

CHAPTER 205

TRANSPORTATION PROTECTIVE SERVICE (TPS)

A. GENERAL

1. This chapter implements the policies of Department of Defense (DoD) Instruction 5100.76 Safeguarding Sensitive Conventional Arms, Ammunition, and Explosives (AA&E); 5100.76-M, Physical Security of Sensitive Conventional Arms, Ammunition, and Explosives (AA&E); Defense Security Cooperation Agency (DSCA) 5105.38-M, Security Assistance Management Manual (SAMM), Paragraph C7.15, Transportation of Arms, Ammunition and Explosives (AA&E) and Sensitive Material, and DoD 5200.01-V1-M, DoD Information Security Program: Overview, Classification, and Declassification, for classified shipments. It further includes the transportation-related requirements for Communications Security materials contained in Committee on National Security Systems Instruction (CNSSI) 4001, CNSSI 4005, Safeguarding Communications Security Facilities and Material, and National Security Agency (NSA)/Central Security Service (CSS) Manual 3-16, Control of Communications Security (COMSEC) Material. It establishes procedures and responsibilities for worldwide shipments requiring a TPS. Implementation of these procedures for commercial Transportation Service Providers (TSP) shall be in accordance with (IAW) Military Freight Traffic Unified Rules Publication-1 (MFTURP-1), which can be located on the Military Surface Deployment and Distribution Command (SDDC) website at <https://www.sddc.army.mil/dms/Pages/default.aspx>. Nothing herein is to be construed to prohibit transportation security responsibilities and procedures as established by the theater Commanders (CDR). Department of Energy-funded shipments are not included in this regulation.
2. The following types of material provide guidelines to assist in determining the applicability of the procedures in this chapter to the transportation of cargo items:
 - a. DoD-funded or funded by other Government agencies participating in the DoD Industrial Security (DoDIS) program. Cleared industry must follow guidance outlined in 32 CFR Part 117 National Industrial Security Program Operating Manual (NISPOM) Rule.
 - b. Classified and sensitive Foreign Military Sales (FMS) shipments while transiting in the Continental United States (CONUS) and Outside CONUS (OCONUS), to include shipments made under DoD ownership. Shipping requirements are based upon the Delivery Term Code (DTC) specified in the Letter of Offer and Acceptance. When the DTC dictates the shipment is moving within the Defense Transportation System (DTS), shippers shall apply the appropriate TPS IAW this chapter. See Appendix E for detailed FMS transportation guidelines and requirements.
 - c. Made by or transported to/from a contractor or subcontractor when material is ultimately intended for military purposes. This shall include all classified and sensitive items in research, development, testing, and evaluation, even when the item has yet to be delivered to the Government.
 - d. Nuclear Weapons Related Material (NWRM). Classified NWRM assemblies, subassemblies, and component parts (containing no fissionable or fissile material) identified by the military departments that comprise or could comprise a standardized war reserve nuclear weapon (including equivalent training devices) as it would exist once separated/removed from its intended delivery vehicle. The term “delivery vehicle” is defined as the portion of a weapon system that delivers a nuclear weapon to its target. This includes cruise and ballistic missile airframes as well as delivery aircraft.

- e. In the absence of a National Stock Number (NSN) or in cases where an NSN does not require TPS, shipper may add TPS based on the customer's request with valid, written justification of TPS requirements or based on the unique requirements of the item(s) being shipped.
3. TPS guidelines set forth in this chapter are the minimum requirements for the movement of sensitive and classified material, including demilitarized (DEMILLED) and retrograde cargo. TPS guidelines accomplish the following:
 - a. Prescribe procedures for ensuring adequate protection of material requiring TPS and for minimizing freight loss and damage caused by negligence, unauthorized, or illegal acts.
 - b. Establish procedures to maintain shipment accountability.
 - c. Provide a means for corrective or compliance action.
4. Force Protection Conditions (FPCON) are defined in Joint Publication (JP) 1-02, Department of Defense Dictionary of Military and Associated Terms. The FPCONs cited herein are the baseline CONUS FPCONs as established by the CDR, U.S. Northern Command or declared as FPCONs for DoD CONUS transportation, whichever is more stringent. FPCONs discussed in this chapter are those at origin or destination. Where there is a difference between origin and destination, the highest FPCON applies. When the shipment is scheduled to stop in transit, the shipper shall also factor in the FPCON of the in-transit stop.
 - a. FPCON NORMAL. This condition describes a situation of no current terrorist activity. The only security forces needed are enough to stop the everyday criminal. The security forces used are most likely civilian police forces.
 - b. FPCON ALPHA. This condition applies when there is an increased general threat of possible terrorist activity against personnel and facilities, the nature and extent of which are unpredictable, and circumstances do not justify full implementation of FPCON BRAVO measures. However, it may be necessary to implement certain measures from higher FPCONs resulting from intelligence received or as a deterrent. The measures in this FPCON shall be capable of being maintained indefinitely.
 - c. FPCON BRAVO. This condition applies when an increased or more predictable threat of terrorist activity exists. Sustaining the measures in this FPCON for a prolonged period may affect operational capability and relations with local authorities.
 - d. FPCON CHARLIE. This condition applies when an incident occurs or intelligence is received indicating some form of terrorist action or targeting against personnel or facilities is likely. Prolonged implementation of measures in this FPCON may create hardship and affect the activities of the unit and its personnel.
 - e. FPCON DELTA. This condition applies in the immediate area where a terrorist attack has occurred or when intelligence has been received that terrorist action against a specific location or person is imminent. Normally, this FPCON is declared as a localized condition. FPCON DELTA measures are not intended to be sustained for substantial periods.
5. Following are the emergency and operational contact telephone numbers referenced throughout this chapter, and are also found on DD Form 2890, DoD Multimodal Dangerous Goods Declaration Form:
 - a. SDDC Defense Transportation Tracking System (DTTS): Commercial: (800) 826-0794. For TSPs/drivers emergency, secure holding issues, accidents, delays, and incidents.
 - b. DoD Hazmat Hotline: 24 Hour assistance telephone numbers for DoD Non-Explosive HAZMAT are (800) 851-8061 (toll-free in the US) and (804) 279-3131 (may accept collect calls and calls from ships at sea).

- c. For DoD Hazard Class 1 (Explosives) Only: Army Operations Center (AOC) Watch Desk: (703) 695-4695/4696 and Defense Switched Network (DSN) 225-4695/4696.
 - d. SDDC Safety: Applications procedures for Department of Transportation (DOT) special permits, Certificates of Equivalency, Competent Authority Approvals, etc. are described in the Defense Transportation Regulation (DTR) Part II, Chapter 204, Paragraph H, and Defense Logistics Agency Regulation (DLAR) 4145.41, Enclosures 2,6,7 and 8. Each Service shall contact its respective Service Headquarters focal points for applications, renewals, and questions. AMSD-SA shall provide assistance as a final alternative.
 - e. Driver Security Clearance: To confirm a driver's current clearance, request authorized Security Office personnel login to the Defense Information System for Security (DISS) Joint Verification System (JVS) at <https://dissportal.nbis.mil/diss-jvs-ui/faces/consent.jsp> or contact the TSPs Facility Security Officer (FSO).
6. For the intent of this chapter, CONUS represents the 48 contiguous states and the District of Columbia, Hawaii, Alaska, and the U.S. territories of Puerto Rico and Guam (Continental United States may be defined differently in specific transportation contracts, such as the Next Generation Delivery Services [NGDS] contract).
 7. Shippers shall not prescribe less stringent TPS requirements-except in circumstances due to operational necessity and approved by the military Service/Agency headquarters (HQ).
 8. For TOP SECRET, SECRET, classified/sensitive, or unclassified/sensitive material, both CONUS and OCONUS, refer to DTR Part II, Chapter 202, Paragraphs EE and FF.
 9. The SDDC Customer Service Systems Response Center (SRC) Help Desk number is (800) 426-2176, and the email is usarmy.scott.sddc.mbx.g6-src-gfm-hd@army.mil. When the SRC number is called, the system generates a "help ticket" and refers it to the appropriate branch.
 10. For general Rating and Routing questions, email usarmy.scott.sddc.mbx.g3-domestic-freight-services-branch@army.mil. For general hazardous materials (HAZMAT) guidance, refer to this regulation, Chapter 204.

B. PROCEDURES

1. Shipments of general cargo commodities shall not be combined or comingled with material requiring TPS if processed for movement on separate shipment documents with different transportation control number (TCNs). TPS shipments shall be handled as the first priority with regards to delivery, offloading, and security.
2. Brokers, Defense Freight Transportation Service (DFTS) TSPs, sub-TSPs, or freight forwarders, shipper agents, or shipper associations are restricted from handling Class 1, Divisions 1.1 through 1.6, sensitive munitions, arms, or shipments requiring Security Escort Vehicle Service (SEV), Protective Security Service (PSS), Rail Armed Guard Surveillance Service (ARG), Rail Inspection Service (RIS), Dual Driver Protective Service (DDP), Constant Surveillance Service (CIS), Trailer Tracking Service (DCS), Satellite Motor Surveillance Service (SNS), Greater Security Service (GSS), and/or Military Guard Personnel (MGP) and/or 675 Signature and Tally Services. (See [Paragraph O](#).)
 - a. An exception is granted for the use of brokers, freight forwarders, shipper agents, or shipper associations when utilizing the DFTS contract for transport of Freight All Kinds (FAK) shipments requiring 675 services (including shipments identified in this chapter at [Paragraph G.3.b](#)). (See [Paragraph O](#).)

- b. Cleared and SDDC-approved brokers and freight forwarders may be utilized on a limited basis to perform clearing documentation through customs only but brokers and freight forwarders shall not be used in the movement or solicitation of DoD AA&E cargo.
 - c. Use of the term “freight forwarder” in this chapter refers to the role of a third party in providing transportation services for cargo moving in the DTS. The role of the FMS freight forwarder shall be specified by each approved Transportation Plan supporting FMS Letters of Acceptance, DSCA 5105.38-M, Security Assistance Management Manual (SAMM), and in Appendix E of this regulation. Once cargo is received at the FMS freight forwarder facility, it is considered to be outside the DTS.
 3. When transportation is being performed under a FAR-based contract, all freight shall first be offered to all of the awarded contractors/TSPs within the contract/within a lane of traffic before moving the freight via an alternate method/alternate TSP(s). Voluntary tenders are to be used only during contingency conditions or when the volume exceeds the contractors/TSPs capacity. Only the voluntary tenders of a current contract/TSPs participant shall be used; the only exception shall be if there are none on file.
 4. Canadian-based commercial drivers may transport goods to the United States from Canada if all the goods to be delivered were loaded in Canada. Canadian TSPs shall be allowed to transport shipments of AA&E in the United States as long as the Canadian companies have successfully completed the Canadian Level II (SECRET) facility and personnel security clearance requirements and comply with U.S. Customs’ rules and regulations relating to sabotage while in the United States and can provide in-transit TPS as directed by this regulation. Canadian drivers are also required to comply with U.S. Citizenship and Immigration Services rules and regulations relating to entry into the United States and performance of work while in the United States. The following key principles apply:
 - a. Drivers may be admitted to deliver or pick up cargo traveling in the stream of international commerce.
 - b. Drivers may not engage in any activity that qualifies as local labor for hire.
 - c. Purely domestic service (point-to-point within the United States) is not permitted.
 - d. Purely domestic service or solicitation, in competition with U.S. operators, is not permitted.

C. RESPONSIBILITIES

1. Within the respective AORs, the Transportation Component Command (TCCs), Combatant Commanders, United States Transportation Command (USTRANSCOM), Military Service/Agency Headquarters, and Agencies are responsible for:
 - a. Ensuring the security requirements of this chapter are included in tariffs, tenders, agreements, or contracts for the transportation of sensitive, classified/Controlled Cryptographic Items (CCI), and conventional AA&E.
 - b. Establishing and publishing rules and requirements for in-transit security of DoD commercial and unit shipments within their areas of operations IAW the requirements of this chapter and the Transportation chapters of DoD 5100.76-M.
 - c. Establishing oversight programs to ensure the adequacy of in-transit, security-provided DoD shipments by TSPs.
 - d. Coordinating with USTRANSCOM and its components, the Air Mobility Command (AMC), SDDC, and the Military Sealift Command (MSC) to develop, administer, and maintain joint

- transportation security requirements for the commercial movement of AA&E via all modes of transport.
- e. Providing the equivalent or greater protection as that required for CONUS movements to OCONUS AA&E in-transit security.
 - f. Providing equivalent compensatory service(s) for in-theater shipments when the TPS required by this chapter is not available.
 - g. Providing transportation security advice and assistance to Transportation Offices (TO) and TSPs.
 - h. Monitoring TSP compliance with TPS requirements.
 - i. Investigating transportation security incidents and accidents within assigned OCONUS AOR. Report final findings to Service HQs, and USTRANSCOM TCJ3-FP ([618] 229-7711 or DSN 779-7711).
 - j. Ensuring shipping activities comply with DoD transportation security procedures for shipments requiring TPS.
 - k. Ensuring the General Services Administration's Excluded Parties List System (EPLS) is used in the TSP's approval screening process (the website is at <https://www.sam.gov/SAM/>).
2. The TO, Contracting Officer (CO), Ordering Officer, and COR:
- a. Conduct advance shipment planning. For SRC I, SRC II, and NWRM shipments covered by this chapter, the TO shall notify the consignee in advance of the shipment and the consignee shall acknowledge the ability to receive the shipment. The TO shall await positive acknowledgement from the recipient before the shipment occurs ([see Para L](#)).
 - (1) The TO, acting on behalf of the consignor, shall conduct positive advance shipment planning that includes liaison with the points of contact (POC) representing the consignor (shipper's material prep-for-transport office), the consignee (material receipt personnel and TO), and the TSP's dispatcher to ensure the safe, secure, and cost-effective transport of SRC I, SRC II, and NWRM materials. The consignor shall review/comply with the destination consignee's Transportation Facilities Guide (TFG) special instructions to proper routing and delivery restriction considerations, including delivery hours and secure holding capabilities.
 - (2) The TO shall establish written procedural checklists or use Service specific forms for shipment and receipt of AA&E, classified (SECRET and CONFIDENTIAL), sensitive, controlled, and pilferable material IAW the directions of this chapter.
 - (3) The origin TO shall contact the destination activity to confirm they have the ability and intent to receive and secure the shipment. In turn, the destination TO shall notify those who work at the installations delivery access points that there is an incoming shipment of AA&E to reduce the risk of a secure hold denial. The origin TO shall also pre-plan, coordinate, and confirm the shipment delivery location and POC with the destination to include at least one commercial phone number. For international shipments, to include shipments to/from Canada, the TO shall complete all documentation associated with clearing foreign customs. For additional guidance on customs clearance, including information on customs brokers, see DTR Part II, Chapter 202, Cargo Routing, or DTR Part V, Customs.
 - (4) The shipper shall include the commodity; Controlled Inventory Item Code (CIIC) or SRC; tractor, trailer, container, and Dromedary (DROM) numbers (as applicable); HAZMAT information, required TPS, and shipper and receiving activity emergency

contact information. The shipper shall attach any required supporting documentation to the bill of lading (BL).

- (5) The TO shall communicate with the local installation security or force protection officer to understand local in-transit risks, which include risk at origin, in transit, and destination. Minimum standard mitigation measures shall be executed IAW FPCONs (see [Table 205-1](#)). However, additional mitigating measures that counter assessed threats, vulnerabilities, or criticalities are to be executed by the security or force protection officer in consultation with the TO. Risk assessments shall be reviewed and updated as warranted by changing situations.
- (6) The TO shall ensure all personnel who accept, handle, package, or ship classified material have a security clearance equal to or greater than the material being handled. Refer to [Paragraph O.4](#) for exceptions when cleared escorts are used. Any Government employee (civilian or military) assigned duties that include responsibility for the control, accountability, and shipment of AA&E, shall undergo security-screening IAW screening requirements developed by the Service. Any Government personnel (civilian or military) operating a vehicle or providing security to all AA&E, classified (SECRET/CONFIDENTIAL), and sensitive shipments requiring PSS/DDP shall, as a minimum, have a favorable Advanced National Agency Check with Local Agency Check and Credit Check (NACLIC) and adjudicated to an interim SECRET or final SECRET clearance.
- (7) The TO shall inform the TSP(s) that shipments of the following materials may not be taken into unapproved TSP terminals: classified (SECRET/CONFIDENTIAL), NWRM, and CCI materials; SRC I through IV AA&E; uncategorized ammunition and explosives Hazard Class/Division 1.1, 1.2, 1.3, and 1.4 (1,001 pounds or more).
- (8) Installations' use of local TSP drivers:
 - (a) Installations with a high volume of TPS shipments are authorized to develop installation policies allowing the usage of local drivers. That local policy shall be reviewed and approved by the Service HQ or the Joint Munitions Command (JMC).
 - (b) A local driver is a single driver that meets all of the other applicable provisions to transport TPS freight requiring PSS—except the second driver. The local driver is used to benefit both the TSP and the installation by allowing efficient scheduling and use of resources. For shipping installations, the local driver can spot empty equipment, sign for loads, and place them into secure holding. For receiving installations, the local driver can pull loaded equipment, from secure holding, and spot the loaded equipment as required. The local driver is not permitted to leave the installation with TPS loads for any reason.
 - (c) The installation policy shall detail how the installation shall ensure local drivers do not leave the installation with loaded equipment and what measures shall be taken to ensure the loads leave the installation only with qualified drivers.
 - (d) TSPs utilizing local drivers are responsible for ensuring over-the-road equipment meets the same DD Form 626, Motor Vehicle Inspection (Transporting Hazardous & Sensitive Materials), [Figure 205-11](#), standards and that the DD Form 1907, Signature and Tally Record, [Figure 205-1](#), is completed legibly and signed by both drivers immediately at any change of custody. Also, the TSP is responsible for ensuring loads are transferred only to qualified drivers IAW other provisions of this publication.

- (e) These requirements are subject to inspection by SDDC or its Transportation Safety and Security contractor at any time.
 - (f) The installation shall verify both signatures from the team on both the DD Form 626 and the DD Form 1907, Signature and Tally Record forms prior to the load departing the installation, at all times.
- (9) The shipper shall coordinate the required delivery date (RDD) consistent with the standard transit times (see Chapter 202, Tables 202-2 and 202-3) between the destination and the TSP and shall include the RDD, destination operating hours, and any delivery restrictions on the BL. Installations are reminded that it is required that information listed in the TFG is kept current.
- (10) Arms and ammunition of the same caliber shall not be shipped in the same container or conveyance.
- b. Route AA&E shipments as follows:
- (1) The shipper shall provide a RDD to identify AA&E shipments that require a transit time shorter than the maximum allowed times (see Chapter 202, Tables 202-2 and 202-3) and request Expedited Services. The standard transit times are the maximum times AA&E shipments shall be allowed to transit between origin and destination. The RDD is the date by which AA&E shipments shall be delivered by the TSP.
 - (2) The shipper shall provide a RDD to identify AA&E shipments that require a transit time shorter than the maximum allowed times (see Chapter 202, [Tables 202-2](#) and [202-3](#)) and request Expedited Services. The RDD shall be annotated in the remarks block on the shipping documentation.
 - (3) The origin TO or contractor shall verify the operational status of the satellite motor surveillance system prior to carrier departure. Verification shall consist of a visual examination of the message display to ensure the system is enabled. The driver shall send an “L” message that includes the BL, Trailer Number, DROM Number, origin and destination IAW the MFTURP-1 as applicable. The shipper shall also verify possession of three panic buttons (two remote/one on the dash). The munitions TSP drivers, when practicable, shall position the message display unit in a manner that allows the shipping inspector or other designated shipper personnel to validate the unit is enabled without having to climb aboard the cab of the motor vehicle. The status of the satellite motor surveillance system check shall be recorded on page 1 of DD Form 626, Item 13. A satellite motor surveillance system found to be defective shall be corrected prior to loading. If the system cannot be repaired, shipments shall not be loaded on the vehicle. VFN charges shall not apply.
 - (4) Equipment Substitution guidance. The TO may allow the TSP to substitute suitable equipment ordered, provided notification of the substitution is received from the TSP and approved by the TO prior to the TSP furnishing the equipment. When the equipment furnished differs from the equipment ordered, annotate the BL accordingly. When substituting equipment, coordination between shipper and carrier is required prior to shipment release.
 - (a) Equipment substitution for carrier convenience shall not result in additional charge to the Government.
 - (b) If the substitution creates a requirement for additional accessorials and/or TPSs, the TSP shall provide those services at no additional charge to the shipper.

- (c) When authorizing equipment substitutions for SRC I through IV, the TO shall ensure all TPS requirements are met.
- (d) When an equipment substitution creates a situation where DCS is required, the TO shall update the equipment code in the shipper system and DTTS to reflect the equipment provided by the TSP.
- (5) Request routing instructions from the TCC or theater CDR for all export and import TPS shipments.
- c. Release AA&E, classified and sensitive shipments that require a TPS as follows:
 - (1) SECRET shipments shall be tendered to TSP(s) that are cleared to transport SECRET shipments and provide TPS(s) prescribed in [Paragraph O](#) and [Table 205-2](#).
 - (2) CONFIDENTIAL shipments shall be tendered to TSPs that provide TPS(s) prescribed in [Paragraph O](#), [Table 205-2](#), [Table 205-7](#) and [Table 205-8](#).
 - (3) Commercial air, less-than-planeload, heavyweight contract(s) (e.g., Global Heavyweight Services (GHS))-awarded TSPs are approved to transport various TPS cargo using next-day-only service for domestic and deferred service with an applicable RDD for international. The commercial air heavyweight awarded TSP is approved to move arms and ammunition if that TSP is authorized under the commercial air heavyweight contract(s) (see [Paragraph Y](#) and [Table 205-8](#) for further information).
 - (4) The NGDS Domestic contract-awarded TSP(s) are approved to transport classified (SECRET/CONFIDENTIAL/NWRM) packages using next-day-only service. The DoD NGDS TSP is also approved to move small quantities of arms and ammunition, if that TSP is authorized under the DoD NGDS contract (see [Paragraph G](#) for further information). Shipments that are both classified and hazardous, sensitive, arms or ammunition & explosives Hazard Class/Division (HC/Div) (1.1, 1.2, and 1.3), or cryptographic are prohibited from being transported using the NGDS contract.
 - (5) For classified shipments to/from OCONUS locations, routing options include AMC, USTRANSCOM Defense Courier Division (DCD), and by vessel in accordance with [Paragraph X](#) of this Chapter. If staying within the Army Post Office (APO) and Fleet Post Office (FPO) mail system, use of the United States Postal Service's (USPS) return receipt requested is authorized.
 - (6) The TO must confirm the driver's current clearance for commercial/contractor drivers prior to releasing classified shipments, arms, ammunition, and explosives (SRC I through IV). To validate a driver's security clearance, request authorized Security Office personnel login to the Defense Information System for Security (DISS) Joint Verification System (JVS) at: <https://dissportal.nbis.mil/diss-jvs-ui/faces/consent.jsp> or contact the TSPs Facility Security Officer (FSO).
 - (7) The TO shall confirm the presence of an operational two-way communication system capable of obtaining emergency assistance.
 - (8) The TO shall secure package material requiring TPS IAW packaging regulations.
 - (9) The TO shall mark and label TPS material IAW Military Standard (MIL-STD)-129, [Labeling Requirements for Department of Defense \(DoD\) Shipments](#). Detailed information required for marking and labeling can be found in the document repository at <http://quicksearch.dla.mil/>. Restrictions on marking are found in [Paragraph I](#).

- (10) SRC I and II shipments shall not be released for movement if the standard transit time or delivery date shall place the TSP at the destination during closures, holidays, or weekends.
EXCEPTION: For activities that shall be open on a weekend or holiday, shipper shall pre-coordinate movement with DTTS, TSP, and final destination.
- (11) Before releasing a shipment requiring TPS, the TO shall ensure the driver possesses a valid operator's license. Also, if applicable, the driver shall have a route plan as prescribed by 49 Code of Federal Regulations (CFR) 397; a valid HAZMAT endorsement; and certification of Hazard Class/Division 1.1, 1.2, or 1.3 explosives safety training. The TO shall be able to verify a driver's affiliation with the TSPs named on the BL.
- (12) The TO must submit a Report of Shipment (REPSHIP) IAW [Paragraph L](#).
- (13) The TO shall enter all TPS shipment data moving under SNS into the DTTS before the TSP is released (see [Paragraph O.5](#)).
- (14) The TO shall provide the same degree of TPS for the motor segment of intermodal shipments (such as motor-air taxi-motor) as that required for direct motor movement.
- (15) The TO shall ensure the BL is annotated with DTTS instructions.
- (16) SRCs I and II AA&E shall be delivered directly to the destination—no stop-offs are permitted. Exception: Split pickup and delivery at more than one location within the confines of the same installation or facility are permitted.
- (17) The TO shall route SRC I and II AA&E shipments via a single TSP providing door-to-door service.
- (18) Use of a privately owned vehicle (POV) either on or off the installation to carry, move, or store AA&E is prohibited. Use of a POV to transport AA&E by a TSP is prohibited.
- (19) The completed BL for all SNS shipments shall be released from the shipper's automated system (Global Freight Management [GFM], Distribution Standard System [DSS], Financial and Air Clearance Transportation System [FACTS], Cargo Movement Operational System [CMOS], or Vendor Shipment Module [VSM]), to DTTS prior to the conveyance departing the installation.
- (20) Prior to loading or unloading vehicles, the TO shall inspect all the vehicles used to transport placarded or non-placarded AA&E shipment requiring TPS, SNS, and placarded quantities of HAZMAT IAW 49 CFR and DoD safety regulations using DD Form 626. The status of the satellite motor surveillance system check shall be recorded on page 1 of DD Form 626, Item 13.
- (21) DROM Boxes. Shippers shall not allow TSPs to provide a divided trailer or tractor's toolbox as a dromedary.
- (22) When CIS, DDP, PSS, SEV, or SNS, or and/or 675 service is requested, the shipper shall confirm that the driver has identification that verifies the driver's affiliation with the TSP(s) named on the BL. Shippers shall ensure drivers handling such shipments carry a valid driver's license and medical qualification card, employee record card, or similar documents, one of which shall contain the driver's photograph. All documents shall be in English to be considered adequate.

