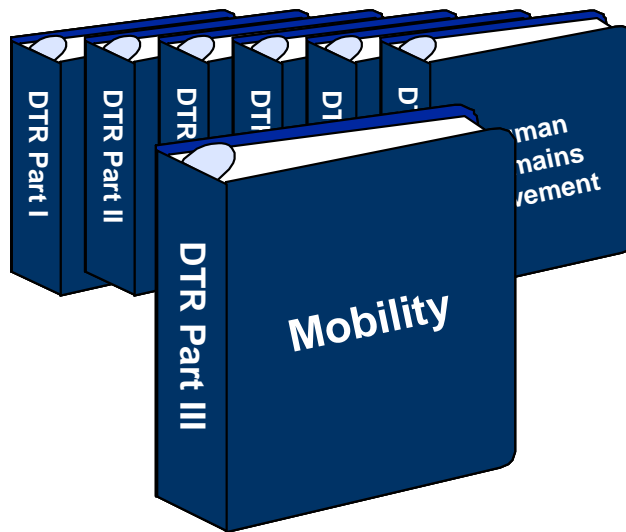




# DEFENSE TRANSPORTATION REGULATION PART III MOBILITY



**July 2011**  
(Includes changes through 15 October 2012)

## FOREWORD

This document is the revised Defense Transportation Regulation (DTR) 4500.9-R, Part III, Mobility. It is issued under the authority of Department of Defense Directive (DODD) 4500.09E, Transportation and Traffic Management. It implements Department of Defense (DOD) policies governing the use of DOD-owned and -controlled aircraft and sealift/airlift and establishes criteria for mobility movement. In accordance with DODD 5158.04, United States Transportation Command, the Commander, United States Transportation Command (USTRANSCOM) is the DOD single manager for transportation (for other than Service unique or theater-assigned transportation assets). As the DOD Distribution Process Owner, USTRANSCOM oversees the overall effectiveness, efficiency and alignment of DOD-wide distribution activities, including force projection, sustainment and redeployment/retrograde operations, establishes the concepts and operational framework relating to the planning and execution of DOD transportation operations, maintains liaison with the DOD Logistics Executive, and develops and maintains a DOD Distribution Process Instruction defining authority, accountability, resources, and responsibility for distribution process management. Strict adherence to the provisions of this regulation is essential to maintain the integrity of the DOD transportation system.

Use of the Defense Transportation System (DTS) is specified as policy in DODD 4500.09E and DOD 4515.13-R, Air Transportation Eligibility. The Under Secretary of Defense for Acquisition, Technology and Logistics has authority to grant exceptions to DODD 4500.09E. Requests for Exceptions to Policy for air eligibility will be submitted IAW DOD 4515.13-R, Chapter 10, Special Actions and Procedures.

This change is effective immediately. To ensure uniformity, there is no provision for supplemental or unilateral modifications to this regulation and all DOD Components will distribute it for use at the operating level. The DOD Components may publish more detailed guidance if needed and will provide a copy to USTRANSCOM/TCJ5/4-PT. Proposed changes to this regulation will be sent to USTRANSCOM/TCJ5/4-PT after staffing through DOD component traffic management channels. No changes to the DTR may be made without prior coordination with the Services and Defense Logistics Agency.

The DOD Components may obtain copies of this regulation through their own publication channels and it is approved for public release, distribution unlimited. It is also available on the USTRANSCOM Web at <http://www.transcom.mil/>.

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## REFERENCES

(Each applies to the current edition, unless otherwise specified. Due to numerous reorganization efforts, the guidance in some of the references may have been or will be reissued in other publications. It may be necessary to consult a functional area expert to determine the most recent guidance).

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Air Force Instruction 10-403, Deployment Planning and Execution

Air Force Instruction 11-2C-130, Volume 3, C-130 Operations Procedures

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Air Force Manual 24-204\_IP, Technical Manual 38-250, Marine Corps Order P4030.19I, Naval Supply Pub 505, Defense Logistics Agency Instruction 4145.3, and Defense Contract Management Agency Directive 1, CH 3.4 (HM24) Preparing Hazardous Materials for Military Air Shipments.

Air Mobility Command Affiliation Workbook 36-101 Volume I, Equipment Preparation Course

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Army Regulation 200-2, Environmental Effects of Army Actions

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Association of American Railroads (AAR) Open Top Loading Rules

Aviation and Transportation Security Act, Section 132, General Aviation and Air Charters

Chairman of the Joint Chiefs of Staff Instruction 2120.01, Acquisition and Cross-Servicing Agreements

Chairman of the Joint Chiefs of Staff Manual (CJCSM) 3122-01A, Joint Operation Planning and Execution System (JOPES) Volume I, Planning Policies and Procedures.

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Chairman of the Joint Chiefs of Staff Manual 3500.3B, Joint Training Manual for the Armed Forces of the United States, Annex B to Appendix C

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Code of Federal Regulations, Title 49, Transportation

Code of Federal Regulations, Title 49, Part 172, Section 172.101, Purpose and Use of Hazardous Materials Table

Code of Federal Regulations, Title 49, Part 172, Section 172.202, Description of Hazardous Material on Shipping Papers

Code of Federal Regulations, Title 49, Part 172, Section 172.203, Additional Description Requirements

Code of Federal Regulations, Title 49, Part 172, Section 172.204, Shipper's Certification

Code of Federal Regulations, Title 49, Part 172, Section 172.400, General Labeling Requirements

Code of Federal Regulations, Title 49, Part 172, Section 172.519, General Specifications for Placards

Code of Federal Regulations, Title 49, Part 172, Section 172.702, Applicability and Responsibility for Training and Testing

Code of Federal Regulations, Title 49, Part 174, Section 174.104, Division 1.1 or 1.2 (Explosive) Materials; Car Selection, Preparation, Inspection, and Certification

Code of Federal Regulations, Title 49, Part 176, Carriage by Vessel

Code of Federal Regulations, Title 49, Part 392, Section 392.22, Emergency Signals; Stopped Commercial Motor Vehicles

Code of Federal Regulations, Title 49, Part 396, Section 396.3, Inspection, Repair, and Maintenance

Code of Federal Regulations, Title 49, Part 396, Section 396.11, Driver Vehicle Inspection Report(s)

Code of Federal Regulations, Title 49, Part 571, Section 571.108, Standard No. 108, Lamps, Reflective Devices, and Associated Equipment

Code of Federal Regulations, Title 49, Part 1540, Civil Aviation Security: General Rules

Code of Federal Regulations, Title 49, Part 1544, Aircraft Operator Security: Air Carriers and Commercial Operators

Commercial Motor Vehicle Safety Act of 1986

Defense Production Act of 1950

Department of the Army Pamphlet 385-64, Ammunition And Explosives Safety Standards

Department of Defense Deployment of Hazardous Materials Field Guide

Department of Defense Directive 2010.9, Acquisition and Cross-Servicing Agreements

Department of Defense Directive 3025.12, Military Assistance for Civil Disturbances (MACDIS)

Department of Defense Directive 3025.14, Protection and Evacuation of US Citizens and Designated Aliens in Danger Areas Abroad

Department of Defense Directive 4140.1, Supply Chain Materiel Management Policy

Department of Defense Directive 4500.09E, Transportation and Traffic Management

Department of Defense Directive 4510.11, DOD Transportation Engineering

Department of Defense Directive 5158.04, United States Transportation Command

Department of Defense Instruction 2310.4, Repatriation Of Prisoners Of War (POW), Hostages, Peacetime Government Detainees And Other Missing Or Isolated Personnel

Department of Defense Instruction 4000.19, Interservice and Intragovernmental Support

Department of Defense Instruction 4500.17, Proceedings Before Transportation Regulatory Bodies

Department of Defense Instruction 4500.42, DOD Passenger Transportation Reservation and Ticketing Services

Department of Defense Instruction 4500.57, Transportation and Traffic Management

Department of Defense Instruction 4540.07, Operation of the DoD Engineering for Transportability and Deployability Program

Department of Defense Instruction 5200.33, Defense Courier Operations

Department of Defense 4500.54-G, DOD Foreign Clearance Guide

Department of Defense 5100.76-M, Physical Security of Sensitive Conventional Arms, Ammunition, and Explosives

Department of Defense 5105.38-M, Security Assistance Management Manual, Chapter 7, Table C7.T3

Defense Transportation Regulation 4500.9-R, Part I, Passenger Movement

Defense Transportation Regulation 4500.9-R, Part II, Cargo Movement

Defense Transportation Regulation 4500.9-R, Part IV, Personal Property

Defense Transportation Regulation 4500.9-R, Part V, Department of Defense Customs and Border Clearance Policies and Procedures

Defense Transportation Regulation 4500.9-R, Part VI, Management and Control of the DOD Intermodal Container System

Department of Defense 4140.1-R, DOD Supply Chain Materiel Management Regulation

Department of Defense 4515.13-R, Air Transportation Eligibility

Department of Defense 5200.1-R, Information Security Program

Department of Transportation Emergency Response Guidebook

Field Manual 3-0, Operations

Field Manual 3-07, Stability Operations

Field Manual 10-500-1 Airdrop Support Operations in a Theater of Operations

Field Manual 21-305, Manual for the Wheeled Vehicle Driver

Field Manual 55-15, Transportation Reference Data

Field Manual 55-17, Cargo Specialists Handbook

Field Manual 55-30, Army Motor Transport Units and Operations

Field Manual 55-50, Army Water Transport Operations

Field Manual 100-10, Combat Service Support

Field Manual 100-23-1, FMFRP 7-16, NDC TACNOTE 3-07.6, ACCP 50-56, USAFEP 50-56, PACAFP 50-56, Multiservice Procedures for Humanitarian Assistance Operations

Financial Management Regulation, 7000.14-R, Volume 12, Chapter 3, Paragraph 030301

Joint Publication 1, Doctrine for the Armed Forces of the United States

Joint Publication 1-02, Department of Defense Dictionary of Military and Associated Terms

Joint Publication 3-29, Foreign Humanitarian Assistance

Joint Publication 3-35, Deployment and Redeployment Operations

Joint Publication 3-68, Noncombatant Evacuation Operations

Joint Publication 4-01, Joint Doctrine for the Defense Transportation System

Joint Publication 4-01.6, Joint Logistics Over the Shore (JLOTS)

Joint Publication 4-09, Distribution Operations

Joint Service Regulation AR 55-80, OPNAVINST 11210.2, AFMAN 32-1017, MCO 11210.2D, DLAR 4500.19, DOD Transportation Engineering Program

Military Standard (MILSTD) 129 Department of Defense Standard Practice, Military Marking For Shipment and Storage

Military Surface Deployment and Distribution Command Transportation Engineering Agency Pamphlet INF 97-08, Guidance for Completing the CONUS Military Installation Material Outloading and Receiving Capability Report (DD Form 1726)

Military Surface Deployment and Distribution Command Transportation Engineering Agency Pamphlet 55-19, Tie-Down Handbook for Rail Movements

Military Surface Deployment and Distribution Command Transportation Engineering Agency Pamphlet 55-20, Tie-Down Handbook for Truck Movements

Military Surface Deployment and Distribution Command Transportation Engineering Agency Pamphlet 55-21, Lifting and Tie-Down for Helicopter Movement

Military Surface Deployment and Distribution Command Transportation Engineering Agency Pamphlet 55-22, Marine Movements

Military Surface Deployment and Distribution Command Transportation Engineering Agency Pamphlet 55-23, Tiedown Handbook for Containerized Movements

Military Surface Deployment and Distribution Command Transportation Engineering Agency Pamphlet 55-24, Vehicle and Equipment Preparation Handbook for Fixed Wing Air Movements

Military Surface Deployment and Distribution Command Transportation Engineering Agency Pamphlet 70-1, Transportability for Better Deployability

