



# Department of Defense

## **INSTRUCTION**

**NUMBER 4500.57**

March 18, 2008

---

---

USD(AT&L)

**SUBJECT:** Transportation and Traffic Management

- References:**
- (a) DoD Directive 4500.09E, "Transportation and Traffic Management," September 11, 2007
  - (b) Under Secretary of Defense for Acquisition, Technology, and Logistics Memorandum, "Joint Intermodal Modular Containers/Platforms," February 3, 2006 (hereby canceled)
  - (c) Assistant Deputy Under Secretary of Defense for Transportation Policy Memorandum, "Interim Guidance for the Implementation of Sealift Policy," February 10, 2006 (hereby canceled)
  - (d) Deputy Under Secretary of Defense for Logistics and Materiel Readiness Memorandum, "Sealift Policy Guidance," February 23, 2007 (hereby canceled)
  - (e) through (az), see Enclosure 1

### 1. PURPOSE

This Instruction:

1.1. Establishes amplifying policy and provides procedures for implementing the DoD transportation and traffic management policies contained in Reference (a).

1.2. Cancels References (b), (c), (d), DoD Instruction 5160.67 (Reference (e)), DoD Instruction 4140.50 (Reference (f)), Deputy Secretary of Defense Memorandum (Reference (g)) and Under Secretary of Defense for Acquisition and Technology Memorandum (Reference (h)).

1.3. Assigns responsibility to the Defense Logistics Agency (DLA) for the acquisition of common-user intermodal containers.

1.4. Provides guidance on the DoD Customs and Border Clearance Program (CBCP).

1.5. Amplifies the United States Transportation Command (USTRANSCOM) responsibilities contained in DoD Directive 5158.04 (Reference (i)) for:

1.5.1. Management and maintenance of common user commercial readiness programs to include the Civil Reserve Air Fleet (CRAF), Voluntary Intermodal Sealift Agreement (VISA), and the Defense Freight Railway Interchange Fleet (DFRIF).

1.5.2. Development and execution of contracts and procedures for readiness programs involving commercial transportation services.

1.5.3. Development and management of DoD common-use intermodal container systems to include tracking systems for containers moving in the Defense Transportation System (DTS) and the responsibilities outlined in paragraph E4.2.6. of this Instruction. (The Defense Travel System, an information technology tool that supports DoD personnel travel authorizations, vouchers, and other financial transactions also uses the abbreviation "DTS." In this issuance the abbreviation "DTS" always refers to the "Defense Transportation System.")

1.5.4. Administration of the DoD CBCP with responsibility for developing, publishing, and maintaining implementation plans and procedures.

## 2. APPLICABILITY

This Instruction applies to the Office of the Secretary of Defense (OSD), the Military Departments, the Office of the Chairman of the Joint Chiefs of Staff, the Combatant Commands, the Office of the Inspector General of the Department of Defense, the Defense Agencies, the DoD Field Activities, and all other organizational entities within the Department of Defense (hereafter referred to collectively as the "DoD Components").

## 3. DEFINITIONS

The terms used in this Instruction are defined in Joint Publication 1-02 (Reference (j)) and at Enclosure 2.

## 4. POLICY

It is DoD policy that:

4.1. A robust DTS is modern, flexible, and capable of projecting military power anywhere in the world. To achieve this capability, the Department of Defense will integrate military, commercial, alliance, and host-nation resources to the maximum extent possible. This Instruction implements the policies contained in Reference (a) by providing specific guidance and procedures for various modes, methods, and programs for transportation and traffic management.

4.2. The acquisition of transportation and related services shall be obtained using guidance contained in the Federal Acquisition Regulation (FAR) (Reference (k)) and the DoD FAR

Supplement (Reference (l)) unless a deviation is necessary to meet mission needs. Non-FAR procurement instruments such as tenders of service and bills of lading will not compete with FAR procurements and shall only be used in limited situations when FAR procurements cannot meet customer requirements. To the maximum extent practicable, FAR and non-FAR procurements will be performance-based, mode-neutral, and time-definite; use best value acquisition processes and full and open competition; and comply with source preference laws. Procurements should fulfill the customer's movement requirements from origin to destination, require electronic transactions to the maximum extent possible to include the use of electronic billing and payment systems, and require service providers to furnish in-transit visibility data.

4.3. All DoD Components, commercial vendors, and suppliers under contract to the Department of Defense shall assist and cooperate with the Federal Inspection Services and foreign countries in halting the flow of contraband into the United States and foreign countries through military channels. All U.S. laws concerning customs, agricultural, and immigration border clearance requirements will be enforced without unnecessarily delaying the movement of DoD personnel and materiel. The Federal Inspection Services shall have authority over DoD cargo and personnel moving into and out of the Customs Territory of the United States (CTUS).

4.4. In furtherance of References (a), National Security Decision Directive 280 (Reference (m)), and National Security Directive 28 (Reference (n)), DoD Components shall use the transportation services of U.S. commercial sources to the maximum extent practicable. Except as provided in the implementation guidance below, DoD Components shall not use Government-owned transportation assets to compete with or supersede the use of U.S. commercial transportation capability. Paragraphs 4.4.1. through 4.4.6. support implementation of this policy. Enclosures 3, 4, and 5, respectively, provide amplifying details on air, surface, and sea transportation.

4.4.1. Requirements. DoD Components shall provide transportation requirements to USTRANSCOM with sufficient lead-time and detail to enable offering the traffic to the private sector on a timely basis. The Commander, USTRANSCOM, shall publish procedures to enable this process.

4.4.2. Foreign Sources. In using commercial transportation resources, DoD Components shall transport cargo and passengers by air on U.S.-flag air carriers in accordance with sections 40118 and 41106 of title 49, United States Code (Reference (o)) and DoD Directive 4500.53 (Reference (p)); and by sea, in vessels of or belonging to the United States, in accordance with Reference (a), the Merchant Marine Act of 1920 (Reference (q)), the Merchant Marine Act of 1936 (Reference (r)), and sections 2350c, and 2631 of title 10, United States Code (Reference (s)). However, foreign sources may be used to the extent permitted by these references.

4.4.3. Charters. When scheduled commercial airline or ocean liner service would not cost-effectively meet DoD requirements, or when dedicated assets would best fulfill operational requirements, USTRANSCOM may charter aircraft or vessels. The use of DoD-chartered commercial aircraft and vessels, regardless of the category of charter (e.g., flight or voyage charter or long-term time charter) meets the policy intent. Once chartered, such vessels and aircraft shall be used to move DoD official traffic to the maximum extent practicable (including

traffic eligible for scheduled commercial service) consistent with the terms of the charters and operational requirements.

4.4.4. Organic Airlift. DoD requirements may mandate that USTRANSCOM maintain a global air mobility readiness posture that includes operating organic airlift aircraft internationally during peacetime. USTRANSCOM shall conduct such operations at the level necessary to meet operational and training requirements. When such operations create by-product transportation capacity on organic assets, that capacity shall be used to transport DoD official airlift traffic in accordance with DoD 4515.13-R (Reference (t)) to the maximum extent practicable, consistent with the operational requirements of the DoD Component sponsoring the airlift traffic.