- d. Receive/receipt AA&E, classified and sensitive shipments as follows:
- (1) The receiver shall monitor the in-transit status of their inbound AA&E shipments using the available methods identified in [Paragraph O.5](#).
 - (2) After receipt of shipment and completion of the DD Form 1907, [Figure 205-1](#), or a TSP's form, the receiver shall furnish the delivery TSP with the original form for their records. Instructions for completing the DD Form 1907 are located in [Figure 205-2](#). In lieu of the DD Form 1907, upon approval, TSPs may offer an Electronic Signature Service that shows the movement of shipments through the TSP's system as recorded by various electronic scans. Payment for the completed security service shall be included in Third Party Payment System (TPPS). If the receiver has reason to believe that the security service was not performed, the receiver shall notify the TSP in writing and advise the shipper to remove payment for the service. The receiver shall implement Transportation Discrepancy Report (TDR) procedures IAW Chapter 210 and report security for classified shipments IAW 32 CFR Part 117 NISPOM Rule.
 - (3) The receiver shall note any and all discrepancies associated with the movement of TPS shipments. A TDR shall be executed IAW this Regulation, Chapter 210. The consignee TO shall ensure the local station security office or Provost Marshall is notified in the event of a suspected security breach or compromise when the TDR involves a TPS violation.
 - (4) TOs shall document TSP performance issues IAW Chapter 207 within the Carrier Performance Module (CPM) of GFM. TOs may seek assistance and policy guidance by contacting the Carrier Performance Program Manager at usarmy.scott.sddc.mbx.carrier-performance@army.mil.
 - (5) The consignee shall notify the TSP and the Service HQ when shipments of the following materials are not received within 12 hours of the ETA: classified (SECRET/CONFIDENTIAL/NWRM) and CCI materials; SRC I-IV AA&E; uncategorized ammunition and explosives Hazard Class/Division 1.1-1.4. When a TSP cannot give a reasonable explanation for the delay, notify DTTS for assistance tracking the shipment and gaining delivery status from the TSP. Annotate carrier performance issues IAW Chapter 207 within CPM.
 - (6) Refer to 32 CFR Part 117 NISPOM Rule.
 - (7) Safe Haven or Secure Holding of DoD AA&E shipments shall be conducted in accordance with DoDI 5100.76, Ammunition, and Explosives (AA&E), the [Defense Explosives Safety Regulation \(DESR\)](#) 6055.09, Edition 1 and applicable Service policy.
 - (a) The TFG provides secure hold and safe haven information.
 - (b) In the event of a breakdown, accident, national emergency and elevation to FPCON Delta, or other such circumstance, installations shall comply with directives to secure DoD assets ordered off the highway by providing Safe Haven to get the AA&E out of the public domain. Safe Haven shall be provided until such time as movement can be affected to the receiving installation, or nearest installation that can provide increased security under FPCON Delta (see [Paragraph Q](#)).
- e. Inspection of Vehicles. Prior to loading or unloading vehicles, inspect all vehicles used to transport placarded or non-placarded AA&E shipment requiring TPS, SNS, and placarded quantities of HAZMAT IAW 49 CFR and DoD safety regulations using DD Form 626.

3. DTTS Program Management Office (PMO)
 - a. Serves as the DoD's focal point to monitor the movement and condition for the safety and security of Arms, Ammunition and Explosives (AA&E), classified materials, and other sensitive material (OSM) shipments requiring Satellite Motor Surveillance (SNS).
 - b. Maintain 24 hour, 365 days a year continuous surveillance of DoD AA&E and OSM transported by commercial motor carrier and commercial barge within the 48 contiguous states, Alaska, and Canada, as required by this chapter using satellite and cellular surveillance technology from the time of driver departure from the shipping activity through delivery at the final destination.
 - c. Process and validate all driver messages, shipment and vehicle status changes, and emergency notifications received by panic button alerts, trailer Untethered and Door Open alerts and/or read and verify each driver-initiated status message. Query shipment records or in-transit history files for background information. Update the status of shipments. Coordinate with carrier dispatchers and drivers to validate shipment status. Address missed signal, stationary and movement alerts for all exceptions. Locate tractors and trailers through system interrogation actions.
 - d. Assist in the coordination of emergency response activities to enroute incidents or accidents involving AA&E, classified materials, and OSM material moving within the Defense Transportation System (DTS) via commercial motor carrier, or barge within 48 contiguous states, Alaska, and Canada by providing initial details and ongoing contact with drivers, carriers, local authorities, shipping activity, AOC, state police, fire departments, nearby installations, Military Services Operations Centers, in the event of an accident, mechanical breakdown, secure hold denial, driver medical issues and suspicious incidents to minimize risk and impact.
 - e. Act as point of contact for SNS transportation service providers and their drivers for:
 - (1) Accidents and emergencies including mechanical breakdowns, driver medical issues, and suspicious incidents.
 - (2) Shipments denied installation entry in direct violation with DoDI 5100.76.
 - (3) Assist TSP in obtaining secure holding and safe haven as required during emergencies.
 - (4) Provide guidance on MFTURP-1 requirements for SNS and DCS transportation protective services.
 - f. Notify the Army Operations Center (AOC) of all accidents and suspicious incidents involving DOD ammunition and explosives.
 - g. Notify owning Military Service Operations Centers of accidents involving Service owned shipments.
 - h. Notify Consignees and Consignors when shipments are delayed enroute as a result of an incident.
 - i. In communication with table the Services Headquarters, initiate informational reports for transportation incidents involving DoD AA&E and OSM (e.g. accidents, mechanical breakdowns, suspicious activities) as required to the Services headquarters, SDDC, USTRANSCOM, OSD and other DoD leadership. Provide periodic updates until the incident

is resolved. Copies of all correspondence shall be shared with the owning Service /Agency Headquarters.

- j. Provide SDDC Safety and carrier performance with data for use in identifying trends and patterns that could suggest systemic weaknesses in support of HQ SDDC Carrier Safety oversight program.
- k. Support the Transportation of Ammunition and Explosives Review Panel (TARP).
- l. Act as functional manager for the Transportation Geospatial Information System (TGIS).
 - (1) Register users and provide training on the usage of the DTTS module in the TGIS.
 - (2) Enter shipment information in TGIS/DTTS on a limited basis for personnel who cannot obtain access to DTTS using a DOD issued Common Access Card or Digital Certificate.
- m. Research, investigate and recommend safety and transportation technologies that may be implemented to increase the safety and security of DOD AA&E and OSM.
- n. Ensure all satellite/cellular vendors are approved IAW MFTURP-1 to provide SNS and/or DCS.
- o. Coordinate with Services/Agencies Headquarters regarding shipper noncompliance and provide reports to the Military Services/Agencies for action.

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

- 1. Material requiring TPS shall be shipped IAW at least minimum-security standards and the current FPCONs prescribed in the following:
 - a. [Table 205-1](#). Minimum Security Standards for AA&E Shipments (Motor)
 - b. [Table 205-2](#). Minimum Security Standards for Classified Material
 - c. [Table 205-3](#). Examples of AA&E Shipment Security Risk Categories (SRCs)
 - d. [Table 205-4](#). Minimum Security Standards for AA&E Shipments (Water)
 - e. [Table 205-5](#). Minimum Security Standards for AA&E Shipments (Rail)
 - f. [Table 205-6](#). Minimum Security Standards for AA&E Shipments (Air)
 - g. [Table 205-7](#). Table 205-7 Transportation Protective Services (TPS) Chart for Motor, Barge & Rail Modes
 - h. [Table 205-8](#): Transportation Protective Services (TPS) Chart for Air Modes
 - i. [Table 205-9](#). Protective/Accessorial Service Table Chart
- 2. Utilize [Table 205-3](#) as a quick reference for SRCs of AA&E. [Table 205-7](#) and [Table 205-8](#) provide guidance for required TPS.

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

- 1. The Federal Logistics Data on Mobile Media (FED LOG) application or a Service supply automated information system may be used to identify a SRC/CIIC. Refer to DoD 4100.39-M

and DoD 5100.76-M for additional information and to the Service's specific guidance provided below.

- a. For Army-Sponsored Shipments:
 - (1) The POC for HQ JMC-managed material's telephone numbers are (309) 782-4762, (309) 782-5879, and DSN 782-4762/5879.
 - (2) The POC for U.S. Army Aviation and Missile Command (AMCOM)-managed material's telephone numbers are (256) 876-1157 or DSN: 746-1157.
 - b. For Navy-Sponsored Shipments: Naval Sea Systems Command (NAVSEA) SW020-AC-SAF-010. The POC telephone number for the Naval Ordnance Safety and Security Activity (NOSSA) are (301) 744-2929 or DSN 354-2929.
 - c. For Marine Corps-Sponsored Shipments: NAVSEA SW020-AC-SAF-010. The POC telephone numbers for Marine Corps are (703) 695-7930 (ext 2452) or DSN 225-7930.
 - d. For Air Force DoD 5100.76-M, Enclosure 7, Tables 2 through 6.
 - e. For DLA-Sponsored Shipments: DoD 5100.76-M, Enclosure 7, Tables 2 through 6.
2. Utilize [Table 205-3](#) as a quick reference table for SRCs of AA&E. [Table 205-7](#) and [Table 205-8](#) provide guidance for required TPS.

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

1. Protection of DoD assets in transportation shall be based on a realistic assessment of the associated risks. The goal is to prevent loss, theft, vandalism, or damage in transit. Performing risk analysis allows the user to prioritize assets so that transportation protection can be applied in the most efficient and cost-effective manner possible. These recommendations pertain to normal peacetime shipments. During periods of heightened risk, additional security measures may be required to provide adequate in-transit protection.
2. DoD asset types described herein and potentially at risk include:
 - a. Ordnance is defined as articles, explosives, substances, chemicals, pyrotechnic, and similar stores (e.g., bombs, guns and ammunition, flares, smoke, napalm).
 - b. Inert ordnance is munitions or components thereof that contains no explosive, pyrotechnic, or military chemical agent. An inert ordnance asset may be inert from manufacture or rendered inert by removal of hazards.
 - c. DEMILLED barrels, sub-assemblies/groups certified inoperable requires 675 services only. Certification shall accompany the shipment.
 - d. Training ordnance is non-tactical munitions used for military indoctrination and/or training purposes. Training ordnance may be inert or it may contain components that have pyrotechnic and/or explosive content. Part and parcel to the shipment planning process, shippers shall consult relevant Service technical manuals to distinguish between inert training ordnance and training ordnance that has pyrotechnic and/or explosive ingredients.
 - e. Sensitive non-ordnance items are those that do not have minimum protection specified in existing regulations but may be sensitive for transportation via commercial TSPs.

3. Risk Management is composed of the factors of criticality, vulnerability, and threat to assets and personnel engaged in an operation. Risk Management utilizes mitigating measures to either reduce the risk to assets and personnel engaged in an operation or accept the associated risk.
 - a. Criticality. The value or importance of the asset to the user and the Service, Agency, or DoD. The risk level increases with increasing criticality in the risk analysis model.
 - b. Threat. Potential terrorist, criminal, or foreign intelligence activities targeting DoD Service personnel, facilities, and/or operations. The risk level increases with increasing threat levels in the risk analysis model.
 - c. Vulnerability. The characteristics of a system that cause it to suffer a definite degradation as a result of having been subjected to a certain level of effects in an unnatural hostile environment. The risk level increases with increasing vulnerability in the risk analysis.
 - d. Mitigation Measures. Programs and related actions taken to manage the risk to assets or personnel involved with supporting an operation. The risk level decreases with increasing focused mitigation measures in the risk analysis model. Risk cannot be avoided with AA&E shipments, but can be managed to achieve the lowest level of acceptable and cost-effective risk.
4. Refer to DoD 5100.76 M for additional information relating to the physical security of DoD sensitive conventional AA&E.

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

1. Requirements for small shipments of AA&E, classified (SECRET/CONFIDENTIAL/ NWRM), and Sensitive cargo, and in conjunction with responsibilities listed in this chapter's Paragraph C:
 - a. The origin TO shall:
 - (1) Determine which type of carrier (FAK Carriers, DoD-approved Commercial TSP Munitions Carriers, NGDS Domestic contract, USPS) is most cost-effective/the best value.
 - (2) Verify serial numbers to maintain accountability IAW DoD 5100.76M.
 - (3) Ensure each small arms weapon is prepared for shipment by double wrapping, sealed and packaged in a way to minimize the risk of accidental exposure that would compromise the shipment IAW MIL-STD-2073-1, Department of Defense Standard Practice for Military Packaging (<http://quicksearch.dla.mil/>). Shipments shall be packaged IAW applicable Special Packaging Instructions.

EXCEPTION: Controlled Cryptographic Items (CIIC 9) and other unclassified/sensitive do not require double wrap, reference CNSSI 4001 (<https://www.cnss.gov/CNSS/issuances/Instructions.cfm>) and AFMAN-17-1302-O, Communications Security (COMSEC) Operations (T-3) (<https://www.e-publishing.af.mil/>) for more information.
 - (4) Shipping documents (DD Form 1348-1A, Issue Release/Receipt Document, Figure 205-14, DD Form 1149, Requisition and Invoice/Shipping Document, Figure 205-13), or DD Form 250, Material Inspection and Receiving Report, Figure 205-12, for contractor shipped FMS), shall be placed in inner receptacle and all markings not applicable to the shipment on outside shipping container shall be obliterated. The container shall not bear classification markings or other unusual marks that invite special attention that the contents are classified or sensitive items.

- (5) The following TPS requirements are to establish an alternative method for the delivery of CIICs Q (controlled substance designated as Schedule III, IV, or V) and R (precious metals, a drug, or other controlled substance designated as a Schedule I or II) medical material to overseas locations and/or between overseas locations with no access to USPS registered mail and/or military air options on the occasions when/where the ultimate destination is not supported by Military Air (MILAIR) or USPS registered mail or the shipment cannot reach the destination before the useful product life expires. HQ DLA in conjunction with DLA Troop Support has final authority to use commercial air (less-than-planeload) to move these items. In lieu of CIS/675 requirements, the following security requirements shall be applied to the shipment by the USTRANSCOM contracted commercial carrier:
 - (c) Be able to provide in-transit visibility IAW commercial business practices. At a minimum, ITV will be updated and available at the contractor's website, 24/7 from node to node throughout the carrier network. Preferred actual satellite positioning throughout the movement.
 - (d) Be able to provide an estimated delivery date for the material. Shall notify the shipper within 24 hours if the estimated delivery date shall not be met and provide a revised estimated delivery date.
 - (e) Be able to provide signature service (675) as proof of delivery of item by designated recipient listed on the shipping documents (mandatory) and provide confirmation to shipper within 24 hours.
 - (f) Be able to safeguard material in its possession IAW commercial business practices.
 - (g) Verify partner network used in foreign countries are vetted and in compliance with USTRANSCOM transportation contracts and policy. TOs will contact DLA Troop Support Medical EA Office (TrpSptMedicalEA@dla.mil) and Customer Pharmacy Operations Center (CPOC) (CPOC@dla.mil) to obtain approval to ship certain controlled substances with CIICs Q and/or R via these procedures.
- b. The destination TO shall:
 - (1) Based on advance shipment notification, ensure receipt inspection is expedited. If a discrepancy is noted, the destination TO shall immediately initiate a TDR.
 - (2) It is imperative that shipments from OCONUS activities transiting AMC aerial ports include, at a minimum, NSN and destination POC information level detail on the Transportation Control and Movement Document to facilitate onward CONUS movement. Absence of this level of detail shall delay onward movement to final destination. AMC aerial ports shall not tranship weapons from OCONUS installations until confirmation is made with a destination for which they can be receipted.
2. Small Arms:
 - a. Small arms are SRC II and SRC IV weapons, rifles that do not fire a round greater than .50 caliber and shotguns of any gauge.
 - b. Ammunition and small arms weapons shall be shipped separately.
 - c. DoD-approved Commercial TSP Munitions Carriers.
 - (1) The shipment shall be loaded in a locked container and the size, weight, and safety factors shall meet the TSP's requirements. Highway shipments placed in a closed and locked conveyance, locked container/(DROM), or similar equipment do not require over-packing.

- (2) Small arms weapons, weapons parts (15 or fewer) such as barrels and major subassemblies (i.e., Frame/Receiver/Bolt/Receiver assembly, Trigger assembly group) may be transported by a DoD-approved commercial TSP that provides CIS.
 - (3) Small arms weapons, weapons parts (more than 15) shall be shipped according to requirements of the weapon's SRC.
 - (4) DEMILLED barrels, subassemblies/groups certified inoperable requires 675 services only.
- d. NGDS Domestic contracts:
- (1) Small quantities (15 or fewer) SRC II and SRC IV small arms weapons, weapons parts (CIIC 7 and N), barrels, and major subassemblies (including silencers, mufflers, scopes, and noise suppression devices) are authorized.
NOTE: .50 cal machine guns shall not be shipped as a part of this program, unless Military Operational Necessity is authorized, as a minimum, at the Field CDR, Squadron CDR, or Designated Authority level.
 - (2) Component items of .50 cal weapons are authorized to be shipped IAW this program.
 - (3) Next-day delivery is mandatory and shall be ordered and utilized for all shipments. CIIC N and CIIC 7 weapons parts do not require a next-day delivery and are ground-eligible, REF [Table 205-8](#).
NOTE: For Alaska, Hawaii, and Puerto Rico, delivery may not actually occur the next day.
 - (4) Shipments shall be shipped and received from any consignee within the CONUS (including Alaska, Hawaii, and Puerto Rico).
NOTE: For Alaska, Hawaii, and Puerto Rico, 300 lbs of aggregate weight is authorized.
 - (5) For shipments to AMC strategic aerial ports for onward movement to OCONUS locations, see [paragraph G.7](#) for procedures and additional requirements.
 - (6) Requisitions shall be shipped to a single consignee. Breaking a requisition of 16 or more arms into multiple packages/shipments in order to utilize this shipping methodology is prohibited.
 - (7) No more than one shipment requisition shall be sent per conveyance/carrier to destination consignee, per day.
 - (8) Verify shipment has electronic signature from receiving activity and proof of delivery/receipt within the receiving activity's normal operating hours.
 - (9) Upon receipt of verbal advance shipment notification and REPSHIP on inbound weapons via the selected DoD NGDS domestic contracted TSP carrier, immediately coordinate with the ultimate consignee (e.g., Security Forces), receiving unit, or installation supply to arrange immediate pickup and signature of the weapons to facilitate storage in a secure, approved holding area or base armory.
- e. USPS:
- (1) For CONUS to CONUS movements, an alternative to the use of CIS for small arms is the USPS Registered Mail (Designated Person/Return Receipt Requested) overnight service when the size and weight of the shipment meets USPS restrictions (70 lbs, girth does not exceed 108 inches). Small arms in small quantities (15 or fewer) may be sent via USPS Registered Mail, Return Receipt Requested, if initiated by a Federal Standard

Requisitioning and Issue Procedures (FEDSTRIP)/Military Standard Requisitioning and Issue Procedures (MILSTRIP) document, or on a DD Form 250, Material Inspection and Receiving Report, [Figure 205-12](#), or a DD Form 1149, [Figure 205-13](#). Contractors are prohibited from using the USPS to ship small arms.

- (2) Do not use the USPS method to move small arms shipments to an AMC aerial port of embarkation (APOE) for onward channel airlift. Reference [Table 205-2](#) and [Table 205-6](#) for seal/lock guidance.
- (3) FEDSTRIP/MILSTRIP requisitions. SRC IV Small Arms Weapons in small quantity (15 or fewer) may be sent via USPS Registered Mail, Return Receipt Requested, if initiated by a FEDSTRIP/MILSTRIP document, or on a DD Form 250 or a DD Form 1149).
- (4) Non-FEDSTRIP/MILSTRIP requisitions. Handguns shipped directly to an Officer (O6 or above) shall meet the following requirements:

Addressee

Officer (O6 or above) of Army, Navy, Air Force, Marine Corps, Coast Guard, or an organized reserve corps, Officer of National Guard of a state, district or territory

Affidavit Requirements

Mailable with affidavit signed by addressee and certificate signed by commanding officer

No marking of any kind that indicates the nature of the contents may be placed on the outside wrapper or container of any mail piece containing firearms. Mailable matter shall be properly and securely packaged within the general packaging requirements in the Domestic Mail Manual, https://pe.usps.com/text/dmm300/dmm300_landing.htm.

3. Ammunition & Explosives (A&E):

- a. Ammunition and weapons shall be shipped separately.
- b. If transporting less than 1,001 lbs aggregate gross weight (which includes hazard, packaging materials and packaging) of UNCLASSIFIED A&E HC/Div 1.4, 1.5 or 1.6 with a Controlled Inventory Item Code (CIIC) of 7, P, or U, FAK Carriers may be utilized.
- c. FAK Carriers:
 - (1) 675 services or Electronic Signature/Tracing Service is required (see Paragraph [O.6](#) and [Table 205-7](#)).
 - (2) Ensure Commodity Code and CIIC accurately reflect shipment.
 - (3) Refer to 49 CFR, Part 172 for HAZMAT Shipping Papers (Subpart C), Marking (Subpart D), Labeling (Subpart E), Placarding (Subpart F), and Emergency Response Information (Subpart G) requirements.
 - (4) For DD Form 626 requirements see DTR Part II, Chapter 204, Paragraph F.3.e.
 - (5) Equipment type AV should be used to minimize shipping costs.
- d. Munitions Carriers:
 - (1) Brokers, freight forwarders, shipper agents, third-party logistics providers, and other such carriers are not authorized to transport material under a TPS or 675 services (see [Paragraph B.2.a](#)).

- (2) Refer to 49 CFR, Part 172 for HAZMAT Shipping Papers (Subpart C), Marking (Subpart D), Labeling (Subpart E), Placarding (Subpart F), and Emergency Response Information (Subpart G) requirements.
 - (3) The driver shall have HAZMAT endorsement when transporting A&E/HAZMAT, if applicable.
 - (4) See [Paragraph N](#) for tarpaulin requirements.
 - (5) For DD Form 626 requirements see DTR Part II, Chapter 204, Paragraph F.3.e.
 - (6) For SRC IV HC/Div 1.4 greater than 1001 lbs total gross weight (which includes hazard, packaging materials and packaging), DDP and SNS are required. For DCS requirements (see [Paragraph O.15](#) and Table 205-7 205-7).
 - (7) For SRC III and IV HC/Div 1.1, 1.2, 1.3 DDP and SNS are required. For DCS requirements (see [Paragraph O.15](#) and [Table 205-7](#) Table 205-7).
 - (8) Lock and Seal:
 - (h) For International Standards Organization (ISO) containers, the shipment shall be placed in a locked and sealed container; the size, weight, and safety factors shall meet TSPs requirements. The container shall be sealed with a serialized bolt seal (NSN: 5340-01-260-9935//5340-01-542-7347//5340-01-542-7359) at the bottom hasp by the shipper, with a serialized seal meeting the requirements of Federal Specification FF-S-2738, tested and approved by the DoD Lock Program. For additional security, the shipper may employ a cable seal (NSN: 5340-00-084-1570) in figure 8 configuration at the top of the container or vehicle. Seal checks and inspections for evidence of breakage or tampering shall be made part of the regular CIS security procedures. All containers destined to the CONUS shall be sealed with a high-security seal meeting U.S. Customs-Trade Partnership Against Terrorism (C-TPAT)/ISO/Publicly Available Specifications International Standard ISO 17712, Freight containers – Mechanical seals requirements.
 - (i) Shipment shall be packaged in a lockable wooden/or hard sided package that can be locked and sealed with a mechanical seal. Seal checks and inspections for evidence of breakage or tampering shall be made part of the regular inspection security procedures.
 - (9) Annotations and markings: Shippers shall not annotate markings on the outside wrapper or container that indicate the nature of the contents. Request for signature may not be waived for non-MILSTRIP shipments.
 - (10) Exception: Packaging containing HC/Div 1.4 S (UN0012, UN0014, UN0323) ammunition reclassified as ORM-D shall be tagged or marked on at least one side with the ORM-D designation immediately following or below the proper shipping name of the HC/Div 1.4S material. ORM-D for CONUS-only may be authorized IAW 49 CFR 173.63, Packaging Exceptions, and 172.316, Packagings Containing Materials Classed as ORM-D. Maximum aggregate gross weight (which includes hazard, packaging material and packaging) is limited to 30 kg (66 lbs) per package. All other ammunition/explosives packaging shall be marked with EX-number or the national stock number issued by the DoD.
- e. NGDS domestic contract:
- (1) NGDS TSPs may be used to transport 150 lbs or less aggregate gross weight (which includes hazard, packaging materials and packaging) of UNCLASSIFIED HC/Div 1.4,

1.5, and 1.6 ammunition up to and including .50 caliber ammunition (with no-explosive filled projectiles) (CIIC 4, 7, P, U).

