

**UNITED STATES TRANSPORTATION COMMAND
(USTRANSCOM)**

NORTHERN DISTRIBUTION NETWORK (NDN)

**Released under USTRANSCOM FOIA 11-87 Interim Response #1
FOIA Exemption 5 U.S.C. 552 (b)(6) applies.**

**USTRANSCOM FOIA 11-87
INTERIM RESPONSE #1 LISTING OF RELEASED DOCUMENTS**

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FY11 Oct-Mar NDN Liner Costs - As Of: 24 Jun 11

	CC-11	CC-12	CC-13
TA 01-17 01-JN1 01-JN4	\$12,647,437	\$193,619	\$3,765,650 \$10,023,913
TA 02-17 02-JN1	\$777,029		\$1,813,881
TA 01-20 02-LQ2		\$940,194	\$50,806,899
TA 01-43 01-LS8		\$600,176	\$31,686,191
TA 02-43 02-LS8			\$14,040,971
TA 17-17 17-JN1 17-JN3 17-JN4		\$162,095 \$373,372	\$37,901,232 \$20,614,776 \$1,433,763
TA 18-17 18-JN1 18-JN3 18-JN4		\$891,305 \$82,943	\$4,413,812 \$104,353 \$124,252
TA 19-43 19-LS8			\$235,765

Total Costs \$193,633,628

DOC #1

Liner Costs in NDN routes

FY10, Oct-Mar, As Of: 27 May 10 Cognos Cube

TA 01-17, CC-11	\$4,063,588.00
TA 01-17, CC-13	\$9,191,983.00
TA 01-17, CC-13	\$2,401,013.00
TA 01-43, CC-13	\$84,687,322.00
TA 01-43, CC-12	\$606,544.00
TA 02-43, CC-12	\$9,973,987.00
TA 17-17, CC-06	\$4,251,072.00
TA 17-17, CC-11	\$1,657,170.00
TA 17-17, CC-12	\$4,748,531.00
TA 17-17, CC-13	\$91,298,334.00
TA 18-17, CC-13	\$2,169,243.00
TA 17-43, CC-06	\$1,997,320.00
TA 17-43, CC-12	\$876,059.00
TA 17-43, CC-13	<u>\$13,854,474.00</u>
	\$231,776,640.00

Doc #2

J-8

	POD	MTONS
1	JN1	48794.281
2	JN3	15955.019
3	JN4	29740.837
4	LQ2	138974.102
5	LS8	111335.346

Filter expression definition:

('POD' in ('JN1', 'JN3', 'JN4', 'LQ2', 'LS8', 'UT1', 'UT2')) and ("ACTIVITY_DATE" >= DATE 2010 10 01')

DOC #3

('POD' in ('JN1', 'JN3', 'JN4', 'LQ2', 'LS8', 'UT1', 'UT2')) and ("ACTIVITY_DATE" >= DATE '2010-10-01')

	POD	MTONS
1	JN1	94632.5272
2	JN3	51246.2769
3	JN4	3063.0998
4	LQ2	902.0011
5	LS8	1820.0751
6	UT2	1472.5

Filter expression definition:

(("POD" in ('JN1', 'JN3', 'JN4', 'LQ2', 'LS8', 'UT1', 'UT2')) and ("ACTIVITY_DATE" >= DATE '2010-10-01')) and ("RATE_TYPE" = 'OB')

(("POD" in ('JN1', 'JN3', 'JN4', 'LQ2', 'LS8', 'UT1', 'UT2')) and ("ACTIVITY_DATE" >= DATE '2010-10-01')) and ("RATE_TYPE" = 'OB')