4.4.5. Organic Sealift. U.S. Government sealift vessels, including those maintained by USTRANSCOM and the U.S. Maritime Administration (MARAD), normally are maintained in a state of reserve readiness as described in Enclosure 5. When vessels are activated, they shall be returned to reserve status as soon as practicable after the requirement is satisfied. However, when activated, their use should receive priority over commercial alternatives if they can support mission requirements within the scope and timing of their activation orders. The same generally applies to chartered vessels that are available and compatible with requirements. When more than one sealift alternative is available (commercial liner, commercial charter, or activated government-owned), relevant factors such as vessel schedules, customer requirements, cost, and capacity will be evaluated and documented to support the justification for each sealift vessel selection decision.

4.4.6. Deviation Authority. When requirements justify, the Commander, USTRANSCOM (or in the absence of the Commander, the Deputy Commander), may deviate from the policy on the use of commercial transportation resources and the above implementation guidance pertaining to use of organic and chartered capacity. When such events occur, USTRANSCOM shall contemporaneously inform the Assistant Deputy Under Secretary of Defense for Transportation Policy (ADUSD-TP) of the circumstances supporting the decision.

4.5. All DoD Components shall apply continuous process improvement to transportation and traffic management processes.

## 5. RESPONSIBILITIES

5.1. The Deputy Under Secretary of Defense for Logistics and Materiel Readiness, under the Under Secretary of Defense for Acquisition, Technology, and Logistics, shall:

5.1.1. Develop DoD transportation and traffic management policy, provide policy interpretation, and grant exceptions to programs covered in this Instruction.

5.1.2. Provide guidance to the DoD Components concerning the effective and efficient acquisition and use of all modes of DoD and commercial transportation resources and services.

5.1.3. Through the ADUSD-TP, act as the functional proponent and OSD Principal Staff Assistant with oversight responsibilities for information technology investments in the distribution and transportation domains.

5.1.4. Through the ADUSD-TP, maintain liaison and foster collaborative working relationships with other Federal agencies and the commercial industry.

5.2. The Under Secretary of Defense (Comptroller)/Chief Financial Officer shall establish overall policy guidance governing transportation working capital funds and reimbursement policies.

5.3. The Heads of the DoD Components shall:

5.3.1. Ensure effective and efficient use of DoD and commercial resources in carrying out assigned missions.

5.3.2. Ensure that regulations and implementing procedures are revised to ensure full compliance with this Instruction.

5.3.3. Assist and cooperate with the Commander, USTRANSCOM, in the implementation and execution of the DoD CBCP.

5.4. The Director, Defense Security Cooperation Agency (DSCA), under the authority, direction, and control of the Under Secretary of Defense for Policy, shall coordinate with the ADUSD-TP for transportation guidance associated with the movement of security assistance materiel.

5.5. The Secretary of the Army shall serve as the single manager for procurement of locomotives and for the operation of a National Inventory Control Point for railroad equipment, including the DFRIF.

5.6. The Chairman of the Joint Chiefs of Staff shall:

5.6.1. Prescribe a transportation movement priority system that will assure responsiveness to the requirements of supported Combatant Commanders.

5.6.2. Establish means for identifying requirements to USTRANSCOM, the Distribution Process Owner, and maintain cognizance over those requirements; prescribe a transportation movement priority system; and institute a Joint Transportation Board to analyze courses of action and provide recommendations when requirements exceed transportation system capability.

5.6.3. Provide guidance concerning interoperability among the various DoD Components information technology systems to ensure that continuity of operations and Combatant Commander requirements are met.

5.7. The Commanders of Combatant Commands shall coordinate with USTRANSCOM for security requirements at sea and aerial ports of embarkation and debarkation for unit movements that originate, transit, or terminate within their area of responsibility (AOR).

5.8. The Commander, USTRANSCOM, in coordination with the DoD Components and other Federal agencies, for other than Service-unique or theater-assigned transportation assets, shall:

5.8.1. Ensure effective and efficient use of DoD and commercial resources in carrying out its assigned missions (Reference (i)).

5.8.2. Develop, publish, maintain, and implement transportation procedures for common-use transportation, intermodal container systems, and the DoD CBCP in the Defense Transportation Regulation ((Reference (u)).

5.8.3. Serve as the Distribution Process Owner in accordance with DoD Instruction 5158.06 (Reference (v)) and lead proponent for radio frequency identification and related automatic identification technology implementation for the Department of Defense; serve as the Distribution Portfolio Management manager, to include managing the information technology of the distribution portfolio.

5.8.4. Coordinate with the ADUSD-TP during initial planning and functional requirements definition for distribution and transportation information technology investments with lifecycle costs greater than \$1 million (or as set out in Reference (s)) that are considered new information technology acquisitions or major changes or expansion of an existing information technology program.

5.8.5. Develop and provide to the Military Departments Transportation Working Capital Fund (TWCF) rates on a quarterly basis.

5.8.6. Serve as the single port manager for common-user air and ocean terminals in the continental United States (CONUS) and for the operation of terminals located outside the continental United States (OCONUS) under agreements with the geographic Combatant Commander. The operation of air terminals will be through the Air Mobility Command (AMC) and ocean terminals through the U.S. Army Military Surface Deployment and Distribution Command (MSDDC).

5.8.7. Manage and maintain the Railroads for National Defense and Strategic Rail Corridor Network programs and serve as the single manager for common-user motor carrier transportation.

5.8.8 Administer the Personal Property and Privately-Owned Vehicle (POV) Shipment and Storage programs and:

5.8.8.1. Periodically review and evaluate the programs.

5.8.8.2. Develop, publish, and maintain program regulations.

5.8.8.3. Assign responsibilities for contracting with emphasis on customer service and best value as the principal requirements.

5.8.8.4. Monitor execution compliance.

5.8.8.5. Serve as primary DoD liaison with the personal property industry.

5.8.9. Apply continuous process improvement to DoD transportation functional and technical areas through established committees such as the Defense Transportation Electronic Business and the Defense Transportation Regulation committees (Reference (a)). These committees shall consist of functional and technical DoD Component representatives working together to resolve issues related to process improvements through procedures and information exchange, including the migration from Military Standard System to Defense Logistics Management System as identified in DoD 4000.25-M (Reference (w)). Process improvements shall be aligned with the DoD Business Enterprise Architecture.

5.8.10. Develop performance metrics, in consultation with the DoD Components and ADUSD-TP, for the programs identified in Enclosures 3 through 6 of this Instruction. Metrics shall be focused on those that contribute to precision, reliability, efficiency, and information visibility.

## 6. PROCEDURES

6.1. Procedures for Air, Surface, and Sea Transportation, Personal Property and POV Storage Programs, and Force Protection. In conjunction with paragraph 4.4., Enclosures 3, 4, and 5, provide guidance for air, surface, and sea transportation, respectively. Enclosures 6 and 7 provide guidance for personal property and POV storage programs and force protection measures.

6.2. Movement of Hazardous Materials and Arms, Ammunition, and Explosives (AA&E). Shipments of hazardous materials and sensitive conventional AA&E shall conform to applicable statutes and to requirements established by regulatory bodies. DoD Components shall implement procedures, to include procedures for contractor- and subcontractor-arranged transportation, to guard against non-approved transportation service providers handling or arranging for the movement of AA&E shipments.

