

CHAPTER 305

REDEPLOYMENT ACTIVITIES

A. GENERAL

1. Redeployment is the transfer of forces and material to support another joint force Commander's (CDR) 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 Joint Reception, Staging, Onward Movement, and Integration (JRSOI). 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 Joint Force Commander (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 reposture 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 Joint Publication (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 time-phased force and deployment data (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 may be 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 Joint Operational Planning and Execution System (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 staging area (SA) or aerial port of embarkation (APOE) and/or seaport of embarkation (SPOE) 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. Redeployment 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 area of responsibility (AOR) and/or joint area of operations (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 attrited 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 Joint Staff (JS) and the Services with input from the CDR. Priority of effort is generally for forces committed to Joint Chiefs of Staff (JCS)-approved operation plan (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 Continental United States (CONUS) base.
- (4) Retrograde cargo is properly documented to maintain property accountability and in-transit visibility (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, in accordance with (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. United States Transportation Command (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. Integrated Data Environment (IDE)/Global Transportation Network (GTN) Convergence (IGC) and the Global Combat Support System (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 unit movement officers (UMO) 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 Command and Control (C2)
 - (c) Providing initial Unit Deployment List (UDL) information to the Unit Movement Control function
- (5) Movement responsibility falls to several organizations; one of the principal organizations is the Joint Deployment and Distribution Operations Center (JDDOC). Its contact with field units is through the supporting Movement Control organizations, at airfields through the contingency response element (CRE)/contingency support element (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/ Military Surface Deployment and Distribution Command [SDDC] Movement Control Teams, Marine Corps Movement Control Centers, Logistics and Movement Control Center, and Unit Movement Control Center, and the Air Force Air Mobility Command [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 port of embarkation (POE). The site movement coordinator establishes a deployment Automated Information System (AIS) host facility. The site movement coordinator also assists the UMO and travel management company (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 military shipping labels (MSL) 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 and agricultural procedures can be found in DTR Part V. Procedures are outlined in Chapter 505, Agriculture Cleaning and Inspection Requirements, and Chapter 506, DoD Customs and Border Clearance Senior Agriculture Agent Program, and must be followed.
 - (2) 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.
 - (3) 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). Detailed instructions for the cleaning of equipment can be found in the Armed Forces Pest Management Board Technical Guide No. 31, Guide for Agricultural Preparation of Military Gear and Equipment for Redeployment. This document is available on the website <https://www.acq.osd.mil/eie/afpmb/>.

- o. Redeployment Process. Supported CDRs establish redeployment operations taking the following factors into account:
- (1) Chairman of the Joint Chiefs of Staff (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 Reserve component (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 Status-of-Forces Agreements (SOFAs), treaties, and international agreements. In addition to any reclamation that may be required, planning considerations must be given for the removal of hazardous materials (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 recreated 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. Based on Service requirements and guidance 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 Combatant Command (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 operations order (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, lift support requirements are reported and scheduled, and personnel and equipment movement preparation is completed 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 port of debarkation (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 contingency operations (CONOPS).
- (d) Phase IV – JRSOI. The final phase, JRSOI, 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 tactical assembly area (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 arrival/departure airfield control group (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, quadruple containers (QUADCONs), flatracks, and International Organization for Standardization (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 Defense Transportation Regulation (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 transportation control number (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 hazardous materials 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 24-604 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, 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. The unit will ensure unit/organizational equipment and personal property, or personal equipment is not commingled. CBP requires that personal property and personal equipment be kept separate from other military cargo. Personal property and personal equipment include organizational clothing and individual equipment, and other individually assigned equipment that Service members are financially liable for while in their possession.

- (o) The transportation agent (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 chocks 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 joint inspection (JI). After the JIs have been completed, unit equipment will be marshaled to the ready line and chocked 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 transportation officer (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.