DOC #4

KAL Payment Tracker

#	Flight Date	Type	Departure	Arrival	Shipper	Charge (USD)	Payment
1	4/19/2009	Charter	Ramstein AB	Navoi	USTC	\$376,000.00	Paid
2	6/24/2009	Charter	Brussels	Navoi	USTC	\$352,800.00	Paid
3	6/26/2009	Charter	Brussels	Navoi	USTC	\$352,800.00	Paid
4	6/28/2009	Charter	Brussels	Navoi	USTC	\$352,800.00	Paid
5	3/3/2010	Charter	Brussels	Navoi	USTC	\$382,000.00	Paid
6	3/3/2010	Charter	Brussels	Navoi	USTC	\$382,000.00	Paid
7	3/4/2010	Charter	Brussels	Navoi	USTC	\$382,000.00	Paid
8	3/4/2010	Charter	Brussels	Navoi	USTC	\$382,000.00	Paid
9	3/4/2010	Charter	Brussels	Navoi	USTC	\$382,000.00	Paid
10	3/5/2010	Charter	Brussels	Navoi	USTC	\$382,000.00	Paid
11	3/12/2010	Charter	Brussels	Navoi	USTC	\$382,000.00	Paid
12	3/12/2010	Charter	Brussels	Navoi	USTC	\$382,000.00	Paid
13	3/14/2010	Charter	Brussels	Navoi	USTC	\$382,000.00	Paid
14	3/15/2010	Charter	Brussels	Navoi	USTC	\$382,000.00	Paid
15	3/15/2010	Charter	Brussels	Navoi	USTC	\$382,000.00	Paid
16	3/15/2010	Charter	Brussels	Navoi	USTC	\$382,000.00	Paid
17	3/15/2010	Charter	Brussels	Navoi	USTC	\$382,000.00	Paid
18	3/15/2010	Charter	Brussels	Navoi	USTC	\$382,000.00	Paid
19	3/16/2010	Charter	Brussels	Navoi	USTC	\$382,000.00	Paid
20	3/17/2010	Charter	Brussels	Navoi	USTC	\$382,000.00	Paid
21	3/18/2010	Charter	Brussels	Navoi	USTC	\$382,000.00	Paid
22	3/18/2010	Charter	Brussels	Navoi	USTC	\$382,000.00	Paid
23	3/19/2010	Charter	Brussels	Navoi	USTC	\$382,000.00	Paid
24	3/21/2010	Charter	Brussels	Navoi	USTC	\$382,000.00	Paid
25	3/22/2010	Charter	Brussels	Navoi	USTC	\$382,000.00	Paid
26	3/22/2010	Charter	Brussels	Navoi	USTC	\$382,000.00	Paid
27	3/22/2010	Charter	Brussels	Navoi	USTC	\$382,000.00	Paid
28	3/22/2010	Charter	Brussels	Navoi	USTC	\$382,000.00	Paid
29	3/22/2010	Charter	Brussels	Navoi	USTC	\$382,000.00	Paid
30	3/22/2010	Charter	Brussels	Navoi	USTC	\$382,000.00	Paid
31	3/22/2010	Charter	Brussels	Navoi	USTC	\$382,000.00	Paid
32	3/23/2010	Charter	Brussels	Navoi	USTC	\$382,000.00	Paid
33	3/23/2010	Charter	Brussels	Navoi	USTC	\$382,000.00	Paid
34	3/24/2010	Charter	Brussels	Navoi	USTC	\$382,000.00	Paid
35	3/24/2010	Charter	Brussels	Navoi	USTC	\$382,000.00	Paid
36	3/25/2010	Charter	Brussels	Navoi	USTC	\$382,000.00	Paid
37	3/26/2010	Charter	Brussels	Navoi	USTC	\$382,000.00	Paid
38	3/26/2010	Charter	Brussels	Navoi	USTC	\$382,000.00	Paid
39	3/26/2010	Charter	Brussels	Navoi	USTC	\$382,000.00	Paid
40	3/26/2010	Charter	Brussels	Navoi	USTC	\$382,000.00	Paid
41	3/27/2010	Charter	Brussels	Navoi	USTC	\$382,000.00	Paid
42	3/28/2010	Charter	Brussels	Navoi	USTC	\$382,000.00	Paid
43	3/28/2010	Charter	Brussels	Navoi	USTC	\$382,000.00	Paid
44	3/29/2010	Charter	Brussels	Navoi	USTC	\$382,000.00	Paid
45	3/29/2010	Charter	Brussels	Navoi	USTC	\$382,000.00	Paid
46	3/29/2010	Charter	Brussels	Navoi	USTC	\$382,000.00	Paid
47	3/29/2010	Charter	Brussels	Navoi	USTC	\$382,000.00	Paid
48	3/29/2010	Charter	Brussels	Navoi	USTC	\$382,000.00	Paid
49	3/29/2010	Charter	Brussels	Navoi	USTC	\$382,000.00	Paid
50	3/29/2010	Charter	Brussels	Navoi	USTC	\$382,000.00	Paid
51	3/30/2010	Charter	Brussels	Navoi	USTC	\$382,000.00	Paid
52	3/30/2010	Charter	Brussels	Navoi	USTC	\$382,000.00	Paid
53	3/30/2010	Charter	Brussels	Navoi	USTC	\$382,000.00	Paid
54	3/31/2010	Charter	Brussels	Navoi	USTC	\$382,000.00	Paid
55	4/1/2010	Charter	Brussels	Navoi	USTC	\$382,000.00	Paid
56	4/2/2010	Charter	Brussels	Navoi	USTC	\$382,000.00	Paid

DOC #5

KAL Payment Tracker

[illegible]

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Subject: Northern GLOC

Issue: (For Information Only)

SDDC surveyed USC05 carriers to explore Northern GLOC, Hapag-Lloyd will be tested for potential use in an emergency.