6.3. Shipment and Documentation of Classified and Sensitive Materials. DoD Components shall ensure shipments of classified materials conform to applicable requirements established by References (l) and (u) as well as DoD 5200.1-R, DoD 5220.22-M, and DoD 5100.76-M (References (x), (y) and (z)). Cargo security classification shall not be cause to deny U.S. Border Crossing Agency Officials acting in an official capacity access to DoD aircraft and vessels arriving from foreign countries.

#### 6.4. DoD CBCP

6.4.1. The Commander, USTRANSCOM, is the DoD Executive Agent for the DoD CBCP (Reference (a)) and as such shall:

6.4.1.1. Facilitate continuity and cooperation among DoD Components through coordination of DoD CBCP guidance and procedures in Reference (u).

6.4.1.2. Serve as the DoD liaison with the U.S. Bureau of Customs and Border Protection, the U.S. Department of Agriculture, and other U.S. agencies in customs and border clearance matters.

6.4.1.3. Coordinate efforts of DoD Components in the development of common automated customs clearance systems, interfaces, and processes.

6.4.2. Geographic Combatant Commanders are responsible for DoD CBCP in their respective regions and for coordinating customs clearance procedures with the host countries in their theater. These policies and programs shall support the overarching DoD program as described in References (a) and (u).

6.4.3. Passengers, crewmembers, accompanying baggage, cargo, and equipment leaving or entering the CTUS are subject to the laws of the United States. All DoD personnel involved in these movements shall comply with these requirements.

6.4.4. DoD acquisition activities and DSCA (for security assistance) shall ensure that all contracts (including those that require direct vendor delivery or distribution processes under an original equipment manufacturer (OEM) such as performance-based logistics or routine security assistance deliveries) include provisions for complying with U.S. and foreign import and/or export requirements and DoD customs and border clearance policy and procedures (References (k) and (l)), as applicable through coordination with the Joint Staff.

6.5. Transportation of Remains of Members of the Armed Forces, Escorts, and Honor Guards. DoD Components shall ensure that the transportation arrangements of remains of members of the Armed Services who die on active duty are processed in an expeditious manner and are handled with honor, care, and dignity throughout the transportation process. Procedures for the transportation of remains of such members of the Armed Services, escorts, and honor guards are contained in Reference (u). Specific procedures and requirements for the transportation of remains of members of the Armed Services who die in a combat theater of operations are contained in the National Defense Authorization Act for FY 2007 (Reference (aa)) and DoD Directive 1300.22 (Reference (ab)).

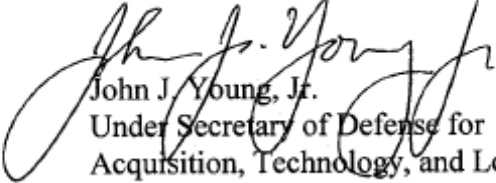
#### 7. RELEASABILITY

UNLIMITED. This Instruction is approved for public release. Copies may be obtained through the Internet from the DoD Issuances Web Site at <http://www.dtic.mil/whs/directives>.



8. EFFECTIVE DATE

This Instruction is effective immediately.



John J. Young, Jr.  
Under Secretary of Defense for  
Acquisition, Technology, and Logistics

Enclosures – 7

- E1. References, continued
- E2. Definitions
- E3. Air Transportation
- E4. Surface Transportation
- E5. Sea Transportation
- E6. Personal Property and POV Shipment and Storage Programs
- E7. Force Protection Measures

E1. ENCLOSURE 1

REFERENCES, continued

- (e) DoD Instruction 5160.67, "Defense Freight Railway Interchange Fleet (DFRIF)," July 6, 1979 (hereby canceled)
- (f) DoD Instruction 4140.50, "Management of DoD Locomotives," December 9, 1982 (hereby canceled)
- (g) Deputy Secretary of Defense Memorandum, "Policy Memorandum on Transportation and Traffic Management," June 16, 1994 (hereby canceled)
- (h) Under Secretary of Defense for Acquisition and Technology Memorandum, "Transportation Acquisition Policy," January 1998, (hereby canceled)
- (i) DoD Directive 5158.04, "United States Transportation Command (USTRANSCOM)," July 27, 2007
- (j) Joint Publication 1-02, "Department of Defense Dictionary of Military and Associated Terms," as amended
- (k) Federal Acquisition Regulation, Part 12, "Acquisition of Commercial Items," and Part 47 "Transportation," current editions<sup>1</sup>
- (l) DoD Federal Acquisition Regulation Supplement, Part 212, "Acquisition of Commercial Items," and Part 247, "Transportation," current editions<sup>2</sup>
- (m) National Security Decision Directive 280, "National Airlift Policy," June 24, 1987
- (n) National Security Directive 28, "National Security Directive on Sealift," October 5, 1989
- (o) Sections 40118, 41106, and 41113 of title 49, United States Code (U.S.C.)
- (p) DoD Directive 4500.53, "Department of Defense (DoD) Commercial Air Transportation Quality and Safety Review Program," December 12, 2000
- (q) Merchant Marine Act of 1920
- (r) Merchant Marine Act of 1936
- (s) Sections 2222, 2350c, and 2631 of title 10, U.S.C.
- (t) DoD 4515.13-R, "Air Transportation Eligibility," November 1994
- (u) Defense Transportation Regulation (DTR), all parts, current editions<sup>3</sup>
- (v) DoD Instruction 5158.06, "Distribution Process Owner (DPO)," July 30, 2007
- (w) DoD 4000.25-M, "Defense Logistics Management System (DLMS)," Volume 1, "Concepts and Policies," March 2003
- (x) DoD 5200.1-R, "Information Security Program," January 14, 1997
- (y) DoD 5220.22-M, "National Industrial Security Program Operating Manual (NISPOM)," February 1, 2006
- (z) DoD 5100.76-M, "Physical Security of Sensitive Conventional Arms, Ammunition, and Explosives," August 12, 2000
- (aa) Public Law 109-364, Section 562, "Transportation of Remains of Casualties Dying in a Theater of Combat Operations," National Defense Authorization Act for FY 2007
- (ab) DoD Directive 1300.22, "Mortuary Affairs Policy," February 3, 2000
- (ac) Joint Federal Travel Regulations, Volume 1, "Uniformed Service Members," current edition

