FORSCOM/ARNG Regulation 55-1

Transportation and Travel

Unit Movement Planning

Headquarters
United States Army Forces Command
4700 Knox Street
Fort Bragg NC 28310-5000
3 August 2020

SUMMMARY of CHANGE

FC/ARNG Reg 55-1:
Transportation and Travel: Unit Movement Planning

Major Revision:

Suggested Improvements: Added additional Recommended Changes to Publications and Blank Forms or Standardized Comment Matrix Primer (Pg 3)

Chapter 3: Installation Reception, Processing, Deployment and Redeployment
- 3-1. Purpose
- 3-2. Installation Reception, Processing, Deployment and Redeployment Planning
- 3-3. Arrival/Departure Airfield Control Groups (A/DACG)
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- 3-4.b. Single Port Manager (SPM) PSA Responsibilities (SDDC)
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Chapter 9: Deployment Excellence Awards
Appendix B: Seaport of Embarkation Support
Appendix E. 463L Cargo System
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Appendix M: Hazardous Material Shipments
Figure J-1. AMC Airlift Plan Certification FORM 9
Figure J-2. UMO, AMCO, HAZMAT, CCO and Load Team Duties ISO Unit's Readiness and Deployment Requirements.

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3 August 2020

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3 August 2020

Transportation and Travel

Unit Movement Planning

History. This publication is a major revision.

Summary. This regulation defines responsibilities of planners at all levels of command and gives procedures for preparing unit movement plans. It also identifies installations' responsibilities for Port Support Activities (PSA) and Arrival/Departure Airfield Control Group Support (ACGS) in contingencies and exercises. Duties of the Unit Movement Coordinator (UMC)/Officer (UMO) and Defense Movement Coordinator (DMC) are outlined herein.

Applicability. This regulation applies to the Active Army (AC), the Army National Guard (ARNG), and the U.S. Army Reserve (USAR) in Continental United States (CONUS), Puerto Rico, and U.S. Virgin Islands. When the term Reserve Component (RC) is used in this regulation it applies to both ARNG and USAR.

Proponent and execution authority. The proponent for this regulation is FORSCOM, Deputy Chief of Staff, G-4, (AFLG-LOD Mobility Operations).

Supplementation. Supplementation is prohibited without prior approval from FORSCOM, Deputy Chief of Staff, G-4, (AFLG-LOD Mobility Operations), 4700 Knox Street, Fort Bragg, NC 28310-5000. Supplements will not supersede, change, rescind, or duplicate higher command level policy.

Suggested Improvements. Users are invited to send comments/suggested improvements on DA Form 2028 (Recommended Changes to Publications and Blank Forms) or Standardized Comment Matrix Primer both signed off/Approved by 06/GS-15 and submitted directly to FORSCOM, Deputy Chief of Staff G-4, (AFLG-LOD Mobility Operations), 4700 Knox Street, Fort Bragg, NC 28310-5000.

Distribution Restrictions. This publication is available in electronic media and intended for distribution.

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***This regulation supersedes FORSCOM/ARNG 55-1 RAR1, 2 May 2019**

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Chapter 1
General

1-1. Purpose

a. This regulation prescribes policy and assigns responsibilities for planning and execution of unit movement. IAW AR 500-5, U.S. Forces Command (FORSCOM) will serve as the primary DA executing agent within CONUS for unit mobilization, deployment, redeployment, demobilization and reconstitution planning and execution. In that capacity, FORSCOM directs CONUS AC units, USAR and Direct Reporting Units (DRUs) by providing standardized policies and procedures in FORSCOM Mobilization and Deployment Planning System (FORMDEPS). FORMDEPS refers to this regulation for transportation deployment policies and responsibilities for RC forces. Tasking authority is also prescribed in AR 10-87.

b. In 2013, several Installation Directorates of Logistics (DOLs) changed their name to Logistics Readiness Centers (LRCs) and reorganized underneath the Army Sustainment Command (ASC). Although command relationships have changed, the established responsibilities/relationship between FORSCOM, Army Materiel Command (AMC), ASC, Installation Management Command (IMCOM) and Major Subordinate Commands (MSCs) planning and/or executing unit movements remain unchanged.

c. This regulation authorizes direct coordination for planning among AC, USARC, ARNG, Installations and MSCs and takes precedence whenever conflicts arise with other FORSCOM directives.