Military Surface Deployment and Distribution Command Transportation Engineering Agency Publication, Directory of Highway Permit and MOBCON Officials

Military Surface Deployment and Distribution Command Transportation Engineering Agency Reference 700-2, Logistics Handbook for Strategic Mobility Planning

Military Surface Deployment and Distribution Command Transportation Engineering Agency Reference 700-5, Deployment Planning Guide

NAVSEA SWO-20-AC-SAF-010/020/030, Transportation and Storage Data for Ammunition, Explosives, and Related Hazardous Materials

Office of the Chief of Naval Instructions 5726.3D, PROJECT HANDCLASP

Secretary of the Navy Instruction 4001.2J, Acceptance of Gifts

Technical Bulletin 9-2300-415-40, Front Bumper Mounted Towing Hitch

Technical Order 35-1-3, Corrosion Prevention, Painting and Marking of USAF Support Equipment

United States Army Forces Command/Army National Guard Regulation 55-1, Unit Movement Planning

United States Code, 10 § 162, Combatant Commands: Assigned Forces; Chain of Command

United States Code, 10 § 402, Transportation of Humanitarian Relief Supplies to Foreign Countries

United States Code, 10 § 2561, Humanitarian Assistance

United States Code, 2350c § Cooperative Military Airlift Agreements: Allied Countries

United States Code, 18 § 1385, Use of Army and Air Force as Posse Comitatus

United States Code, 31 § 1535, Agency Agreements

United States Code, 46 § 1242, Requisition or Purchase of Vessels in Time of Emergency

United States Code, 46 § 1242, Merchant Marine Act of 1936

United States Code, 46 § 1285, Insurance of Property of Government Departments and Agencies

United States Code, 49 Chapter 443, Insurance

United States Code, 49 Chapter 449, Security

United States Code, 49 § 41113, Plans to Address Needs of Families of Passengers Involved in Aircraft Accidents

United States Code 49 § 44903, Air Transportation Security

United States Code, 50 § 196, Emergency Foreign Vessel Acquisition; Purchase or Requisition of Vessels Lying Idle in United States Waters

United States Transportation Command Instruction 20-5, Logistic Support Using Acquisition and Cross-Servicing Agreements (ACSA)



## WEBSITES

(These web site Uniform Resource Locators are current as of this publication and are subject to change.)

345th Training Squadron, Transportation Training Flight: <https://www.my.af.mil/gcss-af/USAF/ep/globalTab.do?channelPageId=s6925EC134B660FB5E044080020E329A9&command=org>

Air Force Manual 24-204\_IP (Interservice), Technical Manual 38-250, Marine Corps Order P4030.19I, Naval Supply Pub 505, Defense Logistics Agency Instruction 4145.3, and Defense Contract Management Agency Directive 1, CH 3.4 (HM24) Preparing Hazardous Materials for Military Air Shipments (<http://www.e-publishing.af.mil>, then select Departmental, 24-Transportation, and AFMAN 24-204\_IP

Air Mobility Command (AMC) Channel Sequence Listing:  
<https://tacc.scott.af.mil/?action=xog&XOGpage=xogd>

Air Transportability Test Loading Agency:  
<http://www.wpafb.af.mil/library/factsheets/factsheet.asp?id=16730>

Armed Forces Pest Management Board Technical Guide No. 31, Retrograde Washdowns: Cleaning and Inspection Procedures:  
<http://www.afpmb.org/content/technical-guides> (\*) **Non-DOD Website**

Army Regulation 700-143, Air Force Joint Instruction 24-210, DLAD 4145.41, Naval Supply Instruction 4030.55B, MCO 4030.40B Packaging of Hazardous Material:  
[http://www.dscc.dla.mil/downloads/packaging/dlad4145\\_41.pdf](http://www.dscc.dla.mil/downloads/packaging/dlad4145_41.pdf)

Code of Federal Regulations (CFR) Title access:  
<http://www.access.gpo.gov/nara/cfr/cfr-table-search.html> (\*)

Defense Transportation Regulation (DTR):  
<http://www.transcom.mil/>

Defense Finance and Accounting Service (DFAS):  
[www.dfas.mil](http://www.dfas.mil)

DOD Activity Address Directory/Code (DODAAD/DODAAC):  
<https://www.transactionservices.dla.mil/DAASINQ/>

DODAAC Search:  
<https://www.transactionservices.dla.mil/DAASINQ/>

DOD Hazardous Materials Information System:  
<http://www.dlis.dla.mil/hmirs>

DOD Publications:  
<http://www.dtic.mil/whs/directives/>

Army Publications:  
<http://www.apd.army.mil/>

Air Force Publications:  
<http://www.e-publishing.af.mil/>

Navy Publications:  
<http://doni.daps.dla.mil/default.aspx>

Marine Corps Publications:  
<http://www.marines.mil/news/publications/Pages/default.aspx>

Air Mobility Command Publications:  
<https://private.amc.af.mil/pubs/pubhome2.htm>

Military Surface Deployment and Distribution Command Transportation Engineering Agency (TEA)

Publications:

<http://www.tea.army.mil>

Exemptions-HAZMAT:

<http://phmsa.dot.gov/hazmat> (\*)

Foreign Clearance Guide (FCG):

<https://www.fcg.pentagon.mil/>

Hazardous Materials Field Guide:

<https://eta.sddc.army.mil/content/4196/hazmatfieldguide.pdf>

International Air Transportation Association (IATA):

<http://www.iata.org> (\*)

International Civil Aviation Organization (ICAO):

<http://www.icao.int> (\*)

Integrated Data Environment (IDE)/Global Transportation Network (GTN) Convergence (IGC)

<https://www.igc.ustranscom.mil/igc/>

International Maritime Dangerous Goods Code (IMDG Code):

[http://www5.imo.org/SharePoint/mainframe.asp?topic\\_id=158](http://www5.imo.org/SharePoint/mainframe.asp?topic_id=158) (\*)

Joint Electronic Library: <https://jdeis.js.mil/jdeis/index.jsp>

Joint Staff: <http://www.dtic.mil/jcs>

Maritime Administration: <http://www.marad.dot.gov> (\*)

Military Assistance Program Address Directory/Code (MAPAD/MAPAC):

<https://www.daas.dla.mil/daasing>

Military Sealift Command (MSC):

<http://www.msc.navy.mil>

Military Standard (MIL-STD) 129:

[https://assist.daps.dla.mil/quicksearch/basic\\_profile.cfm?ident\\_number=35520](https://assist.daps.dla.mil/quicksearch/basic_profile.cfm?ident_number=35520)

Military Surface Deployment and Distribution Command:

<http://www.sddc.army.mil>

For:

Military Bus Agreement (MBA)

Military Rail Agreement (MRA)

US Government Car/Truck Rental Agreement

Go to SDDC Web site: then select Passenger, Carriers & Programs, then Bus Carriers, Car Rental Carriers, Rail Carriers, or Truck Rentals.

Military Surface Deployment and Distribution Command Transportation Engineering Agency (TEA):

<http://www.tea.army.mil>

Navy Supply Corps School: <https://www.netc.navy.mil/centers/css/nscs/>

North Atlantic Treaty Organization Standardization Agreements <http://www.nato.int/docu/standard.htm> (\*)

RFID Policy: [http://www.acq.osd.mil/log/rfid/rfid\\_policy.htm](http://www.acq.osd.mil/log/rfid/rfid_policy.htm)

SAAM Request System: <http://www.sddc.army.mil/who/default.aspx>

Shipment Tracking and Management System: <http://www.shipmentvision.com> (\*)

Transportation Account Codes: <https://www.my.af.mil/gcss-af/USAF/ep/globalTab.do?channelPageId=s6925EC13407A0FB5E044080020E329A9>

Transportation Security Administration: <http://www.tsa.gov/public/> (\*)

## DEFINITIONS

The following word/phrase definitions are provided for use in conjunction with this Regulation, Part III.

1. **Active Duty**. Full-time duty in the active military service of the United States. This includes members of the Reserve Components serving on active duty or full-time training duty, but does not include full-time National Guard duty.
2. **Aerial Port**. An airfield that has been designated for the sustained air movement of personnel and materiel as well as an authorized port of entrance into or departure from the country where located.
3. **Aerial Port of Debarcation**. A station that serves as an authorized port to process and clear aircraft and traffic for entrance to the country where located.
4. **Aerial Port of Embarkation**. A station that serves as an authorized port to process and clear aircraft and traffic for departure from the country where located.
5. **Affiliation Training Team**. Air Mobility Squadrons, Air Mobility Control Flights, Airlift Control Squadrons, and Airlift Control Flights are responsible for conducting the Air Mobility Command Affiliation Program. An Affiliation Training Team consists of two qualified affiliation instructors responsible for conducting the equipment preparation course and airlift planners course.
6. **Airborne Operations**. An operation involving the air movement into an objective area of combat forces and their logistic support for execution of a tactical or strategic mission.
7. **Air Cargo**. Stores, equipment or vehicles, which do not form part of the aircraft, and are either part or all of its payload. Also referred to as Air Freight.
8. **Airdrop**. The unloading of personnel or materiel from aircraft in flight.
9. **Airlanded Operations**. An operation involving movement by air with a designated destination for further ground deployment of units and personnel and/or further ground distribution of supplies.
10. **Airlift Clearance Authority**. A Service activity that controls the movement of cargo (including personal property) into the airlift system under provisions of this Regulation, Part II, **Cargo Movement**.
11. **Airlift Operations**. Airlift operations involves the air transport and delivery of personnel, equipment, and supplies into an objective area. Airdrop or aircraft landing(s) may accomplish the delivery.
12. **Air Mobility Command**. The Air Force component command of the United States Transportation Command.
13. **Air Mobility Control Unit**. The terms Air Mobility Squadron, Air Mobility Control Flight, Airlift Control Squadron, Airlift Control Flight, United States Air Force Europe Contingency Response Flight and Pacific Air Forces Tanker Airlift Control Element are interchangeable with and will be described using the term “Air Mobility Control Unit”.
14. **Air Mobility Squadron**. Provides a cadre of personnel to deploy worldwide and establish command and control capabilities at locations where insufficient or no operational support exists for air mobility assets. Air Mobility Squadrons operate Tanker Airlift Control Elements, deploy mission support teams, conduct airfield surveys, and conduct Air Mobility Command affiliation training.
15. **Airport**. An area prepared for the accommodation (including any buildings, installations, and equipment), landing, and takeoff of aircraft.