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

- (2) 675 services or Electronic Signature/Tracing Service is required (see [Paragraph O.6](#) and [Table 205-8](#)).
 - (3) The following limitations apply when shipping small quantities of SRC IV HC/Div 1.4 small arms ammunition via NGDS domestic TSP:
 - (a) HC/Div 1.1, 1.2, and 1.3 A&E shall not be shipped under the DoD NGDS domestic delivery services contract.
 - (b) U.S. Army is prohibited from shipping any .50 caliber ammunition.
 - (c) Ammunition shall be packed in unit packages of 4,000 rounds or fewer and each package shall not exceed 150 lbs.
 - (d) Classified (SECRET/CONFIDENTIAL) HC/Div 1.4 ammunition is prohibited.
 - (e) HC/Div 1.4 explosives not considered small arms ammunition are prohibited except as allowed in subparagraph G.4.b.(1).
 - (4) Shipments do not require over packing.
 - (5) All other conditions of the DoD NGDS domestic TSP contractor for express air small package TSP contract shall be adhered to, including requirements associated with the transport of dangerous goods by commercial air published in IATA and ICAO regulations.
 - (6) A list of qualified DoD NGDS domestic TSP contractors TSPs for transport of express air small packages is found at <https://ww2.ustranscom.mil/commair/index.cfm>.
 - (7) Prior to tendering a shipment to the DoD NGDS contractor for CONUS express small package shipments, the shipper shall verify that the DoD NGDS contract TSP is approved to tender small arms shipments and can provide next-day delivery. Verification of TSPs approved under the DoD NGDS can be found at <https://hallways.cap.gsa.gov/app/#/gateway/transportation-logistics-services/4726/package-delivery-packaging-sub-hallway>.
4. Cartridge and Propellant Actuated Devices (CAD/PADs/FSC 1377):
- a. DoD-approved commercial TSP munitions carriers and FAK carriers:
 - (1) Munitions Carrier TSPs may be used to transport CADs.
 - (2) If requirements of Paragraph G.3.b are met, FAK carriers may be utilized.
 - b. NGDS Domestic Contracts:
 - (1) NGDS TSPs may be used to transport CAD/PADs/FSC 1377 items weighing 150 lbs or less total gross weight (which includes hazard, packaging materials, and packaging) of UNCLASSIFIED HC/Div 1.4C, 1.4D, and 1.4S.
 - c. USPS:
 - (1) No shipments of CADs via the USPS are authorized.

5. Classified (SECRET/CONFIDENTIAL/NWRM) Material:
 - a. DoD-approved commercial TSP Munitions Carriers:
 - (1) Munitions Carrier TSPs may be used to transport these shipments.
 - b. NGDS Domestic Contracts:
 - (1) Classified Communication Security Information, North Atlantic Treaty Organization (NATO), and foreign government information may not be transmitted under the NGDS. TOP SECRET shipments shall not be moved via the NGDS. TOP SECRET shipments can only be moved by the USTRANSCOM DCD, diplomatic pouch, or authorized courier.
 - (2) The classified shipments shall be within the NGDS TSP's standard small package size and weight limits.
 - (3) The TSP shall not be told the classification of the shipment.
 - (4) Shipments that are sensitive, arms or ammunition & explosives HC/Div (1.1, 1.2, and 1.3), or classified cryptographic material are prohibited from being transported under NGDS. This prohibition includes hazardous material that is also classified.
 - (5) These types of shipments shall be given to the TSP with next-day delivery requested. Classified shipments shall not be tendered unless the TSP can provide next-day service.
 - (6) The delivery address shall be a CONUS DoD activity or a CONUS DoD-approved contractor location, to include Alaska, Hawaii, and Puerto Rico. Private residences, hotels/motels, Post Office boxes are not authorized delivery addresses.
 - (7) Do not, under any circumstances, release the TSP from having to obtain a delivery signature. Ensure the airway bill, electronic or hard copy requires a delivery signature.
 - (8) Classified shipments shall be double wrapped. No classified labels, markings, seals, or bands shall be placed on the outside of the TSP's package that would identify the classification of the shipment.
 - (9) IAW [Paragraph L.1](#) of this chapter, shippers shall use an automated means to transmit a REPSHIP for all Army-, Navy-, Air Force-, and Marine Corps-sponsored classified (SECRET/CONFIDENTIAL) shipments made using a DoD domestic TSP(s).
 - c. USPS:
 - (1) The shipment of classified Material via the USPS Registered Mail is authorized based upon size and weight limitations. These shipments shall be sent via USPS Registered Mail, Return Receipt Requested, if initiated by a FEDSTRIP/MILSTRIP document, or on a DD Form 250, [Figure 205-12](#), or a DD Form 1149, [Figure 205-13](#).
 - (2) TOs are required to comply with the provisions contained in DoD Manual 5200.01, Volume 3, Enclosure 4, [DoD Information Security Program: Protection of Classified Information](#), when mailing classified (CONFIDENTIAL and SECRET) or sensitive material. DoD Manual 5200.01 can be accessed on the Web at <https://www.esd.whs.mil/directives/issuances/dodm/>.
 - (3) Under no circumstances shall shippers address classified (CONFIDENTIAL AND SECRET) material destined for an OCONUS site to the APOE's "MARK FOR:" address. The "SHIP TO:" address shall reflect the APOE and the "MARK FOR:" address shall reflect the customer's delivery address.

6. Protected And Sensitive Shipments:

a. DoD-approved commercial TSP Munitions Carriers.

- (1) Night Vision Devices may be transported by DoD-approved commercial TSPs that provide CIS or comparable commercial services (see [Paragraph O.1](#) for further guidance).
- (2) DoD-approved TSPs offering a voluntary tender of service including CIS as part of the available commercial services meeting DoD requirements may only be used for CONUS movements.
- (3) Protected and sensitive shipments shall be loaded in a locked and sealed container. The shipment shall meet the TSP's safety, dimensional size, and weight requirements.
- (4) If the selected mode is less-than-truckload (LTL), shipments shall be over-packed to a minimum of 150 lbs total gross weight (which includes packaging material and packaging).
- (5) Highway shipments placed in a closed and locked conveyance, locked container/(DROM) or similar equipment do not require over-packing.

b. NGDS Domestic Contracts:

- (1) In accordance with ([Paragraph G.3.b](#)) TOs may ship Night Vision Devices in quantities of 15 or less via NGDS. TOs shall request the TSP's electronic signature, tracing service, and next-day delivery.
- (2) Protected (see [Table 205-8](#)) shipments may be moved within the CONUS, Alaska, Hawaii, and Puerto Rico, as specified in the NGDS Domestic/awarded TSP(s), provided shippers and recipients comply with Federal law, Service restrictions (if any), and classified material handling processes and the DTR.
- (3) TOs shall adhere to advanced shipping planning requirements.
- (4) The TSP shall not be told the classification of the shipment.
- (5) The shipment shall be given to the TSP for next-day delivery. Protected shipments cannot be tendered unless next day service can be provided by the TSP.
- (6) The delivery address shall be a CONUS DoD activity or a CONUS DoD-approved contractor location, to include Alaska, Hawaii, and Puerto Rico. Private residences, hotels/motels, and Post Office boxes are not authorized delivery addresses.
- (7) Do not, under any circumstances, release the TSP from having to obtain a delivery signature. Ensure the airway bill, electronic or hard copy, requires a delivery signature.
- (8) Classified shipments shall be double wrapped. No classified labels, markings, seals, or bands shall be placed on the outside of the TSP's package that would identify the classification of the shipment.
- (9) IAW [Paragraph L.1](#) of this chapter, shippers shall use an automated means to transmit a REPSHIP for all Army-, Navy-, Air Force-, and Marine Corps-sponsored classified (SECRET/CONFIDENTIAL) shipments made using a DoD NGDS domestic TSP(s).

7. Shipments to AMC Strategic Aerial Ports for Onward Movement:
 - a. Classified/sensitive packages that otherwise qualify for CONUS movement via NGDS contract may be shipped to AMC strategic aerial ports for onward movement.
 - b. Package and mark shipments in accordance with guidance in [Paragraph G.1.a\(3\)](#) and [\(4\)](#). The DD Form 1348-1 shall be placed in accordance with guidance in [Para G.1.a](#).
 - c. Complete the following documentation and forward a copy to the aerial port's organizational email box as shown in the Transportation Facilities Guide, and to the final destination. This documentation is a courtesy copy for the port's advanced notification. The port shall acknowledge the REPSHIP and the ability to receive the shipment.
 - (1) Report of Shipment (REPSHIP). Ensure RDD matches delivery date to the port.
 - (2) DD Form 1384, Transportation Control Movement Document (TCMD).
 - (3) DD Form 1387-2, Special Handling Data/Certification. Complete the DD Form 1387-2 IAW DTR Part II, Chapter 205.
 - d. Next-day delivery is mandatory.
 - e. Consignor shall not release shipments to carriers on Friday; exceptions shall be made for mission critical items using Saturday delivery service and through pre-coordination with the APOE.
 - f. Complete Air Clearance Authority (ACA) actions IAW Chapter 203 instructions.
 - g. Route shipments transiting through AMC Strategic Aerial Ports by using the following designated in-transit DODAACs specifically used to move OCONUS cargo:
 - (1) Dover AFB: FY9125
 - (2) JB Charleston: FY4462
 - (3) JB McGuire-Dix-Lakehurst: FY4484
 - (4) Travis AFB: FY9150
 - (5) NAS Norfolk: N45627
 - h. Origin shippers shall retain REPSHIP confirmations from ultimate consignee. If confirmation is not received, initiate a TDR IAW DTR Part II, Chapter 210.
 - i. Origin shipper shall track shipment status using carrier web-based system. The TO shall request e-mail notifications from the carrier's system on all classified/sensitive shipments to AMC strategic aerial ports to assist in tracking.
 - j. Origin shipper shall retain delivery confirmation from the ultimate consignee.

H. SEALING OF MOTOR CONVEYANCES/CONTAINERS

1. Shippers shall apply DoD-approved seals on motor shipments of material requiring TPS when prescribed in [Table 205-1](#) or [Table 205-2](#). An express air TSP motor vehicle transporting shipments on local pickup or delivery service shall be locked (a seal is not required). Seal application by the shipper does not constitute a request for Exclusive Use (EXC).
2. The TO/TSP may remove the shipper seal in an emergency or at stop-off points if authorized by the TO. Replacement of the seal shall be a DoD-approved seal and resealed by the individual removing the seal. Refer to Paragraph H.3 for mandatory entries on the BL. When required by Customs and Border Patrol, Department of Transportation or law enforcement agents or if there is

an immediate cause for safety or security of the shipment, the seal may be broken under the direction of a TSP or Government official that has the equivalent security clearance as required on the BL. If a seal is broken to conduct a DOT inspection, the DOT Inspector may provide the carrier with a replacement seal. Local/military law enforcement or the DOT inspector can inspect the load. The TSP is responsible for having a replacement seal for all other authorized en route breakages. Munitions involved in an accident or incident requiring DoD Explosives Ordnance Disposal personnel shall not be moved or trans-loaded until certified by a Quality Assurance Specialist of Ammunition Surveillance, Explosive Safety Officer, or Ordnance Officer who has inspected and approved the blocking and bracing of the cargo.

3. When a seal is replaced by a TSP or TO, for any reason, the following information shall be entered on the BL:
 - a. Name and, when available, badge number of person requiring seal to be removed
 - b. Replacement seal number
 - c. Date and time replacement seal applied
 - d. Reason for replacement.
4. Containers or vehicles utilized as AA&E conveyances shall be sealed with a serialized bolt seal (NSN 5340-01-260-9935, NSN 5340-01-542-7347, or NSN 5340-01-542-7359) at the bottom hasp by the shipper, with a serialized seal meeting the requirements of Federal Specification FF-S-2738, tested and approved by the DoD Lock Program. For additional security, the shipper may employ a cable seal (NSN 5340-00-084-1570) in figure 8 configuration at the top of the container or vehicle. Application of a shipper seal does not constitute EXC. Seal checks and inspections for evidence of breakage or tampering shall be made a part of regular patrol or surveillance procedures and of pier loading procedures. Seals shall be tamper-resistant and safeguarded while in storage. Seal numbers shall be annotated on the BL. Guidance on obtaining seal information may be obtained by calling the DoD Lock Program Technical Support Hotline at (805) 982-1212 or DSN 551-1212 or visiting their website at <https://exwc.navfac.navy.mil/DoD-Lock-Program/>. All containers destined to the CONUS shall be sealed with a high-security seal meeting C-TPAT/ISO/PAS 17712 requirements.
5. IAW language provided in DoD 5100.76M, TSP-provided closed van, straight truck, and DROM box door hinges and hasps used to haul AA&E shall be installed to preclude removal when doors are closed and locked. Hinges and hasps shall be attached to doors by welding bolt nuts or by riveting. For each door hinge, a minimum of one bolt shall be either welded or riveted in a manner to preclude easy removal. A bolt may also be turned inward with the nut on the inside as long as the bolt is flush with the nut. The use of cotter pin-type fasteners for hinge pins is not acceptable, as this device is easily removed. A bolt/nut configuration that is welded offers a better alternative to cotter pins. On each door lever handle, seal plate, pin, and cam guide to the lock shaft, a minimum of one bolt shall be either welded or riveted in a manner to preclude easy removal. A bolt may also be turned inward with the nut on inside as long as the bolt is flush with the nut.
6. Security seal in both doors are required on Mil-Vans/ISO Containers designed with the catch plate.
7. Checking shipments. AA&E shipments shall be checked upon receipt by the receiving activity to ensure the seals are intact and for any signs of theft, damage, or tampering. If there are such signs, an immediate inventory shall be performed to determine the extent of the loss, tampering, or damage.

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

- a. If the seals are intact and there are no signs of tampering or damage, inventory quantity verification of SRC I and II shipments shall be conducted within 24 hours of receipt.
- b. SRC III and IV shipments shall be subjected to inventory quantity verification within 48 hours of receipt.

I. PACKAGE MARKINGS

1. Detailed procedures for applying shipment markings are specified in MIL-STD-129, Department of Defense Standard Practice Military Shipment and Storage, see web site <http://quicksearch.dla.mil/>.
2. Do not mark exterior containers to indicate the security classification or TPS required. However, when a shipment goes by military airlift, DD Form 1387-2, [Figure 205-3](#), shall show the TPS required in Block 6.
 - a. When shipments require TPS, enter the degree of protection required (e.g., “Constant Surveillance and Custody Service”) in the Supplemental Information Block of the DD Form 1387-2. Also, enter the weight of the shipment, TCN, and destination Department of Defense Activity Address Code (DoDAAC)/Military Assistance Program Address Code (MAPAC). Attach one copy of the DD Form 1387-2 to each container. Forward three additional copies to the originating air terminal in a waterproof envelope attached to the number one container.
 - b. When shipping material that is classified and none of the information entered in the blocks on the DD Form 1387-2 is classified, prepare, and distribute the Form in the same manner as for unclassified.
3. When shipping material that is both classified and hazardous, the shipper prepares and distributes a Shipper’s Declaration for Dangerous Goods (Shipper’s Dec), [Figure 205-16](#). When any of the entries are classified, the shipper completes one copy of the Shipper’s Dec, including essential classified data. For classified shipments transported via military air, the shipper shall:
 - a. Complete the signed original in detail, including essential classified data, and attach to the aircraft CDR’s copy of the manifest that is placed on the aircraft. Once the classified information is applied, the Shipper’s Dec shall carry the same classification as the highest classification of the entered information. This classification is valid until the classified Shipper’s Dec is detached and handled according to security regulations.
 - b. Complete the station file copy in detail except for the classified information. Enter the following statement in the Additional Handling Information Block: “See aircraft commander’s copy of Shipper’s Dec for complete information.”
 - c. Place one certification form without classified information in a waterproof envelope and attach it to the number one piece of the shipment.

J. REQUEST FOR ROUTING

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

K. BL

1. When classified or sensitive ammunition or explosives are shipped by a motor TSP and SEV is used, SEV personnel performing the service shall be provided with a duplicate copy of the shipping papers and instructed to keep these papers in their custody.
2. The shipper and TSP who received a shipping paper shall retain a copy or an electronic image thereof, that is accessible at or through its principal place of business and shall make the shipping paper immediately available, upon request, to an authorized official of a federal, state, or local government agency at reasonable times and locations.
3. BL retention. For Hazardous Waste (HW), a copy of each shipping paper shall be retained for 3 years after the initial TSP accepts the material for shipment. For all other HAZMAT, a copy of each shipping paper shall be retained for 2 years after the initial TSP accepts the material for shipment. For radioactive materials, shipping papers associated with shipments and receipt of radioactive materials shall be retained for 3 years, IAW Title 10 CFR 30, Rules of General Applicability to Domestic Licensing of Byproduct Material. Each shipping paper copy shall include the date of acceptance for shipment by the initial TSP. The date on the shipping paper may be the date a shipper notifies the TSP that a shipment is ready for transportation, as indicated on the waybill or BL, as an alternative to the date the shipment is picked up, or accepted, by the TSP. Shipping papers shall also be retained IAW this section or by Service/Agency regulatory requirements if the latter are more stringent than the requirements above. Services/Agencies are not authorized to prescribe less stringent requirements than in this regulation.
4. For shipments consisting of classified and unclassified AA&E, the shipper:
 - a. Shall annotate CIIC/SRCs (e.g., CIIC 1, 2, 3, 4, 7, P/SRC: I, II, III, IV, N/A) in the MARKS & ANNOTATIONS block on the BL.
 - b. Shall correctly identify commodity description(s).
 - c. Shall apply correct DoD-Unique Codes/National Motor Freight Classifications (NMFC)/Standard Transportation Commodity Codes (STCC).
 - d. May register with FED LOG at <https://www.dla.mil/Information-Operations/Services/Applications/FED-LOG/> or call (877) 352-2255 or DSN 661-7766 for a subscription and to order FED LOG software.
 - e. Shall Enter the NSN in the FED LOG database to accurately identify the correct CIIC. The CIIC may also be available in the Service supply automated information system. For additional SRC guidance see [Paragraph E](#). The CIIC and SRC are both critical when identifying the proper TPS.
 - f. May not transport general cargo (e.g., circuit cards and sensitive hard drives) moving as classified cargo as FAK.
 - g. Must annotate the appropriate Routing Instruction Notes (RINs) for the type of TSP required for the shipment (RINs found in Part II, Appendix B—RINs).

L. REPSHIP REQUIREMENTS

1. REPSHIPS are used to support the advanced notification requirement for shipments of controlled inventory items. Aside from enabling receiving activities of inbound cargo to properly plan for its arrival, a REPSHIP acknowledged by the receiving activity informs the shipper of their capability to properly receive the cargo. TOs shall ensure a REPSHIP is submitted for all categories of AA&E, classified, sensitive, protected, and HAZMAT shipments such as those described in Chapter 204; CONUS-to-CONUS shipments; exports from CONUS; and shipments from all OCONUS locations. The destination TO/activity shall acknowledge receipt of the REPSHIP. Origin shippers shall retain REPSHIP confirmations from the ultimate consignee. If confirmation is not received, initiate a TDR IAW DTR Part II, Chapter 210. The transshipment activity for the final CONUS or OCONUS shipment node (e.g., onward shipment from aerial port of debarkation [APOD] or seaport of debarkation [SPOD]) shall transmit a REPSHIP to the consignee. This ensures carrier and RDD information is known at destination. Where there is no shipment activity associated with the APOD (e.g., Air Force TO, Army Movement Control Center) and the customer shall pick up the shipment, the APOD shall notify the consignee electronically (e.g., e-mail, fax) to satisfy the REPSHIP requirement. When the requirement is to deliver to the consignee, the applicable shipping activity shall transmit a REPSHIP to the consignee.
2. For SNS CONUS-to-CONUS movements: Shippers shall use the DTTS website to transmit a REPSHIP to final destination unless both the shipper and destination shipper systems are capable of exchanging REPSHIPS via electronic interchange or electronic means (e.g., e-mail, fax, CMOS, GFM, and DSS).
 - a. Shippers not using CMOS, GFM, or DSS REPSHIP transmittal shall request DTTS access via the TGIS website at <https://tgis.transport.mil>. Requestors are to fill out and submit the application for access at <https://tgis.transport.mil> and, once approved, request access to DTTS. Once an account is approved, a DTTS User Guide shall be e-mailed to the user. Navy shippers shall come to the <https://nossa.nmci.navy.mil> to request access to Navy data in DTTS.
3. Shippers executing a REPSHIP shall utilize an electronic means (e.g., via e-mail, fax, DTTS, or electronic interchange in the shipper's system) to transmit the REPSHIP to both the next immediate en route transportation node and the final destination. Receivers executing REPSHIP confirmations and shipment receipts shall also utilize an electronic means. Manual REPSHIPS shall be prepared IAW the format in [Figure 205-10](#) and sent via message, e-mail, or fax. The origin shipping office shall send a REPSHIP (manual or automated) to the port of embarkation (POE) for OCONUS DTS shipments for all categories of material requiring TPS. Automated REPSHIP process shall be used where possible. For origin or destination without an automated REPSHIP capability, fax or e-mail processes shall be exercised.
4. FMS or Building Partner Capacity shipments: For FMS or Building Partner Capacity deliveries, a REPSHIP shall be transmitted to the U.S. Military Representative assigned to the recipient country. (This applies to DTC 9, 7, F, G, and J FMS shipments and all Building Partner Capacity programs.)
5. Consignor, en route modal nodes, and consignee shall establish and maintain a suspense list to ensure timely receipt of shipment(s) upon sending/receiving a REPSHIP notification. For audit purposes, the minimum period to maintain a suspense list is 90 days from shipment date.
6. In addition to REPSHIPS, NWRM shipment notifications are mandatory and shall be "auditable." Within 2 hours (CONUS) and 8 hours (OCONUS) of processing or receipt of a shipment, notification (via e-mail or with URL connection to shippers' records) to the following recipients

with shipment information (as appropriate for processing or receiving the shipment): Origin NWRM Accountable Officer or Manager, Origin Shipping POC, Munitions Accountable Supply Officer, Receiving NWRM Accountable Officer or Manager, or Receiving POC.

M. UNIT MOVES

1. Commercial TSPs shall be used to transport unit AA&E. However, when training or operational necessity dictates the use of organic vehicles, procedures outlined below shall be used. Prior to movement, contact Service HQ and consult Service security and mobility regulations.
 - a. Unit moves shall comply with the provisions of this regulation and Part III, Chapters 302 and 303 and Appendix C.
 - b. For moves involving military-owned vehicles (MOV) refer to your service / agency headquarters. At a minimum, two qualified drivers equipped with two means of communications shall be required. For emergencies, driver shall adhere to the unit SOP or contact their Command Operations Center.
 - c. Personnel performing unit moves in MOVs do not require a security clearance except for those personnel involved in protecting classified items. Personnel providing security for classified items shall hold the requisite clearance for the item protected.
 - d. Use of convoy escorts shall be as directed by the unit CDR or owning Service.
 - e. Unit movement of AA&E shall be as directed by the unit CDR or owning Service and DoD Manual (DoDM) 5100.76M guidance.
 - f. Service specific guidance shall be developed on the use of organic transportation of AA&E in accordance with the DTR chapter 204 and 205, Explosive Safety principles, and Emergency Response procedures.
 - g. For overseas in-theater movements, AA&E in-transit shall be provided with protection that is equivalent to or greater than what is required for CONUS movements. OCONUS CDRs, based on HN requirements, the local threat situation, and personnel staffing, shall use discretion in providing adequate security in theater while transporting AA&E cargo. When CONUS requirements cannot be implemented, compensatory measures shall be taken to achieve equivalent security standards.
2. When commercial vehicles are used to transport sensitive weapons and ammunition of the same caliber or when they are component parts of the weapon, the following criteria applies:
 - a. The weapons and the ammunition shall not be combined in the same package.
 - b. Separate packages of weapons and ammunition shall not be combined on the same pallet unless:
 - (1) The shipment consists of only one pallet.
 - (2) Only one vehicle is used for the shipment.

N. TARPAULIN REQUIREMENTS

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

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

This section contains an overview of TPS and Accessorial descriptions and standards. The three-digit ANSI X.12 codes for TPS are available on [Table 205-9](#).