Note: IAW AR 525-93, Army Deployment and Redeployment, 23 October 2019, Paragraph 1-5, i. Background: Unique United States Army Special Operations Command (USASOC) requirements and missions could create deviations in deployment and redeployment processes and procedures for Army Special Operations Forces (ARSOF). These deviations will be approved through the USASOC G-3, who will coordinate with FORSCOM if such deviations affect overall movement requirements or readiness of conventional units.

1-2. References

References are listed in **Appendix A.**

1-3. Definitions and Acronyms

Definitions and acronyms are listed in the **Glossary.**

1-4. Scope

This regulation applies to all unit movements conducted during peacetime and contingencies. These movements include, but are not limited to, the following:

a. Mobilization, deployment, redeployment to include a range of military

operations (including, but not limited to Combat Training Center (CTC) Rotations, Humanitarian Operations, and Defense Support of Civilian Authorities (DSCA).

b. Joint Chiefs of Staff (JCS) directed or coordinated exercises.

c. Deployment Readiness Exercises (DREs).

d. Temporary Change of Station (TCS).

e. Annual Training (AT) exercises/inactive duty training of the Reserve Component (RC).

f. Permanent Change of Station (PCS).

1-5. Concept of Unit Movement Planning

a. Movement plans are prepared in order to execute a unit move. There are two types of moves, mobilization and deployment:

(1) Mobilization movement plans govern movement from home station (HS) to Mobilization Force Generation Installation (MFGI).

(2) Deployment movement plans govern movements from MFGI to air or sea ports of embarkation (A/SPOE). AC units will develop deployment movement plans. RC units will develop mobilization movement plans, or will develop deployment movement plans as directed in FORMDEPS. Movement plans are prepared at various levels of command in order to address mobilization, deployment, redeployment, demobilization and reconstitution of units, and must consider operational and logistics requirements in its planning. Units will develop unit movement plans based on MFGI guidance, scenario driven regional contingencies/OPLANs, and identified strategic aerial/seaports.

b. Transportation Coordinators' Automated Information for Movement System II (TC-AIMS II) data will be used for creating unit movement documentation and reporting supplies and equipment the unit plans to move. See Appendix I for TC-AIMS II policies and procedures.

c. Unit Movement Data (UMD) is the information of record for planning and executing movements of Army units AC, USARC, and ARNG. The Organizational Equipment List (OEL) is the baseline reflecting on-hand assets of units UMD, including pax, Type Data Code D for AC, and TDC S for ARNG, and USARC. A Unit Deployment List (UDL) is an OEL tailored specifically for an operation/exercise scenario.

d. Commanders of deployable units will ensure UMD is kept up-to-date. Units will update their UMD quarterly (every 3 months) and as significant changes occur. The exception is Immediate Response Force (IRF) and their respective enabling units. These units will update their UMD NLT five days prior to assuming mission. Updates will be submitted through the installation Unit Movement Coordinator (UMC) or through the enterprise server, in accordance with TC-AIMS II processes and procedures, once TC-AIMS II has fully migrated to the enterprise. UMD submission to FORSCOM is the responsibility of the Installation UMC and, at a minimum, will be conducted on an annual basis. The UMC will not send IRF updates to FORSCOM unless directed. After redeployment or demobilization, the movement is not complete until the UMD has been updated. The UMD updates for exercises will be published exercise directives. See FC 55-2 for guidance on UMD submission.

e. Theater Operations (TOPS) Highway Regulation Convoy Planning which operates within TC-AIMS II Enterprise replaced the Mobilization Movement Control System (MOBCON) as the DA approved process designed to centrally control all Army convoys in CONUS. TOPS Highway Regulation Convoy Planning is managed by the Army National Guard (ARNG) through the Defense Movement Coordinator (DMC) appointed by the Adjutant General of each state and territory. The DMC deconflicts AC and RC unit requests for movement using the Highway Regulation process.

1-6. Security

a. Movement Plans and Data.

(1) Both the UDL and OEL are unclassified.

(2) Generic mobilization and deployment movement plans are unclassified. (See Appendix H).

(3) Force size alone does not classify movement plans or data.

(4) For specific contingency operations, unit movement planning is normally classified in the planning phase and declassified in the execution phase.

b. Physical Security of Arms, Ammunition, and Explosives (AA&E). Unit move will adhere, as possible to the standards set forth in AR 190-11, paragraphs 7-9, 7-19, and Defense Transportation Regulation (DTR) 4500.9-R, Part II, Cargo Movement.

c. Movement of Secret, Confidential, and Sensitive Material. Unit moves will require protection equivalent to that required by commercial carriers. (See DTR (4500.9-R), Part II).