DISCUSSION

- SDDC is currently pursuing course of action (COA) to identify alternate USC05 GLOC routes.
- SDDC will test the Northern Europe route with Hapag-Lloyd for potential use in an emergency.
- SDDC(G-3) surveyed USC05 carriers
 - For cargo into Afghanistan via Northern Europe, what route would the carrier take to ensure the delivery of the cargo to its destination?
 - Is there any other route that would apply for Afghanistan cargo avoiding Pakistan?
 - What other routes are available for other classes of supply?
- Hapag- Lloyd
 - Northern Europe /Riga/Kazakhstan route
 - Transit time 53 days (Rail/truck)/39 days (reefer truck)
 - Double current USC05 cost: \$9,000 20' dry; \$13,000 40' dry ; \$25,000 reefer
- APL
 - No Northern Europe option due to US/Uzbekistan political unrest
- Maersk
 - Still researching
 - "Ability to sustain a delivery system for the mix of dry containers, reefers and oversized cargo remains strongly in question" for Northern Route
 - Rates may increase \$10,000-\$20,000 more per container
 - Transit time may increase 15-30 days more
 - Issues: customs delays over multiple borders, availability of rail cars, gensets, reefers, trains and protective services

[(b)(6)] [TCJ3-XB/229] (b)(6) /27 Apr 07
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Doc #6



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Backup Cost Data Analysis

POE3 East Coast/Europe POEs
POD3 NDN PODs
SHIPPER_CITY East Coast/North Europe Shippers

				Values	
POE2	<input checked="" type="checkbox"/> ULTIMATE_CONSIGNEE_CITY2	<input checked="" type="checkbox"/> VAN_TYPE	<input checked="" type="checkbox"/> OCEAN_CARRIER	<input checked="" type="checkbox"/> Cnt	Avg Cost
US	BAGRAM	20FT-DRY	APLS	4	\$15,961
			HLUS	1	\$16,175
			MAEU	1	\$14,901
		40FT-DRY	APLS	146	\$19,453
			HLUS	38	\$27,749
			MAEU	36	\$21,314
	BAGRAM Total			226	\$20,690
	KANDAHAR	20FT-DRY	APLS	39	\$16,908
			HLUS	1	\$21,231
			MAEU	3	\$20,093
		40FT-DRY	APLS	89	\$25,012
			HLUS	37	\$28,852
			MAEU	58	\$27,489
	KANDAHAR Total			226	\$24,447
Europe	BAGRAM	20FT-DRY	APLS	19	\$12,076
			HLUS	75	\$15,094
			MAEU	195	\$11,766
		40FT-DRY	APLS	69	\$14,952
			MAEU	34	\$15,547
	BAGRAM Total			391	\$13,410
	KANDAHAR	20FT-DRY	APLS	65	\$18,081
			HLUS	221	\$17,814
			MAEU	14	\$21,222
		40FT-DRY	APLS	97	\$18,568
			HLUS	98	\$21,781
			MAEU	1	\$24,410
	KANDAHAR Total			496	\$18,863
Grand Total				1339	\$19,581

\\ustcvfs33\bdss\00 - Taskers\2010\2010 10\20101006 NDN Destination Analysis\NDN Destination Analysis Pivot.xlsx

Carrier (% total delivery share)

Pickup-Delivery: Average Days(d)

ROM Cost: Line Haul, Over Ocean, Accessorial s(\$/lb) [Ship Month]

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Time Period: 1 Jul - 30 Sep 10