- (ad) Joint Travel Regulations, Volume 2, "Department of Defense Civilian Personnel," current edition
- (ae) DoD 4140.1-R, "DoD Supply Chain Materiel Management Regulation," May 23, 2003
- (af) Section 1701 of title 46, United States Code
- (ag) Comptroller General of the United States, B-148942, "Guidelines for Implementation of Section 5 of the International Air Transportation Fair Competition Practices Act of 1974," March 12, 1976<sup>4</sup>
- (ah) Comptroller General of the United States, B-240956, "Matter of: Fly America Act – Code Sharing – Transportation by U.S. Carrier," September 25, 1995<sup>5</sup>
- (ai) Part 243 of title 14, Code of Federal Regulations
- (aj) DoD Directive 4500.56, "DoD Policy on the Use of Government Aircraft and Air Travel," March 2, 1997
- (ak) DoD Directive 4500.43, "Operational Support Airlift (OSA)," October 28, 1996
- (al) DoD Directive 3025.1, "Military Support to Civil Authorities (MSCA)," January 15, 1993
- (am) DoD Directive 3025.12, "Military Assistance for Civil Disturbances (MACDIS)," February 4, 1994
- (an) National Defense Authorization Act for Fiscal Year 1991, Public Law 101-510, Section 1004, as amended
- (ao) Section 1535 of title 31, U.S.C.
- (ap) DoD Directive 2010.9, "Acquisition and Cross-Servicing Agreements," April 28, 2003
- (aq) DoD 5105.38-M, "Security Assistance Management Manual (SAMM)," October 3, 2003
- (ar) USD(AT&L) Memorandum, "Joint Standardization Board for Intermodal Equipment," June 8, 2006<sup>6</sup>
- (as) DoD Directive 4100.15, "Commercial Activities Program," March 10, 1989
- (at) DoD Instruction 4100.33, "Commercial Activities Program Procedures," September 9, 1985
- (au) DoD Directive 4510.11, "DoD Transportation Engineering," April 12, 2004
- (av) Management Initiative Decision (MID) 921, "Commercial Travel Management," October 18, 2004<sup>7</sup>
- (aw) Memorandum of Agreement Between the Department of Defense and the Department of Transportation on the Administration of the Ready Reserve Force, August 26, 1997, P.L. 81-891, "Act of December 27, 1950" (Title 64 Statute 1120)<sup>8</sup>
- (ax) DoD Instruction 3020.41, "Contractor Personnel Authorized to Accompany the U.S. Armed Forces," October 3, 2005
- (ay) DoD Instruction 2000.16, "DoD Antiterrorism (AT) Standards," October 2, 2006
- (az) DoD Directive 3020.40, "Defense Critical Infrastructure Program (DCIP)," August 19, 2005

---

<sup>1</sup> Available at: [www.arnet.gov/far/](http://www.arnet.gov/far/)

<sup>2</sup> Available at: [www.acq.osd.mil/dpap/dars/dfars/index.htm](http://www.acq.osd.mil/dpap/dars/dfars/index.htm)

<sup>3</sup> Available at: [www.transcom.mil/j5/pt/dtr.cfm](http://www.transcom.mil/j5/pt/dtr.cfm)

<sup>4</sup> Available at: <http://www.gao.gov/decisions/decision.htm>

<sup>5</sup> Available at: <http://www.gao.gov/decisions/decision.htm>

<sup>6</sup> Available at: [http://www.acq.osd.mil/log/tp/tp\\_library.htm](http://www.acq.osd.mil/log/tp/tp_library.htm)

<sup>7</sup> Available at: [http://www.acq.osd.mil/log/tp/tp\\_library.htm](http://www.acq.osd.mil/log/tp/tp_library.htm)

<sup>8</sup> Available at: <http://www.marad.dot.gov/>

## E2. ENCLOSURE 2

### DEFINITIONS

For the purpose of this Instruction, the following definitions apply:

E2.1. Container/Material Handling Equipment. Fixed and deployable assets required to assist intermodal operations throughout the Defense Transportation System. Included are straddle cranes, chassis, rough terrain container handlers, toploaders, container cranes, spreader bars, forklifts, aircraft cargo transporters and loaders, rollerized and flat-bed trailers and prime movers, and wide-body (aircraft) elevator loaders.

E2.2. Defense Freight Railway Interchange Fleet (DFRIF). A fleet comprised of specialized freight cars built and maintained to the standards established by the Association of American Railroads (AAR) and the Department of Transportation (DOT) and intended for shipping DoD cargo over the commercial railroad system throughout North America, including Alaska, Canada, and Mexico. The DFRIF consists of DoD-owned or -leased railway rolling stock that is suitable for assignment on a common-user basis within the Department of Defense. It is equipment that can be used or is used to support the movement requirements of two or more DoD Components without design modification.

E2.3. Defense Transportation System (DTS). That portion of the worldwide transportation infrastructure that supports DoD transportation needs in peace and war. The DTS consists of two major elements: military (organic) and commercial resources. These resources include aircraft, assets, services, and systems organic to, contracted for, or controlled by the Department of Defense. The DTS infrastructure, including ports, airlift, sealift, railway, highway, intransit visibility, information management systems, customs, and traffic management that the Department of Defense maintains and exercises in peacetime, is a vital element of the DoD capability to project power worldwide. It provides for responsive force projection and a seamless transition between peacetime and wartime operations.

E2.4. Federal Inspection Services. The U.S. Department of Homeland Security; the U.S. Department of Agriculture; and any other Federal agency having responsibility for enforcement of U.S. laws and regulations concerning customs and border clearance requirements.

E2.5. Intermodal Equipment. Material assets that permit the transshipping of cargo among sea, highway, rail, and air modes of transportation. These include, but are not limited to: all DoD-owned, leased, or controlled International Organization for Standardization (ISO)-configured containers and non-ISO and system 463L equipment, container/material handling equipment, and other equipment and enablers that support DoD transportation and logistics operations.

E2.6. ISO Containers. Equipment that meets American National Standards Institute/ISO standards and are designed to facilitate and optimize the carriage of goods by one or more modes

of transportation without intermediate handling of the contents and equipped with the features permitting ready handling and transfer from one mode to another. Containers may be fully enclosed with one or more doors, end or side opening, open top, refrigerated, tank, open rack, gondola, flatrack, or other designs.

E2.7. Personal Property. See Joint Federal Travel Regulations (JFTR), Volume 1, and the Joint Travel Regulations (JTR), Volume 2 (References (ac) and (ad)).

E2.8. Security Assistance Cargo. Shipments moved under the Foreign Military Sales (FMS) or Direct Commercial Sales (DCS) programs. FMS and DCS shipments must comply with all applicable U.S. and foreign law and regulation.

E2.9. Service-Unique Container. Any intermodal container meeting ISO criteria that is either owned or leased to support a specific Military Department's requirements, excluding transportation, such as pre-positioning of supplies or equipment afloat or ashore, mortuary affairs, inland petroleum discharge systems, tactical shelters, and special ISO containers such as quadruple containers and triple containers. The Military Department's unique containers are not available for common user service.

E2.10. Space-Available Traffic. Passengers and cargo eligible for space on a transportation vehicle that is surplus after all space-required traffic has been accommodated.

E2.11. Total Asset Visibility. See DoD 4140.1-R (Reference (ae)).

E2.12. Vessel Sharing Agreement (VSA) Capacity. Space chartered to a VISA participant for the carriage of cargo, under its commercial contracts, service contracts, or in common carriage, aboard vessels shared with another carrier or carriers pursuant to a commercial VSA under which carriers may compete with each other for the carriage of cargo. In U.S.-foreign trades, the agreement is filed with MARAD in conformity with the Shipping Act of 1984 (Reference (af)) and implementing regulations.

E3. ENCLOSURE 3

AIR TRANSPORTATION

E3.1. GENERAL

This enclosure provides additional guidance on implementing the DoD policy in paragraph 4.4. of this Instruction. Pursuant to Reference (m), the U.S. national airlift capability is provided from military and U.S. commercial air carrier resources. The national defense airlift objective is to ensure military and civil air transportation resources will be able to meet defense mobilization and deployment requirements in support of U.S. defense and foreign policies. Military and commercial resources are equally important and interdependent in the fulfillment of the national objective.