1-7. Safety during Exercise and Deployment

FORSCOM's derivative plans and orders will state any specific safety provisions to be waived to achieve realism in training, and during deployments, to allow arrival of forces with necessary ammunition, explosives, fuel and other hazardous materials to accomplish combat missions. During operations in noncombatant areas, commanders will comply with all peacetime safety requirements not specifically waived. Risk management will be executed for waived safety provisions, including acceptance of risk at the appropriate command level, IAW Army Techniques Publication (ATP) 5–19, Army Regulation 385–10, Department of the Army Pamphlet (PAM) 385–30 and FORSCOM Regulation (FC Reg) 385-1.

Chapter 2
Functions and Responsibilities

2-1. U.S. Army Forces Command (FORSCOM)

Commander, FORSCOM, will:

a. Prepare conventional Army Forces in CONUS, to include the Commonwealth of Puerto Rico and the Virgin Islands, and serve as the Army Service Force Provider for deployment, redeployment, and accomplishment of wartime and other assigned missions.

b. As the Army Service Force Provider for deployment, assist Headquarters Department of the Army (HQDA) with the development of deployment metrics and standards consistent with the Army campaign plan.

c. Coordinate with applicable ACOMs, ASCCs, DRUs, and other agencies, as necessary, to verify force movements and requirements during crisis operations, homeland defense, force rotations, and military operations other than war.

d. Coordinate with applicable ACOMs, ASCCs, DRUs, and other agencies, as required, to verify force movements and requirements for operation plans (OPLANs), concept plans, Joint Chiefs of Staff (JCS) exercises, and concept of operations. This may require direct coordination with installations, U.S. Transportation Command (USTRANSCOM) and its transportation component commands, CCDRs, and other deployment community members for JCS exercises and contingencies.

e. In coordination with ASCCs, HQDA, AMC, IMCOM, and U.S. Army Medical Command, refine the FORMDEPS to standardize Army processes and procedures regarding the unit deployment and redeployment of conventional Army Forces worldwide in support of approved military operations while maintaining consistency with AR 500-5, (Army Mobilization), and incorporating ARFORGEN objectives. Ensure FORMDEPS remains current.

f. Coordinate unit deployment with conventional units, installations, USTRANSCOM and its transportation component commands, CCDRs, and other deployment community members for JCS exercises and contingencies.

g. Maintain the conventional Army's master file of standard UMD and prescribe reporting procedures for Army conventional units to support strategic planning, movement execution, exercise movements, contingencies, and Joint operations.

h. In coordination with IMCOM and ASCCs, report the deployment status of units deploying and redeploying.

i. Generate movement characteristics data for Army type units, current and proposed, for inclusion in the JCS Type Unit Characteristics File (TUCHA) data file used in OPLAN development using JOPES.

j. Ensure Active Army and RC conventional units within CONUS, Commonwealth of Puerto Rico, and the Virgin Islands are properly trained on the procedures and principles of deployment and redeployment operations.

k. Maintain an automated interface to transmit UMD to JOPES.

l. Provide guidance and assistance to installations and conventional units Army- wide in UMD maintenance and reporting.

m. In coordination with TRADOC, recommend improvements to deployment and/ or redeployment- related DOTMLPF-P and business process enhancements.

n. In coordination with SDDC and AMC, determine the Defense Freight Railway Interchange Fleet requirements.

o. Serve as the CONUS Active Army and USAR conventional unit validator for special assignment airlift missions to Commander, USTRANSCOM and as validator for JCS exercise airlift and/or sealift requirements for all CONUS Army unit movements.

p. Review and approve unit and/or installation requests for explosive safety waivers generated by movement requirements.

q. In coordination with ACSIM, coordinate with ACOMs, ASCCs, DRUs, and deployable units to develop the prioritized Army-wide installation deployment infrastructure list and submit to the HQDA for approval and prioritization.

r. In conjunction with ASCCs, SDDC, and AMC, track the closure of redeploying conventional units in CONUS, the Commonwealth of Puerto Rico, and the Virgin Islands.

s. In coordination with AMC and IMCOM, coordinate all intermodal asset prepositioning, leasing, and purchasing requirements with SDDC and the AIDPMO.