Source: iSDDC for Velocity/Share, IBS for Cost

Excludes PV Class I Cargo

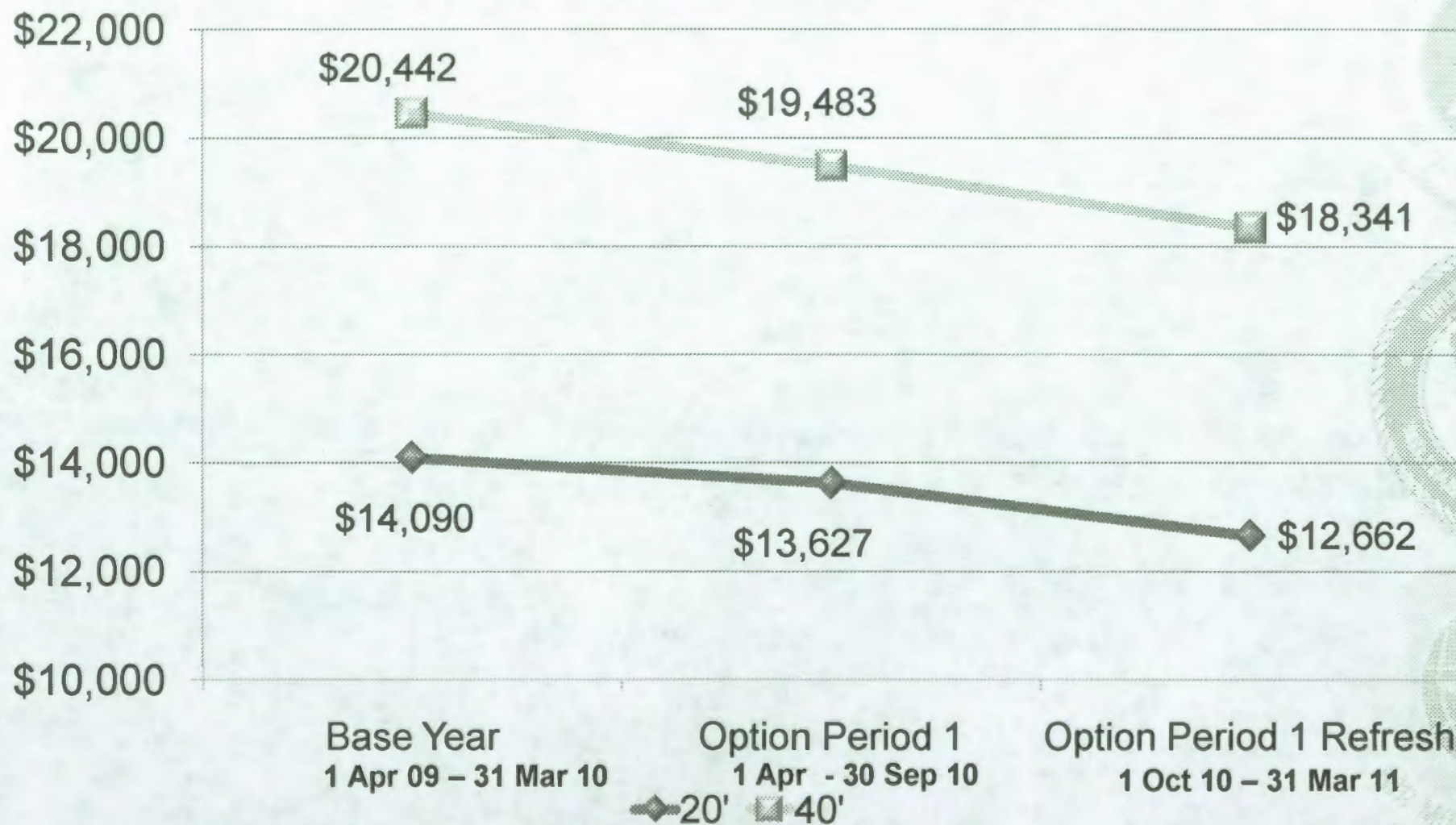
Doc #7



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NDN Linehaul Rate Trends

Overall Average NDN Linehaul Rates



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Source: USC-6 Rate Guide

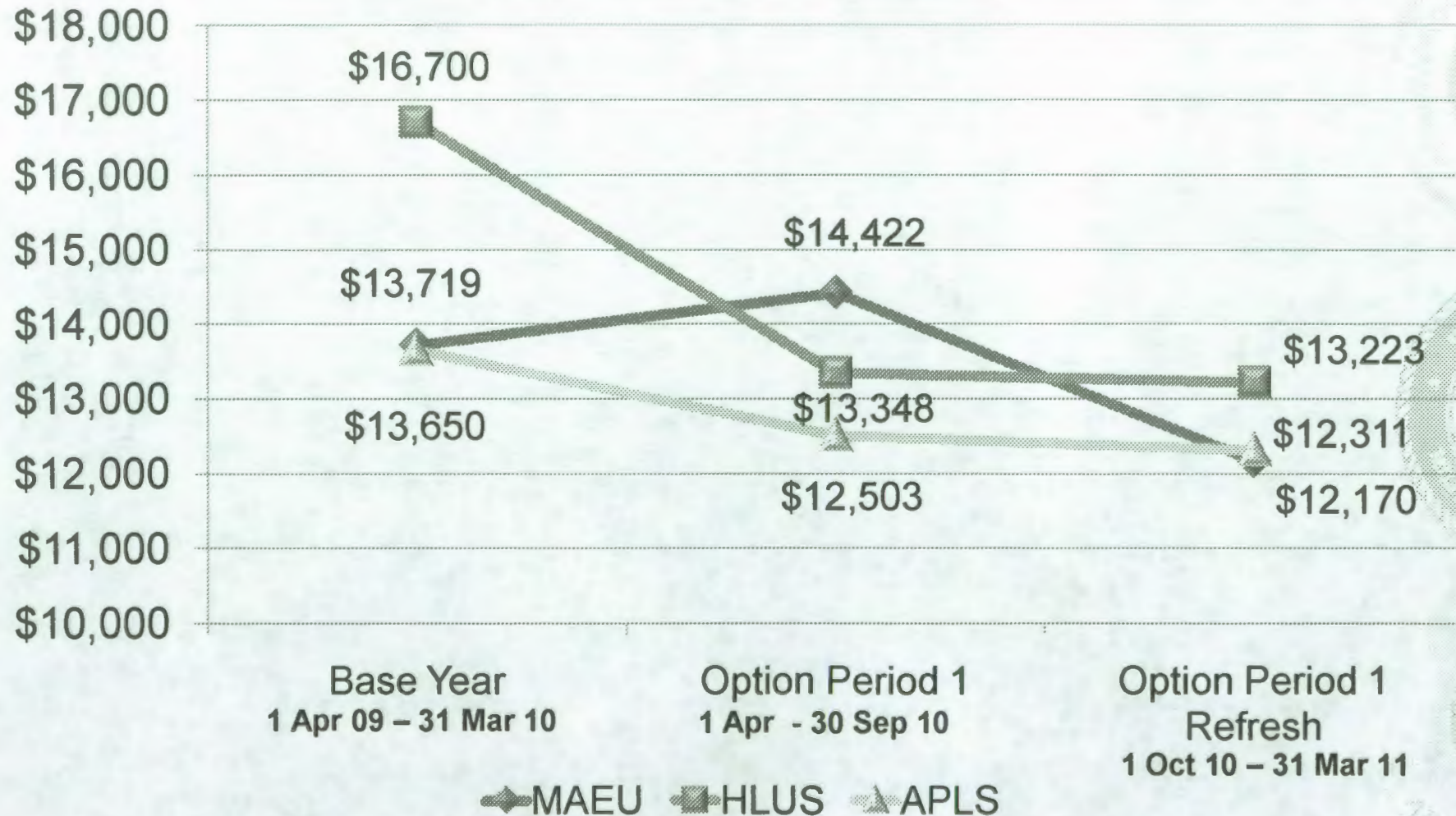
Doc # 8



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NDN Linehaul Rate Trends

NDN 20' Container Linehaul Rates by Carrier



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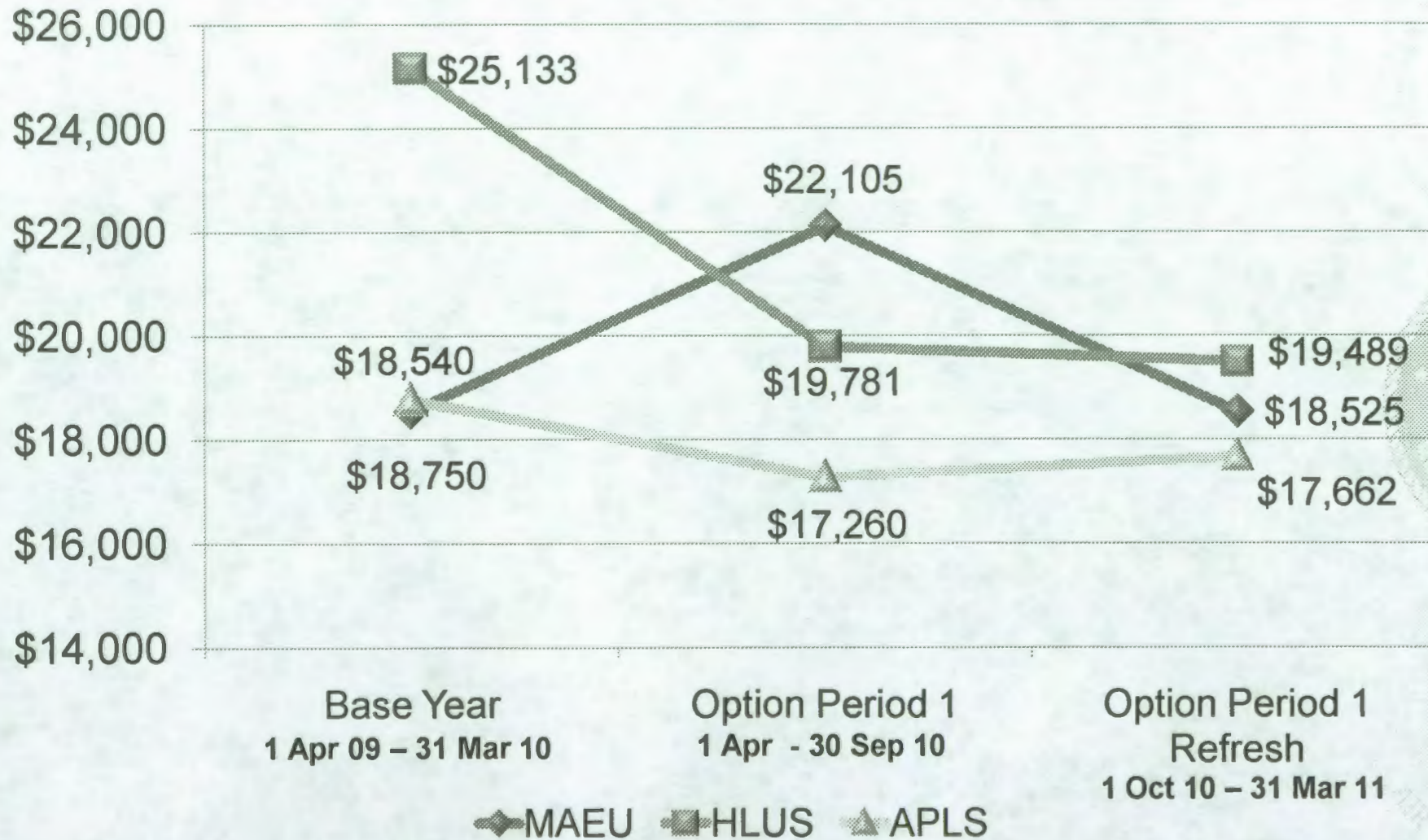
Source: USC-6 Rate Guide



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NDN Linehaul Rate Trends

NDN 40' Container Linehaul Rates by Carrier



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Source: USC-6 Rate Guide



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Typical Container Movement to Afghanistan

- 20' Container, CONUS to Bagram = \$6,600

COST ELEMENTS

- Mechanicsburg, PA to Norfolk, VA (origin linehaul) ----- = \$1,100