E3.1.1. Military Airlift. Organic military airlift resources shall be manned, equipped, trained, and operated to ensure the capability to meet approved requirements for military airlift across a range of military operations is maintained. Minimum utilization rates shall be established within the Department of Defense that will provide for levels of operation and training sufficient to realize this goal. USTRANSCOM, in consultation with the DoD Components, shall determine which airlift requirements must move in military airlift manned and operated by military crews because of special military considerations. These considerations include but are not limited to, security, training (i.e., training specific to the requirement to be airlifted), and physical characteristics such as size, density, or hazardous properties of the material being transported.

E3.1.2. Unused Passenger Space. Unused passenger space on DoD-owned and contracted (or chartered) passenger-carrying aircraft, on all types of missions (e.g., channel, special assignment airlift mission, operational support airlift (OSA), aeromedical evacuation) shall be utilized to the maximum extent possible, to include space-available passengers, as authorized by Reference (t). Available seats will be released for space-available travel unless overriding safety (e.g., training flights) or operational concerns (including hazardous cargo, customs and border protection, agriculture, or immigration considerations) or a defined need for security prohibit space-available travelers on a specific mission.

E3.1.3. Priorities for Movement of Passenger and Cargo Airlift. Subject to operational requirements of the component command sponsoring the traffic to be moved, and unless there is a documented negative critical mission impact, these priorities (in order of precedence) will be used for passenger and cargo airlift:

E3.1.3.1. USTRANSCOM-contracted airlift and airlift provided or obtained by foreign allies.

E3.1.3.2. General Services Administration (GSA)-arranged or contracted airlift on CRAF carriers.

E3.1.3.3. Other U.S. CRAF carriers.

E3.1.3.4. DoD-approved U.S. flag carriers.

E3.1.3.5. Non-DoD-approved U.S. flag carriers (for individual travel).

E3.1.3.6. DoD-approved foreign flag carriers.

E3.1.3.7. Non-DoD-approved carriers (for individual travel).

## E3.2. USE OF CRAF CARRIERS

E3.2.1. The partnership between the Department of Defense and U.S. civil commercial air carriers is critical to mobilization, deployment, and sustainment of military forces. This alliance is embodied in the CRAF program, which provides for civil air carriers to voluntarily pledge their airlift resources to support DoD mobility requirements in times of emergency or contingency in return for a portion of DoD peacetime airlift business. The DoD Components shall, in accordance with applicable law (sections 40118 and 41106 of Reference (o)) and regulatory guidance (Reference (p)), ensure that all DoD acquisitions of commercial air transportation services require CRAF participation as a prerequisite for award to the maximum extent possible unless there is a documented negative critical mission impact. Carriers not eligible for CRAF may be used only when CRAF-participating carriers cannot meet mission requirements.

E3.2.2. To ensure air transportation service is responsive to customer needs, USTRANSCOM shall:

E3.2.2.1. In coordination with the DoD Components, perform recurring assessments of airlift policy compliance with emphasis on identifying factors that deviate from established policies.

E3.2.2.2. Compile DoD Component requirements for all passenger and cargo airlift services, so that the USTRANSCOM- and GSA-contracted airlift requirements are identified simultaneously. The simultaneous use of airlift resources achieves optimum effectiveness and efficiencies for the Department of Defense. DoD Components provided support shall be responsible for reimbursement of any unused airlift services acquired on their behalf.

## E3.3. FOREIGN AIR TRANSPORTATION

E3.3.1. In accordance with the “Fly America” and “Fly CRAF” statutes (sections 40118 and 41106 of Reference (o)), the Department of Defense must contract with U.S.-flagged air carriers that are members of the CRAF program to provide transportation of passengers or property when such carriers are available (for transportation within CONUS or between CONUS and OCONUS) or reasonably available (for transportation between two OCONUS points). In

accordance with Comptroller General Decision B-148942 (Reference (ag)), this includes situations in which service by a foreign flag carrier may be less expensive or more convenient than that provided by a U.S.-flagged CRAF carrier.

E3.3.2. The Comptroller General has determined that the provisions of the “Fly America” statute (section 40118 of Reference (o)) permit the use of foreign flag carriers for transportation financed by the U.S. Government, when such transportation is provided as part of a code-sharing arrangement with a U.S. flag carrier. To qualify, the ticket must be purchased from a U.S. flag carrier that has a code-sharing arrangement with the foreign flag carrier; if the travel is only between a U.S. and foreign gateway, the travel must be on a U.S. carrier unless no U.S. carrier serves the route. Comptroller General guidelines are provided in Decision B-240956 (Reference (ah)).

E3.3.3. Members of the Uniformed Services and DoD civilian employees are authorized to use foreign-flag airlines to avoid an unreasonable safety risk such as terrorist threats. For further information on approval procedures and conditions that warrant the use of foreign flag carriers, consult References (p), (ac), and (ad).

E3.3.4. Other authorized exceptions to the use of U.S.-Certificated Air Carriers are in References (p), (ac), and (ad). The use of foreign civil air carriers is authorized according to guidance and limitations included in Reference (p).

#### E3.4. DoD PASSENGER MANIFESTING

E3.4.1. Passenger manifesting systems and procedures shall comply with the goals of the Aviation Disaster Family Assistance Act (section 41113 of Reference (o)) and Reference (u) by requiring the collection of certain identifying information and the emergency contact information called for in part 243 of title 14, Code of Federal Regulations (Reference (ai)). Specific passenger manifesting systems information and data collection requirements are contained in the Reference (u). The requirements of this section apply to all systems and procedures used to manifest military and civilian passengers traveling:

E3.4.1.1. On all civil aircraft chartered by or on behalf of the Department of Defense to provide passenger transportation, when the Department is responsible for manifesting passengers.

E3.4.1.2. On DoD aircraft operated in a common-user airlift service. Aircraft under this definition include U.S. Air Force AMC organic aircraft, operational support aircraft, theater-assigned organic aircraft, and other Service-owned aircraft when operated under a common user role.

E3.4.1.3. On any DoD aircraft when one or more passengers are civilians (including DoD and non-DoD civilian employees, couriers, travelers on public affairs events, dependents, contractors, retirees, etc.) who are not part of the crew or on board the aircraft for operational support purposes.



E3.4.2. The requirements of paragraph E3.4.1. do not apply to flights involving DoD aircraft on training or operational missions unless covered in subparagraphs E3.4.1.1. through E3.4.1.3.

E3.5. AIRLIFT APPROVAL AND COORDINATION

The critical nature of airlift resources requires that they be used in a judicious and economical manner in accordance with DoD Directive 4500.56 (Reference (aj)). The DoD Components tasked to employ airlift shall retain visibility over those important resources. Airlift approval authority for movements that are not primarily of official interest to the DoD Component concerned is vested with the Secretary of Defense or designee. The delegations of that approval authority are reflected in Tables E3.T1., E3.T2., and E3.T3. of this Instruction.