16. **Air Terminal**. A facility on an airfield that functions as an air transportation hub and accommodates the loading and unloading of airlift aircraft and the in transit processing of traffic. The airfield may or may not be designated an aerial port.
17. **Air Terminal Operations Center**. The command and control element of an aerial port that performs aircraft load planning and airlift capability forecasting. Provides air terminal information control. Performs lost and damaged cargo investigations. Performs ramp coordination duties, computer operations, and system administration. Maintains station files and prepares reports.
18. **Ammunition/Explosives**. A complete device charged with explosives, propellants, pyrotechnics, initiating composition, or nuclear, biological, or chemical material for use in military operations including demolition. Certain suitably modified munitions can be used for training, ceremonial, or nonoperational purposes.
19. **Area of Operation**. A specifically defined geographic area established by a transportation office within an area of responsibility for traffic distribution purposes. Areas of operation are established in response to the specific economic and transportation sectors existing in an area of responsibility to facilitate an efficient working relationship with Department of Defense-approved carriers.
20. **Area of Responsibility**. The geographical area associated with a combatant command within which a combatant commander has authority to plan and conduct operations.
21. **Armed Forces**. The military forces of a nation or a group of nations.
22. **Armed Forces of the United States**. A term used to denote collectively all components of the Army, Navy, Air Force, Marine Corps, and Coast Guard.
23. **Arrival/Departure Airfield Control Group**. A provisional organization designed to assist the Air Mobility Command and the deploying unit in receiving, processing, and loading or unloading personnel and equipment.
24. **Baggage**. Includes, but is not limited to, personal clothing; professional equipment; essential dishes, pots, pans, linens, and other light housekeeping items; and other items necessary for the health, welfare, and morale of the member/employee.
  - a. **Accompanied Baggage**. Baggage that accompanies the member/employee while traveling.
  - b. **Unaccompanied Baggage**. That portion of the member's/employee's authorized weight allowance of personal property that does not accompany the member/employee and is normally shipped separately from the bulk of his/her personal property by expedited transportation. Also, hold baggage.
25. **Barge**. A flat-bed, shallow-draft vessel with no superstructure that is used for the transport of cargo and ships' stores or for general utility purposes.
26. **Best Value**. Selection of contractors/carriers to support Defense Transportation System requirements will utilize a best value approach, based on determining factors such as quality of service, past performance, cost/price, claims experience, ability to perform service within stated requirements, and carrier commitment of transportation assets to readiness support. Under the best value approach, cost is not the only factor in carrier selection. Past performance factors include but are not limited to; on-time pickup and delivery percentage, lost or damaged cargo percentage, number of claims, and provider availability. Service factors include, but are not limited to; carrier ability to provide responsible and reliable service, routing, and ability to provide in-transit visibility and commitment of transportation assets to readiness support.
27. **Bill of Lading**. The Bill of Lading is the primary document used to procure freight and express transportation and related services from commercial carriers, including freight forwarders.

28. **Breakbulk Cargo**. Any commodity that, because of its weight, dimensions, or incompatibility with other cargo, must be shipped by mode other than military van or SEAVAN.
29. **Breakbulk Ship**. A ship with conventional holds for stowage of breakbulk cargo, below or above deck, and equipped with cargo-handling gear. Ships also may be capable of carrying a limited number of containers, above or below deck.
30. **Cargo**. Supplies, materials, stores, baggage, or equipment transported by land, water, or air.
  - a. **Bulk (Freight)**. That which is generally shipped in volume where the transportation conveyance is the only external container; such as liquids, ore, or grain.
  - b. **Containerizeable Cargo**. Items that can be stowed or stuffed into a container.
  - c. **Non-Containerizeable Cargo**. Items that cannot be stowed or stuffed into a container, i.e., over-dimensional or overweight cargo.
  - d. **Source Stuffed Cargo**. Cargo that economically fills a container from a single origin point.
31. **Carrier**. An individual, company, or corporation commercially engaged in transporting cargo or passengers between two points.
32. **Certification of Highway Movement Essential to National Defense**. Certification by a military authority that the oversize or overweight vehicle and/or cargo is essential, cannot be reduced in size or weight, and cannot be moved by another mode of transportation to meet the required delivery date. This certification is a means to inform regulatory authorities of the importance of the movement and allow maximum flexibility in approving a permit.
33. **Channel Airlift**. Provides regularly scheduled airlift for movement of sustainment cargo, depending on volume of workload, between designated Aerial Port of Embarkation and Aerial Port of Debarkation over validated contingency or distribution channel routes.
34. **Channel Sequence Listing**. A listing of approved active Air Mobility Command channels prepared annually by Headquarters Air Mobility Command and distributed to all users of Air Mobility Command airlift.
35. **Channel Traffic**. Passengers and cargo moving over established worldwide routes served by either scheduled Department of Defense aircraft under the control of Air Mobility Command or commercial aircraft under contract to and scheduled by Air Mobility Command.
36. **Civil Agencies**. All agencies in the federal government other than Department of Defense installations and activities (e.g., General Services Administration).
37. **Civil Reserve Air Fleet**. A program in which the Department of Defense contracts for the services of specific aircraft, owned by a United States entity or citizen, during national emergencies and defense-oriented situations when expanded civil augmentation of military airlift activity is required. These aircraft are allocated, in accordance with Department of Defense requirements, to segments, according to their capabilities, such as international long-range and short-range cargo and passenger sections, national (domestic and Alaskan sections) and aeromedical evacuation and other segments as may be mutually agreed upon by the Department of Defense and the Department of Transportation.
38. **Classified Material/Matter**. Official information or matter, in any form or of any nature, which requires protection in the interest of national security.
39. **Clearance Authority**. The activity that controls and monitors the flow of cargo into the airlift or water transportation system. See Airlift Clearance Authority, Ocean Cargo Clearance Authority, and Water Clearance Authority.

40. **Closed Vehicle or Equipment.** A conveyance that is fully enclosed with permanent sides and top, and with doors that can be locked and sealed.
41. **Common-User Air Terminal.** A facility that regularly provides (for two or more Services) the terminal functions of receipt, transit storage or staging, processing, and loading or unloading of cargo or passengers on aircraft. It may be a military installation, part of a military installation, or a commercial facility operated under contract or arrangement by a Department of Defense Component.
42. **Common-User Land Transportation.** A program managed by a designated single manager for all Department of Defense motor carrier cargo movements in a theater, specific country, or geographic region. The Theater Commander usually designates the predominate Department of Defense Component as the Common-User Land Transportation manager.
43. **Common-User Lift.** United States Transportation Command-controlled lift. The pool of strategic transportation assets either government-owned or chartered that are under the operational control of Air Mobility Command, Military Sealift Command, or Military Surface Deployment and Distribution Command for the purpose of providing common-user transportation to the Department of Defense across the range of military operations. These assets range from common-user unique or chartered pool of common-user assets available day-to-day to a larger pool of common-user assets phased in from other sources.
44. **Common-User Ocean Terminal.** A military installation, part of a military installation, or a commercial facility operated under contract or arrangement by the Military Surface Deployment and Distribution Command that regularly provides, for two or more Services, terminal functions of receipt, transient storage or staging, processing, and loading and unloading of passengers or cargo aboard ships.
45. **Common-User Transportation.** Transportation and transportation services provided on a common basis for two or more Department of Defense agencies and, as authorized, non-Department of Defense agencies. Common-user assets are under the combatant command (command authority) of the Commander, United States Transportation Command, excluding Service-unique or theater-assigned transportation assets.
46. **Consignee.** The recipient (unit, depot, or person) to whom cargo is addressed or consigned for final delivery. Activity that is receiving the product.
47. **Consignor.** The person or activity that is the supplier or shipper of a product.
48. **Consolidation.** The combining or merging of elements to perform a common or related function or the combining of separate shipments into a single shipment.
49. **Constrained Requirement.** A requirement for common-user transportation that is directed/identified to the Deployment Distribution Operations Center for analysis and subsequent tasking to the components. A requirement may become constrained in one of the following ways:
  - a. **Constrained by the Nature of the Requirement:**
    - Requirement is outside the capability or authority of the transportation agency (type of cargo, cost, mode).
    - Nature of the requirement (contingency, crisis, special mission).
    - Identity/level of requester (White House, Drug Enforcement Administration, Joint Staff).

- b. Becomes Constrained During Movement (Execution):  
Situational developments (weather, threat, port/throughput capability, model/ simulation results, readiness, political environment).  
Change of mission.  
Commander's intent (Commander's specific request or requirement).
50. Container. An article of transport equipment that meets American National Standards Institute/International Organization for Standardization standards that is designed to be transported by various modes of transportation. These containers are also 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 features permitting ready handling and transfer from one mode to another. Containers may be fully enclosed with one or more doors, open top, refrigerated, tank, open rack, gondola, flatrack, and other designs.
- a. Cargo Container. A standardized, demountable, reusable conveyance for transporting cargo on a chassis, rail car, or vessel.
- b. Dromedary. A container that can be mounted behind the power unit of a truck or carried on a flatbed trailer or in a van and which can be used to transport less-than-truckload shipments of Arms, Ammunition and Explosives, SECRET, CONFIDENTIAL, and Controlled Cryptographic Items, or sensitive material.
- c. Flat Rack. Portable, open-topped, open-sided units that fit into existing below-deck container cell guides and provide a capability for container ships to carry oversized cargo and wheeled and tracked vehicles.
- d. Half-Height. A container with sides that are approximately 4 foot high and that has no permanent metal top. If the cargo needs to be covered, then a tarpaulin is provided.
- e. International Organization for Standardization Container. A standardized, demountable container for transporting cargo on a chassis, rail car, or vessel. International Organization for Standardization containers may be 20', 40', or 45' long by 8' wide and 8' 6" high.
- f. Open Top Container. A container without a permanent metal top. The top is a removable tarpaulin supported by roof bows to protect cargo from the elements.
- g. Quadruple Container. The Quadruple Container measures 57(l) x 96(w) x 96(h) inches. It is a lockable, weatherproof, reusable, prefabricated container with a cargo capacity of 8,000 pounds. It has International Organization for Standardization corner fittings for lifting and restraint and for coupling up to four Quadruple Containers together to have the same dimensions as a standard 20-foot International Organization for Standardization container.
- h. Refrigerated (Reefer) Container. A weatherproof container for the movement of temperature controlled cargo insulated against external temperatures and equipped with mechanical refrigeration.
- i. SEAVAN. Commercial or Government-owned (or leased) shipping containers that are moved via ocean transportation without bogie wheels attached (i.e., lifted on and off the ship).
- j. Tank Container. Specialized container that meets International Organization for Standardization and International Maritime Organization requirements for transportation of hazardous and non-hazardous bulk liquids.
51. Container-Handling Equipment. Items of materials-handling equipment required to specifically receive, maneuver, and dispatch International Organization for Standardization containers.



52. **Containerization**. The use of containers to unitize cargo for transportation, supply, and storage. Containerization incorporates supply, transportation, packaging, storage, and security together with visibility of a container and its contents into a distribution system from source to user.
53. **Containership**. A ship specifically constructed and equipped to carry only containers without associated equipment, in all available cargo spaces, either below or above deck. Containerships are usually non-self-sustaining, do not have built-in capability to load or offload containers, and require port crane service or auxiliary crane ship. A containership with shipboard-installed cranes capable of loading and off-loading containers without assistance of port crane service is considered self-sustaining.
54. **Content Level Detail**. Content level detail comprises two components: Asset Level Detail - data elements that describe the asset and Content Level Detail - data elements that minimally identify each level of a complete shipment entity (a single shipment unit or a consolidated shipment).
55. **Continental United States**. The 48 contiguous United States and the District of Columbia (Continental United States may be defined differently in specific transportation contracts such as the General Services Administration Small Package Express contract and Worldwide Express contract).
56. **Contingency Channel**. Supports sustainment operations of a Joint Chiefs of Staff-designated contingency. Combatant Commanders or Service Headquarters validates contingency airlift channels (Joint Chiefs of Staff Priority 1B1). A contingency channel Aerial Port of Debarkation must be within the contingency Area of Responsibility. Once the contingency is scaled back or peacekeeping operations begin, the channel will be canceled or re-validated as a Frequency or Requirements channel.
57. **Contingency Response Element Cadre**. All personnel permanently assigned to an Air Mobility Squadron/Air Mobility Control Flight/Airlift Control Squadron or Airlift Control Flight to support airlift operations.
58. **Contingency Support Element**. A Contingency Support Element is an individual unit that performs specific functions required to support airlift operations. Examples of Contingency Support Elements are maintenance, aerial port, weather, intelligence, and flying safety. Contingency Support Elements may be deployed to support Contingency Response Elements or existing operations throughout the world. When deployed with a Contingency Response Element, the Contingency Support Element is under the direct command of the Contingency Response Element commander. When deployed to augment an existing operation, a Contingency Support Element's operational chain of command is as directed by Headquarters Air Mobility Command Tanker Airlift Control Center (TACC) Global Readiness Division (XOP).
59. **Contingency Support Team**. A Contingency Support Team performs the same functions as a Contingency Response Element but on a smaller scale. The Contingency Support Team chief is an enlisted supervisor (7-level or above) trained with the Air Mobility Control Unit and certified by an Air Mobility Control Unit commander/flight chief. The Contingency Support Team chief is normally a loadmaster or boom operator as prescribed by the Unit Type Code Mission Capability Statement.
60. **Contract Administration Office**. The activity responsible for administering the contract against which the shipment was made.
61. **Controlled Cargo**. Items that require additional control and security as prescribed in various regulations and statutes.
62. **Convoy Commander**. The officer or noncommissioned officer in charge of vehicles and operating personnel of a convoy. The convoy commander is designated by the person authorizing movement.