- Norfolk, VA to Karachi, Pakistan (ocean) ----- = \$2,200
- Karachi, Pakistan to Bagram Afghan (destination linehaul) = \$3,300

OPTIONAL ACCESSORIAL SERVICES

- Enhanced Security ----- = \$850
- Enhanced ITV ----- = \$750

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Typical Breakbulk Movement to Afghanistan

- **Large Vehicle, CONUS to Bagram = \$14,502**

COST ELEMENTS

- Charleston, SC to Karachi, Pakistan (ocean) ----- = \$7,258
- Liner Terms ----- = \$1,544
- Cargo Clearance ----- = \$125
- Karachi, Pakistan to Bagram Afghan (destination linehaul) = \$5,575

OPTIONAL ACCESSORIAL SERVICES

- Crating/Tarpping ----- = \$750
- Enhanced Security ----- = \$850
- Enhanced ITV ----- = \$750

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Afghanistan Shipments in Perspective

- Base Year USC-6 Expenditures ----- \$2.4B
- Inland Linehails, Karachi to Afghanistan -- \$250M
 - Pakistan portion of linehaul \$ (65%) -- \$162.5M
 - Afghanistan portion of linehaul \$ (35%) -- \$87.5M
- Enhanced Physical Security Accessorials -- \$38M

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Northern Distribution Network (NDN) Fact Sheet

NDN Summary: The Northern Distribution Network is comprised of integrated routes of transportation to bring non-prohibited, commercial-type cargo, to our troops serving in Afghanistan. USTRANSCOM played a key role in developing the NDN, to provide an alternative for transportation through Pakistan, that we regarded as a single point-of-failure for OEF logistics. The NDN does not replace the Pakistan ground line of communication... it simply increases available transportation options.

Sustainment Cargo

- Currently ~49% of *surface sustainment* to Afghanistan transits NDN (~51% PAK GLOC). Fluctuates between 40-60% any given month depending on origin and destination
- NDN accounts for ~35% of *all surface movements* (includes sustainment, unit moves, FMS) to Afghanistan
- Of *all cargo* moving to Afghanistan:
 - ~50% transits PAKGLOC
 - ~30% transits NDN
 - ~20% transit by air

Cost: On average, NDN costs are approximately double the costs of PAKGLOC.