Table E3.T1. Airlift Approval Procedures: Requests from DoD Components for Support

From/Nature of the Request	Approval <sup>1</sup>	Remarks
E3.1.1. Use of common-user airlift services	Designated DoD Component airlift validator	Industrially funded TWCF using organic contract or foreign military-provided aircraft
E3.1.2. Use of OSA	Designated DoD Component airlift validator	See DoD Directive 4500.43 (Reference (ak)) and the DoD Component implementing directives
E3.1.3. Special Air Mission (SAM)	OSD Executive Secretary for OSD and Defense Agencies; Chairman of the Joint Chiefs of Staff and Military Department Secretaries for their organizational activities	Code 3 and above only; support is based on the availability of aircraft
E3.1.4. Other Organic Airlift	Unit	Aircraft is already scheduled for an official purpose; non-interference basis not requiring a larger aircraft than for the mission; no displaced cargo or passengers; negligible additional cost to Government
E3.1.5. Presidential-directed missions; and Presidential (Phoenix Banner) or Vice Presidential (Phoenix Silver) support	Chief of Staff of the White House; and White House Military Office (WHMO) as appropriate	
E3.1.6. Defense colleges sponsored by the Chairman of the Joint Chiefs of Staff	Chairman of the Joint Chiefs of Staff	Includes the National Defense and Inter-American Defense Colleges

Table E3.T2. Airlift Approval Procedures: Requests From Non-DoD Agencies of the U.S. Government For Support

From/Nature of the Request	Approval <sup>1</sup>	Remarks
E3.2.1. Hostage repatriation	Secretary of Defense	Requested by WHMO or Department of State (DoS). Provide movement data to the ADUSD-TP
E3.2.2. Domestic civil emergencies and disaster relief	Secretary of Defense	Requested by Federal agencies according to DoD Directive 3025.1 (Reference (al)). Reimbursable by the Federal Emergency Management Agency at the DoD rate
E3.2.3. Civil disturbance	Secretary of Defense	Requested by the Department of Justice according to DoD Directive 3025.12 (Reference (am))
E3.2.4. Foreign disaster relief (humanitarian and refugee affairs)	Secretary of Defense or designee	Requested by the DoS. Provide movement data to ADUSD-TP
E3.2.5. International humanitarian assistance (McCollum Amendment)	Secretary of Defense	Mission set-up in coordination with DoS and/or Agency for International Development but funded by DoD appropriations
E3.2.6. International humanitarian assistance (Denton Amendment)	Secretary of Defense	Space-available movement of privately donated goods
E3.2.7. Drug Law Enforcement Agencies pursuant to section 1004 (b)(3), National Defense Authorization Act for FY 1991, as amended Reference (an)	Secretary of Defense, or designee	Cost of support is funded from DoD counter-drug appropriations

Table E3.T2. Airlift Approval Procedures: Requests From Non-DoD Agencies of the U.S. Government For Support, continued

From/Nature of the Request	Approval <sup>1</sup>	Remarks
E3.2.8. Government Agency pursuant to the Economy Act (Reference (ao))	OSD Executive Secretary for passengers; ADUSD-TP for cargo/cargo couriers. For requests that contain both passenger and cargo requirements, the OSD Executive Secretary is the approval authority	Fully reimbursable for all costs at the non-DoD U.S. Government tariff rate as identified in Reference (ao)
E3.2.9. Government Agency, not meeting Reference (ao) guidelines	Secretary of Defense, Deputy Secretary of Defense, or designee	Refer to Reference (t)
E3.2.10. Noncombatant evacuation operation	Secretary of Defense	Requested by DoS. Reimbursable at non-DoD U.S. Government tariff rate

Table E3.T3. Airlift Approval Procedures: Requests From Foreign Entities For Support

From/Nature of the Request	Approval <sup>1</sup>	Remarks
E3.3.1. Pursuant to an Acquisition and Cross-Servicing Agreement (ACSA) in accordance with DoD Directive 2010.9 (Reference (ap))	USTRANSCOM for common-user airlift services or the Combatant Command (COCOM) for OCONUS theater-assigned assets	Normally, reimbursable at the DoD tariff as identified in the agreement
E3.3.2. Pursuant to a Cooperative Military Airlift Agreement (CMAA)	USTRANSCOM for common-user airlift services or the COCOM for OCONUS theater-assigned assets	See section 2350c of Reference (s)
E3.3.3. Pursuant to an international agreement other than an ACSA or CMAA	USTRANSCOM for common-user airlift services or the COCOM for OCONUS theater-assigned assets	Terms of the agreement apply
E3.3.4. Airlift under an FMS case	Military Department FMS coordinator	See Reference (aq) for guidance on transportation of FMS materiel
E3.3.5. Airlift of foreign individuals and/or cargo	Secretary of Defense or designee	See Reference (t) for eligibility and approval level guidance
Footnote: <sup>1</sup> Other requests not shown in these tables require Secretary of Defense approval		

E4. ENCLOSURE 4

SURFACE TRANSPORTATION

E4.1. GENERAL

This enclosure provides additional guidance on implementing the DoD policy in paragraph 4.4. of this Instruction for surface transportation modes, including the development and management of intermodal container systems, DoD locomotives, and the DFRIF. The DoD Components shall rely on the surface transportation assets and services furnished by the commercial transportation industry unless they are not responsive or economical to DoD requirements.

E4.2. INTERMODAL CONTAINER SYSTEMS

E4.2.1. Intermodal container systems furnished by the commercial transportation industry will be used to the maximum extent practicable unless they are not responsive or economical to DoD movement requirements.

E4.2.2. The DLA is the container procurement manager for DoD common-use containers with the authority to procure commercial off-the-shelf and military-specification ISO containers for the DoD Components, including ISO containers with special features (i.e., chemical-agent-resistant coating paint, retaining rings). Director, DLA has the authority to make exceptions to this policy.

E4.2.3. The Heads of the DoD Components have responsibility and authority for the procurement of other than common-use containers to fulfill their unique requirements and in doing so shall advise Commander, USTRANSCOM of container purchases.

E4.2.4. The Secretaries of the Military Departments are responsible for funding their respective container requirements, whether procured by DLA for common-use containers or by the Military Departments for other than common-use containers.

E4.2.5. Use of Government-owned or -leased containers is the preferred method for providing intermodal equipment support during the initial support stages of an operation or contingency, subject to the availability of assets and ability to meet the Combatant Commander's concept of operations and timelines. Theater Commanders, in coordination with the Military Departments, may authorize the use of intermodal containers for non-transportation purposes, (e.g., temporary storage, force protection enhancements, offices) during contingencies, particularly in areas with no infrastructure or storage capabilities. When used for other purposes in these situations, Government-owned containers should be used first to avoid unnecessary leasing and detention charges.

E4.2.6. Commander, USTRANSCOM, in conjunction with the Joint Deployment and Distribution Enterprise Community of Interest, shall:

E4.2.6.1. Establish a container distribution system of sufficient capability to meet the Combatant Commanders' mobilization, deployment, employment, sustainment, and redeployment needs across the range of military operations.

E4.2.6.2. Ensure all DoD intermodal container systems are interoperable across the Department of Defense and with the commercial industry, including associated information systems.

E4.2.6.3. Establish procedures and systems to track containers moving in the DTS, to include containers originating at vendor locations, from origin to destination.