63. **Convoy Movement Order**. A computer-generated movement directive issued to a moving unit to establish convoy route, movement schedule, reporting requirements, and special instructions. This document is generated by the Army National Guard State Movement Control Center in the state where a convoy originates. During a time of emergency, the State Movement Control Center is authorized to assign convoy movement order numbers to installations. These orders will be based on the DD Form 1265 Request for Convoy Clearance, submitted by the requesting unit and prior emergency procedures established by the State Movement Control Center.
64. **Country Code**. For purposes of this regulation, a two-position code indicating the country, international organization, or account that is the recipient of materiel or services under the Security Assistance Program.
65. **Courier Transfer Station**. A collection and control point for carrying on the mission of the Defense Courier Service.
66. **Cubic Foot**. One cubic foot is a volume one foot high, one foot wide, and one foot deep; one cubic foot (cu ft) = 1/27 cubic yard = 1,728 cubic inches
67. **Customer**. Any authorized user of the Defense Transportation System.
68. **Deck Cargo**. Cargo stowed on open spaces on the vessel deck.
69. **Defense Freight Railway Interchange Fleet**. A fleet of rail freight cars built and maintained to the standards established by the Association of American Railroads and the Department of Transportation. These cars are suitable for shipping Department of Defense cargo over the commercial railroad system throughout North America, including Alaska, Canada, and Mexico.
70. **Defense Transportation System**. The Defense Transportation System is that portion of the worldwide transportation infrastructure that supports Department of Defense transportation needs in peace and war. The Defense Transportation System consists of two major elements: military (unique) and commercial resources. These resources include aircraft, assets, services, and systems unique to, contracted for, or controlled by the Department of Defense. The Defense Transportation System infrastructure, including ports, airlift, sealift, railway, highway, in-transit visibility, information management systems, customs, and traffic management that the Department of Defense maintains and exercises in peacetime, is a vital element of the Department of Defense capability to project power worldwide. It provides for responsive force projection and a seamless transition between peacetime and wartime operations.
71. **Defense Transportation Tracking Service**. A joint service in transit safety and security system hosted by the Naval Operational Logistics Support Center. The Defense Transportation Tracking System provides 24-hour continuous oversight of the Department of Defense arms, ammunition and explosive shipments moving in the public domain. The primary mission of the Defense Transportation Tracking System is emergency response.
72. **Density**. The weight of freight per cubic foot or other unit.
73. **Department of Defense Activity Address Code**. A distinct six-position alphanumeric code assigned to identify specific units, activities, or organizations as found in the Department of Defense Activity Address Directory. These activities are authorized to ship or receive material and to prepare documentation or billings.
74. **Department of Defense Activity Address Directory**. Publication that lists all Department of Defense activities and their six-position alphanumeric codes called Department of Defense Activity Address Codes.

75. **Department of Defense Aircraft**. An aircraft owned or controlled by any Department of Defense activity or component.
76. **Department of Defense Components**. The Office of the Secretary of Defense and activities administratively supported by the Office of the Secretary of Defense; the Military Departments; the Chairman, Joint Chiefs of Staff; the Unified Commands; and the Defense Agencies.
77. **Department of Defense Foreign Clearance Guide**. A publication containing information pertaining to travel security, country clearances, identification credentials, and other entry requirements for travel into foreign countries.
78. **Destination**. The place to which a shipment is consigned or where the carrier delivers cargo to the consignee or agent.
79. **Dromedary**. See Container.
80. **Drop Zone**. A specific area upon which airborne troops, equipment, or supplies are airdropped.
81. **Dunnage**. Lumber or other material used to brace and secure cargo to prevent damage.
82. **Electronic Data Interchange**. Computer to computer exchange of business data using standards jointly developed by standard groups such as American National Standards Institute or Electronic Data Interchange Agency. The automated transaction environment for select systems interfaces to and from Third Party Payment System. Electronic Data Interchange transactions are based upon Department of Defense standard Interchange Conventions and approved by the Joint Electronic Commerce Program Office.
83. **Equipment**. In logistics, all nonexpendable items needed to outfit or equip an individual or organization.
84. **Escort(s) or Courier(s), Transportation**. United States Government military members or civilian employees, or Department of Defense contractor employees responsible for continuous surveillance and control of classified material during movements. Individuals designated as escorts or couriers must possess a Department of Defense -issued security clearance at least equal to the level of classification of the material being transported.
85. **Essential Cargo**. Cargo that is essential to a military mission and is prescribed in Department of Defense Directive 4140.1 Materiel Management Policy.
86. **Expedited Handling Shipments**. Items and/or shipment units with an entry of N \_\_, E \_\_, 999, or 777 in the Required Delivery Date field of Military Standard Requisitioning and Issue Procedures requisition and/or the Defense Transportation Regulation Transportation Control and Movement Document normally require expedited transportation. Items and/or shipment units with 555 or 444 in the Required Delivery Date field may also require expedited transportation.
87. **Explosives**. Explosives are any chemical compound, mixture, or device, the primary purpose of which is to function by explosion. This term includes, but is not limited to, individual land mines, demolition charges, blocks of explosives and other explosives consisting of 10 pounds or more. Additionally specific description of explosives is detailed in 49 Code of Federal Regulations, Part 173.59, Description of Terms for Explosives.
88. **Export Traffic Release**. Shipping instructions, issued by the Military Surface Deployment and Distribution Command Operations Center or Theater Commander in response to an offering, that specify the mode of transportation, carrier(s) to move the shipment, rate, minimum shipment weight, cost favorable terminal, shipment terminal arrival date, and any Routing Instruction Notes.
89. **Flat Rack Container**. See Container.

90. **Fleet Post Office**. A Navy activity established within the Continental United States collocated with the postal concentration center for the purposes of providing a standard mail address for forces afloat, mobile shore-based units and activities overseas, directory assistance for Navy mail, and maintaining liaison with and furnishing mail routing and dispatching instructions to civil and Military postal authorities.
91. **Force Activity Designator**. Numbers used in conjunction with urgency of need designators to establish a matrix of priorities used for supply requisitions. Defines the relative importance of the unit to accomplish the objectives of the Department of Defense.
92. **Frequency Channels**. An Air Mobility Command frequency channel may be set up when traffic requirements do not support the desired frequency of service. Frequency channels may be requested on the basis of operational necessity for support of a mission sensitive area or for quality of life purposes to remote areas.
93. **Fuse, Fuze, Fusee**. In this regulation, the term Fuse includes Fuze and Fusee. For transportation handling, loading, and movement, the definitions of fuse, fuze and fusee are applied as specified in 49 Code of Federal Regulations, International Civil Aviation Organization regulations, and related publications. Fuse/Fuze are two words that have a common origin (French fusee, fusil) and are sometimes considered to be different spellings. It is useful to maintain the convention that fuse refers to a cord-like igniting device, whereas fuze refers to a device used in ammunition and incorporates mechanical, electrical, chemical, or hydrostatic components to initiate a chain of events by deflagration or detonation (49 CFR Part 173.59, Description of Terms for Explosives).
94. **General Cargo**. Cargo that is susceptible for loading in general, nonspecialized stowage areas or standard shipping containers (e.g., boxes, barrels, bales, crates, packages, bundles, and pallets).
95. **Global Air Transportation Execution System**. The Global Air Transportation Execution System automates support for receipt, movement and billing of cargo and passengers. The Global Air Transportation Execution System provides the Air Mobility Command, the Department of Defense, and commercial partners with an automated management system to process and track cargo and passenger information, support management of resources, provide logistical support information, generate standard and ad hoc reports, and provide message routing and delivery service for virtually all aircraft movement data. In the force projection scenario, the Global Air Transportation Execution System is the Automated Information System that sends aircraft arrival and departure In-transit Visibility data to the Integrated Data Environment (IDE)/Global Transportation Network (GTN) Convergence.
96. **Green Sheet**. Green sheet is a procedure whereby specifically identified cargo in the Air Mobility Command system may gain movement precedence over other expedited cargo, including 999 shipments, of the sponsoring Service. Green sheet is not a priority, but it is designed to override priorities when expedited movement of specific shipments is required in the national or defense interest and is certified as an operational necessity by the sponsoring Service. It only overrides priorities for the requesting Service's shipments. The requester submits requests for green sheet action to the sponsoring Service Airlift Clearance Authority or to the overseas Airlift Clearance Authority that has geographic responsibility over the aerial port where the on-hand cargo is located. The Airlift Clearance Authority originating the green sheet action will assure coordination is accomplished with intermediate Airlift Clearance Authorities prior to departure of the cargo from origin station. The originating Airlift Clearance Authority must document in writing (via electronic mail or facsimile) requests to down-line Airlift Clearance Authorities to assure identified cargo is green sheeted after each terminating channel and on any subsequent flight to the final destination. All down-line stations are required to honor original green sheet action.

97. **Global Transportation Network**. The automated support necessary to enable the United States Transportation Command and its components to provide global transportation management. The Global Transportation Network is an automated command and control information system that provides transportation users and providers with an integrated view of transportation information. It gives the United States Transportation Command the ability to perform command and control operations, planning and analysis, and business operations, to meet customer requirements. The Global Transportation Network provides in-transit visibility for the Defense Transportation System. The Global Transportation Network collects and integrates transportation information from selected Department of Defense systems for use by transportation data customers, the Joint Staff, Combatant Commanders, and the Services. The system provides these users the ability to monitor movement of forces, cargo, passengers, and patients and the movement of military and commercial airlift, sealift and surface assets. The Global Transportation Network is accessible on the World Wide Web.
98. **Gross Weight**. The combined weight of a container and its contents including packing material.
99. **Half-Height Container**. See Container.
100. **Hatch**. An opening in a ship's deck giving access to cargo holds.
101. **Hatch List**. A list showing, for each hold section of a cargo ship, a description of the items stowed, their volume and weight, the consignee of each, and the total volume and weight of material in the hold.
102. **Hazardous Material or Substance**. A substance or material which has been determined by the Secretary of Transportation to be capable of posing an unreasonable risk to health, safety, and property when transported in commerce, and which has been so designated. The term includes hazardous substances, hazardous wastes, marine pollutants, and elevated temperature materials as defined in this section, materials designated as hazardous under the provisions of 49 Code of Federal Regulations, Parts 172.101 and 172.102 and materials that meet the defining criteria for hazard class and divisions in 49 Code of Federal Regulations Part 173.
103. **Heavy Lift Cargo**. Any single cargo lift, weighing over five short tons, and to be handled aboard ship. In Marine Corps usage, individual units of cargo that exceed 800 pounds in weight or 100 cubic feet in volume.
104. **Hold**. A cargo stowage compartment aboard ship.
105. **Installation Transportation Officer**. See Transportation Officer.
106. **Integrated Booking System**. A single, worldwide, automated booking system supporting direct booking by shippers of ocean movement cargo and ocean containers.
107. **Integrated Data Environment (IDE)/Global Transportation Network (GTN) Convergence (IGC)**. An automated program providing supply chain, distribution, and logistics information fusion through common integrated data application services enabling development of cohesive business solutions both by and for the supported Combatant Commands, Components, Services, Joint Staff, Agencies, and other Federal organizations. The Integrated Data Environment/Global Transportation Network Convergence creates an environment where logistics and distribution data and information from both the United States Transportation Command and the Defense Logistics Agency are accessible from a single place, leveraging work already being done by the Defense Logistics Agency Integrated Data Environment and the United States Transportation Command's Global Transportation Network programs. The Integrated Data Environment/Global Transportation Network Convergence enhances capability to interoperate, unifies information technology development across the Domain, and eliminates legacy/redundant data stores and interfaces. The

United States Transportation Command J3 declared the Integrated Data Environment/Global Transportation Network Convergence the in-transit visibility system of record.