TCN AWS1EAA\$0D00340XX			
			
Equipment Description HELICPR CARGO MH-60K		Serial Number / Package ID 1234567890123	
Model 12345ASDFG	Bumper Nm HQ-123	ULN 1234567	UIC WS1EAA
From AWA2UC In-the-clear Address 3 Lines Max, 35 Characters Per Line XXXXXXXXXX1XXXXXXXXXX2XXXXXXXXXX3XXXXX		NSN 1234567890123	
Piece 1 Of 1 	Weight (lb.) 14000	Length (in.) 1239	TAC YZZZ
	Cube (ft.) 1200	Width (in.) 123	Project 9BU
Ship To / POE 		In-the-clear Address 5 Lines Max, 35 Characters Per Line Abcdefg Higiklmno Pqrstuv Wxyz Abcdefg Higiklmno Pqrstuv Wxyz XXXXXXXXXX1XXXXXXXXXX2XXXXXXXXXX3XXXXX	
POD 	MSL / TCMD / Unit Move Information 		
Commodity/SH VD			
W44TYH 		Ultimate Consignee / Mark For Consignee Ultimate / Mark For Consignee Address 5 Lines Max, 35 Characters Per Line Abcdefg Higiklmno Pqrstuv Wxyz Abcdefg Higiklmno Pqrstuv Wxyz XXXXXXXXXX1XXXXXXXXXX2XXXXXXXXXX3XXXXX	

Figure 305-1. Military Shipping Label, Unit Move

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: 1234567890ABCDEFGG).

MILITARY SHIPMENT LABEL		Form Approved. OMB No. 0704-0188
1. TRANSPORTATION CONTROL NUMBER		2. POSTAGE DATA
3. FROM		4. TYPE SERVICE
5. SHIP TO/POE		6. TRANS PRIORITY
7. POD		8. PROJECT
9. ULTIMATE CONSIGNEE OR MARK FOR	10. WT. <i>(This piece)</i>	11. RDD
	12. CUBE <i>(This piece)</i>	13. CHARGES
	14. DATE SHIPPED	15. FMS CASE NUMBER
	16. PIECE NUMBER	
	17. TOTAL PIECES	

DD FORM 1387, JUL 1999

PREVIOUS EDITION IS OBSOLETE.

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.



**U.S. Customs and
Border Protection**

This Space For Official Use Only

Customs Declaration

19 CFR 122.27, 148.12, 148.13, 148.110, 148.111, 19 USC 1496; 31 CFR 6016

Each arriving traveler or responsible family member must provide the following information (only ONE written declaration per family is required). The term "family" is defined as "members of a family residing in the same household who are related by blood, marriage, domestic relationship, or adoption."

1	Family Name	
	First (Given)	Middle
2	Birth date	Month Day Year
3	Number of Family members traveling with you	
4	(a) U.S. Street Address (hotel name/destination)	
	(b) City	(c) State
5	Passport issued by (country)	
6	Passport number	
7	Country of Residence	
8	Countries visited on this trip prior to U.S. arrival	
9	Airline/Flight No. or Vessel Name	
10	The primary purpose of this trip is business: Yes No	
11	I am (We are) bringing	
	(a) fruits, vegetables, plants, seeds, food, insects:	Yes No
	(b) meats, animals, animal/wildlife products:	Yes No
	(c) disease agents, cell cultures, snails:	Yes No
	(d) soil or have been on a farm/ranch/pasture:	Yes No
12	I have (We have) been in close proximity of livestock: Yes No	
	(such as touching or handling)	
13	I am (We are) carrying currency or monetary instruments	
	over \$10,000 U.S. or foreign equivalent:	Yes No
	(see definition of monetary instruments on reverse)	
14	I have (We have) commercial merchandise: Yes No	
	(articles for sale, samples used for soliciting orders, or goods that are not considered personal effects)	
15	RESIDENTS—the total value of all goods, including commercial merchandise I/we have purchased or acquired abroad, (including gifts for someone else but not items mailed to the U.S.) and am/are bringing to the U.S. is: \$	
	VISITORS—the total value of all articles that will remain in the U.S., including commercial merchandise is: \$	

Read the instructions on the back of this form. Space is provided to list all the items you must declare.