E4.2.6.4. Co-chair the Joint Intermodal Working Group (JIWG) with DLA and provide oversight and approval authority through JIWG for the Joint Standardization Board for Intermodal Equipment recommendations for DoD standards (Reference (ar)).

E4.2.6.5. Perform, at least once every 5 years or when tasked, appropriate analyses based on peacetime and wartime or mobility capability study requirements and estimate:

E4.2.6.5.1. Appropriate levels of DoD-owned containers.

E4.2.6.5.2. Appropriate levels of containers required from commercial sources (e.g., leasing or use of carrier-provided equipment under contracts) to augment DoD capability.

### E4.3. RAIL

E4.3.1. Railroad equipment shall not be acquired except when it is not practicable or cost effective to use commercially available equipment. Evaluation of a proposed new requirement for locomotives at a DoD activity shall be done in accordance with the procedures in DoD Directive 4100.15 and DoD Instruction 4100.33 (References (as) and (at)).

E4.3.2. When DoD ownership is necessary, equipment conforming to standard commercial design criteria and meeting all current requirements of the AAR shall be acquired. Once acquired, maximum use shall be made of DoD-owned or -leased railroad equipment consistent with the reasons it was acquired, unless the use of commercially available equipment is more cost effective.

E4.3.3. DoD railroad equipment and assets shall be maintained by trained personnel to provide support for DoD emergency and wartime logistics requirements.

E4.3.4. Captive locomotives and rail cars are under the direction of the installation manager for daily mission, emergency, and wartime requirements. Captive cars may not move in interchange service except during repositioning to another installation.

E4.3.5. DFRIF cars may not be used in intra-installation service except as permitted by the manager of the DFRIF. DFRIF revenues and operating expenses shall have a separate accounting in the TWCF.

E4.3.6. Procedures for DFRIF management, planning, and programming.

E4.3.6.1. The Secretary of the Army shall plan, program, and budget for the acquisition, modification, and overhaul of DFRIF equipment. The Secretary of the Army delegated the planning and programming responsibility to the MSDDC. Budgeting for the acquisition of locomotives and captive cars is a Department of the Army responsibility and shall be accomplished using DoD Component funds. Acquisition, modification, and overhaul of specialized equipment shall be accomplished using DoD Component funds.

E4.3.6.2. In the case of general-purpose equipment, the Secretary of the Army, or the MSDDC as designated by the Army, shall provide funded Military Interdepartmental Purchase Requests (MIPRs). In the case of special purpose DFRIF cars, the Heads of the DoD Components shall provide funding to Commander, USTRANSCOM for the procurement, lease, modification, or overhaul of DFRIF cars and for other associated costs.

E4.3.6.3. The Heads of the DoD Components shall provide MIPR or other appropriate funding instruments to the Secretary of the Army or designee for the procurement of locomotives and captive cars for their use and for other associated costs.

E4.3.6.4. Each DoD Component Head shall designate a manager to maintain current information about all Component locomotives and captive cars, to include requirements determination, replacement plans, and redistribution within the Component.

E4.3.6.5. MSDDC has been designated as the Secretary of the Army's representative to establish and chair an Interservice Locomotive and Captive Car Management Committee that shall conduct periodic reviews of management information and coordinate DoD Component equipment replacement and distribution plans. Each DoD Component Head shall designate a representative to serve on the committee.

E4.3.6.6. The Interservice Locomotive and Captive Car Management Committee shall develop standard procedures for the reporting of information on the location, age, condition, and use of locomotives and captive cars.

E4.3.6.7. The DoD Component representatives shall report to the Interservice Locomotive and Car Management Committee the location, age, condition, and the usage of the Component's locomotives and captive cars. They shall also report on the Component's future requirements and its replacement and redistribution plans. The USTRANSCOM representative shall report the same information concerning the DFRIF to the Committee.

E4.3.7. DoD interests in the use and maintenance of civilian rail lines is exercised through the Railroads for National Defense Program as provided in DoD Directive 4510.11 (Reference (au)). USTRANSCOM is responsible for assessing the impact of railroad abandonments,



bankruptcies, mergers, or similar actions that may alter the movement of DoD materiel on or off a military installation. Heads of the DoD Components shall coordinate with Commander, USTRANSCOM in the event of any change in rail operations impacting installation operations.

#### E4.4. MOTOR TRANSPORTATION

Commander, USTRANSCOM, in collaboration with the DoD Components, shall:

E4.4.1. Develop procedures, rules, and regulations for the movement of DoD shipments by motor transportation.

E4.4.2. Develop contract and transportation arrangements that maximize the use of commercial best practices such as the consolidation of shipments originating from or destined to locations in the same geographic area.

E4.4.3. Maintain carrier and service provider qualification and performance programs to ensure DoD Components receive reliable, responsive, and effective transportation services.

E4.4.4. Establish standards for the approval of motor carriers to include the screening of carriers that are debarred, proposed for debarment, or suspended. DoD Components and contracted service providers, such as third party logistics providers, will use only approved motor carriers for the movement of DoD-sponsored freight shipments, unless otherwise authorized by the contracting officer. Contracted freight transportation coordination and management services shall be acquired through performance-based contract whenever possible.

#### E4.5. BUS TRANSPORTATION

The Director, Defense Travel Management Office (DTMO), under the authority, direction, and control of the Under Secretary of Defense for Personnel and Readiness, is the DoD proponent for commercial travel policy (Reference (av)). The Director, DTMO, in coordination with DoD Components, will develop, periodically review, and evaluate the DoD charter bus program as identified in Reference (u).

#### E4.6. AA&E

DoD Components will use only USTRANSCOM-approved commercial transportation service providers for the movement of DoD-sponsored AA&E shipments. As the single manager for common-user transportation, Commander, USTRANSCOM, in collaboration with the Secretaries of the Military Departments, shall:

E4.6.1. Publish transportation regulations to ensure procedures for the safety and security of AA&E shipments from the point of origin, in transit, and to the point of delivery. These regulations and procedures shall be binding on all DoD Components and, through acquisition

instruments, upon commercial carriers, vendors, OEMs, and other private sector entities that perform transportation and related services for the Department of Defense.

E4.6.2. Develop and maintain procedures in the Reference (v) from which the DoD Components can implement curricula to train the DoD transportation workforce on AA&E transportation regulations and processes. All DoD Component Heads shall standardize their AA&E transportation training using guidance contained in the Reference (u).

E4.6.3. Develop and implement checklists and procedures in conjunction with DoD Components' Inspectors General and auditors to evaluate and report on the compliance with and adequacy of the regulations governing the transportation of AA&E.

#### E4.7. TRANSPORTATION ENGINEERING

E4.7.1. Transportation engineering needs shall be integrated into civil and DoD programs to ensure that national defense interests are protected. Safe, efficient, and effective transportability features shall be incorporated into the design of DoD transportation processes, equipment, and facilities.

E4.7.2. Specific policy, roles, and responsibilities for DoD transportation engineering programs are contained in Reference (au).