USTRANSCOMs utilizes commercial companies e.g. Maersk, American President Lines, and Hapag-Lloyd under the Universal Services Contract (USC-06) to move cargo into Afghanistan.

Route	20' Container	40' Container	40' Reefer
NDN Russia Route	\$16,000	\$20,000	\$33,000
NDN Caucasus Route	\$17,700	\$23,500	N/A
NDN KKT Route	\$19,400	N/A	N/A
PAKGLOC	\$8,300	\$10,500	\$14,500

Transit Time (Book to Deliver)

Route	1 Month Avg	1 Year Avg
NDN Russia Route	101 days	98 days
NDN Caucasus Route	163 days	122 days
PAKGLOC	81 days	78 days

Volume: Containers Delivered

Route	1 Month Avg	1 Year Avg
NDN Russia Route	623	11,530
NDN Caucasus Route	554	6,541
NDN KKT Route	75	1081
PAKGLOC	1,524	27,615

Northern Distribution Network (NDN) Fact Sheet

Volume: Containers Enroute

Route	
NDN Russia Route	972
NDN Caucasus Route	5,460
NDN KKT Route	0
PAKGLOC	TBD

Battle Loss

Route	1 Month Avg	1 Year AVG
NDN	0%	0%
PAKGLOC	1.82%	.57%
STATESIDE (CONUS)	.50%	.50%

Torkham Gate Closure Impact

- We've experienced minor delays in cargo shipments, but there is limited impact on the US military's ability to resupply its forces in Afghanistan. TRANSCOM continues to have a variety of options and capabilities available to move sustainment cargo to US Forces.

NDN Revenue

- Given the nature of the USC-6 contracts USTRANSCOM is unable to determine the precise amount of revenue that each nation-state has earned by participating in the NDN.

China

- The People's Republic of China asserted that the FY00 National Defense Authorization Act Section 1201 prevented them from granting the U.S. request to ship cargo through China to Afghanistan.
- Under Secretary of Defense for Policy, Michele Flournoy, met with People's Liberation Army (PLA) Deputy Chief of Staff in July of 2009 and reiterated the request. PLA linked the request to the U.S.'s refusal to relocate Uighur detainees at GITMO to China, stating that the U.S. has a double standard regarding the way we handle terrorists.
- The pursuit to establish a China Route is inactive, as the Chinese have not granted permission to ship cargo to Afghanistan through their country.

NDN 101 Briefing Questions From Senate Foreign Relations Committee Staffers

NDN brief was given by TCDC on 4OCT10 in Washington D.C:

(1) [TCJ3]: What has been the impact of the Torkham gate closure with regards to Pakistan? (For context, she was asking if the reports are a "PR-ploy" by the Pakistanis or is it very serious)

(2) [TCJ5/4 with TCJ3 & TCJ8 assist]: Please provide a 1-page fact sheet summarizing the NDN (and include all statistics shared). Statistics they discussed included:

- How much sustainment cargo (% of total) is moved through Pakistan and how much (% of total) is moved via the NDN?
- Which is more expensive, NDN routes or Pakistan? And by how much more?
- Which route takes more time? How much more?
- % of loss in the Pakistan routes vs. % of loss in the NDN? How does this compare to normal % of loss in stateside distribution (Note: TCDC used 5% as a good average of loss in stateside shipments)
- How many containers were moved on NDN this year?
- Amount of revenue that each nation-state has "earned" by participating in the NDN since the start of their participation (please include the date they started for comparison/contrast purposes)
- What is the impact, in terms of revenue, of the NDN for Pakistan? Has it been a significant loss of revenue or has it remained unchanged due to volume increases? (For context, the group was briefed that in FY 2009, Pakistan earned \$160M and in FY 2010, Pakistan earned \$100M)
- What percentage of total cargo for Afghanistan is flown in vs surface delivery.

(3) [TCJ5/4]: Request clarification on the interaction with China. When USTRANSCOM briefed us (SASC/SFRC) last fall, briefers stated that cargo test runs through China were ongoing--in order to see if those routes were feasible. When asked about it today, the Admiral said that no test runs had been made.