1. **Constant Surveillance Service (CIS)**. CIS requires constant surveillance and custody of a shipment by a qualified TSP representative IAW [Paragraph C.2.a. \(6\)](#). CIS is included as part of DDP and PSS service. When motor transport service or intermodal movements is also provided in connection with air, rail, or water shipments, CIS procedures shall apply for the motor segment of the move. Commercial drivers employed to handle shipments moving under CIS transportation protective service are required to carry adequate identification that verifies their affiliation with the TSPs named on the BLs. From the documents provided, shippers shall be able to verify each driver's affiliation with the origin TSPs named on the BLs. Drivers shall also carry a valid commercial driver's license, medical qualification card, and employee record card or similar documents—one of which contains the driver's photograph (reference [Paragraph C.2.a.\(8\)](#)). The shipper shall request an extra driver (EXD) for shipments exceeding 150 miles. EXD service is not compatible with DDP and PSS shipments.
 - a. For motor shipments, TSPs providing CIS shall:
 - (1) Maintain a DD Form 1907, [Figure 205-1](#), or an electronically furnished Signature/Tracing Service for CIS, DDP, and PSS shipments.
 - (2) During brief stops, ensure a qualified TSP or terminal representative remains with the vehicle, is awake and not in a sleeper berth, or remains within 25 feet of the vehicle with the vehicle in full, unobstructed view.
 - (3) When motor transport service is also provided in connection with air, rail, or water shipments, apply CIS procedures for the motor segment of the move.
 - b. For air shipments, TSPs providing CIS shall:
 - (1) Maintain a DD Form 1907, [Figure 205-1](#), or an electronically furnished Signature/Tracing Service for CIS, DDP, and PSS shipments.
 - (2) For parked aircraft with TPS material on board, ensure the aircraft is parked within the confines of a commercial airport that has access control under Federal Aviation Administration rules and guidelines or on a military installation or DoD contractor location. If the aircraft is parked anywhere else, or if the classified/sensitive cargo is removed from the aircraft or awaiting loading or unloading, the shipment shall be under required degree of observation by employees of the airline transporting it as required by the terminal standards for PSS or CIS shipments. As an alternative to observation, the shipment may be placed in a secure holding area IAW [Paragraph T](#) and/or [Paragraph Q](#).
 - (3) Observation of CIS and DDP shipments (see Paragraph O.2. below for DDP requirements) is required during loading and unloading operations and at any intermediate stops along the flight route. Observation is not required during the period it is stored in an aircraft in connection with the flight. For PSS shipments (see Paragraph O.3 below for PSS requirements), observation is required during loading and unloading operations and at any intermediate stops along the flight route.
 - (4) CIS is not applicable to Rail, Barge, USPS, and the NGDS methods of shipping.
 - (5) Meet the TPS requirements specified within this chapter.
2. **Dual Driver Protective Service (DDP)**. DDP, a minimum Transportation Protective Service that consists of two secret cleared drivers, requires continuous surveillance of a shipment by qualified

personnel. DDP drivers are required to carry adequate identification, which verifies their TSP affiliation as indicated in [Paragraph C.2.a.\(8\)](#). DDP is used for classified CONFIDENTIAL and AA&E shipments as stipulated in [Table 205-1](#), [Table 205-2](#), [Table 205-7](#), and [Paragraph C.2.d.\(2\)](#).

- a. Clearance requirement: DDP and PSS TPS can only be provided by a TSP holding a valid facility security clearance issued by the Defense Counterintelligence and Security Agency (DCSA) National Industrial Security System (NISS). TSP employees (to include drivers, contractors and subcontractors) with access, advance knowledge of, or who may handle classified or AA&E shipments shall have either an Interim or Final SECRET personnel security clearance. DDP is not compatible with Air/Barge/USPS/NGDS shipments (see [Paragraph O.1](#) above for CIS requirements).
 - b. Maintain a DD Form 1907, [Figure 205-1](#) (see [Paragraph O.1](#) above for CIS requirements and [Paragraph O.6](#) below for 675 requirements).
 - c. Meet the TPS requirements specified within this chapter.
 - d. Ensure at least one driver remains in the cab of the vehicle, or remains within 25 feet of the vehicle, during brief stops, provided the vehicle is within full, unobstructed view.
 - e. TSP is permitted en route stops IAW MFTURP-1.
3. [Protective Security Service \(PSS\)](#). PSS requires continuous attendance and surveillance of a shipment by two qualified drivers (not applicable to rail, barge, pipeline, USPS, and NGDS domestic contracts shipments). Drivers are required to carry adequate identification that verifies their TSP affiliation as indicated in [Paragraph C.2.a.\(8\)](#). PSS is required for SECRET shipments as stipulated in [Table 205-1](#), [Table 205-2](#), [Table 205-7](#), and [Paragraph C.2.d.\(1\)](#).
- a. Driver clearance requirement: Both drivers in the same line haul vehicle shall possess a SECRET or interim SECRET security clearance under the DoDIS program.
 - b. Ensure at least one driver remains in the cab of the vehicle, or remains within 25 feet, within full, constant, and unobstructed view of the vehicle (see [Paragraph O.1](#) above for CIS requirements).
 - c. Maintain a DD Form 1907 ([Figure 205-1](#)) (see [Paragraph O.1](#) above for CIS requirements, [Paragraph O.2](#) above for DDP requirements or [Paragraph O.6](#) below for 675 requirements).
 - d. For classified (SECRET/CONFIDENTIAL/NWRM) shipments, where time or distance does not permit delivery during the same day of pickup, the TSP shall comply with the following:
 - (1) If the shipment remains in the transportation conveyance, at least one qualified TSP representative shall maintain continuous attendance and surveillance of the shipment to prevent access by unauthorized persons. For air shipments, continuous observation is not required while the aircraft is in flight provided the shipment is in a compartment that is inaccessible to unauthorized persons or is in a secure, sealed, safe-like container.
 - (2) When a shipment is unloaded from a conveyance at a storage site, it shall be under the constant attendance and surveillance of a qualified TSP representative or placed in storage in a closed area, vault, or strong room approved by the National Industrial Security Program (NISP). Construction standards for closed areas, vaults, and strong rooms are contained in 32 CFR Part 117 NISPOM Rule.
 - e. Shipment shall move point to point to destination without delay.
 - f. SNS is required (see [Paragraph O.5](#)).

- g. In the event of an incident/accident, the TSP shall report the event to DTTS at (800) 826-0794.
 - h. For SRC I and II AA&E:
 - (1) Shipments shall be delivered directly to the destination—no stop-offs are permitted.
Exception: Split pickup and delivery at more than one location within the confines of the same installation or facility is permitted.
 - (2) TSP is permitted en route stops IAW MFTURP-1.
 - (3) Shipments, including SECRET, the TSP shall provide EXC of the vehicle/dromedary.
 - i. SRC I/CIIC 1, 5, and 6 require SEV (if DCS is not applied).
4. [Security Escort Vehicle Service \(SEV\)](#). When SEV is requested, provide a copy of the BL to SEV personnel. SEV provides enhanced in-transit highway safety and security surveillance for DoD shipments of AA&E, sensitive items and HAZMAT originating and terminating at secure DoD/DoD contractor locations. SEV service is not applicable to air, barge, USPS, and NGDS domestic contracts shipments. SEV is a TPS consisting of two PSS qualified TPS drivers or Government personnel IAW [Paragraph C.2.a.\(6\)](#) both drivers shall possess a SECRET or Interim SECRET security clearance.
- a. SEV is not required for shipments that move via closed box van with trailer tracking (DCS) when either origin or destination is at FPCON Normal, Alpha, or Bravo. SEV is required for all SRC I shipments, regardless of whether DCS is included, when either the origin or destination is at FPCON Charlie or Delta. SEV is required for all SRC II, III, and IV shipments, regardless of whether DCS is included, when either the origin or destination is at FPCON Delta (see [Table 205-1](#) and [Table 205-7](#)). SEVs may be utilized above the minimum security standard at the Services' discretion.
 - b. The BL shall contain emergency response instructions for the cargo and SEV vehicle drivers. DD Form 2890, [DoD Multimodal Dangerous Goods Declaration](#), [Figure 205-15](#), shall instruct Government-owned vehicle drivers in regards to dangerous goods and emergency response information related to HAZMAT shipping. For commercial movement, the BL shall be annotated with the statement “Security Escort Vehicle Required.”
 - c. Escort vehicles shall contain two means of communications, each capable of contacting state and municipal agencies for emergency assistance and for maintaining local two-way communications with other TSP vehicle(s).
 - d. Security escort vehicles shall be empty of any cargo.
 - e. Escort vehicle drivers shall possess a valid TSPs-furnished/contractor picture ID that stipulates the TSP’s affiliation. SEV driver clearances can be verified using DISS JVS.
 - f. One SEV can escort one or two load carrying vehicles traveling along the same route in unison from origin to destination. When SEV is provided by a DoD-approved munitions TSPs, that TSP may either provide SEV (using another truck and driver team under the same SCAC) or enlist any other DoD-approved munitions TSP to provide the service. SEV vehicles shall not carry loads unless requirements are met IAW SDDC MFTURP-1, are an approved SDDC AA&E TSPs, and when specifically authorized by the SDDC DTTS. Contingency requirements may result in a higher 1:4 ratio of SEV to TSPs vehicle. The SDDC G3 shall authorize all contingency ratios.
 - g. Security escort personnel shall not be used as a guard force by DoD installations or commercial shippers.

- h. SEV personnel shall maintain constant and specific surveillance of the cargo vehicle(s). Constant and specific surveillance of the cargo vehicle(s) is defined as maintaining a safe distance to the rear of the cargo carrying vehicle(s) while keeping the cargo carrying vehicle(s) in continuous and unobstructed view. During en route stops, at least one of the escort vehicle drivers shall maintain a constant, unobstructed view of the cargo vehicle(s) while either remaining in the escort vehicle or being within approximately 25 feet of such vehicle. SEV shall terminate upon receipt of shipment at a secure holding location or when the shipment is received at destination for off-loading by the consignee.
 - i. Both drivers shall have a current, valid SECRET or Interim SECRET clearance and shall:
 - (1) Have reinvestigation done at the 10-year anniversaries of their last completed investigations.
 - (2) Be HAZMAT qualified and trained under DOT Rules with a HAZMAT endorsement (initial and recurring).
 - (3) Be trained in DoD, DOT, safety, security, and emergency response rules/requirements (initial and recurring).
 - (4) Be fully qualified HAZMAT drivers over the age of 21 with 1 year of HAZMAT experience.
 - (5) Provide TSP-furnished picture IDs indicating their affiliations with the TSPs named on the BL.
 - j. Those performing SEV shall:
 - (1) Have a current, valid SECRET or Interim SECRET clearance.
 - (2) Be knowledgeable of secure holding locations and DoD/Services procedures.
 - (3) Be knowledgeable of hazards, safety precautions, and security aspects of the shipment (see [Paragraph P](#)).
 - (4) Be knowledgeable of emergency response instructions for the specific commodity(ies) in the shipment.
 - (5) Be knowledgeable in the operation of satellite monitoring equipment and other emergency communications.
 - (6) Be knowledgeable of state police emergency numbers along route.
 - (7) Have the telephone numbers of SDDC, DTTS, and secure holding areas along the approved, state-permitted route available.
5. [Satellite Motor Surveillance Service \(SNS\)](#). SNS is required for DDP and PSS shipments and shall apply to other sensitive and classified shipments as requested by the shipper. DDP, PSS, and SNS shipments shall be routed directly to the DTTS. The purpose of SNS is for the TSPs to provide the DTTS PMO with periodic position location reports, in-transit status changes, and electronic emergency situation notification. The DTTS PMO executes the SNS TPS. Installations/activities shall ensure sufficient personnel establish DTTS accounts to input shipment data into DTTS when necessary and monitor inbound and outbound shipments by contacting the DTTS Program Management Office at (800) 826-0794.
- a. The shipper is required to monitor the in-transit status of inbound and outbound AA&E shipments by using the DTTS module and by accessing the module through the TGIS. TGIS is an online tool used for monitoring DoD AA&E shipments on a geospatial information system. The TGIS DTTS module is accessible through CAC. TGIS can be accessed at

- <https://tgis.transport.mil/>. If technical support is required, contact TGIS at (800) 462-2176, option 4; (618) 220-7783; or DSN 770-7783.
- b. Shippers ordering SNS for shipments to Alaska shall ensure the TSP has properly modified and configured satellite coverage in northwestern Canada. Shippers can request a listing of TSPs with properly modified equipment from usarmy.scott.sddc.mbx.carrier-registrations@army.mil or by contacting DTTS.
 - c. For all CONUS shipments requiring SNS, the shipping activity shall verify that shipment information is transmitted from their shipping system to DTTS. The completed BL shall be released in the shipper system prior to the conveyance departing the installation to allow for the data to transfer. Verification shall be accomplished before allowing the TSP to depart. When verifying shipment information in DTTS, access the DTTS BL screen. If the shipment information is not resident in DTTS, shipment data shall be entered manually.
NOTE: Detailed instructions for manually entering shipment information can be found in the DTTS Help section, which can be found by clicking on the “Help” link in the DTTS drop-down in the Apps tab on the TGIS website at <https://tgis.transport.mil/>.
6. **Signature and Tally Record Service (675).** DD Form 1907 (675 Service) is required for CIS, DDP, and PSS and may be used for other shipments, such as pilferable items or high-value shipments (see [Figure 205-1](#) and [Figure 205-2](#) for an example form and instructions). For NGDS shipments, TSPs shall maintain an electronically furnished Signature/Tracing Service and Tally record.
- a. TSPs offering electronic signature/tracing of shipments or the DD Form 1907, [Figure 205-1](#), shall meet 675 requirements without the need to provide paper Signature and Tally Records. However, the consignee may request a paper-copy record of the tracing history that shall be made available by the TSP within 24 hours of the request.
 - b. DD Form 1907, [Figure 205-1](#), Distribution:
 - (1) The shipper shall print two copies, retain one copy, and give one to the origin TSP.
 - (2) The DD Form 1907, with original signatures, shall remain with the cargo.
 - (3) The destination TSP shall maintain one copy (reflecting all original signatures). A reproduced completed copy of DD Form 1907, [Figure 205-1](#), shall be provided to the consignee.
 - (4) The consignee shall ensure the destination TSP surrenders a reproduced copy of the completed form with all signatures.
 - (a) Each person responsible for handling the shipment shall sign and print their name on a Signature and Tally Record (DD Form 1907) at specified stages of its transit from origin to destination.
 - (b) Driver(s) shall sign DD Form 1907 upon assuming initial responsibility for the shipment. When 675 is part of a protective service requiring more than one driver (e.g., PSS, DDP, and CIS), both drivers are required to sign and print their names when they assume initial responsibility for the shipment. Each person responsible for signing the DD 1907 shall ensure the seal number and the truck, trailer, or container number is correct. When a tractor and/or trailer replaces the original unit, the driver shall annotate the new power unit tractor and/or trailer number below the driver (s) signature/s.

- c. Upon receipt of TPS material, TOs shall compare the DD Form 1907, [Figure 205-1](#), or TSP-furnished signature and tally record with routing furnished in the REPSHIP and report any discrepancy noted according to provisions of Chapter 210.
 - d. After receipt of shipment and completion of the DD Form 1907, [Figure 205-1](#), or a TSP form, the TO shall furnish the delivery TSP with the original form for their records. Payment for the completed security service shall be included in TPPS. If the TO has reason to believe that the security service was not performed, the TO shall notify the TSP in writing and advise the shipper to remove payment for the service. The TO shall implement transportation discrepancy reporting procedures IAW Chapter 210.
 - e. In approved TSP terminals, DoD secure holding areas, or while in transit, the original driver(s) is responsible for the custody and contents of AA&E shipments from origin to destination, unless properly transferred to new driver(s) or terminal personnel who shall sign the DD Form 1907.
 - f. Facility guards at secure holding areas are not required to take custody of the shipment or sign the DD Form 1907. Facility guards shall only be responsible for verifying the condition of the conveyance seals and maintaining proper surveillance of shipment. Custody remains with the last driver who signed the DD Form 1907 or until the ultimate consignee accepts the shipment for receipt.
7. [Expedited Service \(EXP\)](#). The shipper can request the TSP to provide this accessorial service to guarantee the delivery before the required standard transit time (IAW DTR, Part II, Chapter 202). EXC of a transport vehicle or entire motor vehicle does not indicate EXP, which shall be requested separately when required. Unlike EXC, the TSP may pick up additional cargo along the travel route. EXP shall be ordered if the RDD is less than the standard transit time. EXP service is not applicable to air, barge, USPS, and NGDS domestic contracts shipments.
 8. [Military Traffic Expediting Service \(MTX\)](#). MTX is a tracking service provided by SDDC to keep shippers and receivers informed of the location and status of loaded rail cars during movement from origin to destination. MTX is an automated ITV tracking service provided by the TSP for the military carload shipments of unclassified cargo, which do not require seals or terminal inspections. MTX links a specific military shipment on a specific rail car with associated Car Location Messages (CLMs). CLMs are generated by the railroads for all cars, loaded or empty, as they move. MTX is mandatory for all DOD rail shipments. MTX service shall be provided automatically by the TSP without cost. For the TSP to provide an MTX, shippers should communicate shipment information to the servicing railroad as soon as a movement is scheduled for loading. The minimum information required is the origin, destination, date of shipment, the Standard Carrier Alpha Code (SCAC) of the tendering carrier, the RDD (if any), whether or not the shipment has Clearance (High/Wide) loads, and whether or not the shipment will move as a unit train(s). Each loaded movement is provided a unique MTX number. An MTX report is produced three times daily. To obtain access to the MTX report, approval must be granted through SDDC. Call 618-220-1730 or email usarmy.scott.sddc.mbx.dodx@army.mil to obtain access.
 9. [Greater Security Service \(GSS\)](#). GSS is a seal tracing and inspection service performed by rail TSPs for in-transit inspection of cargo. Inspection under GSS is external to detect evidence of forced entry or tampering with seals or securing devices. Use in conjunction with Rail shipments only. Reference [Paragraph W](#) and [Table 205-7](#) for shipment TPS requirements and exceptions.
 10. [Rail Inspection Service \(RIS\)](#). RIS is a greater TPS performed by rail TSPs for in-transit inspection of DoD sensitive, classified (CONFIDENTIAL/SECRET/NWRM), and AA&E shipments. It is only available in conjunction with rail shipments. RIS includes MTX service.

Inspection under RIS is external only to ensure the integrity of the shipment container or vehicle and the seals and locking devices securing them. Reference [Paragraph W](#) and [Table 205-7](#) for shipment TPS requirements and exceptions. A TSP providing RIS shall conform to the rules in SDDC MFTURP-1.

11. [Rail Armed Guard Surveillance Service \(ARG\)](#). ARG is a TPS that provides an armed guard to maintain constant and specific 24-hour surveillance on specified rail car(s). It is only available in conjunction with rail shipments. As an alternative, guard(s) may escort the rail movement in a separate rail car. Rail car surveillance may be maintained from an adjacent car.
 - a. Surveillance shall be maintained at all rail stops, including in yards and terminals. All security seals and/or locks shall be checked at all stops.
 - b. Guards shall keep the rail car(s) transporting the shipment under observation during all stops.
 - c. Guards shall not leave rail car(s) transporting the shipment until properly relieved by another guard or consignee at destination.
12. [Military Guard Personnel \(MGP\)](#). MGP is a TPS performed by Military Police (MP) or Non-MP soldiers used to accompany and protect DoD AA&E cargo, personnel, and sensitive or classified assets as designated by the Installation CDR and approved by SDDC and the Service HQ.
13. [Exclusive Use \(EXC\)](#). EXC requires the TSP to devote the entire motor vehicle or separate cargo-carrying transport vehicle (to include a trailer, a dromedary, etc.) exclusively to the transportation of the shipment, without the breaking of seals or locks and without transloading of cargo for the TSP's convenience. This means the TSP cannot place any additional cargo in the cargo-carrying transport vehicle once EXC is requested. EXC of the cargo-carrying transport vehicle can include a trailer, a dromedary attached to the power unit (tractor) or a single dromedary on a trailer (which can include several other dromedaries). If a shipper requests EXC of the entire motor vehicle, the TSP shall be informed and the BL shall be annotated "Exclusive Use of Entire Motor Vehicle Requested." EXC of a transport vehicle or entire motor vehicle does not indicate Expedited Service (EXP), which shall be ordered separately, if required. A transport vehicle and motor vehicle is defined IAW 49 CFR 171.8, [Definitions and Abbreviations](#).
14. [Extra Driver \(EXD\)](#). EXD is used in conjunction with CIS shipments that exceed 150 miles. EXD shall not be requested in conjunction with EXP to meet an RDD. Extra Driver (Security Clearance not required) may be requested for FAK shipments. EXD service is not compatible with DDP/PSS.
15. [Trailer Tracking Service \(DCS\)](#). DCS is an addition to the TPS SNS. It is designed to provide the DTTS PMO with immediate alerts if the box van trailer is untethered (unhooked) from the power unit or if the box van trailer door is opened while in-transit. Periodic trailer position location reports are provided to the DTTS as needed. DCS is used for all AA&E SRC I-IV, closed box van shipments requiring SNS. DCS may also be applied in conjunction with SNS to other sensitive, classified (CONFIDENTIAL/SECRET/NWRM), IAW [Table 205-7](#) and as requested by the shipper. DCS is a value-added service that compliments SNS and is managed by the DTTS PMO. Installations/activities shall establish DTTS accounts to monitor inbound and outbound shipments by contacting the DTTS Program Management Office, 800-826-0794. DCS is not applicable to air, barge, pipeline, USPS, and NGDS domestic contracts shipments.
 - a. Shippers are required to request DCS service when all three of the following conditions are met:
 - (1) Shipment is AA&E SRC I, II, III, or IV.
 - (2) Shipment requires SNS.

- (3) Shipment requires closed box van.

P. EMERGENCY HOTLINES

1. Emergency and operational contact telephone numbers are contained in [Paragraph A.5](#).
2. TOs or TSPs may call the SDDC Command Operations Center at (618) 220-4262 on a 24-hour basis to obtain any type of DoD safety or security advice and assistance. The SDDC lines shall be used to:
 - a. Report information concerning any TSP providing protective service whose practice could have a direct impact on the safety and security of the cargo.
 - b. Request guidance on securing shipments requiring TPS.
 - c. Provide electronic or manually produced passage reports on rail movements.
3. TOs or TSPs may call the SDDC DTTS at (800) 826-0794 on a 24-hour basis to:
 - a. Obtain assistance to attempt to gain installation access when secure holding or safe haven is denied at installation entry in direct violation of DODI 5100.76 Safeguarding Sensitive Conventional Arms, Ammunition, and Explosives (AA&E).
 - b. Report any adverse information concerning movement of shipments requiring TPS.
 - c. Report any incident and obtain emergency response support.
4. The following are DoD POCs:
 - a. For DoD Hazard Class 1 (Explosives) Only:
 - (1) Call the Army AOC Watch Desk Operations Center: DSN 225-4695/4696; Commercial 1 (703) 695-4695.
 - b. For DoD Non-explosive HAZMAT Only:
 - (1) Call: (800) 851-8061/(804) 279-3131
 - (2) At Sea: +11-804 279-3131 (COLLECT).
 - c. DoD Radioactive Material Only:
 - (1) USAF: Collect (301) 981-5058
 - (2) Army: Commercial (703) 695-4695/4696, DSN (312) 225-4695/4696
 - (3) U.S. Navy/Marine Corps: For Navy/Marine Corps non-Nuclear Propulsion Program Radioactive Material Shipments, use the 24-hour emergency response telephone number provided by the Navy/Marine Corps activity initiating the shipment
 - (4) DLA: (800) 851-8061. At Sea: (804) 279-3131.
 - d. For Navy Nuclear Propulsion Program Radioactive Material Shipments:
 - (1) Use the 24-hour emergency response telephone number provided by the Navy Nuclear Propulsion program activity initiating the shipment. This number shall be annotated on the shipping papers.
 - e. For Oil and Chemical Spills, Reportable Quantities of Hazardous Substances and Marine Pollutants only:
 - (1) Call the National Response Center and Terrorist HOTLINE: (800) 424-8802 (Day or Night).

- (2) At Sea Call: (202) 267-2675 (Collect).
- f. For Chemical/Biological Warfare Material:
 - (1) 20th Chemical, Biological, Radiological, Nuclear and High-Yield Explosive (CBRNE) Command: 24/7: (410) 436-6200.