t. Ensure subordinate units properly prepare vehicles and equipment for shipment to include securing basic issue item (BII), weighing, and affixing the necessary markings, labels, and ITV devices to their equipment and 463L pallets, that is, military shipping labels (MSLs) and radio frequency identification (RFID) tags.

u. Perform quality assurance checks on UMD.

v. Develop unit deployment readiness standards including individual and unit training requirements.

w. In coordination with IMCOM, identify CRCs to process and prepare individual military, civilian, and contractor personnel for deployment and redeployment.

x. Promote the DEA Program competition and encourage unit and installation participation.

y. Establish and maintain the Army CDDP as appropriate.

z. As the conventional service force provider, collaborate with IMCOM to provide an integrate installation infrastructure and standardize processes and procedures in support of deployment and redeployment operations.

2-2. First U.S. Army (First Army)

First Army Commander will:

a Provide supplemental guidance as necessary to assist installations and RC units in development of movement plans and data for contingencies and JCS

exercises. Guidance issued in the form of a supplemental regulation (guidance other than local command message/memo) will be submitted to FORSCOM for approval prior to publication.

b. Ensure that RC mobilization and deployment plans, if required, are maintained by the unit and an additional copy provided to the supporting installation UMC. See paragraph 2-9.d. for list of required documents.

c. Provide assistance for coordination of RC unit movement plans within geographical areas of responsibility to ensure supportability by all commands concerned.

d. Review and approve installation mobilization plans.

e. Assist USARC and ARNG through the Joint Force HQ-State and Operational Functional Commands (OFCs) with unit movement planning and training programs. Training will include OEL submission procedures.

f. Coordinate with each installation for maintenance of a 24-hour point of contact which police and/or State Movement Control Center (SMCC) personnel may call for emergency service.

g. Ensure Defense Movement Coordinators (DMCs) and Unit Movement Coordinators (UMCs) are properly trained in unit movement planning concepts, techniques, and responsibilities.

h. Provide assistance to DMCs/UMCs for training Unit Movement Officers (UMOs).

i. Provide a port liaison representative at the SPOEs/SPODs to assist the port commander, installations and deploying/redeploying units. The Port Liaison representative will:

(1) Coordinate with First Army, installations, Port Support Activities (PSAs) and port commanders to determine the final destination for unit equipment arriving at the SPOD during redeployment.

(2) Assist the port commanders to reroute RC cargo.

(3) Coordinate actions between visiting unit representatives and the port commander.

(4) Report to the respective First Army Emergency Operation Center any problems with the movement of unit equipment.

(5) Provide information to the First Army on the equipment condition of each ship unloaded.

(6) Provide status on custom clearance activities.

j. Provide staff management assistance to Training Support Brigades and Multifunctional Training Brigades (CATBs/MFTBs).

k. Provide technical assistance and training to units, movement staffs, and UMOs in conjunction with the UMCs/DMCs in preparing unit movement plans and reporting UMD.

2-3. U.S. Army Reserve Command (USARC)

U.S. Army Reserve Command (USARC) will:

a. Ensure the execution of USAR unit operations and resource elements to perform training in compliance with this regulation and FORSCOM training regulation.

b. Provide transportation guidance to OFC on the movement of individuals and units to AT sites/exercises.

c. Ensure USAR units comply with convoy movement policies and procedures. Publish Convoy Commander's Guide, USARC Pamphlet 56-1.

d. Ensure the training of OFC on the principles and procedures of convoy operations and movement control.

e. Assist USAR units in developing movement plans and data for contingencies, exercises, and mobilization IAW FORMDEPS and this regulation.

f. Ensure timely submission of movement requirements/updates for exercises, contingencies, and annual UMD updates by subordinate units IAW FC 55-2.

g. Review and approve OFC movement plans.

h. Execute the Army CDDP program.

i. Operational and Functional Commands on behalf of Commander USARC will:

(1) Appoint an individual in writing to perform Unit Movement Coordinator (UMC) functions as primary duty.

(2) Ensure MSCs establish procedures for reviewing, validating, approving, and coordinating subordinate unit mobilization movement plans every two years. Formal coordination includes forwarding movement plan documents listed in paragraph 2-9.d. to the supporting installations.

(3) Evaluate assigned units' abilities to mobilize and deploy.

(4) Review and forward requests for convoy clearances to the state DMC (state in which the convoy originates).

(5) Provide First Army with copies of movement planning and training guidance for review, (i.e., memorandums, SOPs, pamphlets and regulations), as requested.