## E5. ENCLOSURE 5

### SEA TRANSPORTATION

#### E5.1. GENERAL

This enclosure provides additional guidance on implementing the DoD policy in paragraph 4.4. of this Instruction. U.S. sealift capability is essential to supporting this country's defense strategy, including ongoing combat operations, and to maintaining the domestic economy in wartime. Pursuant to Reference (n), the U.S. national sealift objective is to ensure that sufficient military and civil maritime resources will be available to meet defense deployment and essential economic requirements in support of our national security strategy and to meet sealift requirements in event of crisis or war.

#### E5.2. SIZING THE FLEET

The mix of commercial (scheduled service and charter) and organic capacity supporting DoD requirements is dynamic. Nevertheless, at least annually the Commander, USTRANSCOM, shall determine the number of organic and chartered ships (i.e., collectively, the DoD-controlled fleet) required to meet peacetime, contingency, and wartime projected requirements. DoD-controlled sealift transportation assets are those leased or chartered exclusively for DoD use for periods greater than 90 days. The guidance in subparagraph 4.4.5. of this Instruction applies to the DoD-controlled fleet except when a deviation is appropriate as specified in subparagraph 4.4.6.

#### E5.3. VISA

The Department of Defense relies on the private sector for transport of a significant portion of its wartime and peacetime cargo. The relationship between the Department and the private sector is critical to mobilization, deployment, and sustainment of military forces. The goal of VISA is to provide assured access to the U.S.-flag ocean transportation industry to support emergency deployment and sustainment of U.S. military forces through the contractual pledges by carriers of their vessels and intermodal systems capacities, in return for priority for DoD peacetime business. Accordingly, when the Department determines that commercial sealift capacity is required, the priorities listed in Section E5.4.1 through Section E5.4.7. will be applied.

#### E5.4. COMMERCIAL PRIORITIES

When a decision has been made to use commercial sealift capacity to meet a DoD peacetime and contingency ocean transportation requirement, these priorities (in order of precedence) shall be used:

E5.4.1. U.S.-flag vessel capacity operated by a VISA participant and U.S.-flag VSA capacity of a VISA participant.

E5.4.2. U.S.-flag vessel capacity operated by a VISA non-participant.

E5.4.3. Combination U.S.-flag/foreign-flag vessel capacity operated by a VISA participant and combination U.S.-flag/foreign-flag VSA capacity of a VISA participant.

E5.4.4. Combination U.S.-flag/foreign-flag vessel capacity operated by a VISA non-participant.

E5.4.5. U.S.-owned or -operated foreign-flag vessel capacity and VSA capacity of a VISA participant.

E5.4.6. U.S.-owned or -operated foreign-flag vessel capacity and VSA capacity of a VISA non-participant.

E5.4.7. Foreign-owned or -operated foreign-flag vessel capacity of a VISA non-participant.

#### E5.5. USE OF LARGE MEDIUM-SPEED ROLL-ON/ROLL-OFF SHIPS (LMSR) AND FAST SEALIFT SHIPS (FSS)

In peacetime, LMSRs (other than those assigned to the Afloat Pre-positioning Force (APF)) and FSS generally shall be maintained in reduced operating status and berthed in U.S. ports. When scheduled or chartered commercial sealift assets are not available or suitable under the provisions of paragraph 4.4 of this Instruction, the Commander, USTRANSCOM, may order these vessels to full operating status in support of approved Chairman of the Joint Chiefs of Staff and Military Department exercises, contingencies, time of war, to conduct crew training and sea trials, or for other defense purposes.

#### E5.6. USE OF READY RESERVE FORCE (RRF) SHIPS

According to the DoD/DOT RRF Memorandum of Agreement (Reference (aw)), the Commander, USTRANSCOM, on behalf of the Department of Defense, may request MARAD activations of RRF ships, which may be used for contingency operations, exercises, training and testing, and other defense purposes for which scheduled or chartered commercial sealift assets are not available or suitable. All other requests for RRF activation must be submitted by the Commander, USTRANSCOM, for approval by the Secretary of Defense through the Chairman of the Joint Chiefs of Staff.

**E5.7. USE OF APF SHIPS**

Ships of the APF, after discharge of their pre-loaded cargo and release by the supported commander, normally will be placed in reduced operating status in U.S. ports unless required for movement of common-user requirements under the provisions of paragraph 4.4.5. of this Instruction.

E6. ENCLOSURE 6

PERSONAL PROPERTY AND POV SHIPMENT AND  
STORAGE PROGRAMS

E6.1. GENERAL

The DoD Personal Property Program will use USTRANSCOM-approved service providers to the maximum extent practicable for the storage, handling, and shipment services of personal property belonging to personnel of any government agency (foreign or U.S.) when arranged on behalf of the Department of Defense. Prior approval for non-U.S. government personal property shipments is required from the ADUSD-TP or designee.

E6.2. CONSOLIDATION OF PERSONAL PROPERTY SHIPPING OFFICES

The Heads of the DoD Components shall consolidate personal property shipping offices and traffic management functions, whenever possible. Primary focus will remain on meeting customer requirements while utilizing regionalization, outsourcing, and consolidations to reduce administrative personnel and facility requirements.

E6.3. SHIPMENT AND STORAGE OF POVs

Commander, USTRANSCOM, shall contract with commercial entities that shall be responsible for accomplishing all required actions to ship POVs from origin to destination on behalf of members of the Department of Defense. These responsibilities include documentation, inspection, claims, and import and/or export clearances. Storage of POVs shall be accomplished by commercial contractors on behalf of uniformed members and civilian employees of the Department. Contingency storage of POVs is based on the policy of the Military Department concerned. Contractor responsibilities shall include, but not be limited to: inspection, inventory preparation, providing a secure storage facility and the preparation for storage, service during storage and preparation for release from storage, and claims settlement.

E7. ENCLOSURE 7

FORCE PROTECTION MEASURES

E7.1. GENERAL

Combatant Commanders with geographic responsibilities have significant responsibilities for protecting personnel and equipment within their AOR. Geographic Combatant Commanders, through their Military Department components and subordinate commands, exercise tactical control for force protection of deploying or in-transit forces DoD Instruction 3020.41 (Reference (ax)).

E7.2. DEPLOYING AND IN-TRANSIT FORCES

All commanders of deploying or in-transit forces shall coordinate with the appropriate Military Department component commander within the AOR for threat information, applicable in-place force protection measures, and any required training prior to entering the geographic Combatant Commander's AOR. Commanders of in-transit forces shall prepare force protection plans for their forces and deploying equipment and apply appropriate force protection measures based on the current theater force protection condition and threat level in accordance with DoD Instruction 2000.16 (Reference (ay)).

E7.3. TRANSPORTATION CRITICAL INFRASTRUCTURE PROTECTION

Transportation critical infrastructure protection, which includes DoD and non-DoD domestic and foreign infrastructures, is a subset of Defense Critical Infrastructure Protection (DCIP). Transportation critical infrastructure is essential to planning, mobilizing, deploying, and sustaining U.S. military and coalition operations on a global basis and must be available when required. The identification, prioritization, assessment, and assurance of transportation critical infrastructure shall be managed under the overall DCIP program, as described in DoD Directive 3020.40 (Reference (az)). Coordination on remediation and/or mitigation shall be accomplished with other Federal agencies, State and local governments, the private sector, and equivalent foreign entities, as appropriate.