Q. TSP ASSISTANCE

1. Secure Holding and Safe Haven:

- a. DoD installations are required to assist commercial TSPs transporting DoD shipments of AA&E, classified (SECRET/CONFIDENTIAL/NWRM) sensitive, protected, HAZMAT, and CCI materials/shipments by providing secure holding and safe haven areas in the interest of public safety and national security. Granting secure hold or safe haven does not relieve the carrier of liability and is within the prerogative of the installation CDR or activity as to whether carrier personnel are to remain with the shipment to fulfill security duties. The installation or activity TFG page should articulate these requirements.
- b. When considering TSP requests for assistance, installation CDRs and contractor facility directors shall take into account the current FPCON and the security requirements therein, as well as any Quantity Distance (QD) safety requirements, depending upon the commodity and Net Explosives Weight (NEW) of any explosives involved. There are three types of secure areas as described below:
 - (1) Secure Hold Lot Area for Motor Vehicles Transporting Ammunition, Explosives, and SECRET material. An area of the installation or activity designated for the temporary parking of commercial TSPs' motor vehicles transporting DoD-owned AA&E and SECRET material.
 - (a) Secure hold locations should be used for pre-planned, non-emergent stops.
 - (b) If the impacted vehicle contains SRC I or II AA&E, a secure holding area with Intrusion Detection System (IDS) or Closed Circuit Television (CCTV) shall be required if the driver leaves the load. If such an area is not available, the installation CDR/facility director shall make arrangements to post a 24-hour guard in lieu of the IDS or CCTV.
 - (c) To provide secure holding of SRC I and II AA&E and SECRET material, the area shall be under Constant Surveillance (CS). CS can be met in either of three ways: (1) the area can be equipped with IDS and CCTV. (2) A security guard can be posted to provide dedicated continuous watch over the shipment—the security guard shall remain within 25 feet of the shipment, while maintaining full unobstructed view thereof. (3) Subject to the Commanding Officer/Officer in Charge (OIC) as reflected in local directives, driver(s) or other qualified carrier personnel can remain in the cab of the vehicle, if he/she is fully attentive to the task at hand (not in sleeper), or remains within 25 feet of the vehicle while maintaining a fully unobstructed view thereof.
 - (d) Secure holding areas for explosives shall meet the requirements of DESR 6055.09, Edition 1. In the event the explosives contained on the vehicle(s) exceeds the NEW limits of the installation/activity's secure holding area, or if the DoD installation does not have a sited secure holding area, the installation/activity shall afford temporary parking on the installation/activity in accordance with DoDI 5100.76, and Service Policy (e.g. AR 190-11, AFI 31-101, and OPNAVINST 5530.13C).

- (2) Secure Non-Explosives Holding Area. An area of the installation or activity designated for the temporary parking of TSPs' motor vehicles transporting DoD Arms, classified CONFIDENTIAL materials, and CCI. This area shall meet the requisite security criteria of [Paragraph T](#). The holding of Hazardous Division (HD) 1.4S materials, without regard to QD, is permitted at this location.
 - (3) Safe Haven. Safe haven is the act of permitting a motor carrier engaged in the act of transporting DoD AA&E or other sensitive items to park an impacted motor vehicle in a designated parking area on a DoD activity in response to an emergency situation. Emergency conditions may include civil disturbances, natural disasters, mishaps, vehicle breakdowns, terrorist activity, driver illness, or other emergent contingencies. Under these conditions, the DoD installation/activity in closest proximity to the scene of the emergency shall permit the motor vehicle to gain expedited access to the designated area on the installation for temporary parking. In the event the explosives contained on the vehicle(s) exceeds the NEW limits of the installation's secure holding area, or if the nearest DoD installation does not have a sited secure holding area, the installation/activity shall afford temporary parking on the installation/activity in accordance with DoDI 5100.76, and Service Policy (e.g. AR 190-11, AFI 31-101, and OPNAVINST 5530.13C).
- c. Munitions TSP shall be provided access to DoD installations in response to emergencies/contingencies and FPCON BRAVO, CHARLIE, and DELTA. Emergency/contingency and FPCON BRAVO-, CHARLIE-, and DELTA-related situations may arise that shall require a motor vehicle transporting DoD-owned AA&E to gain expedited secure holding at the nearest DoD installation or DoD contractor facility. Under these conditions, the AA&E-laden motor vehicle shall be allowed access, and that vehicle shall be escorted to the safe haven or secure holding area for temporary parking. In the event the explosives contained on the vehicle(s) exceeds the NEW limits of the installation/activity's secure holding area, or if the DoD installation does not have a sited secure holding area, the installation/activity shall afford temporary parking on the installation/activity in accordance with DoDI 5100.76, and Service Policy (e.g. AR 190-11, AFI 31-101, and OPNAVINST 5530.13C).
 - d. If the vehicle contains SRC I or II AA&E, a secure holding area with IDS or CCTV shall be required. If such an area is not available, the installation CDR/facility director shall make arrangements to post a 24-hour guard in lieu of the IDS or CCTV.
 - e. During FPCON NORMAL and ALPHA, if for any reason the installation or facility cannot accommodate the TSP's vehicle, the CDR or director is required to assist the TSP in locating the nearest alternate DoD installation/activity capable of providing secure holding.
 - f. Each TSP whose vehicle is granted secure holding shall be apprised by the selected activity orally or in writing of their policies, such as the following:
 - (1) Granting of secure holding does not relieve the TSP of liability under the BL contract of carriage.
 - (2) The U.S. Government does not assume responsibility for the shipment or TSP equipment so long as terms and conditions of providing secure holding are not inconsistent with those of the BL contract of carriage.
 - (3) It is within the prerogative of the installation CDR/facility director to require TSP personnel to remain with the vehicle to fulfill TPS requirements or to vacate.

- (4) The secure holding is strictly temporary in nature and the vehicle shall be removed as soon as the installation CDR/facility director or civil authority determines that the shipment is no longer required to remain in the area.
 - g. SECRET shipments shall be afforded the same physical security protection as SRC I and II AA&E. CONFIDENTIAL shipments shall be provided the same security as SRC IV.
 - h. Consult the TFG for information concerning AA&E holding capabilities of specific activities (https://www.sddc.army.mil/tfg/_layouts/15/osssearchresults.aspx?u=https%3A%2F%2Fwww%2Esddc%2Earmy%2Emil%2Ftfk&k=TFG%20Tutorial).
 - i. Installation CDRs and DoD contractor facility directors shall establish written SOPs for all personnel involved in granting secure holding to TSPs. The SOPs shall be reviewed periodically for accuracy and completeness regarding all procedures involved to successfully accommodate TSP requests for assistance.
 - j. Report problems with TSP abuse of secure holding areas using normal TSP performance procedures (see Chapter 207).
2. Other Assistance:
- a. To promote safety and security, expedite transportation, and ensure delivery of AA&E, classified, hazardous, or other shipments requiring special handling, installations, or activities, the TSP may extend any technical assistance and aid considered necessary in connection with moving, salvage, demolition, neutralization, or other disposition of Government-owned shipments being transported by TSPs.
 - b. Shipper-Service regulations prescribe policies, responsibilities, and procedures for disposal of explosive ordnance material and commercial shipments of explosive-contaminated scrap materials.
 - c. The TSP shall be advised in writing of the following:
 - (1) If the TSP requests assistance, the installation and TSP shall enter into a formal or legally binding agreement (signed contract) prior to the installation committing funds for expenses, including salaries and wages paid by the Government.
 - (2) DoD personnel act and perform as a TSP's agent in providing assistance.
 - (3) DoD personnel assigned to assist a TSP shall retain their status as DoD employees and, as such, shall be entitled to benefits as provided by law.
 - (4) The Government shall not recognize or submit to any action for property damage in connection with such assistance furnished when actual labor supervision or other services are performed at the TSP's request.
 - d. Except in an emergency, TOs shall advise the TSP in writing of the provisions of [Paragraph Q.2.c](#) above. In an emergency, telephonic notification shall be followed-up immediately by a fax or other electronic notification. The TSP shall be asked to acknowledge the following:
 - (1) Responsibility for performance of the services requested from the Government.
 - (2) Performance of services shall not relieve the TSP of tort liability.
3. Payment for Services:
- a. The providing installation or activity shall normally absorb the costs associated with providing secure holding during emergencies and for situations beyond the TSP's control. Charges may be applied for provision of holding areas in other routine situations requiring expenditures beyond the norm, such as additional security.

- b. If a TSP's equipment substitution creates a requirement for additional accessorial and/or transportation protective services, the TSP shall provide those services at no additional charge to the shipper.
- c. TSPs shall not be billed or held responsible for any service performed by DoD personnel that was not requested by the TSP, such as dispatching of representatives to observe lading transfer or to suggest corrective measures in connection with seal breakage, shifting of loads or bracing, accidents, or other adjustments.
- d. Collection of money for services rendered shall be IAW the proper finance office procedures and shipper-Service regulations.

R. ROUTE PLANNING

1. TSPs shall provide route plans for SRC I and II AA&E, to include uncategorized AA&E shipments under FPCON DELTA to the shipper IAW [Table 205-1](#), Note 6. TSPs shall be responsible for providing route planning IAW 49 CFR 397.67 (d), Motor Carrier Responsibility for Routing, and submitting this information to the TO. Coordination shall be performed during the normal routing process.
2. The TO, as part of the normal routing process, shall ensure shippers pre-clear all SNS (DDP and PSS) shipments with the destination activity. Shippers shall contact SDDC for prior clearance before releasing shipments of all SRCs of AA&E during FPCON DELTA (see [Table 205-1](#)). The goal is to avoid placing the TSPs and the public at undue risk and to ensure prompt delivery of shipments.

S. RETROGRADE SHIPMENTS

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

NOTE: Detailed instructions for manually entering shipment information can be found in the DTTS Help section, which can be found by clicking on the icon in the "Help" link in the DTTS drop-down in the Apps tab on the TGIS website at <https://tgis.transport.mil>.

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

1. TPS Shipments:
 - a. Military and DoD contractor standards for secure holding are contained in DoD 5100.76-M and implementing Service directives.
 - b. For commercial motor TSP facilities, secure holding standards are contained in SDDC MFTURP-1. At no time shall conventional AA&E, classified (SECRET and CONFIDENTIAL), and Keyed CCI and Sensitive shipments be taken into an unapproved commercial terminal.

U. SIGHT-SENSITIVE CARGO

All cargo is subject to inspection at the APOE and by the aircrew. If the cargo is determined by the shipper to be "sight-sensitive" and should be exempt from inspection, prior approval shall be obtained from Air Mobility Command (AMC) Chief, Air Transportation Division, Directorate of Logistics, Engineering and Force Protection (AMC/A4T).

V. CONFISCATED WEAPONS

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

W. TPS REQUIREMENTS FOR MILITARY TACTICAL VEHICLE SHIPMENTS AND UNCLASSIFIED CRITICAL COMPONENTS

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

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

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

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

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

3. Avengers and Bradleys shipped with mountable weapons or SECRET/classified components require a TPS dependent upon the SRC of the shipments. For Avengers and Bradleys shipped with SRC I weapons or components PSS, SEV, SNS, and EXC are required. For SRC II, PSS, SNS and EXC are required; for shipments of SECRET material (CIIC S) shipments, PSS, SNS and EXC are required. RIS is required for rail movement. All armored vehicles with battle damage shall be shipped tarped.

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

4. Mine Resistant Ambush Protected (MRAP) Armored Vehicles. MRAP armored vehicles are not considered CLASSIFIED/SECRET or sensitive except when they are loaded with classified or

sensitive material. Prior to acceptance by the shipping activity, units shall declare that no CLASSIFIED/SECRET or sensitive items are contained within or attached to an MRAP being transported by commercial TSP (all modes). MRAPs transported by commercial motor carrier require Signature and Tally Record Service (675) ([Paragraph O.6.](#)). MRAPs transported by commercial rail require no TPS. For assistance on mode determination, TOs should contact SDDC G33DM-S, Special Requirements Branch, at usarmy.scott.sddc.mbx.negotiations-team@army.mil or (618) 220-4513 (DSN 770-4513).

EXCEPTION: TACOM may, on occasion, direct certain facilities (e.g., Space and Naval Warfare Systems Command, Aberdeen Proving Grounds, White Sands) to ship MRAPs containing sensitive items for testing purposes. These shipments shall require the TPS afforded to the sensitive item IAW this chapter, [Table 205-7](#) and [Table 205-8](#). For more information concerning MRAP movements, contact SDDC G333DM-S, Special Requirements Branch, at usarmy.scott.sddc.mbx.negotiations-team@army.mil.

Transportation activities shall use National Motor Freight Classification Code “190450” for MRAP shipment requests. For rail shipments use STCC “3711917”. MRAPs shall not be moved via brokers, freight forwarders, shipper agents, or shipper associations. Shippers shall ensure only DoD-approved carriers are used to transport these shipments.

5. Additional Requirements for Military Tactical Vehicles:
 - a. Shippers shall not reduce the level of TPS required for the above items without the prior approval of the project or item manager. However, shippers can always use protective services above and beyond what is required by the project or item manager.
 - b. Military tactical vehicle shipments requiring a TPS shall not be brokered (e.g., carriage obtained through freight forwarders, shipper agents, and shipper associations).
 - c. Installations protect themselves against the use of brokered TSPs by the act of specifying the TPS required by their shipment. Doing so ensures only DoD-approved TSPs, also authorized to provide TPS, shall have access to the bids.
6. U.S. Navy Strategic Systems Programs (SSP) Unclassified Critical Components. SSP requires TPS on a select range of Unclassified Critical Components (CIIC U), which shall be specifically identified on the supporting movement documentation provided to the TO. Documentation shall state "U.S. Navy SSP Unclassified Critical Components -- TPS Required IAW DTR PT II CH 205 PARA W.6." Documents may include DD250, DD1149, DD1348-1A, and DD1384. For additional assistance on TPS determination, TOs should contact the SSP HQ, Logistics Support Branch, at (202) 433-6290-/6807.
 - a. Motor transport. CIS or DDP/SNS is required. EXC is authorized upon request. Drivers shall be U.S. citizens and shall be able to provide proof upon request.
 - b. Air transport.
 - (1) Domestic. NGDS domestic shipments require the TSP's electronic signature service, tracing service, and next-day delivery. GHS domestic shipments require CIS service.
 - (2) International. NGDS international shipments require the TSP's electronic signature service and tracing service. GHS international shipments and AMC Airlift require CIS service.
 - c. Rail transport. RIS is required for all rail movement.
 - d. Ocean/barge transport. TOs shall use U.S. Flag vessels with direct voyage where feasible. Ship's officer shall maintain constant surveillance over cargo offloaded at intermediate stops.

The material shall be stowed to be inaccessible or shall be under the general observation of ship's officers.

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

1. The following prescribes minimum security preparations to provide for adequate safeguards of sensitive and classified shipments, to include AA&E, in transit by vessel from the seaport of embarkation (SPOE) to the SPOD. This applies to shipments originating in the CONUS and the OCONUS.
2. Information pertaining to sensitive and classified shipments shall be protected IAW DODM 5200.01 Volume 3 (DoD Information Security Program: Protection of Classified Information), and USTCI 5200.07 (Policy for Information Security). Under no circumstances shall such information be released to the public. Shipment information shall be disseminated only to those personnel requiring it in an official capacity.
3. USTRANSCOM shall determine which assets shall be used to transport sensitive shipments. Such shipments shall be transported via the DTS using MSC-chartered or controlled vessels or through the use of commercially-operated U.S. flag vessel service managed by SDDC. When these requirements cannot be met, MSC and SDDC may approve use of commercially-operated foreign flag vessels IAW DoD 5100.76-M, Enclosure 10.
 - a. Preplanning:
 - (1) Sensitive shipments shall be transported via MSC-chartered or controlled vessels or commercially-operated U.S. flag vessel service managed by SDDC. At least two of the ship's officers shall be U.S. citizens. These officers shall accept security responsibility for the sensitive items. If the above requirements are not met in full, the shipper shall provide supercargo personnel, E-5 or above (or equivalent civilian grade), who shall accompany the shipment from the SPOE to the SPOD. Refer to the DTR Part III, Appendix D, for the duties and responsibilities of supercargo personnel. The shipper shall ensure all applicable security instructions for handling and storing sensitive items at the SPOE are reflected as special instructions for use by the shipping company.
 - b. Booking:
 - (1) Sensitive shipments shall be booked port-to-port on a direct sail voyage from booking-specified SPOE to booking-specified SPOD. Booking deviations, to include OCONUS intermediate port stops, transloads, and/or door-to-door booking, shall be pre-approved by SDDC, Deputy Chief of Staff for Operations, G3, prior to shipment booking. For CONUS intermediate stops, the shipping company shall notify SDDC G3, who shall in turn notify the shipper.
 - c. Loading at SPOE:
 - (1) Specific locations of the sensitive shipments shall be indicated on the final stow plan and given to the U.S. citizens or supercargo personnel responsible for the sensitive items. Stow plan shall ensure that, to the maximum extent possible, shipments shall not be moved and/or discharged en route, except during emergencies (see [Paragraph X.4](#)). Security inspection, to include a review of shipment security procedures and a comparison of the final stow plan with the actual configuration of the shipment, may be made at origin, destination, and any intermediate ports where SDDC has a presence.

d. In Transit:

- (1) Sensitive shipments shall be under control of the designated U.S. citizens or supercargo personnel aboard the ship. These individuals shall be provided a copy of the security requirements pertaining to the shipment. At all times during the voyage, access shall be restricted in those areas where the shipments are stowed to prevent tampering, pilferage, or unauthorized access. If the area cannot be made inaccessible because of the design of the ship or regulatory requirements, the area shall be made as inaccessible as practical. Personnel entering and leaving the space shall be required to check in and out with the individual controlling the shipments. Continuous observation of the shipment is not required during ocean transit, provided shipment is loaded into a compartment that is not accessible to any unauthorized persons or is in a specialized secure, safe-like container.

e. Arrival at SPOD:

- (1) The authorized representative of the consignee or SDDC shall perform an external inspection to identify any apparent damage to the shipments. If there is evidence of the shipment having been tampered with during shipment, a close examination of the interior shall also be made. Any evidence of tampering shall be reported to SDDC SOC (618-220-4262). Any signs or evidence of tampering that would indicate a compromise of classified information/material shall be reported immediately by the receiving activity to SDDC SOC (618-220-4262) and to the port of origin. All measures shall be taken to protect the shipment from further exposure to unauthorized individuals. Transmission of SECRET information is to be done IAW DoDM 5200.01.
4. Emergencies. An emergency is defined as an event that threatens the safety and/or security of the vessel, personnel, or classified cargoes. During emergency stops, the shipping company shall contact SDDC SOC (618-220-4262) with details on the reason for the stop(s), the location, and security provided. Minimum security shall include constant surveillance by a cleared individual with the appropriate clearance and is the responsibility of the ship's officers and shipping company, or supercargo personnel if applicable.
 5. Classified (SECRET/CONFIDENTIAL) Shipments:
 - a. Classified shipments require compliance with the above requirements of Paragraphs [X.2](#) through [X.4](#). In addition, the following requirements apply to classified shipments.
 - b. Classified shipments shall be transported by a shipping company that holds a valid facility clearance issued by DCSA under 32 CFR Part 117 NISPOM Rule. At a minimum, the vessel master and one other licensed officer on the vessel shall possess a SECRET personnel security clearance. Prior to booking, clearances shall be verified in writing to SDDC by the company's FSO IAW the provisions of 32 CFR Part 117 NISPOM Rule. If the above requirements are not met in full, the shipper shall provide supercargo personnel, E-5 or above (or equivalent civilian grade) with a valid personnel security clearance at or above the level of cargo classification, who shall accompany the shipments from the SPOE to the SPOD.
 - c. Classified shipments may not be passed out of U.S. control. The responsible ship's officers or supercargo personnel shall sign a receipt for the classified shipments, agree to deny access to unauthorized persons, and maintain control of the shipments until a receipt is obtained from an authorized representative of the consignee. Alternative or additional methods of control approved by the head of the DoD component may be used. If classified shipments are subject to customs inspection, foreign officials shall be escorted by the responsible ship's officers or supercargo personnel with appropriate clearance level.

6. FMS Cargo: Sensitive AA&E (SRC II, III, and IV) shall be under DoD control at least through a DoD-controlled SPOE. Therefore, a minimum of DTC 8 shall be assigned. SRC I AA&E material shall be shipped as a DTC 9 or DTC 7.
 - a. Classified FMS: The movement of classified (SECRET/CONFIDENTIAL) shipments to an FMS purchaser's country is via the DTS from the point of origin to a DoD POD in the purchaser's country, or the purchaser may propose to take possession within the CONUS through their diplomatic mission or through their designated freight forwarder who is approved by DCSA to handle classified.
 - b. For additional information on transportation protective services required for FMS Cargo, refer to Appendix E Security Cooperation Program (SCP) Shipments: FMS and Building Partner Capacity Cooperative Programs (e.g., Counter-Narcotics, National Defense Authorization Act program shipments).

Y. TRANSPORTING PROTECTIVE SERVICE CARGO VIA THE GLOBAL HEAVYWEIGHT SERVICE (GHS) CONTRACT

1. When international and domestic movement of TPS cargo is required by air, the order or precedence outlined in Chapter 202, Paragraph Y.3 must be followed.
2. In the event military airlift is not available or feasible to support the movement requirement, commercial air services may be utilized with the restrictions and procedures outlined in this paragraph.
3. Commercial air heavyweight domestic contract(s):
 - a. Quantities of (15) or fewer SRC III and SRC IV small arms weapons, weapons parts (CIIC 7 and N), barrels, and major subassemblies (including silencers, mufflers, scopes, and noise suppression devices) are authorized.

NOTE: .50 cal machine guns will not be shipped as a part of this program, unless Military Operational Necessity is authorized, as a minimum, at the Field CDR, Squadron CDR, or Designated Authority level.
 - b. Component items of .50 cal weapons except the machine gun receiver are authorized to be shipped IAW this program.
 - c. Next-day service is mandatory for domestic shipments. The RDD on the bill of lading must reflect next day service (D1). CIIC N and CIIC 7 weapons parts do not require a next-day delivery and are ground-eligible, REF [Table 205-8](#).

NOTE: For Alaska and Hawaii delivery may not actually occur the next day.
 - d. Shipments will be shipped and received from any consignee within the CONUS (including Alaska and Hawaii).
 - e. Requisitions must be shipped to a single consignee.
 - f. Follow REPSHP guidance outlined in Paragraph L.
4. Commercial air heavyweight international contract(s):
 - a. Commercial air heavyweight contract(s) TSPs may be used to transport TPS cargo internationally when 301 lbs. or more in either actual scale weight or dimensional weight, whichever is greater (which includes hazard, packaging materials and packaging) is being shipped. NOTE: Classified items are not authorized under this service.
 - b. CIS and 675 services are required for TPS shipments via GHS.

5. The Global Heavyweight Service (GHS) contract offers Constant Surveillance Service (CIS) with Signature and Tally Record Service (675) for the international and domestic movement of TPS cargo identified in [Table 205-8](#).
6. GHS size and weight limitations.
 - a. GHS international service (includes Puerto Rico) provides commercial air, heavyweight, pickup and delivery service for shipments over 300 lbs. For international heavyweight service, no single package shall be less than 301 lbs. in either actual or dimensional weight, whichever is greater. Dimensional weight for international shipments shall be calculated using the following formula for shipments tendered in pounds (lbs.) and inches: length x width x height divided by dimensional factor for each carrier. The contractor will charge the actual weight or the dimensional weight, whichever is greater. Dimensions of one-half inch or greater are rounded up to the next whole number; dimensions less than one-half inch are rounded down to the next whole number. The final calculation is rounded up to the next whole pound.
 - b. GHS domestic service provides commercial air, heavyweight, pickup and delivery service for shipments greater than 150 lbs. within the 48 contiguous states (CONUS), plus the District of Columbia (D.C.); and for shipments of greater than 300 lbs. from/to CONUS to/from Alaska and Hawaii (including shipments within/between Alaska and Hawaii.) Dimensional weight for domestic shipments shall be calculated using the following formula for shipments tendered in pounds (lbs.) and inches: length x width x height divided by dimensional factor for each carrier. The contractor will charge the actual weight or the dimensional weight, whichever is greater. Dimensions of one-half inch or greater are rounded up to the next whole number; dimensions less than one-half inch are rounded down to the next whole number. The final calculation is rounded up to the next whole pound.
7. Shipping TOs will ensure the following procedures are implemented:
 - a. Verify that there is no military-controlled DTS solution (channel, Operational Support Airlift, Defense Courier Service, etc.) available and feasible to effectively move the cargo.
 - b. Ensure shipment meets the eligibility criteria identified in this paragraph.
 - c. In shipment planning coordination with the consignee, identify a responsible point of contact to take custody of the shipment from the TSP-assigned representative.
 - d. Classified Communication Security Information, North Atlantic Treaty Organization (NATO), and foreign government information may not be transmitted. TOP SECRET shipments must not be moved. TOP SECRET shipments can only be moved by the USTRANSCOM DCD, diplomatic pouch, or authorized courier.
 - e. TPS shipments must be within the commercial air heavyweight TSP's standard cargo size and weight limits.
 - f. The TSP must not be told the classification of the shipment.
 - g. Commercial air, less-than-planeload, heavyweight contract(s)-awarded TSPs are approved to transport various TPS cargo using next-day-only service for domestic and deferred service with an applicable RDD for international.
 - h. Commercial air heavyweight TSPs are only approved to move arms and ammunition if the TSPs are authorized under the commercial air heavyweight contract(s).
 - i. The delivery address must be a DoD activity or a DoD-approved contractor location. Private residences, hotels/motels, Post Office boxes, etc. are not authorized delivery addresses.