Doc # 11

RUSSIA ROUTE

- 1) What is the point of ship debarkation? Riga
- 2) What is (are) the overland supply route(s)? Riga - Moscow - through Russia - Kazakhstan - Uzbekistan - Termez - destination in Afghanistan.
- 3) How many miles by truck and how many miles by rail? Total: ~2834 mi / 4561km

By truck: Uzbekistan (Border of/at Termiz) to Kabul: 334mi/538km

By rail: Riga to Termiz: ~2500 mi / ~4023 km

- 4) What is the cost per ton mile? Approximately \$0.20 per ton-mile.

Based on cost/container (20-ft) of ~\$17.6K, and ~11 tons per container (20-ft), and total miles (from CONUS) of ~7800

GEORGIA ROUTE (VIA POTI)

- 1) What is the point of ship debarkation? Poti
- 2) What is (are) the overland supply route(s)? Poti-AZERBAIJAN (Baku) - Kazakhstan (Aktau) - Uzbekistan - Termez - destination in Afghanistan.
- 3) How many miles by truck and how many miles by rail? Total: ~2134 mi/ ~3429 km

By truck: ~834 mi / 1338 km

Poti-Baku: ~500 mi / ~800km;

Uzbekistan (Border of/at Termiz) to Kabul: 334mi/538km

By rail: ~1050 mi / 1689 km from Aktau to Termiz

By ferry: ~250 mi / 402 km from Baku to Aktau

- 4) What is the cost per ton mile? Not available at this time because materiel has not yet closed via this route.

Jablonski, Roderick CIV USTRANSCOM CC

From: Ostrov, Shirlene Col USTRANSCOM CC
Sent: Tuesday, June 07, 2011 12:48 PM
To: LaFrance, Kurt CIV USTRANSCOM CC; USTC-TCCC-LA-LST
Subject: Fw: NDN & PAKLOC

----- Original Message -----

From: Reese, Ann [<mailto:Ann.Reese@>] (b)(6)
Sent: Tuesday, June 07, 2011 12:42 PM
To: Harnitchek, Mark VADM USTRANSCOM DC
Cc: Johnson, Carol A Col USTRANSCOM DC; Ostrov, Shirlene Col USTRANSCOM CC
Subject: RE: NDN & PAKLOC

Excellent. Thank you very much.

-----Original Message-----

From: Mark.Harnitchek@ (b)(6) [<mailto:Mark.Harnitchek@>] (b)(6)
Sent: Tuesday, June 07, 2011 1:08 PM
To: Reese, Ann
Cc: Carol.Johnson@ (b)(6) Shirlene.Ostrov@ (b)(6)
Subject: NDN & PAKLOC

Ms. Reese,

Here are those numbers -- containers and cost -- you asked us for a few weeks back...

Fiscal Year	PAKGLOC Containers	NDN Containers
FY10	81K / \$492M	27K / \$503M
FY11 Projected	74K / \$493M	46K / \$828M
FY12 Estimated	63K / \$425M	41K / \$735M

The FY12 estimate is based on the current force structure and sustainment requirement of ~1,100 containers per week.

Vr, Mark Harnitchek

Explanation of Documents 2, 3, 4 and 5:

Document 2: Liner costs in NDN routes FY10, Oct-Mar, As of: 27 May 10 Cognos Cube: Surface Deployment and Distribution Command (SDDC) liner costs for shipments via the Northern Distribution Network (NDN) routes. Costs include Oct 09 through Mar 10 shipments in the SDDC cargo and billing system as of 27 May 10.

Cognos Cube – Cognos is a database inquiry tool. Cube is a transaction that gathers selected transportation data.

Definition of acronyms:

Traffic Area (TA) pair (port the cargo leaves and port the cargo arrives)

CC – SDDC Commodity Code (identifies the type of commodity)

TA 01 – East Coast

TA 02 – Gulf Coast

TA 17 – Europe

TA 18 – British Isles

CC11 – Refrigerated container

CC12 – Containerized vehicles

CC13 – General cargo container

Document 3: FY 11 Commercial Sealift System (CSS) Revenue tons – SDDC liner total measurement tons (MTons) of items being moved from the CONUS via a container through the NDN route from 1 Oct 10 through June 2011.

Definition of acronyms:

MTons – Measurement tons

POD – Port of Debarkation (port the cargo arrives)

JN1 – Riga Latvia

JN3 – Tallinn Estonia

JN4 – Klaipeda Lithuania

LQ2 – Mersin

LS8 – Poti Georgia

UT2 – Vostochnyy Russia

Note: JN1, JN3, JN4, LQ2, LS8 and UT2 are location codes.

Document 4: FY 11 WPS Revenue Tons – SDDC liner total MTons of items being moved via liner through the NDN route, excluding containers moved from continental United States (CONUS), from 1 Oct 10 through June 2011.

Document 5: KAL – Korean Airlines