official General Declaration may be furnished on ICAO Annex 9, Appendix 1, provided the form approximates (but does not exceed) 8 1/2" x 14", and is printed on white paper of appropriate quality.

This form may be printed by private parties provided it conforms to official form in size, wording, arrangement, and quality and color of paper.

Paperwork Reduction Act Statement: An agency may not conduct or sponsor an information collection and a person is not required to respond to this information unless it displays a current valid OMB control number and an expiration date. The control number for this collection is 1651-0002. The estimated average time to complete this application is 5 minutes. If you have any comments regarding the burden estimate you can write to U.S. Customs and Border Protection, Office of Regulations and Rulings, 799 9th Street, NW, Washington DC 20229.
**SIGNATURE AND TALLY RECORD**

(See DoD 4500.9-R for guidance)

(Use of equivalent carrier-furnished signature and tally record is acceptable)

<table>
<thead>
<tr>
<th>DISTRIBUTION INSTRUCTIONS</th>
</tr>
</thead>
<tbody>
<tr>
<td>(1) The SHIPPER will print two copies, retain one copy and give one to the Origin Carrier.</td>
</tr>
<tr>
<td>(2) The ORIGIN CARRIER will deliver one copy with original signatures to the Destination Carrier.</td>
</tr>
<tr>
<td>(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.</td>
</tr>
<tr>
<td>(4) The CONSIGNEE will ensure Destination Carrier surrenders a reproduced copy of completed form with all signatures.</td>
</tr>
</tbody>
</table>

### SECTION I - TO BE COMPLETED BY THE SHIPPER

<table>
<thead>
<tr>
<th>1a. SHIPPER NAME</th>
<th>b. ORIGIN</th>
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<tr>
<th>2. PROTECTIVE SERVICE REQUESTED</th>
<th>3. COMMERCIAL BILL OF LADING NUMBER</th>
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<thead>
<tr>
<th>4a. CONSIGNEE NAME</th>
<th>b. DESTINATION</th>
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<thead>
<tr>
<th>5. PERMIT NUMBER (if any)</th>
<th>6. TRANSPORTATION CONTROL NUMBER</th>
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<th>7. ROUTING</th>
<th>8. WEIGHT</th>
<th>9. CUBE</th>
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<tr>
<th>10. SPECIAL INSTRUCTIONS</th>
<th>11. DATE SHIPMENT TENDERED TO CARRIER (YYYYMMDD)</th>
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<tr>
<th>12. NAME OF CARRIER</th>
<th>13. NUMBER OF PIECES</th>
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<thead>
<tr>
<th>14. TYPE OF PACKAGE(S) (For unsealed loads only) OR CONVEYANCE IDENTIFICATION AND SEAL NUMBERS (For sealed loads only)</th>
<th>15. FREIGHT CLASSIFICATION DESCRIPTION</th>
</tr>
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### SECTION II - TO BE COMPLETED BY EACH PERSON ACCEPTING CUSTODY OF CLASSIFIED OR PROTECTED MATERIAL REQUIRING THE USE OF TRANSPORTATION PROTECTIVE SERVICE DURING TRANSIT

<table>
<thead>
<tr>
<th>16. CUSTODY RECORD</th>
</tr>
</thead>
<tbody>
<tr>
<td>PRINT NAME OF PERSON AND COMPANY REPRESENTED a.</td>
</tr>
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<td></td>
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</table>

**Figure 305-9. DD Form 1907, Signature and Tally Record**
<table>
<thead>
<tr>
<th>PRINT NAME OF PERSON AND COMPANY REPRESENTED (a)</th>
<th>STATION INTERCHANGE POINT DESTINATION (b)</th>
<th>SIGNATURE OF PERSON ACCEPTING CUSTODY (c)</th>
<th>TIME ACCEPTED (d)</th>
<th>DATE ACCEPTED (YYYYMMDD) (e)</th>
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**Figure 305-9. DD Form 1907, Signature and Tally Record (Cont’d)**