- j. Plan the shipment sufficiently with the awarded TSP to ensure a qualified representative designated by the TSP with a SECRET security clearance verified in DISS JVS. The DISS JVS cleared designated representative will provide constant surveillance from origin to the final destination and delivered to the designated recipient identified on the bill of lading. Carriers utilizing a foreign flag carrier for international TPS cargo must provide two DISS JVS cleared designated representatives.
 - k. For international shipments:
 - (1) Check the DTR 4500.9-R-Part V appropriate chapter coinciding with COCOM/country cargo being shipped for any special customs directions and clarify any questionable customs requirements. Ensure there are no confiscations, holds, or customs rules that would prevent the receiving POC from taking possession of cargo upon delivery.
 - (2) Check the Foreign Clearance Guide (FCG) <https://www.fcg.pentagon.mil/> referencing the country cargo is destined.
 - (3) Award shipments to eligible carriers using GHS procedures (<https://ww2.ustranscom.mil/commair/index.cfm>). Ensure applicable CIS services are identified.
 - l. Verify security clearance of each designated representative providing constant surveillance for TPS cargo.
 - m. Provide 24-hour point of contact to the selected TSP.
 - n. Accomplish and forward a REPSHIP to destination IAW Paragraph L.
 - o. Initiate Signature and Tally Record Service (675) or TSP provided electronic equivalent to track custody of material.
 - p. Track shipment status using IGC and the carrier's web-based system to include selection of e-mail notification of any shipment exceptions (i.e. weather delay, missed truck at sort facility, missed delivery date, etc.) experienced by the carrier in route and automated proof of delivery capability. Shippers must also confirm shipment ITV is also visible in IGC.
8. Consignees will ensure the following procedures are implemented.
- a. Upon receipt of advance shipment notification and REPSHIP on inbound sensitive cargo via the selected carrier, immediately coordinate with the ultimate consignee, i.e. Security Forces, Receiving Unit or Installation Supply to arrange immediate pickup and signature of the SRC III and IV and Uncategorized shipments to facilitate their storage in locked and secure holding area or base armory.
 - b. Ensure all customs clearance documentation is completed and provided expeditiously upon request.
 - c. Receive material directly from the carrier's DISS JVS cleared representative identified on the bill of lading and arrange for military transportation, if necessary, to the final storage area or in the case of FMS cargo, turn the material over directly to the foreign government representative.
 - d. Notify shipping TO of shipment receipt (via REPSHIP process) immediately upon receipt of material.

SIGNATURE AND TALLY RECORD (See DoD 4500.9-R for guidance) (Use of equivalent carrier-furnished signature and tally record is acceptable.)		OMB No. 0702-0027 OMB approval expires Jun 30, 2012		
<p>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.</p> <p>PLEASE DO NOT RETURN YOUR FORM TO THE ABOVE ORGANIZATION. RETURN COMPLETED FORM AS DIRECTED IN THE DISTRIBUTION INSTRUCTIONS BELOW.</p>				
DISTRIBUTION INSTRUCTIONS				
<p>(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.</p>				
SECTION I - TO BE COMPLETED BY THE SHIPPER				
1a. SHIPPER NAME		b. ORIGIN		
2. PROTECTIVE SERVICE REQUESTED		3. COMMERCIAL BILL OF LADING NUMBER		
4a. CONSIGNEE NAME		b. DESTINATION		
5. PERMIT NUMBER (if any)		6. TRANSPORTATION CONTROL NUMBER		
7. ROUTING		8. WEIGHT	9. CUBE	
10. SPECIAL INSTRUCTIONS			11. DATE SHIPMENT TENDERED TO CARRIER (YYYYMMDD)	
12. NAME OF CARRIER			13. NUMBER OF PIECES	
14. TYPE OF PACKAGE(S) (For unsealed loads only) OR CONVEYANCE IDENTIFICATION AND SEAL NUMBERS (For sealed loads only)		15. FREIGHT CLASSIFICATION DESCRIPTION		
SECTION II - TO BE COMPLETED BY EACH PERSON ACCEPTING CUSTODY OF CLASSIFIED OR PROTECTED MATERIAL REQUIRING THE USE OF TRANSPORTATION PROTECTIVE SERVICE DURING TRANSIT				
16. CUSTODY RECORD				
PRINT NAME OF PERSON AND COMPANY REPRESENTED a.	STATION INTERCHANGE POINT DESTINATION b.	SIGNATURE OF PERSON ACCEPTING CUSTODY c.	TIME ACCEPTED d.	DATE ACCEPTED (YYYYMMDD) e.

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

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

Section I

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

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

Section II

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

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

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

SPECIAL HANDLING DATA/CERTIFICATION

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

DD FORM 1387-2, NOV 2004

PREVIOUS EDITION IS OBSOLETE.

Form Approved/OMB No. 0704-0188

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

Instructions for Completing the DD Form 1387-2 Unclassified Shipments	
If the material shipped is unclassified, the following procedures apply:	
Block	
1. Item Nomenclature:	Enter item nomenclature.
2. Net Quantity per Package:	Enter the gross weight of the package.
3. Transportation Control Number:	TCN this package.
4. Consignment Gross Weight:	Total gross weight of each pallet/package shipped under the same TCN.
5. Destination:	Enter the destination DoDAAC
6. Supplemental Information:	For sensitive and other cargo requiring transportation protective service or other special services while in-transit, enter appropriate requirements.
7. DTR Reference:	Cite DTR Chapter 205, Paragraph I.2.
8. Handling Instructions:	Enter any special handling instructions.
9. Address of Shipper:	Complete in-the-clear address of shipping activity.
10. Typed Name, Signature, and Date:	Self-explanatory.

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

<p>Air Ride Equipment Required</p>

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

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

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

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

NOTE: One copy shall have the serial numbers listed on the back of the DD Form 1387-2 or below the form where it is

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

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

SPECIAL HANDLING DATA/CERTIFICATION

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

DD FORM 1387-2, NOV 2004

PREVIOUS EDITION IS OBSOLETE.

Form Approved/OMB No. 0704-0188

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

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

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

Block

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

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

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

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

REPSHIP Data Requirements

FROM: SHIPPING ACTIVITY
TO: DOMESTIC CUSTOMER OR TRANSSHIPPING ACTIVITY
CLEARANCE AUTHORITY (OCEAN) OR CUSTOMER SERVICE
BRANCH (CSB) (AIR) OR CONUS SEA TERMINAL
INFO: SPONSORING SERVICE ACCOUNTABLE SUPPLY ACTIVITY
ULTIMATE CONSIGNEE/FINAL DESTINATION
SUBJ: REPORT OF SHIPMENT (REPSHIP)

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

NOTES:

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

Figure 205-10. REPSHIP Data Requirements

Prescribed by: DTR 4500.9-R

MOTOR VEHICLE INSPECTION (TRANSPORTING HAZARDOUS & SENSITIVE MATERIALS)										
<i>(This form provides a limited inspection of the general operation of the vehicle and is not to be confused with the more thorough vehicles' periodic inspection. Read Instructions before completing this form.)</i>										
This form applies to all vehicles which must be marked or placarded in accordance with Title 49 CFR.					1. BILL OF LADING/TRANSPORTATION CONTROL NUMBER TCN W26DDJ54320111XXX					
SECTION 1 - DOCUMENTATION			ORIGIN a.			DESTINATION b.				
2. CARRIER/GOVERNMENT ORGANIZATION			HHC 1/198 AVN							
3. DATE/TIME OF INSPECTION			DEFAULT TO "TODAY'S DATE"							
4. LOCATION OF INSPECTION			HHC 1/108th AVN motorpool							
5. OPERATOR(S) NAME(S)			*Check list of qualified operators*							
6. OPERATOR(S) LICENSE NUMBER(S)			*Check driver qualifications*							
7. (X if satisfactory at origin)								8. PERIODIC INSPECTION CURRENT (WITHIN 1 YEAR)*		
7.a. HAZMAT ENDORSEMENT			X			7.d. ERG OR EQUIVALENT COMMERCIAL:		YES NO		
7.b. VALID LEASE*						7.e. DRIVER'S CERTIFICATION OF SAFE EQUIPMENT*		X		
7.c. ROUTE PLAN			X			7.f. COPY OF 49 CFR PART 397		X		
SECTION II - VEHICLE INSPECTION <i>All items shall be checked on empty equipment prior to loading. Items with an asterisk shall be checked on all incoming loaded equipment.</i>										
9. TYPE OF VEHICLE(S) M978, Truck, Tank, 8x8 w/w					10. VEHICLE NUMBER(S) K-20					
11. PART INSPECTED (X as applicable, for military, government-owned, or commercial vehicles)		ORIGIN (1)		DESTINATION (2)		ORIGIN (1)		DESTINATION (2)		COMMENTS (3)
		SAT	UNSAT	SAT	UNSAT	SAT	UNSAT	SAT	UNSAT	
11.a. HORN OPERATIVE		X				11.h. COUPLING DEVICES	X			
11.b. WINDSHIELD/WIPERS		X				11.i. CARGO SPACE	X			
11.c. MIRRORS		X				11.j. LANDING GEAR	X			
11.d. WARNING EQUIPMENT		X				11.k. TIRES, WHEELS, RIMS	X			
11.e. SAFETY EQUIPMENT		X				11.l. TAILGATE/DOORS	X			
11.f. LIGHTS AND REFLECTORS		X				11.m. TARPULIN	X			
11.g. BRAKES		X				11.n. OTHER (Specify)				
12. INSPECTION RESULTS (X one) ACCEPTED <input checked="" type="checkbox"/> REJECTED <input type="checkbox"/>										
<i>(If rejected give reason under "Remarks". Equipment will be approved if deficiencies are corrected prior to loading.)</i>										
13. SATELLITE MOTOR SURVEILLANCE SYSTEM: (X one) ACCEPTED <input type="checkbox"/> REJECTED <input type="checkbox"/>										
14. REMARKS N/A										
15. INSPECTOR PRINTED NAME (Origin)					16. INSPECTOR SIGNATURE (Origin)					
SECTION III - POST LOADING INSPECTION										
This section applies to Commercial and Government/Military vehicles. All items will be checked prior to release of loaded equipment and shall be checked on all incoming loaded equipment.						ORIGIN (1)		DESTINATION (2)		COMMENTS (3)
						SAT	UNSAT	SAT	UNSAT	
17. LOADED IAW APPLICABLE SEGREGATION/COMPATIBILITY TABLE OF 49 CFR						X				
18. LOAD PROPERLY SECURED TO PREVENT MOVEMENT						X				
19. SEALS APPLIED TO CLOSED VEHICLE; TARPULIN APPLIED ON OPEN EQUIPMENT						X				
20. PROPER PLACARDS APPLIED						X				
21. SHIPPING PAPERS/DD FORM 2890 FOR GOVERNMENT VEHICLE SHIPMENTS						X				
22. COPY OF DD FORM 626 FOR DRIVER						X				
23. SHIPPED UNDER DOT SPECIAL PERMIT 868 OR OTHER DOT SPECIAL PERMIT(S)										
24. INSPECTOR PRINTED NAME/SIGNATURE (Origin)					25. DRIVER(S) PRINTED NAME(S)/SIGNATURE(S) (Origin) (By signing I certify all motor carrier equipment is in safe operating condition)					
26. INSPECTOR PRINTED NAME/SIGNATURE (Destination)					27. DRIVER(S) PRINTED NAME(S)/SIGNATURE(S) (Destination)					

Figure 205-11. Sample DD Form 626, Motor Vehicle Inspection (Transporting Hazardous & Sensitive Materials)

Prescribed by: DTR 4500.9-R

INSTRUCTIONS	
<p>SECTION I - DOCUMENTATION</p> <p>General Instructions.</p> <p>All items (2 through 8) will be checked at origin prior to loading. Items with an asterisk (*) apply to commercial operators or equipment only. Only items 2 through 7 are required to be checked at destination.</p> <p>Items 1 through 5. Self explanatory.</p> <p>Item 6. Enter operator's Commercial Driver's License (CDL) number or Military OF-346 License Number. CDL and OF-346 must have the HAZMAT and other appropriate endorsements IAW 49 CFR 383.</p> <p>Item 7.a. Hazardous Materials Certification. In accordance with applicable service regulations, ensure operator has been certified to transport hazardous materials. Check the expiration date on driver's HAZMAT Certification.</p> <p>b. *Valid Lease. Shipper will ensure a copy of the appropriate contract or lease is carried in all leased vehicles and is available for inspection. (49 CFR 376.12 and 376.11(c)(2)).</p> <p>c. Route Plan. Prior to loading any Hazard Class/Division 1.1, 1.2, or 1.3 (Explosives) for shipment, ensure that the operator possesses a written route plan in accordance with 49 CFR Part 397. Route Plan requirements for Hazard Class 7 (Radioactive) materials are found in 49 CFR 397.101.</p> <p>d. Emergency Response Guidebook (ERG) or Equivalent. Commercial operators must be in possession of an ERG or equivalent document. Shipper will provide applicable ERG page(s) to military operators.</p> <p>e. *Verify the driver has completed a pre-trip inspection. The driver's signature in item 25 serves as the certification that both the motor vehicle and trailer are in safe operating condition.</p> <p>f. Copy of 49 CFR Part 397. Operators are required by regulation to have in their possession a copy of 49 CFR Part 397 (Transportation of Hazardous Materials Driving and Parking Rules). If military operators do not possess this document, shipper will provide a copy to operator.</p> <p>Item 8. * Check the last periodic inspection date for the Truck/Tractor and Trailer to ensure currency (1 year). Acceptable documentation: (1) A copy of the inspection report or (2) A sticker or decal with the date of inspection, name and address of the motor carrier, information uniquely identifying the vehicle inspected and a certification the vehicle has passed an inspection in accordance with § 396.17.</p>	<p>SECTION II - VEHICLE INSPECTION</p> <p>General Instructions.</p> <p>Item 9. Type of Vehicle(s). For military tactical vehicles, enter Nomenclature/ Model of vehicle (and trailer, if applicable). For GSA or commercial vehicles, enter Make & Model of vehicle (and trailer, if applicable).</p> <p>Item 10. Vehicle Number(s). For military tactical vehicles, enter bumper number(s). For GSA or commercial vehicles, enter Vehicle Identification Number (VIN) or Company-assigned number(s) for vehicle (and trailer, if applicable).</p> <p>All items (11.a. through 11.n.) will be checked on all incoming military, government-owned, or commercial empty equipment prior to loading. All UNSATISFACTORY conditions must be corrected prior to loading.</p> <p>Item 11.a. Horn Operative. Ensure that horn is securely mounted and of sufficient volume to serve purpose. (49 CFR 393.81)</p> <p>b. Windshield/ Wipers. Inspect to ensure that windshield is free from breaks, cracks or defects that would make operation of the vehicle unsafe; that the view of the driver is not obscured and that the windshield wipers are operational and wiper blades are in serviceable condition. Defroster must be operative when conditions require. (49 CFR 393.60, 393.78 and 393.79)</p> <p>c. Mirrors. Every vehicle must be equipped with two rear vision mirrors located so as to reflect to the driver a view of the highway to the rear along both sides of the vehicle. Mirrors shall not be cracked or dirty. (49 CFR 393.80)</p> <p>d. Warning Equipment. Equipment must include three bidirectional emergency reflective triangles that conform to the requirements of FMVSS No. 125. FLAME PRODUCING DEVICES ARE PROHIBITED. (49 CFR 393.95)</p> <p>e. Safety Equipment. Military vehicles must be equipped with one serviceable fire extinguisher with an Underwriters Laboratories rating of 10 BC or more (Commercial motor vehicles must be equipped with one serviceable 10 BC Fire Extinguisher). Fire extinguisher must be located so that it is readily accessible for use and securely mounted on the vehicle. The fire extinguisher must be designed, constructed and maintained to permit visual determination of whether it is fully charged. A set of wheel chocks is required to prevent movement of unattended vehicles. (49 CFR 393.95 and 49 CFR 398.4(p))</p> <p>f. Lights and Reflectors. (Head, tail, turn signal, brake, clearance, marker and identification lights, Emergency Flashers). Inspect to see that all lighting devices and reflectors required are operable, of proper color and properly mounted, and are not obscured by dirt or grease or have broken lenses. High/Low beam switch must be operative. Emergency Flashers must be operative on both the front and rear of vehicle. (49 CFR 393.24, 25, and 26)</p> <p>g. Brakes (to include hand brakes, parking brakes and Low Air Warning devices). Check to ensure that brakes are operational and stop and hold the vehicle or tractor/trailer combination. Check for audible air leaks around air brake components and air lines. Check for fluid leaks and visible cracked or damaged lines. Ensure that parking brake is operational. Low air warning devices must be operative. (49 CFR 393.40, 41, 42, 43, 44, 45, 47, 48, 49, 50, 51, 52, 53, and 55)</p>

DD FORM 626, MAY 2024

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**Figure 205-11. Sample DD Form 626, Motor Vehicle Inspection
(Transporting Hazardous & Sensitive Materials) (Cont'd)**

Prescribed by: DTR 4500.9-R

INSTRUCTIONS	
<p>SECTION II (Continued)</p> <p>h. Coupling Devices (inspect without uncoupling). Fifth Wheels: Inspect for unsecured mounting to frame or any missing or damaged parts. Inspect for any visible space between upper and lower fifth wheel plates. Ensure that the locking jaws are around the shank and not the head of the kingpin. Ensure that the release lever is seated properly and safety latch is engaged. Pintle Hook, Drawbar, Towbar Eye and Tongue and Safety Devices: Inspect for unsecured mounting, cracks, missing or ineffective fasteners (welded repairs to pintle hook is prohibited). Ensure safety devices (chains, hooks, cables) are in serviceable condition and properly attached. (49 CFR 393.70 and 71)</p> <p>i. Cargo Space. Inspect to ensure that cargo space is clean and free from exposed bolts, nuts, screws, nails or inwardly projecting parts that could damage the lading. Check floor to ensure it is tight and free from holes. Floor shall not be permeated with oil or other substances. (49 CFR 393.84)</p> <p>j. Landing Gear. Inspect to ensure that landing gear and assembly are in serviceable condition, correctly assembled, adequately lubricated, and properly mounted.</p> <p>k. Tires, Wheels, and Rims. Inspect to ensure that tires are properly inflated. Flat or leaking tires are unacceptable. Inspect tires for visible cuts, bruises, breaks and blisters. Tires with cuts that extend into the cord body are unacceptable. Thread depth shall not be less than: 4/32 inches for tires on a steering axle of a power unit, and 2/32 inches for all other tires. Mixing bias and radial on the steering axle is prohibited. Inspect wheels and rims for visible cracks, unseated locking rings, broken, loose, damaged or missing lug nuts or elongated stud holes. (49 CFR 393.75)</p> <p>l. Tailgate/ Doors. Inspect to see that all hinges are tight in body. Check for broken latches and safety chains. Doors must close securely. (49 CFR 177.835(h))</p> <p>m. Tarpaulin. If shipment is made on open equipment, ensure that lading is properly covered with fire and water resistant tarpaulin. (49 CFR 177.835(h))</p> <p>n. Other. Note any other unsatisfactory condition which would prohibit the vehicle from being loaded with hazardous or sensitive materials.</p> <p>Item 13. For AA&E and other shipments requiring satellite surveillance, ensure that the Satellite Motor Surveillance System is operable. The DTTS Message Display Unit, when operative, will display the signal "DTTS ON". The munitions carrier driver, when practical, will position the DTTS message display unit in a manner that allows the shipping inspector or other designated shipping personnel to observe the "DTTS ON" message without climbing aboard the cab of the motor vehicle.</p> <p>Item 15. Ensure inspector prints name on DD Form 626 at origin prior to loading vehicle.</p> <p>Item 16. Ensure inspector signs name on DD Form 626 at origin prior to loading vehicle.</p>	<p>SECTION III - POST LOADING INSPECTION</p> <p>General Instructions.</p> <p>All placarded quantities/items will be checked prior to the release of loaded equipment. Shipment will not be released until deficiencies are corrected. All items will be checked on incoming loaded equipment. Deficiencies will be reported in accordance with applicable service regulations.</p> <p>Item 17. Check to ensure shipment is loaded in accordance with 49 CFR Part 177.848 and the applicable Segregation or Compatibility Table of 49 CFR 177.848.</p> <p>Item 18. Check to ensure the load is secured from movement in accordance with applicable service outload drawings.</p> <p>Item 19. Check to ensure seal(s) have been applied to closed equipment; fire and water resistant tarpaulin applied on open equipment.</p> <p>Item 20. Check to ensure each transport vehicle has been properly placarded in accordance with 49 CFR 172.504.</p> <p>Item 21. Check to ensure operator has been provided shipping papers that comply with 49 CFR 172.201 and 202. For shipments transported by Government vehicle, shipping paper will be DD Form 2890.</p> <p>Item 22. Ensure operator(s) sign DD Form 626, are given a copy and understand the hazards associated with the shipment.</p> <p>Item 23. Applies to Commercial Shipments Only. If shipment is made under DOT Special Permit 868 or other applicable Special Permits, ensure that shipping papers are properly annotated and a copy of each Special Permit is with shipping papers.</p> <p>Item 24. Ensure inspector signs & prints name on DD Form 626 at origin.</p> <p>Item 25. Ensure driver/operator signs & prints name on DD Form 626 at origin prior to departing with load.</p> <p>Item 26. Ensure inspector signs & prints name on DD Form 626 at destination.</p> <p>Item 27. Ensure driver/operator signs & prints name on DD Form 626 at destination.</p>

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Figure 205-11. Sample DD Form 626, Motor Vehicle Inspection (Transporting Hazardous & Sensitive Materials) (Cont'd)

MATERIAL INSPECTION AND RECEIVING REPORT						Form Approved OMB No. 0704-0248	
<p>The public reporting burden for this collection of information is estimated to average 30 minutes per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. Send comments regarding this burden estimate or any other aspect of this collection of information, including suggestions for reducing the burden, to Department of Defense, Washington Headquarters Services, Directorate for Information Operations and Reports (0704-0248), 1215 Jefferson Davis Highway, Suite 1204, Arlington, VA 22202-4302. Respondents should be aware that notwithstanding any other provision of law, no person shall be subject to any penalty for failing to comply with a collection of information if it does not display a currently valid OMB control number.</p> <p style="text-align: center;">PLEASE DO NOT RETURN YOUR COMPLETED FORM TO THE ABOVE ADDRESS. SEND THIS FORM IN ACCORDANCE WITH THE INSTRUCTIONS CONTAINED IN THE DFARS, APPENDIX F-401.</p>							
1. PROCUREMENT INSTRUMENT IDENTIFICATION (CONTRACT) NO.		ORDER NO.		6. INVOICE NO./DATE		7. PAGE OF	8. ACCEPTANCE POINT
2. SHIPMENT NO.	3. DATE SHIPPED	4. B/L TCN		5. DISCOUNT TERMS			
9. PRIME CONTRACTOR CODE			10. ADMINISTERED BY CODE				
11. SHIPPED FROM (If other than 9) CODE		FOB:		12. PAYMENT WILL BE MADE BY CODE			
13. SHIPPED TO CODE			14. MARKED FOR CODE				
15. ITEM NO.	16. STOCK/PART NO. DESCRIPTION <i>(Indicate number of shipping containers - type of container - container number.)</i>			17. QUANTITY SHIP/REC'D*	18. UNIT	19. UNIT PRICE	20. AMOUNT
21. CONTRACT QUALITY ASSURANCE a. ORIGIN <input type="checkbox"/> CQA <input type="checkbox"/> ACCEPTANCE of listed items has been made by me or under my supervision and they conform to contract, except as noted herein or on supporting documents. DATE _____ SIGNATURE OF AUTHORIZED GOVERNMENT REPRESENTATIVE TYPED NAME: TITLE: MAILING ADDRESS: COMMERCIAL TELEPHONE NUMBER:						b. DESTINATION <input type="checkbox"/> CQA <input type="checkbox"/> ACCEPTANCE of listed items has been made by me or under my supervision and they conform to contract, except as noted herein or on supporting documents. DATE _____ SIGNATURE OF AUTHORIZED GOVERNMENT REPRESENTATIVE TYPED NAME: TITLE: MAILING ADDRESS: COMMERCIAL TELEPHONE NUMBER:	
22. RECEIVER'S USE Quantities shown in column 17 were received in apparent good condition except as noted. DATE RECEIVED _____ SIGNATURE OF AUTHORIZED GOVERNMENT REPRESENTATIVE TYPED NAME: TITLE: MAILING ADDRESS: COMMERCIAL TELEPHONE NUMBER:						* If quantity received by the Government is the same as quantity shipped, indicate by (X) mark; if different, enter actual quantity received below quantity shipped and encircle.	
23. CONTRACTOR USE ONLY							

DD FORM 250, AUG 2000

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Figure 205-12. DD Form 250, Material Inspection and Receiving Report