I HAVE READ THE IMPORTANT INFORMATION ON THE REVERSE SIDE OF THIS FORM AND HAVE MADE A TRUTHFUL DECLARATION.

X

Signature

Date (month/day/year)

CBP Form 6059B (11/16)

U.S. Customs and Border Protection Welcomes You to the United States

U.S. Customs and Border Protection is responsible for protecting the United States against the illegal importation of prohibited items. CBP officers have the authority to question you and to examine you and your personal property. If you are one of the travelers selected for an examination, you will be treated in a courteous, professional, and dignified manner. CBP Supervisors and Passenger Service Representatives are available to answer your questions. Comment cards are available to compliment or provide feedback.

Important Information

U.S. Residents—Declare all articles that you have acquired abroad and are bringing into the United States.

Visitors (Non-Residents)—Declare the value of all articles that will remain in the United States.

Declare all articles on this declaration form and show the value in U.S. dollars. For gifts, please indicate the retail value.

Duty—CBP officers will determine duty. U.S. residents are normally entitled to a duty-free exemption of \$800 on items accompanying them. Visitors (non-residents) are normally entitled to an exemption of \$100. Duty will be assessed at the current rate on the first \$1,000 above the exemption.

Agricultural and Wildlife Products—To prevent the entry of dangerous agricultural pests and prohibited wildlife, the following are restricted: Fruits, vegetables, plants, plant products, soil, meat, meat products, birds, snails, and other live animals or animal products. Failure to declare such items to a Customs and Border Protection Officer/ Customs and Border Protection Agriculture Specialist/Fish and Wildlife Inspector can result in penalties and the items may be subject to seizure.

Controlled substances, obscene articles, and toxic substances are generally prohibited entry. The importation of merchandise into the U.S. that infringes intellectual property rights may subject travelers to civil or criminal penalties and may pose serious risk to safety or health.

[The transportation of currency or monetary instruments, regardless of the amount, is legal. However, if you bring into or take out of the United States more than \$10,000 (U.S. or foreign equivalent, or a combination of both), you are required by law to file a report on FinCEN 105 (formerly Customs Form 4790) with U.S. Customs and Border Protection. Monetary instruments include coin, currency, travelers checks and bearer instruments such as personal or cashiers checks and stocks and bonds. If you have someone else carry the currency or monetary instrument for you, you must also file a report on FinCEN 105. Failure to file the required report or failure to report the total amount that you are carrying may lead to the seizure of all the currency or monetary instruments, and may subject you to civil penalties and/or criminal prosecution. SIGN ON THE OPPOSITE SIDE OF THIS FORM AFTER YOU HAVE READ THE IMPORTANT INFORMATION ABOVE AND MADE A TRUTHFUL DECLARATION.]

Description of Articles (List may continue on another CBP Form 6059B)	Value	CBP Use Only
Total		

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. The control number for this collection is 1651-0009. The estimated average time to complete this application is 4 minutes. Your response is mandatory. If you have any comments regarding the burden estimate you can write to U.S. Customs and Border Protection Office of Regulations and Rulings, 90 K Street, NE, 10th Floor, Washington, DC 20229.

CBP Form 6059B (11/16)

Figure 305-3. CBP Form 6059B, U.S. Customs and Border Protection Customs Declaration