108. **Intermediate Staging Base**. A temporary location used to stage forces prior to inserting the forces into the host nation.
109. **Intermodal**. Type of international freight system that permits transshipping among sea, highway, rail, and air modes of transportation through use of American National Standards Institute and International Organization for Standardization containers, line-haul assets, and handling equipment.
110. **Intermodal Container or Trailer**. Containers or trailers designed to transport cargo from origin to destination by more than one mode of transportation.
111. **International Air Transport Association**. Association of member airlines and developer of the International Air Transport Association Dangerous Goods Code which is used as a reference and unofficial guidance for air shipment of hazardous material. The International Air Transport Association Dangerous Goods Code includes special restrictions imposed by its member airlines.
112. **International Civil Aviation Organization**. Official ruling body for commercial air shipment of hazardous material and publisher of the official International Civil Aviation Organization Dangerous Goods Code.
113. **International Maritime Organization**. Official ruling body for commercial maritime shipment of hazardous material and publisher of the International Maritime Dangerous Goods Code.
114. **International Organization for Standardization**. A worldwide federation of national standards bodies from some 100 countries, one from each country. The International Organization for Standardization is a non-governmental organization, established to promote the development of standardization and related activities in the world with a view to facilitating the international exchange of goods and services, and to developing cooperation in the spheres of intellectual, scientific, technological, and economic activity. International Organization for Standardization's work results in international agreements that are published as international standards.
115. **Inter-Service Support**. Action by one Military Service or element to provide logistics and/or administrative support to another Military Service or element thereof. Such action can be recurring or non-recurring in character, on an installation, in an area, or on a worldwide basis.
116. **In-Transit Visibility**. The ability to track the identity, status, and location of Department of Defense unit and non-unit cargo (excluding bulk petroleum, oils, and lubricants) passengers, medical patients, and personal property from origin to consignee or destination across the range of military logistics operations.
117. **Joint Inspection**. Joint Inspection is the inspection of aircraft loads by qualified representatives from the moving unit and a supporting airlift representative,
118. **Joint Logistics Over-the-Shore**. Operations in which Navy and Army Logistics Over-The-Shore forces conduct Logistics Over-The-Shore operations together under a joint force commander.
119. **Joint Operation Planning and Execution System**. A system that provides the foundation for conventional command and control by national- and combatant command-level commanders and their staffs. It is designed to satisfy their information needs in the conduct of joint planning and operations. The Joint Operation Planning and Execution System includes joint operation planning policies, procedures, and reporting structures supported by communications and automated data processing systems. The Joint Operation Planning and Execution System is used to monitor, plan, and execute mobilization, deployment, employment, sustainment, and redeployment activities associated with joint operations.

120. **Joint Transportation Board**. Responsible to the Chairman of the Joint Chiefs of Staff, the Joint Transportation Board assures that common-user transportation resources assigned or available to the Department of Defense are allocated to achieve maximum benefit in meeting Department of Defense objectives.
121. **Julian Date**. This date chain, composed of a four-digit numeric figure, indicates the year and day of the year. This four-digit number is composed of the last number of the year and day of the year, in that sequence. Example: 30 December 2007 = 7364.
122. **Landing Zone**. Any specified zone used for the landing of aircraft.
123. **Lashing**. Ropes, wires, chains, steel straps, or other special devices used to secure cargo.
124. **Less Than Truckload**. A quantity of cargo less than that required for the application of a truckload rate.
125. **Load Planning Team**. A load planning team provides on site load planning/cargo preparation assistance to major users of airlift. The Load Planning Team consists of a maximum of three qualified affiliation instructors; one individual must be Mission Support Team qualified.
126. **Loaded to Capacity**. A conveyance loaded to its cube or weight-carrying capacity. Also, a conveyance loaded with that quantity of material that is so filled that no more like material, in the shipping form tendered, can be loaded in or on the conveyance.
127. **Logistics Over-the-Shore**. The loading and unloading of ships without the benefit of deep draft-capable, fixed port facilities, in friendly or nondefended territory, and in time of war, during phases of theater deployment in which there is no opposition by the enemy; or as a means of moving forces closer to tactical assembly areas dependent on threat force capabilities.
128. **Long Ton**. A long ton equals 2,240 pounds. See Ton.
129. **Manifest**. A document specifying, in detail, the passengers or items carried for a specific destination.
130. **Marking**. Numbers, nomenclature, or symbols imprinted on items or containers for identification during handling, shipment, and storage.
131. **Marshalling Area**. A location in the vicinity of a reception terminal or pre-positioned equipment storage site where arriving unit personnel, equipment, materiel, and accompanying supplies are reassembled, returned to the control of the unit commander, and prepared for onward movement. The joint complex commander designating the location will coordinate the use of the facilities with other allied commands and the host nation, and will provide life support to the units while in the marshalling area.
132. **Materials Handling Equipment**. Mechanical devices for handling of supplies with greater ease and economy.
133. **Measurement Ton**. The unit of volumetric measurement of equipment associated with surface-delivered cargo. A Measurement Ton equals total cubic feet divided by 40 (1 Measurement Ton = 40 cubic feet). See Ton.
134. **Metric Ton**. 1,000 kg. (2,204.6 pounds.). See Ton.
135. **Military-Owned Vehicles**. Unique, tactical, or theater-owned vehicles, may include aircraft, and sea vessels.
136. **Military Sealift Command**. A major command of the United States Navy, and the United States Transportation Command's component command responsible for designated common-user sealift

transportation services to deploy, employ, sustain and redeploy United States forces on a global basis.

137. **Military Service**. A branch of the Armed Forces of the United States, established by act of Congress, in which persons are appointed, enlisted, or inducted for military service, and which operates and is administered within a military or executive department. The Military Services are: the United States Army, the United States Navy, the United States Air Force, the United States Marine Corps, and the United States Coast Guard.
138. **Military Surface Deployment and Distribution Command**. A major subordinate command of the United States Army Materiel Command and Army Service Component Command of the United States Transportation Command responsible for common-user land transportation, Continental United States , global cargo distribution via surface, common-user water terminal management, Department of Defense container management, and acquiring ocean liner intermodal service for the Defense Transportation System to deploy, employ, sustain, and redeploy United States forces on a global basis. The Military Surface Deployment and Distribution Command is co-located with United States Transportation Command at Scott Air Force Base, Illinois.
139. **Military Traffic Expediting Service**. An expediting service provided by the Association of American Railroads for military rail carload or specialized shipments.
140. **Military Van**. See Container.
141. **Mobility**. A quality or capability of military forces that permits them to move from place to place while retaining the ability to fulfill their primary mission.
142. **Mobility Forces**. A term used extensively in the Department of Defense airlift community referring to those forces that provide airlift support to deploying forces. They are normally provided by the Air Mobility Command, but may be provided by non- Air Mobility Command host or support installations. Examples of Air Mobility Command mobility forces are Contingency Response Elements, Contingency Response Teams, aerial ports, and air terminals. Non- Air Mobility Command mobility forces include Arrival/Departure Airfield Control Groups, installation deployment forces.
143. **Mobility Officer**. Mobility Officer is the person(s) designated or appointed for planning, coordinating, and/or executing mobility operations for assigned or supported units. This designation also includes: Division Transportation Officer, Unit Movement Coordinator, Unit Movement Officer, Strategic Mobility Officer, Defense Movement Coordinator, Installation Deployment Officer, Embarkation Officer, and Installation Mobility Officer.
144. **Mode of Transport**. The various modes used for a movement. For each mode, there are several means of transport. They are
  - a. Inland surface transportation (rail, highway and inland waterway).
  - b. Sea transportation (coastal and ocean).
  - c. Air transportation.
  - d. Pipeline.
145. **Munition(s)**. A complete device charged with explosives, propellants, pyrotechnics, initiating composition, or nuclear, biological, chemical material, and all similar or related items or components, explosive in nature, for use in military operations, including demolitions. Certain suitably modified munitions can be used for training, ceremonial, or non-operational purposes. Also called ammunition. **NOTE:** In common usage, “munitions” (plural) can be military weapons, ammunition, and equipment.



146. **National/North Atlantic Treaty Organization Stock Number**. The 13-digit stock number replacing the 11-digit Federal Stock Number. It consists of the 4-digit Federal Supply Classification code and the 9-digit National Item Identification Number. The National Item Identification Number consists of a 2-digit National Codification Bureau number designating the central cataloging office (whether North Atlantic Treaty Organization or other friendly country) that assigned the number and a 7-digit (xxx-xxxx) nonsignificant number. The number will be arranged as follows: 9999-00-999-9999.
147. **Naval Operational Logistics Support Center**. Provides worldwide transportation/physical distribution services for United States Navy afloat and ashore activities plus payment and accounting services for Navy transportation.
148. **Nested Cargo**. Unit equipment that arrives at the Port of Embarkation as separate items and are consolidated by the port operator to maximize loading. Examples: Trailers nested in truck cargo beds or “piggy-backed” trailers. Describes shipments loaded in or on another shipment by the port operator at the Port of Embarkation for efficiency of loading the ship. This action by the port operator at the Port of Embarkation places a burden on the port operator at the port of debarkation to return the nested shipments to their original configuration as received at the Port of Embarkation. Documentation for this configuration is for two shipments, that is modified at the Port of Embarkation to identify the nesting action, and alert the Port of Debarkation operator of their required actions. Upon arrival at the Port of Debarkation, nested cargo is returned to its separate item configuration for onward movement.
149. **Net Explosive Weight**. The actual weight in pounds of explosive mixtures or compounds, including the trinitrotoluene equivalent of energetic material, that is used in determination of explosive limits and explosive quantity data arcs.
150. **Net Weight**. The weight of an item being shipped excluding the weight of packaging material or container (does not apply to household goods) or weight of a ground vehicle without fuel, engine oil, coolant, on-vehicle materiel, cargo, or operating personnel.
151. **Ocean Cargo Clearance Authority**. The Military Surface Deployment and Distribution Command activity that books Department of Defense sponsored cargo and passengers for surface movement, performs related contract administration, and accomplishes export and import surface traffic management functions for Department of Defense cargo moving within the Defense Transportation System. See Water Clearance Authority.
152. **Operating Authority**. An authorization issued by the regulatory body for a commercial carrier to perform transportation service, sometimes within specific limitations.
153. **Opportune Airlift**. Any aircraft not on a scheduled channel mission which offers space for passengers, cargo, and/or mail. It is the use of unique aircraft in a secondary role to the primary mission, and the portion of airlift capability available for use after planned mission requirements have been met.
154. **Opportune Sealift**. This is cargo that is either moved or available to move on a space available basis. It is the use of sealift in a secondary role to the primary mission, and the portion of sealift capability available for use after planned mission requirements have been met.
155. **Unique Airlift**. Airlift provided by aircraft owned/operated by each Service.
156. **Outsize Cargo (Air)**. Cargo that exceeds the dimensions of oversized cargo and requires the use of a C-5 or C-17 aircraft or surface transportation. A single item that exceeds 1,000 inches long by 117 inches wide by 105 inches high in any one dimension. See also oversized cargo.