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

REQUISITION AND INVOICE/SHIPPING DOCUMENT

1. FROM: (Include ZIP Code)					SHEET NO.	NO. OF SHEETS	5. REQUISITION DATE		6. REQUISITION NUMBER			
					7. DATE MATERIAL REQUIRED (YYYYMMDD)				8. PRIORITY			
2. TO: (Include ZIP Code)					9. AUTHORITY OR PURPOSE							
					10. SIGNATURE				11a. VOUCHER NUMBER & DATE (YYYYMMDD)			
3. SHIP TO - MARK FOR					12. DATE SHIPPED (YYYYMMDD)				b.			
					13. MODE OF SHIPMENT				14. BILL OF LADING NUMBER			
					15. AIR MOVEMENT DESIGNATOR OR PORT REFERENCE NO.							
4. APPROPRIATIONS DATA										AMOUNT		
ITEM NO. (a)	FEDERAL STOCK NUMBER, DESCRIPTION, AND CODING OF MATERIEL AND/OR SERVICES (b)					UNIT OF ISSUE (c)	QUANTITY REQUESTED (d)	SUPPLY ACTION (e)	TYPE CONTAINER (f)	CON-TAINER NOS. (g)	UNIT PRICE (h)	TOTAL COST (i)
												\$0.00
												\$0.00
												\$0.00
												\$0.00
												\$0.00
16. TRANSPORTATION VIA AMC OR MSC CHARGEABLE TO						17. SPECIAL HANDLING						
RECEIPT OF SHIPMENT PLACEMENT	ISSUED BY		TOTAL CON-TAINERS	TYPE CON-TAINER	DESCRIPTION	TOTAL WEIGHT	TOTAL CUBE	19. CONTAINERS RECEIVED EXCEPT AS NOTED	DATE (YYYYMMDD)	BY	SHEET TOTAL	
	CHECKED BY							QUANTITIES RECEIVED EXCEPT AS NOTED	DATE (YYYYMMDD)	BY	GRAND TOTAL	
	PACKED BY							POSTED	DATE (YYYYMMDD)	BY	20. RECEIVER'S VOUCHER NO.	
	← TOTAL →											

DD FORM 1149, JAN 2016 51 52 53 54 55 56 57 58 59 60 61 62 63 64 65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80 81 82 83 84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 100
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Figure 205-13. DD Form 1149, Requisition and Invoice/Shipping Document

DD FORM 1348-1A, JUL 91 (EG) ISSUE RELEASE/RECEIPT DOCUMENT																																																																																																							
27. ADDITIONAL DATA	26. RIC (4-6) UI (23-24) QTY (25-29) CON CODE (71) DIST (55-56) UP (74-80)	25. NATIONAL STOCK NO. & ADD (8-22)	24. DOCUMENT NUMBER & SUFFIX (30-44)	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	00
				QUANTITY	UNIT	SHIP TO	SHIP FROM	DATE	TIME	PROJ	RECD	AV	RI	OC	MI																																																																																								
				SUPPL. ADDRESS	SHIP TO	SHIP FROM	DATE	TIME	PROJ	RECD	AV	RI	OC	MI																																																																																									
				UNIT PRICE	DOLLARS	CTS	DOLLARS	CTS	MARK FOR	MARK FOR	MARK FOR	MARK FOR	MARK FOR	MARK FOR	MARK FOR																																																																																								
				5. DOC DATE	6. NMFC	7. FRIT RATE	8. TYPE CARGO	9. PS	10. QTY. RECD	11. UP	12. UNIT WEIGHT	13. UNIT CUBE	14. UFC	15. SL	16. FREIGHT CLASSIFICATION NOMENCLATURE																																																																																								
				17. ITEM NOMENCLATURE	18. TY CONT	19. NO CONT	20. TOTAL WEIGHT	21. TOTAL CUBE	22. RECEIVED BY	23. DATE RECEIVED																																																																																													
				FormFlow (DLA)												PREVIOUS EDITION MAY BE USED																																																																																							

Figure 205-14. DD Form 1348-1A, Issue Release/Receipt Document

DOD MULTIMODAL DANGEROUS GOODS DECLARATION				
This form may be used as a dangerous goods declaration as it meets the requirements of SOLAS 74, Chapter VII, regulation 54; MARPOL 79/78, Annex III, Regulation 4.				
1. SHIPPER/CONSIGNOR/SENDER		2. TRANSPORT DOCUMENT NUMBER	3. PAGE 1 OF PAGES	4. SHIPPER'S REFERENCE (TCN)
5. FREIGHT FORWARDER'S REFERENCE	6. CONSIGNEE		7. CARRIER (To be completed by the carrier)	
24-HOUR EMERGENCY ASSISTANCE TELEPHONE NUMBERS:				
DOD NON-EXPLOSIVE HAZMAT: (800) 851-8061/ (804) 279-3131 AT SEA: COLLECT: (804) 279-3131	DOD HAZ CLASS 1 (EXPLOSIVES) ONLY: COLLECT: (703) 695-4695/4696 or DSN: 225-4695/4696 (Watch Officer)	CHEMICAL/BIOLOGICAL WARFARE MATERIAL: (410) 436-6200 DSN: 584-6200	DOD SECURE HOLDING: (800) 826-0794 (For TSPs/drivers emergency secure holding issues, accidents, delays, and incidents) OIL/CHEMICAL SPILLS: NRC & TERRORIST HOTLINE: (800) 424-8802 AT SEA: COLLECT: (202) 267-2675	DOD RADIOACTIVE MATERIALS: COLLECT ARMY: (703) 695-4695/4696 USAF: (301) 981-5058 DLA: (800) 851-8061 AT SEA: COLLECT: (804) 279-3131 USN/MC: Use 24-hour emergency response number provided by activity.
8. THIS SHIPMENT IS WITHIN THE LIMITATIONS PRESCRIBED FOR: (X as applicable)			9. CONTAINER PACKING CERTIFICATE OR VEHICLE PACKING DECLARATION, DD FORM 2781, IS ATTACHED (X if applicable)	
<input type="checkbox"/> MILITARY VESSEL <input type="checkbox"/> COMMERCIAL VESSEL <input type="checkbox"/> HIGHWAY/RAIL				
10. VOYAGE DOCUMENT NUMBER AND SAILING DATE (To be completed by the carrier)		11. PORT/PLACE OF LOADING		
12. PORT/PLACE OF DISCHARGE		13. DESTINATION		
14. SHIPPING MARKS	DESCRIPTION OF GOODS (UN No., PSN, HC, SHC, PG, number and kind of package, and additional information as required by regulations)	NET MASS/QTY (kg/l)	GROSS MASS (kg)	
15. CONTAINER IDENTIFICATION NO./VEHICLE REGISTRATION NO.	16. SEAL NUMBER(S)	17. CONTAINER/VEHICLE AND TYPE		18. TARE MASS (kg)
19. ADDITIONAL HANDLING INFORMATION				
20. RECEIVING ORGANIZATION RECEIPT Received the above number of packages/containers/trailers in apparent good order and condition, unless stated hereon:				
a. RECEIVING ORGANIZATION REMARKS				
b. HAULER'S NAME		c. VEHICLE REGISTRATION NO.	d. SIGNATURE AND DATE	e. DRIVER'S SIGNATURE
21. SHIPPER PREPARING THIS FORM				
SHIPPER'S DECLARATION. I hereby declare that the contents of this consignment are fully and accurately described above by the Proper Shipping Name, and are classified, packaged, marked, and labeled/placarded and are in all respects in proper condition for transport according to applicable international and national government regulations.				
a. NAME OF COMPANY/MILITARY UNIT		b. NAME/STATUS OF DECLARANT/CERTIFIER		
c. PLACE AND DATE		d. SIGNATURE OF DECLARANT/CERTIFIER		

DD FORM 2890, SEP 2015

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Figure 205-15. DD Form 2890, DoD Multimodal Dangerous Goods Declaration

INSTRUCTIONS FOR COMPLETING DD FORM 2890, DOD MULTIMODAL DANGEROUS GOODS DECLARATION	
<p>Item 1. Shipper/Consignor/Sender. Enter the address and telephone number where the HAZMAT was certified.</p> <p>Item 2. Transport Document Number (Ocean container shipments only). The vessel manifest number to which the Multimodal Dangerous Goods Declaration will be attached may be entered in this block. The shipper need not enter this number. The accepting operator may enter it at the time it is assigned. Leave blank for breakbulk shipments. Shipper enters container "V" number.</p> <p>Item 3. Page __ of __ Pages. Enter the page number and total number of pages. Example: Page 1 of 1.</p> <p>Item 4. Shipper's Content Reference Number (TCN). Enter the 17-character TCN.</p> <p>Item 5. Freight Forwarder's Reference. Leave blank.</p> <p>Item 6. Consignee. Enter the six-digit DODAAC and/or the in-the-clear geographical location of the ultimate consignee (if known). For shipments of infectious substances, enter also the full address, name and telephone number of a responsible person for contact in an emergency.</p> <p>Item 7. Carrier. Enter Vessel Carrier Name. To be completed by the carrier.</p> <p>24 Hour Assistance Telephone Number(s). Circle applicable emergency number(s).</p> <p>Item 8. Shipment Within the Limitations Prescribed for Military Vessel/ Commercial Vessel/Highway/Rail. Mark X in the appropriate block.</p> <p>Item 9. Container Certification/Vehicle Declaration. Declarant must mark X if applicable. U.S. Coast Guard or port officials may require verification of the container certification/vehicle declaration. DD Form 2781 is a detailed checklist which meets USCG/Customs requirements. DD Form 2781 must be signed and attached to DD Form 2890.</p> <p>Item 10. Voyage Document Number and Sailing Date (To be completed by the carrier). Enter the voyage document number and the date of sail.</p> <p>Item 11. Port/Place of Loading. Enter the three-digit POE code and/or the in-the-clear geographical location of the port of embarkation.</p> <p>Item 12. Port/Place of Discharge. Enter the three-digit POD code and/or the in-the-clear geographical location of the port of debarkation.</p> <p>Item 13. Destination (in the clear). Enter destination address.</p> <p>Item 14. Shipping Marks.</p> <ol style="list-style-type: none"> 1. The identification number prescribed for the material as shown in Column (4) of the Section 49 CFR 172.101 table; 2. The proper shipping name prescribed for the material in Column (2) of the Section 172.101 table; 3. The hazard class or division number prescribed for the material, as shown in Column (3) of the Section 172.101 table. The subsidiary hazard class or division number is not required to be entered when a corresponding subsidiary hazard label is not required. Except for combustible liquids, the subsidiary hazard class(es) or subsidiary division number(s) must be entered in parentheses immediately following the primary hazard class or division number. In addition: The words "Class" or "Division" may be included preceding the primary and subsidiary hazard class or division numbers. The hazard class need not be included for the entry "Combustible liquid, N.O.S." For domestic shipments, primary and subsidiary hazard class or division names may be entered following the numerical hazard class or division, or following the basic description. 4. The packing group in Roman numerals, as designated for the hazardous material in Column (5) of the Section 172.101 table. Class 1 (explosives) materials; self-reactive substances; batteries other than those containing lithium, lithium ions, or sodium; Division 5.2 materials; and entries that are not assigned a packing group (e.g., Class 7) are excepted from this requirement. The packing group may be preceded by the letters "PG" (for example, "PGII"); 5. Enter additional information from the IMDG, chapter 5.4, as required (i.e. Marine Pollutant, Flashpoint, Toxin Inhalation Hazard, RQ, etc.). 6. Enter the number and kind of packaging. 	<p>Item 14. Shipping Marks (Continued).</p> <p>7. Except for transportation by aircraft, the total quantity of hazardous materials covered by the description must be indicated (by mass or volume, or by activity for Class 7 materials) and must include an indication of the applicable unit of measurement, for example, "200 kg" (440 pounds) or "50L" (13 gallons). The following provisions also apply: For Class 1 materials, the quantity must be the net explosive mass. For an explosive that is an article, such as Cartridges, small arms, the net explosive mass may be expressed in terms of the net mass of either the article or the explosive materials contained in the article.</p> <p>8. Ammunition transported by Government Vehicle, Unit will enter the total net quantity for non-explosive material in metric measure. U.S. measure may be added in parentheses underneath the metric measure. For ammunition, enter the total number of rounds/articles and NEW in kg. Exception: Net total quantity is not required for bulk packages, empty packages and cylinders of Class 2.</p> <p>9. Radioactive material. The description for a shipment of a Class 7 (radioactive) material must include the following additional entries as appropriate:</p> <ol style="list-style-type: none"> a. The name of each radionuclide in the Class 7 (radioactive) material that is listed in Section 173.435 of this subchapter. For mixtures of radionuclides, the radionuclides required to be shown must be determined in accordance with Section 173.433(g) of this subchapter. Abbreviations, e.g., "99 Mo," are authorized. b. A description of the physical and chemical form of the material, if the material is not in special form (generic chemical description) is acceptable for chemical form). c. The activity contained in each package of the shipment in terms of the appropriate SI units (e.g. Becquerels (Bq), Terabecquerels (TBq), etc.). The activity may also be stated in appropriate customary units (Curies (Ci), milliCuries (mCi), microCuries (uCi), etc.) in parentheses following the SI units. Abbreviations are authorized. Except for plutonium-239 and plutonium-241, the weight in grams or kilograms of fissile radionuclides may be inserted instead of activity units. For plutonium-239 and plutonium-241, the weight in grams of fissile radionuclides may be inserted in addition to the activity units. <p>Item 15. Container ID Number/Vehicle Registration Number. Enter ID number of the container or vehicle registration number. A dash (-) or blank space is acceptable before the check digit.</p> <p>Item 16. Seal Number(s). Enter seal number installed on container.</p> <p>Item 17. Container/Vehicle and Type. Enter type and size of container (20 or 40 ft.) or vehicle description (e.g., HUMVEE).</p> <p>Item 18. Tare Mass (kg). Enter tare weight of the container.</p> <p>Item 19. Additional Handling Information. If applicable, provide additional handling instructions. Enter the Emergency Response Guide (ERG) Number(s) of the HAZMAT and attach the specific ERG page to DD Form 2890. If applicable, drivers transporting regulated HAZMAT on European highways must be provided Transport Emergency Cards (TREM CARDS) in the host nation language which must be attached to the shipping papers.</p> <p>Item 20. Receiving Organization Receipt. Leave blank as this will be filled out by the receiving organization. Signing this block states that the shipment is in good order, unless otherwise noted.</p> <p>Item 21. Shipper Preparing This Form.</p> <ol style="list-style-type: none"> a. Name of Company/Military Unit. Enter the name of company. b. Name/Status of Declarant/Certifier. Enter the name and status of the person signing the form. c. Place and Date. Enter the place and date the material was certified. d. Signature of Declarant/Certifier. The person who certifies on behalf of DoD that the shipment complies with the applicable regulatory requirements must sign the form.

DD FORM 2890 (BACK), SEP 2015

Figure 205-15. DD Form 2890, DoD Multimodal Dangerous Goods Declaration (Cont'd)

SHIPPER'S DECLARATION FOR DANGEROUS GOODS						
SHIPPER Traffic Management Flight 5236 Chase St Wright-Patterson AFB, OH 45433-5501				AIR WAYBILL NO. PAGE OF PAGES		
PHONE NUMBER: (937) 257-4409		DSN: 797-4409		SHIPPER'S REFERENCE NUMBER TCN: FB230061809001XXX		
CONSIGNEE FB 5612 435 ABW LRS Ramstein AB, Germany						
COMPLETED AND SIGNED COPIES OF THIS DECLARATION MUST BE HANDED TO THE OPERATOR				WARNING Failure to comply in all respects with applicable Hazardous Materials/Dangerous Goods Regulations may be in breach of the applicable law, subject to legal penalties		
TRANSPORTATION DETAILS						
THIS SHIPMENT IS WITHIN THE LIMITATIONS PRESCRIBED FOR: (DELETE NON-APPLICABLE)				AIRPORT OF DEPARTURE: DOV Dover AFB, DE		
<input type="checkbox"/> PASSENGER AND CARGO AIRCRAFT		<input checked="" type="checkbox"/> XXXXXXXXXX AIRCRAFT XXXXXXXXXX		SHIPMENT TYPE: (DELETE NON-APPLICABLE)		
AIRPORT OF DESTINATION: Ramstein AB, Germany				<input type="checkbox"/> NON-RADIOACTIVE <input checked="" type="checkbox"/> XXXXXXXXXX		
NATURE AND QUALITY OF DANGEROUS GOODS						
DANGEROUS GOODS IDENTIFICATION				QUANTITY AND TYPE OF PACKING	PACKING INST	AUTHORIZATION
UN or ID NO.	PROPER SHIPPING NAME	CLASS or DIVISION (SUBSIDIARY RISK)	PACKING GROUP			
UN3528	ENGINE, INTERNAL COMBUSTION, FLAMMABLE LIQUID POWERED	3		1 DIESEL GENERATOR, 500 mL	A7.11	
ADDITIONAL HANDLING INFORMATION 1 EACH BATTERY WET FILLED WITH ACID, 8						
EMERGENCY TELEPHONE NUMBER: 1-800-851-8061						
I hereby declare that the contents of this consignment are fully and accurately described above by the proper shipping name, and are classified, packaged, marked, and labeled/placarded, and are in all respects in proper condition for transport according to applicable international and national government regulations. I declare that all of the applicable air transport requirements have been met.				NAME/TITLE OF SIGNATORY Alex Luccent Warehouse Supervisor PLACE AND DATE WPAFB, OH 45433 3 Aug 2017 SIGNATURE (see warning above)		

AMC IMT 1033, 20050204, V1

Figure 205-16. Shipper's Declaration for Dangerous Goods

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

Mitigating Measures		SRC III, IV UNCAT HC/Div 1.1,1.2,1.3 (2)					SRC II (2)					SRC I (2)				
		Force Protection Condition (FPCON) (1)														
		N	A	B	C	D	N	A	B	C	D	N	A	B	C	D
1	DDP ⁽¹²⁾	X	X	X	X											
2	PSS. ⁽¹²⁾					X	X	X	X	X	X	X	X	X	X	
3	SEV required for shipments that move via closed box van with trailer tracking (DCS) capability included ⁽⁴⁾⁽¹⁵⁾									X				X	X	
4	SEV required for shipments that do not move via closed box van with trailer tracking (DCS) included ⁽⁴⁾⁽¹⁵⁾									X	X	X	X	X	X	
5	Satellite Motor Surveillance (SNS) with 2nd Means of Communications. ⁽³⁾	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
6	Direct movement to destination (no stop-off) ⁽⁷⁾					X	X	X	X	X	X	X	X	X	X	
7	Stops in-transit for a maximum of 100 hours are permitted at DoD secure AA&E holding facilities.	X	X	X												
8	En route Stops are permitted IAW MFTUPR-1.	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
9	Maximum one escort per two cargo vehicles in convoy.							X	X	X			X	X	X	
10	No trip lease authorized.	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
11	Exclusive use of vehicle or container with single line-haul. ⁽¹⁰⁾					X	X	X	X	X	X	X	X	X	X	
12	Dromedary or other authorized LTL shipping container authorized. ^(10,14)	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
13	Containers or vehicles utilized as AA&E conveyances shall be sealed with a serialized bolt seal meeting the requirements of Federal Specification FF-S-2738, tested and approved by the DoD Lock Program. ⁽⁸⁾⁽¹¹⁾ See Paragraph H.5.	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
14	Consolidate shipments to maximum extent at DoD approved facilities only	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
15	Convoy to the same destination							X	X	X	X	X	X	X	X	
16	Postpone non-essential shipments. ⁽⁹⁾									X					X	
17	Shipper shall confirm ability of destination, to receive/hold shipment. Identify secure holding areas along the planned route and receive shipment clearance from destination prior to shipment release. Shippers provides REPSHIP to destination. ⁽¹³⁾	X	X	X	X	X	X	X	X	X	X	X	X	X	X	

Mitigating Measures		SRC III, IV UNCAT HC/Div 1.1,1.2,1.3 (2)					SRC II (2)					SRC I (2)				
		Force Protection Condition (FPCON) (1)														
		N	A	B	C	D	N	A	B	C	D	N	A	B	C	D
18	TO shall coordinate with local installation security or force protection officer to obtain a risk assessment that includes risk at origin, in transit, and destination. See Paragraph C.2.a (3)		X	X	X	X		X	X	X	X	X	X	X	X	X
19	Prior approval for each shipment by Service/DoD Agency Operations Center or other designated crisis response activity.					X					X					X
20	The TSP shall provide the route plan to the DTTS and shipper. Carrier route plans shall be prepared IAW 49CFR397.67(d) ⁽⁶⁾ See Paragraph R					X					X					X
21	In the event of an incident/ accident TSP shall report this event to DTTS ⁽⁶⁾	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
22	In the event of an incident/accident or additional FPCON requirements, TSP shall call SDDC for guidance and instruction.	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X

Footnotes to Table 205 1

- (1) FPCON referenced herein is defined in [Paragraph A.4](#). a thru e. FPCON NORMAL (N), FPCON ALPHA (A), FPCON BRAVO (B), FPCON CHARLIE (C), FPCON DELTA (D)
- (2) See [Paragraph G.](#), Small shipments of AA&E for exception instructions and TPS requirements when shipping small quantities of small arms and 1.4, 1.5 and 1.6 small arms ammunition. See SDDC MFTURP-1, Items 43 and 45, for instructions concerning FAK shipping criteria. Full Truck Load shipment of non-SRC Division 1.4 shall be afforded at least DDP/SNS. Shipments weighing less than 1001 lbs aggregate gross weight (which includes hazard, packaging materials and packaging), of 1.4 small arms ammunition shall be shipped as stipulated in [Paragraph G](#) and [Table 205-7](#). Ammunition and explosives items assigned CIIC C (CONFIDENTIAL) shall be afforded at least DDP/SNS (Exception: Redeye Tactical Missile System CIIC C shall be afforded at least PSS/SNS/EXC/SEV).
- (3) The second means of communication may be a cellular phone, Citizen Band radio, or radiotelephone network.
- (4) SEV qualifications/training/general requirements are described in [Paragraph O.4./Paragraph C.2.a.\(6\)](#).
- (5) Carriers may conduct stops in transit or at destination. Stops at other than DoD installations/activities (according to SRC and FPCON requirements) shall be limited to 2 hours and conducted IAW 49CFR for operational reasons, such as fueling, minor maintenance, or driver amenities. Shipments shall depart origin-shipping activities and arrive at the destination point without delay. Stops shall be planned in advance to preclude placing drivers in untenable situations regarding secure holding of shipments. A DoD contractor location is defined as a private industrial facility performing AA&E work or services per the terms of an acquisition agreement with the DoD. The facility shall have a sited, Procurement Contracting Officer-approved holding area to accommodate parking of AA&E-laden motor vehicles per DoD 4145.26-M, [DoD Contractors' Safety Manual for Ammunition and Explosives](#).
- (6) For SRC I, II, III, IV, and UNCAT DIV 1.1, 1.2, 1.3 under FPCON DELTA: Carrier route plans shall be prepared IAW 49CFR397.67(d) and shall be provided by the driver or the carrier's dispatcher by e-mail to the SDDC at usarmy.scott.sddc.mbx.dtts@army.mil or by phone 800 826-0794 in advance of the carrier's departure from origin. Route plans for SRC III and IV Non-sensitive/UNCAT Division 1.1, 1.2, and 1.3 ammunition and explosives may be amended by the carrier in transit to pick up additional shipments or in response to operational contingencies. The carrier dispatcher shall provide advance telephonic notice to the SDDC DTTS prior to making a diversion from the original route plan.
- (7) Carriers may not conduct intermediate "stop-off" to deliver shipments.
- (8) Refer to [Paragraph H.5](#) for Hinges and Hasps requirements
- (9) Service operations center or designated crisis response activity points of contact as directed by the Service shall determine essential shipments. Essential shipments may include those that relate to force generations, training, contingency-related operations, Force Activity Designator (FAD), or are otherwise deemed critical by the requisitioner or inventory control point based on mission requirements.

Footnotes to Table 205 1

- (10) General packaging requirements for AA&E are defined in 49 CFR 173.60, General Packaging Requirements for Explosives, MIL-STD-129, and DoD or Service regulatory packaging requirements.
- (11) Application of a shipper seal does not constitute exclusive use. Exclusive use shall be annotated on the BL when required.
- (12) Commercial Driver qualifications/training requirements. See [Paragraph O.2.a](#) for DDP or [Paragraph O.3.a](#) for PSS for further guidance.
- (13) A description of the REPSHIP requirement along with instructions on how to send a REPSHIP is located in [Paragraph L](#).
- (14) LTL and Drom are permitted as long as the conveyance is EXC.
- (15) SEVs may be utilized above the minimum security standard at the Services' discretion.

Table 205-2. Minimum Security Standards for Classified Material

SECRET See Note 6	CONFIDENTIAL See Note 6
Motor	
1. TL	1. TL
<ul style="list-style-type: none"> a. PSS/SNS/EXC (See Note 1, 2) b. Closed and locked vehicle with exclusive use. c. Single-line-haul required. d. Trip lease not authorized. e. Sealed by shipper. 	<ul style="list-style-type: none"> a. DDP/SNS (See Note 1, 2) b. Closed and locked vehicle. c. Single-line-haul preferred. d. Trip lease not authorized. e. Sealed by shipper.
2. LTL	2. LTL
<ul style="list-style-type: none"> a. PSS/SNS/EXC (See Note 1, 2) b. Dromedary, or similar container authorized with exclusive use container. c. Cargo packaged to a weight of at least 200 lbs and banded (seal if practicable) or container locked and sealed by shipper. (See Note 1.) d. Packaged so as to not reveal classified nature of shipment. e. Trip lease not authorized. 	<ul style="list-style-type: none"> a. DDP/SNS (See Note 1, 2) b. Dromedary, or similar container authorized. c. Cargo packaged to a weight of at least 200 lbs and banded (seal if practicable) or container locked and sealed by shipper. (See Note 1.) d. Packaged so as to not reveal classified nature of shipment. e. Trip lease not authorized.
Air	
<ul style="list-style-type: none"> a. CIS (See Note 2, 5.) b. Material in secure storage compartment or in a shipper-sealed, locked, safe-like container. (See Note 3.) c. Shipper escort to TSP and immediate pickup at destination. d. Packaged so as to not reveal classified nature of shipment. e. CCI keying material. (See Note 4.) 	<ul style="list-style-type: none"> a. CIS (See Note 2, 5) b. Shipment by air freight, air taxi, or AMC. c. Shipper escort to TSP and immediate pickup at destination. d. Containers banded/locked and sealed, if practicable. However, for commercial air freight, banded/locked and shipper sealed. e. Container seals applied by shipper. f. Packaged so as to not reveal classified nature of shipment.