WAR SOUVENIR REGISTRATION/AUTHORIZATION		
<p style="text-align: center;">PRIVACY ACT STATEMENT</p> <p>AUTHORITY: 10 U.S.C., Part IV, Chapter 153, Sec. 2579; DODD 5030.40; DOD 4500.9R; E.O. 9397.</p> <p>PRINCIPAL PURPOSE(S): To register and authorize an individual to retain a war souvenir and return item to the United States.</p> <p>ROUTINE USE(S): None. The DoD "Blanket Routine Uses" set forth at the beginning of OSD's compilation of systems of records notices apply to this system.</p> <p>DISCLOSURE: Voluntary; however, without the requested information the theater command does not have a means to provide proof that you are authorized to retain the war souvenirs. Without the proof of authorization, items will be seized when going through customs.</p>		
<p>INSTRUCTIONS: This form will be prepared for all types of war souvenirs. Original copy to Owner; Copy 1 with the souvenir; Copy 2 retained by the issuing unit.</p>		
<p>1. THEATER AND INCLUSIVE PERIOD OF SERVICE IN OVERSEAS COMMAND</p>		
<p>2. NAME OF OWNER <i>(Last, First, Middle Initial)</i></p>	<p>3. SSN</p>	<p>4. GRADE/RANK</p>
<p>5. UNIT/ORGANIZATION</p>	<p>6. PERMANENT HOME ADDRESS <i>(Include ZIP Code)</i></p>	
<p>7. WAR SOUVENIR(S)</p>		
<p>a. ITEM DESCRIPTION</p>	<p>b. HOW ACQUIRED</p>	
(1)		
(2)		
(3)		
(4)		
(5)		
(6)		
(7)		
(8)		
(9)		
(10)		
<p>8. CERTIFICATION</p> <p>I, as Owner or Receiving/Reviewing Officer, do hereby certify that:</p> <p>(1) The above items have little or no intelligence value;</p> <p>(2) The retention of the above items is in compliance with military customs, traditions, regulations and the Law of Armed Conflict;</p> <p>(3) The above retained items are non-lethal and relatively inexpensive, and are not otherwise prohibited by law;</p> <p>(4) The retained items are not of value or serviceable for use;</p> <p>(5) The listed items are not unauthorized war souvenirs.</p>		
<p>a. SIGNATURE OF OWNER</p>	<p>b. SIGNATURE OF RECEIVING/REVIEWING OFFICER</p>	<p>c. DATE (YYYYMMDD)</p>
<p>d. TYPED NAME, GRADE AND ORGANIZATION OF RECEIVING/REVIEWING OFFICER</p>		<p>e. STATION</p>
<p>9. AUTHENTICATING OFFICIAL</p>		
<p>a. SIGNING AS <i>(X one)</i></p> <p> <input type="checkbox"/> COMPANY COMMANDER <input type="checkbox"/> LTC OR ABOVE (O5+) <input type="checkbox"/> CONTRACTING OFFICER REPRESENTATIVE </p>		<p>b. SIGNATURE</p>

DD FORM 603-1, MAY 2007

PREVIOUS EDITION IS OBSOLETE.

Adobe Professional 7.0

Figure 305-4. DD Form 603-1, War Souvenir Registration/Authorization

DEPARTMENT OF HOMELAND SECURITY U.S. Customs and Border Protection		OMB Control Number: 1651-0010 Expiration Date: 08/31/2019	
CERTIFICATE OF REGISTRATION			
19 CFR 10.8, 10.9, 10.68, 148.1, 148.8, 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. _____	
NAME, ADDRESS, AND ZIP CODE TO WHICH CERTIFIED FORM IS TO BE MAILED (If Applicable)		DATE _____	
_____ _____ _____		ARTICLES EXPORTED FOR:	
		<input type="checkbox"/> ALTERATION* <input type="checkbox"/> PROCESSING*	
		<input type="checkbox"/> REPAIR* <input type="checkbox"/> OTHER, (specify) _____	
		<input type="checkbox"/> USE ABROAD _____ <input type="checkbox"/> REPLACEMENT _____	
* NOTE: The cost or value of alterations, repairs, or processing abroad is subject to CBP duty.			
LIST ARTICLES EXPORTED			
Number Packages	Kind of Packages	Description	
SIGNATURE OF OWNER OR AGENT (Print or Type <u>and</u> Sign)		DATE _____	
The Above-Described Articles Were:			
EXAMINED		LADEN under my supervision	
DATE _____	PORT _____	DATE _____	PORT _____
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 <u>and</u> 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 1651-0010. 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.			