157. **Outsize (d) Dimensions**. Any dimension of a shipment greater than six feet; a shipment with such a dimension.
158. **Oversize Breakbulk or Roll On/Roll Off Ocean Cargo**. Cargo with any dimension over 45 feet long, more than eight feet wide or over nine feet six inches high. Does not apply to wheeled or tracked vehicles.
159. **Oversize Cargo**.
- a. Large items of specific equipment such as a barge, side loadable warping tug, causeway section, powered, or causeway section, nonpowered. Requires transport by sea.
  - b. Air cargo exceeding the usable dimension of a 463L pallet loaded to the design height of 96 inches, but equal to or less than 1,000 inches in length, 117 inches in width, and 105 inches in height. This cargo is air transportable on the C-5, C-17, C-130, KC-10 and most civilian contract cargo carriers. See also outsized cargo.
160. **Overseas**. All locations, including Alaska and Hawaii, outside the continental United States.
161. **Packaging**. The processes and procedures used to protect materiel from deterioration, damage, or both. It includes cleaning, drying, preserving, packing, marking, and unitization.
162. **Pallet**. A flat base for combining stores or carrying a single item to form a unit load for handling, transportation, and storage by materials handling equipment.
- a. **463L Pallet**. An 88" x 108" aluminum flat base used to facilitate the upload and download of aircraft.
  - b. **463L System**. Aircraft pallets, nets, tie down and coupling devices, facilities, handling equipment, procedures, and other components designed to interface with military and civilian aircraft cargo restraint systems which accepts pallets 88" x 108".
  - c. **Warehouse**. A two-deck platform, usually wooden, used for handling several packages as a unit. Also referred to as a "skid".
163. **Palletized**. A quantity of items, packed or unpacked, which is arranged on a pallet in a specific manner and is secured, strapped, or fastened on the pallet so that the whole palletized load may be handled as a single unit.
164. **Palletized Load System**. A truck with hydraulic load handling mechanism, trailer and flatrack system capable of self-loading and -unloading. Truck and companion trailer each have a 16.5 ton payload capacity.
165. **Palletized Load System Flatrack**. Topless, sideless container component of palletized load system, some of which conform to International Organization Standards specifications.
166. **Pilferable Cargo**. Items that are vulnerable to theft because of their ready resale potential (i.e., cigarettes, alcoholic beverages, cameras, electronic equipment, computer software). See Protected Cargo.
167. **Pilferage**. The act of stealing in small quantities. Used in reference to missing cargo that is easily converted to money, has intrinsic value, or a commercial use.
168. **Port of Debarkation**. The geographic point at which cargo or personnel are discharged. This may be a sea port or aerial port of debarkation; for unit requirements; it may or may not coincide with the destination.

169. **Port of Embarkation**. The geographic point in a routing scheme from which cargo or personnel depart. This may be a sea port or aerial port from which personnel and equipment flow to a port of debarkation; for unit and non-unit requirements, it may or may not coincide with the origin.
170. **Priority**. Precedence for movement of traffic.
171. **Priority Designator**. A two-digit issue and priority codes (01 through 15) placed in military standard requisitioning and issue procedure requisitions. It is based upon a combination of factors which relate the mission of the requisitioner and the urgency of need or the end use and is used to provide a means of assigning relative rankings to competing demands placed on the Department of Defense supply system.
172. **Proper Shipping Name**. The name of a hazardous material as shown in 49 Code of Federal Regulations and related or similar publications.
173. **Protected Cargo**. Items designated as having characteristics requiring them to be identified, accounted for, secured, segregated, or handled in a special manner to ensure their safety or integrity. It is divided into sensitive, pilferable, and controlled cargo. See Controlled Cargo, Pilferable Cargo, and Sensitive Cargo.
174. **Public Highway**. Any public street, road, or highway used by the general public for vehicular traffic or other than Department of Defense controlled. A road is considered Department of Defense controlled, and not a public highway, if the road is restricted at all times through the use of gates and guards. Uncontrolled roads, even on government property, are considered public highways.
175. **Quadruple Container**. See Container.
176. **Radio Frequency Identification Layer 4**. Items/cargo/carriers marked with radio frequency identification tags are identified as layers of logistic units in order to identify the type of radio frequency identification tag format and data specification that may be required. RFID Layer 4 is the freight container which is an article of transport equipment (e.g., a SEAVAN, a 463L System pallet, or a reusable large container):
- a. Of a permanent character and accordingly strong enough to be suitable for repeated use.
  - b. Specially designed to facilitate the carriage of goods by one or more modes of transport, without intermediate reloading.
  - c. Fitted with devices permitting its ready handling, particularly its transfer from one mode of transport to another.
  - d. Designed for easy fill and empty.
  - e. Having an internal volume/capacity of one cubic meter or more.
177. **Rail Inspection Service**. Rail Inspection Service is a Greater Security Transportation Protective Services performed by rail carriers for in transit inspection of sensitive and pilferable items in a shipment. Rail Inspection Service includes Military Traffic Expediting Service. Rail Inspection Service replaces two rail security services, Rail Surveillance Service and Tank Surveillance Service.
178. **Required Delivery Date**. The calendar date when the requisitioner requires material. Required Delivery Date field may contain 999, E--, N--, 444, 555, or 777 to indicate expedited handling required.
179. **Requirement Channel**. Air Mobility Command channel that services two points on a recurring basis, with actual movements dependent on volume of traffic.
180. **Retrograde Cargo**. Cargo evacuated from a Theater.

181. **Roll On/Roll Off**. Loaded on or discharged from a vessel by rolling or driving instead of lifting. Can be either cargo on trucks or trailers, or the vehicles themselves.
182. **Routing Instruction Note(s)**. Codes used on Route Orders to identify conditions and stipulations required.
183. **Sealift Enhancement Program**. Special equipment and modifications that adapt merchant-type dry cargo ships and tankers to specific military missions. They are typically installed on Ready Reserve Force ships or ships under Military Sealift Command control. Sealift enhancements fall into three categories: productivity, survivability, and operational enhancements.
184. **Seaport of Embarkation/Seaport of Debarkation**. A land facility designated for reception of personnel or materiel moved by sea, and that serves as an authorized port of entrance into or departure from the country in which located.
185. **SEAVAN**. See Container.
186. **Secondary Loads**. Unit equipment, supplies and major end items that are loaded by the unit and transported in the bed of unique vehicles. Describes a shipment (unit equipment) that has been loaded in or on another shipment by the Shipper (unit) at origin. Documentation for this configuration is for a single shipment with dimensions and weight adjusted as required for the up loaded item.
187. **Secure Holding Area**. Assistance provided by an installation to a carrier's vehicle transporting sensitive or classified cargo that arrives after hours or at the discretion of an installation commander, to a vehicle in transit when no emergency exists.
188. **Security Classification**. A category to which national security information and material is assigned to denote the degree of damage that unauthorized disclosure could cause to national defense or foreign relations of the United States and to denote the degree of protection required. There are three such categories:
  - a. **TOP SECRET**. National security information or material that requires the highest degree of protection and the unauthorized disclosure of which could reasonably be expected to cause exceptionally grave damage to the national security. Examples of "exceptionally grave damage" include armed hostilities against the United States or its allies; disruption of foreign relations vitally affecting the national security; the compromise of vital national defense plans or complex cryptologic and communications intelligence systems; the revelation of sensitive intelligence operations; and the disclosure of scientific or technological developments vital to national security.
  - b. **SECRET**. National security information or material that requires a substantial degree of protection and the unauthorized disclosure of which could reasonably be expected to cause serious damage to the national security. Examples of "serious damage" include disruption of foreign relations significantly affecting the national security; significant impairment of a program or policy directly related to the national security; revelation of significant military plans or intelligence operations; and compromise of significant scientific or technological developments relating to national security.
  - c. **CONFIDENTIAL**. National security information or material that requires protection and the unauthorized disclosure could reasonably be expected to cause damage to the national security.
189. **Self Deploying Unit**: Includes any unit that has assets that can carry its own personnel and equipment to the deployment location (i.e., an air refueling tanker unit).

190. **Sensitive Arms, Ammunition and Explosives**. A term that describes conventional weapons, ammunition and explosives that need special protection and security to keep them out of the hands of criminals and terrorists. The majority of portable weapons is sensitive and will include their ammunition and parts. DOD has grouped Sensitive Arms, Ammunition, and Explosives into four Security Risk Codes or Categories. The highest is I and the lowest is IV. Category I includes man-portable rockets and missiles in a ready to fire configuration (carrier or launcher tube with the explosive rounds are jointly stored together). Category I examples include AT-4, 66MM LAW Rockets, Stingers & Javelins. Category II includes missiles and rockets that are crew-served or require platform mounted launchers or other equipment to function. Light automatic weapons, such as machineguns, WP and fragmentation grenades (high explosive or WP grenades), AT or AP mines, C-4, TNT or military dynamite, fall into Category II. Category III includes launch tubes and gripstocks for Stingers, mortar tubes up to and including 81MM, incendiary grenades, and blasting caps. The lowest Sensitivity group, Category IV, includes shoulder-fired weapons if they are not fully automatic. It also includes handguns, ammunition with non-explosive projectiles smoke, illumination or CS grenades, and smoke grenades. DOD and Federal Catalogs identify Sensitive Arms, Ammunition, and Explosives items with Controlled Inventory Item Codes. Controlled Inventory Item Codes 1 through 4 correspond to Sensitive Arms, Ammunition, and Explosives Categories I through IV.
191. **Sensitive Cargo**. Cargo whose nature and presence if viewed by personnel without proper level of clearance could impact mission accomplishment and affect national security.
192. **Sensitive Cargo/Material**. Arms, ammunition, and explosives that are a definite threat to public safety and can be used by militant, revolutionary, criminal, or other elements for civil disturbances, domestic unrest, or criminal actions. See Protected Cargo.
193. **Sensitive Material**. Sensitive, conventional Arms, Ammunition, and Explosives as defined in Department of Defense 5100.76-M, Physical Security of Sensitive Conventional Arms, Ammunition, and Explosives.
194. **Service-Unique Transportation Assets**. Transportation assets that are:
- a. Assigned to a Military Department for functions of the Secretaries of the Military Departments set forth in Sections 3013(b), 5013(b), and 8013(b) of Title 10 of the United States Code, including administrative functions (such as motor pools), intelligence functions, training functions, and maintenance functions;
  - b. Assigned to the Department of the Army for the execution of the missions of the Army Corps of Engineers;
  - c. Assigned to the Department of the Navy as the special mission support force of missile range instrumentation ships, ocean survey ships, cable ships, oceanographic research ships, acoustic research ships, and naval test support ships; the naval fleet auxiliary force of fleet ammunition ships, fleet stores ships, fleet ocean tugs, and fleet oilers; hospital ships; and Navy Unique Fleet Essential Airlift Aircraft to provide delivery of passengers and/or cargo from forward Air Mobility Command channel hubs to mobile fleet units; Marine Corps intermediate maintenance activity ships, Marine Corps helicopter support to senior Federal officials; and, prior to the complete discharge of cargo, maritime pre-positioning ships;
  - d. Assigned to the Department of the Air Force for search and rescue, weather reconnaissance, audiovisual services, and aeromedical evacuation functions, and transportation of senior Federal officials.