NOTES:

1. Classified material is not normally transported by rail or water. In the event such movement is required, refer to [Table 205-7](#).
2. Refer to Paragraph G, Paragraph W, Table 205-7 and Table 205-8. Transportation/Traffic Management Offices are prohibited from shipping classified material, which is also hazardous, sensitive, arms or Ammunition & Explosives HC/Div (1.1, 1.2, and 1.3), via the NGDS domestic contracts.
3. Refer to DoDM 5200.01, Volume 3 DoD Information Security Program: Protection of Classified Information for further requirements.
4. Contact AMC for CONUS and International PSS shipments at 618 229-1530/1528 DSN: 779.
5. Reference [Paragraph W](#) and [Paragraph Y](#).
6. For CIIC 9 items refer to [Table 205-7](#) or [Table 205-8](#).

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

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

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

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

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

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

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

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

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

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

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

Table 205-7. Transportation Protective Services (TPS) Chart for Motor, Barge & Rail Modes

NOTE 1: This table is NOT to be used as a stand-alone reference. Users must read and understand the detailed procedures in Chapter 205 and use it in conjunction with this table and applicable footnotes.

NOTE 2: Table 205-8 covers TPS requirements for NGDS commercial small parcel express domestic and international shipments, AMC airlift, Special Airlift Assignment Mission (SAAM) and Charter domestic and international shipments, and GHS commercial heavyweight domestic and international shipments. More information about NGDS and GHS is in Chapter 202.

NOTE 3: For surface movement associated with organic airlift, see Table 205-7.

Controlled Inventory Item Code (CIIC)				Mode			
				Motor		Barge	Rail
#	SRC	CIIC	1. Classified Items (Examples) ¹	Ground	USPS		
				TPS/ 675 Requirements & Footnote #s			
1	N/A	A, B, C	A: CONFIDENTIAL Formerly Restricted Data B: CONFIDENTIAL Restricted Data C: CONFIDENTIAL	DDP/SNS 5, 6, 9, 24	Note 8	Notes 3, 4, 8	RIS 21
2	N/A	G, H, S	G: SECRET Formerly Restricted Data H: SECRET Restricted Data S: SECRET	PSS/SNS/EXC 5, 6, 10	Note 8	Notes 3, 4, 8	Forbidden
3		D	D: CONFIDENTIAL Crypto	DDP/SNS 5, 6, 9	Note 8	Notes 3, 4, 8	RIS 21
4		E	E: SECRET Crypto	PSS/SNS/EXC 5, 6, 10	Forbidden	Notes 3, 4, 8	Forbidden
5	N/A	F, K, L, T	F: TOP SECRET Crypto K: TOP SECRET Formerly Restricted Data L: Restricted Data T: TOP SECRET	DCD 5, 10, 17	Forbidden	Forbidden	Forbidden
6	N/A	7	Demil- Retrograde Arms, Tanks	DDP/SNS 5, 9, 10, 25	Note 8	SNS 3, 4, 8	RIS 19, 21
				TPS/ 675 Requirements & Footnote #s			
#	SRC	CIIC	2. Sensitive Items (Examples)¹				
7	I	1, 5, 6	1: Man-Portable Missiles 5: Weapons w/SECRET Guidance System 6: Weapons w/CONFIDENTIAL Guidance System	PSS/SNS/EXC/SEV 2, 5, 8, 9, 10, 22, 23	Forbidden	SNS 3, 4, 8	Notes 20, 21
8	N/A	9	UNCLASSIFIED Controlled Cryptographic Item (CCI)	CIS 18	Note 8	Notes 3, 4, 8	Notes 21
9	II	2, 8	2: Auto Weapons, Landmines, HE Grenades 8: Weapons w/ CONFIDENTIAL Guidance Systems	PSS/SNS/EXC 2, 5, 8, 9, 10, 22, 23	Note 7	SNS 3, 4, 8	RIS 19, 21
10	III, IV	C	Sensitive CONFIDENTIAL AA&E, Bombs, Torpedoes	DDP/SNS 3, 5, 7, 8, 9, 10, 23	Note 7	SNS 3, 4, 8	RIS 19, 21
11	II, III	2, 3	Small Shipments of AA&E, Classified (SECRET/CONFIDENTIAL/NWRM), Protected, and Sensitive Cargo	DDP/SNS 3, 5, 7, 8, 9, 10, 22, 23	Note 7	SNS 3, 4, 8	RIS 19, 21
12	IV	4	Small arms, Small Arms Ammunition, Night Vision Devices, and Retrograde arms	DDP/SNS 2, 3, 5, 7, 8, 9, 10, 22, 23	Note 7	SNS 3, 4, 8	RIS 19, 21

Controlled Inventory Item Code (CIIC)				Mode			
				Motor		Barge	Rail
				Ground	USPS		
13	N/A	7	Unclassified Ammunition and Explosives	Notes 3, 8, 9, 10, 22, 23	Note 7	SNS 3, 4, 8	RIS 19, 21
14	N/A	R	(Precious Metal/Drug) Controlled	DDP/SNS 5, 10	Note 7	SNS 3, 4, 8	RIS 19, 21
15	N/A	Q	Drug/Controlled Substance	CIS 18	Note 7	SNS 3, 4, 8	GSS 19, 21
16	N/A	U	Unclassified (HC/Div. 1.1, 1.2, 1.3) Ammunition & Explosives, Bombs, Torpedoes	DDP/SNS 5, 8, 9, 10	Forbidden	SNS 3, 4, 8	RIS 21
17	N/A	O	UNCLASSIFIED Naval Nuclear Propulsion Information ⁴⁰	NO TPS	NO TPS	Notes 3, 4, 8	RIS 21
#	SRC	CIIC	3. Pilferable Items (Examples) ¹	TPS/ 675 Requirements & Footnote #s			
19	N/A	I, J, M, V, X, Y, Z	Communications, Electronics, High Value Items (Non-sensitive, Unclassified Items), Aircraft Engine Equip/Parts, Hand tools, Shop Equip/Parts, Clothing, Office Machines, Photographic Equip/Parts	NO TPS	NO TPS	NO TPS	NO TPS
20	N/A	N	Firearms Piece Parts and Nonlethal Firearms	NO TPS	Note 11	Note 4	Note 21
21	N/A	P	Ammunition & Explosives (A&E)	Notes 3, 5, 8, 9, 10, 22, 23	Forbidden	Note 4	Note 21
INERT, NON ORDNANCE ITEMS, TACTICAL VEHICLES AND OTHER ITEMS							
#	SRC	CIIC	4. Div/ Items (Examples) ¹	TPS/ 675 Requirements & Footnote #s			
22	N/A	N/A	Inert, Training Ordnance, Non-Ordnance	NO TPS			
23	III	3	Strykers, LAV-25	DDP/SNS 5, 9, 10, 12, 22	Forbidden	SNS 3, 4, 8	RIS 12, 21
24	I, II	1, 2	Avengers, Bradleys	PSS/SNS/EXC 2, 5, 9, 10, 15, 22	Forbidden	SNS 3, 4, 8	RIS 20, 21
25	N/A	S	M1A1 Abrams	PSS/SNS/EXC 5, 9, 10, 13, 14	Forbidden	SNS 3, 4, 8	RIS 13, 20, 21
26	N/A	C	Classified (CONFIDENTIAL) U.S. Navy submarine class 688 propellers, Trident Class 726 propellers, and Virginia and Sea Wolf Class propulsion assemblies	DDP/SNS 19, 22	Forbidden	SNS 3, 4, 8, 19	RIS 19, 21
27	N/A	7	Non AA&E	N/A			
28	N/A	W	Unclassified Air Force Critical Component	CIS 18	Note 8	Notes 3, 4, 8	Note 21

Footnotes for Table 205 7

1. Descriptions/examples are not all-inclusive.
2. When either the origin or destination is at FPCON Normal, Alpha, or Bravo, SEV is not required for SRC I shipments that move via closed box van with trailer tracking (DCS) capability included. SEV is required for all SRC I shipments, regardless of whether DCS is included, when either the origin or destination is at FPCON Charlie or Delta. SEV is required for all SRC II, III, and IV shipments, regardless of whether DCS is included, when either the origin or destination is at FPCON Delta (see Table 205-1). SEVs may be utilized above the minimum security standard at the Services' discretion. See Paragraph O.4.a.

3. For 1.1, 1.2 or 1.3: DDP/SNS is required. For 675: Signature & Tally Record required or Electronic Signature/Tracing Service provided by the TSP is required. See [Paragraph O.6](#). Brokers not authorized (see [Paragraph B.2.a](#) for exception).
4. When supercargo support is required by the shipper or required based on mode and TPS requirements, shippers may provide or request that this service be provided by the TSPs.
5. When applicable, the shipper shall request Protective Tarpaulin Service (PTS). Reference [Paragraph N](#).
6. For classified Materials and CCI TL/LTL refer to [Table 205-2](#) for shipment packing, sealing, and TPS requirements.
7. An alternative to the use of CIS, NGDS domestic contracts for small arms and missile components is the USPS Registered Mail™ (Designated Person/Return Receipt Requested) when the size and weight of the shipment meets USPS restrictions. Freight forwarders, brokers, and expeditors may not be used to transport any quantity of AA&E IAW [Paragraph B.2](#).
8. Refer to [Paragraph G](#) for further requirements. For a list of approved Express Small Package Carriers under the DoD NGDS domestic contracts, go to <https://hallways.cap.gsa.gov/app/#/gateway/transportation-logistics-services/4726/package-delivery-packaging-sub-hallway>.
9. Refer to 49 CFR, Part 172 for HAZMAT Shipping Papers (Subpart C), Marking (Subpart D), Labeling (Subpart E), Placarding (Subpart F), and Emergency Response Information (Subpart G) requirements.
10. SDDC Approved TSPs selected shall be able to provide the TPS. When required, the driver shall also have a HAZMAT Endorsement when transporting AA&E/HAZMAT.
11. May be shipped by USPS FIRST CLASS or PRIORITY MAIL, Registered Mail (Return Receipt Requested).
12. Stryker: If the vehicles are completely stripped of all weapon components (e.g., crew-served weapons, or sensitive equipment contained on the Stryker at the time of movement) and the TO can confirm and certify in writing that no weapons or sensitive items are contained with the shipment, then the Stryker vehicles that are completely stripped are subject to negotiation or spot bid, CIS is required for the motor movement. Shippers shall request an extra driver (EXD) when distance exceeds 150 miles and GSS for rail movement. The TO shall attach the certification to the BL. If shipped with battle damage, shipments shall be Tarped.
13. M1A1-series Abrams tanks completely stripped of all weapon components (e.g., crew-served weapons), sensitive equipment such as fire control equipment or materials and without turrets; the TO shall verify and certify in writing that no turrets are contained with the shipment; and the TO shall attach the signed certification to the BL; then, the M1A1-series Abrams tanks are subject to negotiation or spot bid. CIS is required for the motor movement. Shippers shall request an extra driver (EXD) when distance exceeds 150 miles. GSS is required for the rail movements of excepted shipments. If shipped with battle damage, shipments shall be Tarped.
14. The U.S. Army Tank-Automotive and Armaments Command item manager has declassified the ABRAM Tank Reactive Tiles (skirts). Skirts may be shipped by any mode of transportation.
15. Avengers and Bradleys shipped with mountable weapons or classified SECRET components require a TPS dependent upon the SRC of the contents. For SECRET and SRC I shipments, PSS, SNS, and EXC are required. For SRC II, PSS, SNS, and EXC are required (Army SRC II delivering or leaving a FPCON Delta requires PSS, SNS, EXC, and SEV. RIS is required for rail movement. If stripped of all weapons, classified and sensitive items then CIS is required for the motor movement. Shippers shall request an extra driver (EXD) when distance exceeds 150 miles and GSS for rail movement. All armored vehicles with battle damage shall be shipped Tarped.
16. Refer to [Table 205-2](#) Risk Assessment Table for further guidance (TPS prescribe in that table are optional during FPCON Normal through BRAVO but are required during FPCON CHARLIE and DELTA).
17. Shippers may access the Defense Courier Division (DCD) link: <https://www.ustranscom.mil/cmd/associated/dcd/>.
18. Extra Driver (EXD) services required; applies to CIS shipments (motor) when travel distance exceeds 150 miles. DDP/SNS may be more cost-effective.
19. Shall have Tarp cover during transport.
20. Rail SRC I shipments are not authorized. Exceptions shall be coordinated with JMC/Military Services and approved by SDDC.
21. MTX is required for rail movements. To request MTX see instructions in [Paragraph O.8](#).
22. Navy Unclassified Naval Nuclear Propulsion Information (U-NNPI) material -- Navy material identified with Special Material Identification Code X1, X2, X3, X4, X5 or X6 may contain unclassified Naval Nuclear Propulsion Information (U-NNPI). UNCLASSIFIED Navy material containing U-NNPI, as defined in OPNAVINST N9210.3, is not subject to CIS or SNS requirements. Below is specific shipping guidance for Navy shipments consisting of UNCLASSIFIED NNPI material:
23. Trailer Tracking Service (DCS). DCS is required for all SRC I-IV closed box van shipments requiring SNS. DCS may also be applied to other sensitive, classified, and TPS shipments as requested by the shipper. See [Paragraph O.15](#) for further guidance.
24. Classified (confidential) shipments of U.S. Navy owned submarine propellers are authorized for movement via commercial means using CIS IAW the following provisions: (1) movement distance shall be less than 150 miles; (2) single driver shall have Personal Security Clearance of CONFIDENTIAL or higher; (3) security cover (tarp) over lading IAW applicable Undersea Warfare Program Security Classification Guide; (4) minimum of two commercial escort vehicles; (5) Satellite Motor Surveillance (SNS)

shall be ordered and provided; (6) driver shall have two means of communication, including cellular phone; (7) driver and escort shall be provided emergency contact information for shipper; (8) vehicle shall not make any fuel or rest stops while en route; (9) shipments shall be scheduled for same-day delivery, unless required by state or local laws/ordinances to move after hours.

25. The U.S. Army Tank Automotive & Armaments Command (TACOM) has determined that their large-caliber Mortar/Cannon Tubes (with individual piece unpacked weight of 200 pounds or heavier) --and their directly related parts/components -- do NOT require Dual Driver Protection (DDP) and/or Satellite Motor Surveillance Service (SNS) when shipped by Ground Motor Transportation.

Table 205-8. Transportation Protective Services (TPS) Chart for Air Modes

NOTE 1: Do not use this table as a stand-alone reference. Users shall read all applicable footnotes and procedures in Chapter 205 to understand how to properly apply transportation protective services.

NOTE 2: Table 205-8 covers TPS requirements for NGDS commercial small parcel express domestic and international shipments, AMC airlift, SAAM, and Charter domestic and international shipments, and GHS commercial heavyweight domestic and international shipments. More information about NGDS and GHS is in Chapter 202.

NOTE 3: For surface movement associated with organic airlift, see [Table 205-7](#).

Controlled Inventory Item Code (CIIC)				Air Modes			
				Domestic		International	
				Comm. Small Package (≤150 lbs CONUS, ≤300 lbs AK, HI, PR)	Commercial Heavyweight (>150 lbs.)	Military Air/ SAAM/ Charter (Dom & Int'l)	Comm. Small Package (≤ 300 lbs)
#	SRC	CIIC	1. Classified Items (Examples) ¹	TPS/ 675 Requirements & Footnote #s			
1	N/A	A, B, C	A: CONFIDENTIAL Formerly Restricted Data B: CONFIDENTIAL Restricted Data C: CONFIDENTIAL	Note 5	CIS 14	Forbidden	Forbidden
2	N/A	G, H, S	G: SECRET Formerly Restricted Data H: SECRET Restricted Data S: SECRET	Notes 5, 12	CIS 3, 14	Forbidden	Forbidden
3		D	D: CONFIDENTIAL Crypto	Forbidden	CIS 3, 14	Forbidden	Forbidden
4		E	E: SECRET Crypto	Forbidden	CIS 3, 14	Forbidden	Forbidden
5	N/A	F, K, L, T	F: TOP SECRET Crypto K: TOP SECRET Formerly Restricted Data L: Restricted Data T: TOP SECRET	Forbidden	Forbidden	DCD 10	Forbidden
6	N/A	7	Demil- Retrograde Arms, Tanks	Forbidden	CIS	Forbidden	Forbidden
7	I	1, 5, 6	1: Man-Portable Missiles 5: Weapons w/SECRET Guidance System 6: Weapons w/CONFIDENTIAL Guidance System	Forbidden	Forbidden	CIS	Forbidden
8	N/A	9	UNCLASSIFIED Controlled Cryptographic Item (CCI)	Notes 2, 5	CIS 5	Note 2	CIS 14
9	II	2, 8	2: Auto Weapons, Landmines, HE Grenades 8: Weapons w/ CONFIDENTIAL Guidance Systems	Note 5	Forbidden	CIS 5	Forbidden
10	III, IV	C	Sensitive CONFIDENTIAL AA&E, Bombs, Torpedoes	Forbidden 4	Forbidden	CIS	Forbidden
11	II	2	Small Arms	Notes 4, 5	Forbidden	CIS 5	Forbidden
12	III	3	Small Arms	Forbidden 4	CIS 14	Forbidden	CIS 14

Controlled Inventory Item Code (CIIC)				Air Modes				
				Domestic			International	
				Comm. Small Package (≤150 lbs, ≤300 lbs AK, HI, PR)	Commercial Heavyweight (>150 lbs.)	Military Air/ SAAM/ Charter (Dom & Int'l)	Comm. Small Package (≤ 300 lbs)	Commercial Heavyweight (> 300 lbs)
#	SRC	CIIC	2. Sensitive Items (Examples) ¹	TPS/ 675 Requirements & Footnote #s				
13	IV	4	Small arms, Small Arms Ammunition, Night Vision Devices, and Retrograde arms	Notes 4, 5	CIS 11, 14		Forbidden	CIS 11, 14
14	N/A	7	Unclassified Ammunition and Explosives	Notes 4, 5	CIS 11, 14		Forbidden	CIS 11, 14
15	N/A	R	(Precious Metal/Drug) Controlled	Notes 4, 5	CIS 14		Notes 4, 5, 13	CIS 14
16	N/A	Q	Drug/Controlled Substance	Notes 4, 5	CIS 14		Notes 4, 5, 13	CIS 14
17	N/A	U	Unclassified (HC/Div. 1.1, 1.2, 1.3) Ammunition & Explosives, Bombs, Torpedoes	Forbidden	Forbidden	CIS	Forbidden	Forbidden
18	N/A	O	UNCLASSIFIED Naval Nuclear Propulsion Information	Notes 5, 12	Note 12		Notes 5, 12	Note 12
#	SRC	CIIC	3. Pilferable Items (Examples) ¹	TPS/ 675 Requirements & Footnote #s				
20	N/A	I, J, M, V, X, Y, Z	Communications, Electronics, High Value Items (Non-sensitive, Unclassified Items), Aircraft Engine Equip/Parts, Hand Tools, Shop Equip/Parts, Clothing, Office Machines, Photographic Equip/Parts	NO TPS	NO TPS		NO TPS	NO TPS
21	N/A	N	Firearms Piece, Parts and Nonlethal Firearms	Note 5	NO TPS		NO TPS	Note 14
22	N/A	P	Ammunition & Explosives (UNCLASS A&E)	Note 5	CIS 11, 14		Forbidden	CIS 11, 14
INERT, NON ORDNANCE ITEMS, TACTICAL VEHICLES AND OTHER ITEMS								
#	SRC	CIIC	Div/ Items (Examples) ¹	TPS/ 675 Requirements & Footnote #s				
23	N/A	N/A	Inert, Training Ordnance, Non-Ordnance	Note 9				
24	III	3	Strykers, LAV-25	Forbidden	Forbidden	Note 13	Forbidden	Forbidden
25	I, II	1, 2	Avengers, Bradleys	Forbidden	Forbidden	Note 8	Forbidden	Forbidden
26	N/A	S	M1A1 Abrams	Forbidden	Forbidden	Notes 6, 7	Forbidden	Forbidden
27	N/A	C	Classified (CONFIDENTIAL) U.S. Navy submarine class 688 propellers, Trident Class 726 propellers, and Virginia and Sea Wolf Class propulsion assemblies	Forbidden	Note 12, 14		Forbidden	Forbidden
28	N/A	7	Non AA&E	N/A				
29	N/A	W	Unclassified Air Force Critical Component	Notes 2, 5	CIS 2, 14		Forbidden	Forbidden

Footnotes for Table 205 8

1. Descriptions/examples are not all-inclusive.
2. For Unclassified CIIC 9 and W items, use of the DoD NGDS domestic contracts “Next Day Delivery” for domestic movements is authorized if the size and weight of the shipment meets the NGDS domestic contracts restrictions. For OCONUS, shipments of Unclassified CCI 9 items use of the NGDS international contracts is authorized if the size and weight of the shipment meets the NGDS international contracts restrictions. CIIC W may not be shipped OCONUS.
3. For classified Materials and CCI or AA&E, refer to [Paragraph O](#), [Paragraph Y](#), [Table 205-2](#), and [Table 205-6](#) for shipment packing, sealing, and TPS requirements.
4. An alternative to the use of CIS, NGDS domestic contracts for small arms and missile components is the USPS Registered Mail™ (Designated Person/Return Receipt Requested) when the size and weight of the shipment meets USPS restrictions. Freight forwarders, brokers, and expeditors may not be used to transport any quantity of AA&E IAW [Paragraph B.2](#).
5. Refer to [Paragraph G](#) for further requirements.
6. M1A1-series Abrams tanks completely stripped of all weapon components (e.g., crew-served weapons), sensitive equipment such as fire control equipment or materials and without turrets; the TO shall verify and certify in writing that no turrets are contained with the shipment; and the TO shall attach the signed certification to the BL; then, the M1A1-series Abrams tanks are subject to negotiation or spot bid. CIS is required for the motor movement. Shippers shall request an extra driver (EXD) when distance exceeds 150 miles. GSS is required for the rail movements of excepted shipments. If shipped with battled damage, shipments shall be Tarped.
7. The U.S. Army Tank-Automotive and Armaments Command item manager has declassified the ABRAM Tank Reactive Tiles (skirts). Skirts may be shipped by any mode of transportation.
8. Avengers and Bradleys shipped with mountable weapons or classified SECRET components require a TPS dependent upon the SRC of the contents. For SECRET and SRC I shipments, PSS, SNS, and EXC are required. For SRC II, PSS, SNS, and EXC are required (Army SRC II delivering or leaving a FPCON Delta requires PSS, SNS, EXC, and SEV. RIS is required for rail movement. If stripped of all weapons, classified and sensitive items then CIS is required for the motor movement. Shippers shall request an extra driver (EXD) when distance exceeds 150 miles and GSS for rail movement. All armored vehicles with battle damage shall be shipped Tarped.
9. Refer to [Table 205-2](#) Risk Assessment Table for further guidance (TPS prescribe in that table are optional during FPCON Normal through BRAVO but are required during FPCON CHARLIE and DELTA).
10. Shippers may access the Defense Courier Division (DCD) link: <https://www.ustranscom.mil/cmd/associated/dcd/>.
11. Commercial air less-than-planeload heavyweight is restricted to H/C Division 1.3C, 1.4C, 1.4D, and 1.4S only.
12. Navy Unclassified Naval Nuclear Propulsion Information (U-NNPI) material -- Navy material identified with Special Material Identification Code X1, X2, X3, X4, X5 or X6 may contain unclassified Naval Nuclear Propulsion Information (U-NNPI). UNCLASSIFIED Navy material containing U-NNPI, as defined in OPNAVINST N9210.3, is not subject to CIS or SNS requirements. Below is specific shipping guidance for Navy shipments consisting of UNCLASSIFIED NNPI material:
 - a. For CONUS shipments of Navy material containing U-NNPI, DoD NGDS domestic contracts, or commercial carrier transport is authorized.
 - b. For OCONUS shipments (to include Guam) of Navy material containing U-NNPI use AMC airlift, or NGDS international contracts, and if the foregoing cannot satisfy the RDD, commercial air counter-to-counter is authorized for shipments of 300 lbs or less. For OCONUS shipments of UNCLASSIFIED Navy material containing U-NNPI in excess of 300 lbs, use AMC for channel airlift transport. If AMC-TACC is unable to provide transport or meet RDD, contact NAVSUP_WSS_AIR_CLEAR@NAVY.MIL or (757) 443-5434 (DSN 646), which will assist in providing air clearance and coordination with AMC.
13. See Paragraph G for additional CIIC Q and R TPS requirements.
14. Refer to [Paragraph Y](#) for further requirements. https://ww2.ustranscom.mil/commair/commair_index.cfm?thisview=GHS.

Table 205-9. Protective/Accessorial Service Table

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