CBP Form 4455 (08/16)

Figure 305-5. CBP 4455, Certification of Registration

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.

ITEM 6. Self-explanatory.

SHIPMENT UNIT PACKING LIST AND LOAD DIAGRAM For use of this form, see FM 55-65; the proponent agency is TRADOC				PAGE OF	
1. DEPLOYING UNIT		2. UIC OR BUMPER NO.		3. TCN OR SEAL NUMBER	
4. SHIPMENT UNIT DESCRIPTION				5. DATE PACKED	
6. LENGTH	7. WIDTH	8. HEIGHT		12. LOCATION OF CG	
9. CUBE	10. EMPTY WEIGHT	11. LOADED WEIGHT			
13. PACKING LIST					
CARGO LOC. NO. <i>a</i>	CONTENTS (Description and Nomenclature) <i>b</i>	TYPE PKG. <i>c</i>	PKG. QTY. <i>d</i>	PKG. WEIGHT. <i>e</i>	TOTAL PKG. WEIGHT. <i>f</i>
14. CERTIFICATION. <i>This certifies that items listed hereon are contained within the specified packages.</i>					
a. TYPED NAME		b. GRADE	c. TITLE		
d. SIGNATURE				e. DATE	
DA FORM 5748-R, MAR 89 USAPPC V1.00					

Figure 305-7. DA Form 5748-R, Shipment Unit Packing List and Load Diagram

Figure 305-7. DA Form 5748-R, Shipment Unit Packing List and Load Diagram (Cont'd)



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

OMB APPROVAL NO. 1661-0002
EXPIRATION DATE 11/30/2018
ESTIMATED BURDEN 6 MIN

GENERAL DECLARATION
(Outward/Inward)
AGRICULTURE, CUSTOMS, IMMIGRATION, AND PUBLIC HEALTH

19 CFR 122.43, 122.52, 122.54, 122.73, 122.144

Owner or Operator _____
Marks of Nationality and Registration _____ Flight No. _____ Date _____
Departure from _____ Arrival at _____
(Place) (Place)

FLIGHT ROUTING

("Place" Column always to list origin, every en-route stop and destination)

PLACE	TOTAL NUMBER OF CREW	NUMBER OF PASSENGERS ON THIS STAGE (1)
		Departure Place: _____
		Embarking _____
		Through on same flight _____
		Arrival Place: _____
		Disembarking _____
		Through on same flight _____
		NUMBER OF SED's AND AWB's
		SED's _____ AWB's _____

Declaration of Health
Persons on board known to be suffering from illness other than airsickness or the effects of accidents, as well as those cases of illness disembarked during the flight:

Any other condition on board which may lead to the spread of disease:

Details of each disinsecting or sanitary treatment (place, date, time, method) during the flight. If no disinsecting has been carried out during the flight give details of most recent disinsecting:

Signed, if required

(Sign in ink)

Crew Member Concerned

I declare that all statements and particulars contained in this General Declaration, and in any supplementary forms required to be presented with this General Declaration are complete, exact and true to the best of my knowledge and that all through passengers will continue/have continued on the flight.

1) Not to be completed when passenger manifests are presented.

SIGNATURE Authorized Agent or Pilot-in-Command
(Sign in ink)

For official use only

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 nor 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 obligation to respond is mandatory. 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, 90K Street, NE, Washington DC 20229.

Figure 305-8. CBP Form 7507, General Declaration (Outward/Inward) Agriculture, Customs, Immigration, and Public Health (Cont'd)

SIGNATURE AND TALLY RECORD <i>(See DoD 4500.9-R for guidance)</i> <i>(Use of equivalent carrier-furnished signature and tally record is acceptable.)</i>		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 <i>(If any)</i>		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) <i>(For unsealed loads only)</i> OR CONVEYANCE IDENTIFICATION AND SEAL NUMBERS <i>(For sealed loads only)</i>		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

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Figure 305-9. DD Form 1907, Signature and Tally Record

Reset

III-305-25