195. **Shipment Container--Cargo**. A receptacle of sufficient strength, by reason of material, design, and construction, to be shipped safely without further packing (e.g., wooden boxes or crates, fiber and metal drums, and corrugated and solid fiberboard boxes).
196. **Shipment Planning**. Concurrent or coordinated decisions between the warehousing, consolidating, packing, and transporting functions of shipping activities as to the composition of shipment units and their method of transportation.
197. **Shipment Unit**. One or more items of compatible commodities or items assembled into one unit, which becomes the basic entity for control throughout the transportation cycle.
198. **Shipper**. A Service or agency activity (including the contract administration or purchasing office for vendors) or vendor that originates shipments. The functions performed include planning, assembling, consolidating, documenting, and arranging material movement.
199. **Shipper Service Control Office**. The Shipper Service Control Office is the official clearance agency for shipments planned for lift to overseas points. It coordinates movement to the Port of Embarkation with both shippers and project managers. The Shipper Service Control Office is responsible to maintain visibility over cleared cargo and to provide shipment status to tracer requests. In addition, the Shipper Service Control Office will work with Ports of Embarkation and shippers to ensure advance movement data is at the ports prior to arrival of materiel.
200. **Short Ton**. 2,000 pounds. See Ton.
201. **Single Manager**. A Military Department or Agency designated by the Secretary of Defense to be responsible for management of specified commodities or common Service activities on a Department of Defense-wide basis.
202. **Space Available Traffic**. Passenger and cargo traffic eligible for space that is surplus after all space-required traffic has been accommodated.
203. **Space-Required Traffic**. Mission essential traffic as identified in Department of Defense 4515.13-R, Air Transportation Eligibility.
204. **Special Air Mission**. Presidential-directed special missions.
205. **Special Assignment Airlift Mission**. A mission performing special assignment airlift. Special assignment airlift missions are defined as airlift requirements for special pickup or delivery by Air Mobility Command at points other than established Air Mobility Command routes, and which require special consideration because of the number of passengers involved, the weight or size of the cargo, the urgency or sensitivity of movement, or other special factors.
206. **Special Assignment Airlift Requirements**. Airlift requirements, including Chairman of the Joint Chiefs of Staff-directed or-coordinated exercises, which require special consideration due to the number of passengers involved, weight or size of cargo, urgency of movement, sensitivity, or other valid factors that preclude the use of channel aircraft.
207. **Split Shipment Unit**. A whole or partial shipment unit separated at a transshipment point into two or more increments with each increment identified and documented separately.
208. **Sponsoring Service**. Department of Defense Component that validates initial requirements and is sponsoring a particular activity, movement, or operation.
209. **Staging Area**. Amphibious or airborne-A general locality between the mounting area and the objective of an amphibious or airborne expedition, through which the expedition or parts thereof pass after mounting, for refueling, regrouping of ships, and/or exercise, inspection, and redistribution

of troops. Other movements-A general locality established for the concentration of troop units and transient personnel between movements over the lines of communications...

210. **Status of Forces Agreement**. An agreement that defines the legal position of a visiting military force deployed in the territory of a friendly state. Agreements delineating the status of visiting military forces may be bilateral or multilateral. Provisions pertaining to the status of visiting forces may be set forth in a separate agreement, or they may form a part of a more comprehensive agreement. These provisions describe how the authorities of a visiting force may control members of that force and the amenability of the force or its members to the local law or to the authority of local officials. To the extent that agreements delineate matters affecting the relations between a military force and civilian authorities and population, they may be considered as civil affairs agreements.
211. **Stowage Diagram**. A scaled drawing included in the loading plan of a ship for each deck or platform showing the exact location of all cargo.
212. **Stowage Plan**. A completed stowage diagram showing what material has been loaded and its stowage location in each hold, between-deck compartment, or other space in a ship, including deck space. Each port of discharge is indicated by colors or other appropriate means. Deck and between-deck cargo normally is shown in perspective, while cargo stowed in the lower hold is shown in profile, except that vehicles usually are shown in perspective regardless of stowage.
213. **Strategic Airlift**. The common-user airlift linking theaters to the Continental United States and to other theaters as well as the airlift within the Continental United States. These airlift assets are assigned to the Commander, United States Transportation Command. Due to the intertheater ranges usually involved, strategic airlift is normally comprised of the heavy, longer range, intercontinental airlift assets, but may be augmented with shorter-range aircraft.
214. **Stuffing/Stowing**. Packing or containerizing cargo into a container.
215. **Supercargo**. Personnel that accompany cargo on board a ship for the purpose of accomplishing en route maintenance and security.
216. **Sustainment**. Sustainment is the provision of personnel, logistics, and other support required to maintain and prolong operations or combat until successful accomplishment or revision of the mission or national objective.
217. **Terminal**. A facility designed to transfer cargo from one means of conveyance to another.
  - a. **Air**. A facility for loading and unloading aircraft and the in transit handling of traffic (passengers, cargo, and mail) moved by air.
  - b. **Sea**. A facility for loading and unloading vessels and the in transit handling of traffic (passengers, cargo, and mail) moved by water.
218. **Terminal Unit – Airlift**. The organization that supports the reception, processing, and staging of passengers: the receipt, storage and marshalling of cargo; the loading and unloading of conveyances; and the manifesting and forwarding of passengers and cargo to destination.
219. **Theater**. The geographic area outside the continental United States for which a commander of a combatant command has been assigned responsibility.
220. **Theater-Assigned Transportation Assets**. Transportation assets that are assigned under the combatant command (command authority) of a geographic Combatant Commander.
221. **Theater Commander**. The commander of a unified command having responsibility and control for military operations in a designated geographical area.

222. **Time-Definite Delivery**. The concept that, within a specified degree of probability (e.g., 85 percent) the logistics system is capable of delivering required materiel to the customer within a given period of time.
223. **Ton**. A measurement of weight or volume.
- a. **Long Ton**. 2,240 pounds.
  - b. **Measurement Ton**. 40 cubic feet.
  - c. **Metric Ton**. 1,000 kilograms (2,204.6 pounds).
  - d. **Short Ton**. 2,000 pounds.
224. **Traffic**. Cargo, mail, passengers, patients, security courier material, accompanied baggage, and human remains. Outbound traffic is that which originates in the Continental United States and is destined for an area outside of the Continental United States. Inbound traffic is that which originates outside of the Continental United States and is destined to or moving in the general direction of the Continental United States.
225. **Traffic Management**. The direction, control and supervision of all functions incident to the procurement and use of freight and passenger transportation services.
226. **Trailer**. Vehicle without power drawn by a tractor
227. **Transportation Agent/Assistant**. Person(s) (military or civilian) designated or appointed by the transportation officer to perform traffic management functions.
228. **Transportation Account Code**. A four-digit alpha-numeric code by which the Service, Agency, or contractor identifies the account to be charged for transportation.
229. **Transportation Component Command**. The three component commands of United States Transportation Command: Air Force Air Mobility Command; Navy Military Sealift Command; and Army Military Surface Deployment and Distribution Command. Each transportation component command remains a major command of its parent Service and continues to organize, train, and equip its forces as specified by law. Each transportation component command also continues to perform Service-unique missions.
230. **Transportation Control and Movement Document, DD Form 1384**. A form used to control the movement of cargo while in the Defense Transportation System and performs functions similar to a bill of lading in the commercial transportation system.
231. **Transportation Control Number**. A 17-position alphanumeric character set assigned to control a shipment throughout the transportation cycle of the Defense Transportation System.
232. **Transportation Discrepancies**. Any deviations of shipment received (i.e., quantity, condition, documentation, or deficiencies).
233. **Transportation Discrepancy Report, DD 361**. A form used to report loss and damage to material.
234. **Transportation Officer**. Person(s) designated or appointed to perform traffic management functions including approving payment to carriers. The official at an activity that is appointed as Installation Transportation Officer, Traffic Manager, Traffic Management Officer, Passenger Transportation Officer, Movement Control Team, or Branch Movement Control Team.
235. **Transportation Priority**. A number assigned to a shipment that establishes its movement precedence by air, land, or sea within the Defense Transportation System.



236. **Transportation Working Capital Fund**. Transportation Working Capital Fund is the United States Transportation Command portion of the Working Capital Funds transportation business area.
237. **Truckload**. A quantity of cargo required for the application of a truckload rate. Also, a motor vehicle loaded to its carrying capacity.
238. **Unconstrained Requirement**. A request for common user transportation that can be satisfied by the transportation officer within the authority of the Defense Transportation Regulation with visibility throughout the Joint Mobility Control Group.
239. **Uniformed Services**. The Army, Navy, Air Force, Marine Corps, Coast Guard, National Oceanic and Atmospheric Administration, and Public Health Services.
240. **Unit**. Any military element whose structure is prescribed by competent authority, such as a table of organization and equipment; specifically, part of an organization.
241. **Unit Line Number**. A seven-character, alphanumeric field that uniquely describes a unique increment of a unit deployment (i.e., advance party, main body, equipment by sea and air, reception team, or trail party) in a Joint Operation Planning and Execution System time-phased force and deployment data.
242. **Unit Load**. A pallet, module, or vehicle.
243. **United States Armed Forces**. Used to denote collectively only the regular components of the Army, Navy, Air Force, Marine Corps, and Coast Guard.
244. **United States Transportation Command**. The unified command with the mission to provide sea, land, and air transportation for the Department of Defense, across the range of military operations.
245. **Unitized Load**. A single item or a number of items packaged, packed, or arranged in a specified manner and capable of being handled as a unit. Unitization may be accomplished by placing the item or items in a container or by banding them securely together.
246. **Unstuffing**. Removal of cargo from container.
247. **Urgency of Need Designator**. A term accompanied by a capital letter (A through D) that establishes the pressure of necessity for the acquisition of a resource. Urgency of need (A) represents a compelling necessity, the lack of which has caused or will cause a mission failure; urgency of need (B) denotes a need that has or will cause mission impairment; urgency of need (C) is used to represent those resource requirements needed sooner than routine handling will permit; and urgency of need (D) establishes routine time frames. Consignee must authenticate all urgency of need demands. Urgency of need designators are used in conjunction with the assigned force/activity designators to establish a positive resource demand-based mission importance and the pressure of necessity.
248. **Voluntary Intermodal Sealift Agreement**. The objective of the Voluntary Intermodal Sealift Agreement is to provide the Department of Defense with assured access to United States flag assets, both vessel capacity and intermodal systems, to meet Department of Defense contingency requirements. Voluntary Intermodal Sealift Agreement is modeled after the Department of Defense Civil Reserve Air Fleet program. Carriers contractually commit specified portions of their fleet to meet time-phased Department of Defense contingency requirements. The worldwide intermodal system provided by these carriers provides extensive and flexible capabilities to the Department of Defense.
249. **Water Clearance Authority**. An activity that controls and monitors the flow of cargo into ocean terminals. See Ocean Cargo Clearance Authority.

250. **Working Capital Fund**. A revolving industrial fund concept for a large number of defense support functions, including transportation, using business-like cost accounting to determine total cost of business activity. See Transportation Working Capital Funds.
251. **Worldwide Port System**. An automated information system designed to support the cargo documentation and tracking at common user ocean terminals.

## ABBREVIATIONS AND ACRONYMS

A/DACG	Arrival/Departure Airfield Control Group
AA&E	Arms, Ammunition, and Explosives
AALPS	Automated Air Load Planning System
AAR	Association of American Railroads
AB	Air Base
ACA	Airlift Clearance Authority
ACL	Allowable Cabin Load
ACLP	Affiliated Contingency Load Planning
ADUSD(TP)	Assistant Deputy Under Secretary of Defense for Transportation Policy
AF	Air Force
AFB	Air Force Base
AFI	Air Force Instruction
AFMAN	Air Force Manual
AFRC	Air Force Reserve Command
AGCCS	Army Global Command and Control System
AHA	Alert Holding Area
AIS	Automated Information System
AIT	Automated Identification Technology
ALCF	Airlift Control Flight
AMC	Air Mobility Command
AMCU	Air Mobility Control Unit
AMLO	Air Mobility Liaison Officer
AMOG	Air Mobility Operations Group
AMS	Automated Manifest System
AMS-TAC	Automated Manifest System-Tactical
ANG	Air National Guard
AOR	Area of Responsibility
AO	Area of Operations
APOD	Aerial Port of Debarkation
APOE	Aerial Port of Embarkation
AR	Army Regulation
ARNG	Army National Guard
AT/FP	Antiterrorism/Force Protection
ATOC	Air Terminal Operations Center
ATT	Affiliation Training Team
ATTLA	Air Transportability Test Loading Agency
AUEL	Automated Unit Equipment List
AV	Asset Visibility
BL	Bill of Lading
C2	Command and Control
C3	Command, Control, and Communications
C4I	Command, Control, Communications, Computers, and Intelligence
C4S	Command, Control, Communications, Computer Systems
CAC	Common Access Card
CB	Center of Balance
CBP	United States Customs and Border Protection

CCDR	Combatant Commander
CDR	Commander
CFR	Code of Federal Regulations
CG	Center of Gravity
CHE	Container Handling Equipment
CIM	Corporate Information Management
CIN	Cargo Increment Number
CJCS	Chairman of the Joint Chiefs of Staff
CJCSM	Chairman of the Joint Chiefs of Staff Manual
CMO	Convoy Movement Order
CMOS	Cargo Movement Operations System
COA	Course of Action
COC	Command Operations Center
COCOM	Combatant Command
COLDS	Cargo Off-Loading Discharge System
COMPASS	Computerized Movement Planning and Status System
CONEX	Container Express
CONOPS	Concept of Operations
CONUS	Continental United States
COR	Contracting Officer's Representative
CORE	Contingency Response
CRAF	Civil Reserve Air Fleet
CRE	Contingency Response Element
CRG	Contingency Response Group
CRP	Central Receiving Point
CRW	Contingency Response Wing
CS	Combat Support
CSE	Contingency Support Element
CST	Contingency Support Team
CTO	Commercial Travel Office
CTP	Commercial Ticketing Program
CTUS	Customs Territory of the United States
CULT	Common-User Land Transportation
DA	Department of the Army
DCAPES	Deliberate Crisis Action Planning and Execution Segment
DCC	Deployment Control Center
DCMA	Defense Contract Management Agency
DCMAD	Defense Contract Management Agency Directive
DCS	Defense Courier Service
DDN	Defense Data Network
DDOC	Deployment Distribution Operations Center
DEL	Deployment Equipment List
DFAS	Defense Finance and Accounting Service
DFRIF	Defense Freight Railway Interchange Fleet
DGR	Dangerous Goods Regulations
DHS	Department of Homeland Security
DISA	Defense Information Systems Agency
DLA	Defense Logistics Agency
DLAI	Defense Logistics Agency Instruction
DLAR	Defense Logistics Agency Regulation

DMC	Defense Movement Coordinator
DOD	Department of Defense
DODD	Department of Defense Directive
DODI	Department of Defense Instruction
DODR	Department of Defense Regulation
DOT	Department of Transportation
DPO	Distribution Process Owner
DSB	Deployment Support Brigades
DSCA	Defense Security Cooperation Agency
DSN	Defense Switched Network
DSS	Distribution Standard System
DTR	Defense Transportation Regulation
DTRACS	Defense Transportation Reporting and Control System
DTS	Defense Transportation System
DTTS	Defense Transportation Tracking System
DUSD/L&M	Deputy Under Secretary of Defense (Logistics and Material Readiness)
DVD EDI	Direct Vendor Delivery Electronic Data Interchange
EDI	Electronic Data Interchange
EEDSK	Early Entry Deployment Support Kits
e-mail	Electronic Mail
ERO	Engine Running Onload/Offload
ETA	Estimated Time of Arrival
ETMP	Emergency Traffic Management Plan
ETR	Export Traffic Release
ETRR	Export Traffic Release Request
EUSC	Effective United States-Controlled
FAA	Federal Aviation Administration
FACTS	Financial and Air Clearance Transportation
FAW	Front Axle Weight
FAX	Facsimile
FCG	Foreign Clearance Guide
FFE	Front Forward Edge
FM	Field Manual
FOH	Front Overhang
FORSCOM	United States Army Forces Command
FOUO	For Official Use Only
FSS	Fast Sealift Ship
FT	Feet/Foot
FY	Fiscal Year
GATES	Global Air Transportation Execution System
GCCS	Global Command and Control System
GCSS	Global Combat Support System
GCCS-J	Global Command and Control System – Joint
GDSC	Global Distance Support Center
GDSS	Global Decision Support System
GFM	Global Freight Management System
GPMRC	Global Patient Movement Requirements Center
GPS	Global Positioning System

GSA	General Services Administration
GTN	Global Transportation Network
GWT	Gross Weight
HA	Humanitarian Assistance
HAZMAT	Hazardous Materials
HI	Hawaii
HN	Host Nation
HND	Highways for National Defense
HQ	Headquarters
HS	Health Services
HS	Home Station
HW	Hazardous Waste
IATA	International Air Transportation Association
IAW	In Accordance With
IAW	Intermediate Axle Weight
IBD	Inhabited Building Distance
IBS	Integrated Booking System
ICAO	International Civil Aviation Organization
ICODES	Integrated Computerized Deployment System
ID	Identification Number
IDE	Integrated Data Environment
IGC	Integrated Data Environment (IDE)/Global Transportation Network (GTN) Convergence
IMDGC	International Maritime Dangerous Goods Code
IOCC	Installation Outloading Collection Capability
IRRIS	Intelligent Road and Rail Information System
ISB	Intermediate Staging Base
ISO	International Organization for Standardization
ISU	Internal Slingable Unit
IT	Information Technology
ITV	In-Transit Visibility
JA/ATT	Joint Airborne and Air Transportability Training
JCS	Joint Chiefs of Staff
JDDOC	Joint Deployment Distribution Operations Center
JFC	Joint Force Commander
JFRG II	Joint Force Requirements Generator II
JI	Joint Inspection
JICTRANS	Joint Intelligence Center-Transportation
JLOTS	Joint Logistics Over the Shore
JP	Joint Publication
JOPES	Joint Operation Planning and Execution System
JOSAC	Joint Operational Support Airlift Center
JRSOI	Joint Reception, Staging, Onward Movement, and Integration
JS	Joint Staff
JSPS	Joint Strategic Planning System
JTAV	Joint Total Asset Visibility
JTB	Joint Transportation Board
JTF	Joint Task Force

LASH	Lighter Aboard Ship
LBS	Pounds
LMSR	Large Medium Speed Roll-On/Roll-Off
LOGAIS	Logistics Automated Information System
LOGREQ	Logistics Requirements
LOTS	Logistics-Over-the-Shore
MARAD	Maritime Administration
MCC	Movement Control Center
MCO	Marine Corps Order
MCT	Movement Control Team
MFC	Mobility Force Commander
MHE	Materials Handling Equipment
MILSTRIP	Military Standard Requisitioning and Issue Procedures
MILVAN	Military Van
MO	Mobility Officer
MOA	Memorandum of Agreement
MOBCON	Mobilization Movement Control Program
MOU	Memorandum of Understanding
MPH	Miles Per Hour
MPS	Maritime Prepositioned Ships
MSC	Military Sealift Command
MSL	Military Shipping Label
MTS	Movement Tracking System
MTX	Military Traffic Expediting Service
NATO	North Atlantic Treaty Organization
NAVSUP	Naval Supply
NAVSUPINST	Naval Supply Systems Command Instruction
NCA	National Command Authorities
NCOIC	Noncommissioned Officer in Charge
NDRF	National Defense Reserve Fleet
NEO	Noncombatant Evacuation Operations
NEW	Net Explosive Weight
NICC	Navy Integrated Call Center
NM	Nautical Miles
NOLSC	Naval Operational Logistics Support Center
NRP	Non-unit Related Personnel
NTS	Noncombatant Tracking System
NURP	Non-Unit-Related Personnel
OCCA	Ocean Cargo Clearance Authority
OCONUS	Outside Continental United States
OIC	Officer in Charge
OL	Operating Location
OMC	Optical Memory Card
OPCON	Operational Control
OPLAN	Operation Plan
OPLIFT	Opportune Lift
OPNAVINST	Chief of Naval Operations Instruction

OPORD	Operations Order
OSD	Office of the Secretary of Defense
PEC	Program Element Code
PIN	Personnel Increment Number
POC	Point of Contact
POD	Port of Debarkation
POE	Port of Embarkation
POL	Petroleum, Oils, and Lubricants
PPPO	Personal Property Processing Offices
PPSO	Personal Property Shipping Office
PREPO	Prepositioned Ships
PSA	Port Support Activity
PSI	Pounds Per Square Inch
PWR	Prepositional War Reserve
QUADCON	Quadruple Container
RAW	Rear Axle Weight
RC	Reserve Component
RDD	Required Delivery Date
RDL	Reference Datum Line
RF	Radio Frequency
RFID	Radio Frequency Identification
RF-ITV	Regional- In-Transit Visibility
RO/RO	Roll On/Roll Off
ROH	Rear Overhang
ROMO	Range of Military Operations
RRF	Ready Reserve Force
RSOI	Reception, Staging, Onward Movement, and Integration
§	Section
SA	Staging Area
SAAM	Special Assignment Airlift Mission
SAV	Staff Assistance Visit
SDDC	Military Surface Deployment and Distribution Command
SDDCTEA	Military Surface Deployment and Distribution Command Transportation Engineering Agency
SEABEE	Sea Barge
SEAVAN	Sealift Van
SecDef	Secretary of Defense
SECSTATE	Secretary of State
SECTRANS	Secretary of Transportation
SMOC	State Movement Control Center
SMC	Strategic Movement Coordinator
SMCC	State Movement Control Center
SOFA	Status of Forces Agreements
SOLAS	Safety of Life at Sea
SORTS	Status of Resources and Training System
SP	Special Permit
SPOD	Seaport of Debarkation



SPOE	Seaport of Embarkation
(SRS	Special Assignment Airlift Mission Request System
SSA	Supply Support Activity
SSN	Social Security Account Number
STANAG	Standardization North Atlantic Treaty Organization Agreements
STARC	State Area Command
TA	Transportation Agent
TAA	Tactical Assembly Area
TAC	Type of Address Code; Transportation Account Code
TACC	Tanker Airlift Control Center
TACON	Tactical Control
T-ACS	Tactical-Auxiliary Crane Ship
TALCE	Tanker Airlift Control Element
TC-AIMS II	Transportation Coordinator's Automated Information for Movement Systems II
TCC	Transportation Component Command
TCMD	Transportation Control and Movement Document
TCN	Transportation Control Number
TDC	Theater Distribution Center
TDD	Time-Definite Delivery
TEA	Transportation Engineering Agency
TJMC	Theater Joint Movement Center
TM	Technical Manual
TMA	Transportation Management Advisory
TMCA	Theater Movement Control Agency
TO	Transportation Officer, Transportation Office
TOC	Tactical Operations Center
TPFDD	Time-Phased Force and Deployment Data
TRADOC	Training and Doctrine Command
TSA	Transportation Security Administration
TTAN	Transportation Tracking Account Number
TTN	Transportation Tracking Number
TTG	Transportation Terminal Group
TWCF	Transportation Working Capital Fund
TX	Texas
U.S.C.	United States Code
UDL	Unit Deployment List
UIC	Unit Identification Codes
ULN	Unit Line Number
UMD	Unit Movement Data
UMO	Unit Movement Officer
UN	United Nations
US	United States
USA	United States Army
USAF	United States Air Force
USAFR	United States Air Force Reserve
USAR	United States Army Reserve
USAREUR	United States Army Europe
USCG	United States Coast Guard
USDA	United States Department of Agriculture

USD AT&L	Under Secretary of Defense (Acquisition, Technology, and Logistics)
USTRANSCOM	United States Transportation Command
VISA	Voluntary Intermodal Shipping Agreement
VTA	Voluntary Tanker Agreement
WB	Wheel Base
WPS	Worldwide Port System
WWW	Worldwide Web

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