(6) Ensure subordinate units maintain approved unit movement plans.

(7) Ensure deployment movement plans (if required by MFGI) are forwarded to UMC every two years.

(8) Review and approve unit mobilizations movement plans.

(9) Review and approve Mobilization Movement Plans every two years.

(10) Review and forward requests for convoy clearances to the DMC, if OFC delegates authority.

2-4. Army National Guard (ARNG)

The Director ARNG will:

a. Ensure ARNG units comply with convoy movement policies and procedures.

b. Provide the resources to ensure ARNG units are properly trained on the procedures and principles of convoy operations and movement control.

c. Provide training and technical assistance to the state DMCs on unit movement planning concepts, techniques, and responsibilities.

d. Provide training assistance to DMCs for training UMOs.

e. Assist JFHQ-STs in developing movement plans and data for exercises, contingencies, joint operations and mobilization.

f. Ensure timely submission of UMD updates IAW FC 55-2.

g. Provide guidance to ensure adequate training exists for UMOs and DMCs.

h. Coordinate support to civil authorities during emergencies (floods, natural disasters, etc).

i. Serve as proponent for the TOPS Highway Regulation Convoy Planning Process.

j. Develop transportation policy ICW FORSCOM regarding convoy clearances and special hauling permits.

k. Maintain updated telephone listing of DMCs for inclusion in Surface Deployment Distribution Command Transportation Engineering Agency (SDDC TEA) Directory of Highway Permit and TOPS Highway Regulation Convoy Planning Officials.

l. Execute the Army CDDP program.

2-5. Joint Force Headquarters-State (JFHQ-ST) Adjutant General

The State Adjutant General will:

a. Appoint a UMC, Site Movement Coordinator (SMC) and Defense Movement Coordinator (DMC) in writing with primary duties as outlined in chapter 4 of this regulation.

b. Establish procedures for reviewing, validating, approving, and coordinating subordinate unit mobilization movement plans every two years.

c. Evaluate assigned unit's abilities to mobilize and deploy.

d. Ensure deployment movement plans (if required by MFGI) are forwarded to the MFGI UMC every two years.

e. Establish procedures to train ARNG UMOs in movement planning concepts, techniques, hazardous material (see Appendix J), and data acquisition procedures.

f. Ensure timely submission of movement requirements/updates for exercise, contingencies, and annual UMD updates by subordinate units IAW FC 55-2.

g. Provide First Army a copy of movement planning and training guidance, (i.e., memorandums, SOPs, pamphlets and regulations) as required.

h. Collect transportability data. The DMC will establish and supervise a data collection team to weigh and measure equipment, when requested.

2-6. U.S. Army Material Command (AMC)

AMC Commander through the LRCs will:

a. Execute container management for Army-owned and/or leased intermodal assets and the procurement authority for purchase or lease of intermodal assets in accordance with AR 56-4.

b. Appoint an installation container control officer (CCO) to ensure proper control of container assets, who is trained to inspect and certify intermodal containers in accordance with the convention for safe containers.

c. In coordination with Army Intermodal and Distribution Platform Management Office (AIDPMO), develop policy and procedures for management and movement of unit cargo containers on the installation. Ensure carrier owned containers on installations are accounted for and returned to carrier to prevent detention charges. Use the prescribed container management automation system for government-owned and leased containers.

d. Prepare, coordinate, and execute operations supporting deployment and redeployment to include Arrival/Departure Airfield Control Group (A/DACG) and installation marshalling and staging areas, rail, commercial truck, and other required installation deployment support activities on LRC-supported installations as required within available resources.

e. Assist deploying units with the procurement of deployment related blocking, bracing, crating, and tie-down (BBPCT) requirements. Provide backup stock for deployment-related BBPCT material and other essential supplies and equipment as coordinated with supported ASCCs or DRUs.

f. Appoint a UMC at all installations to perform duties as described in paragraph 4-3.

g. Assist deploying units in developing UMD and provide quality assurance as part of the installation deployment process.

h. Process and report UMD status, as prescribed by this regulation.

i. Maintain installation active and passive AIT and AIS hardware, software, supplies, and infrastructure to support deployment and sustainment operations.

j. In accordance with the Joint Travel Regulation, provide personal property and privately-owned vehicle storage for deployed Soldiers during deployments.

k. Understand and interpret results of SDDC Installation Outload Study to advise and/or inform the installation for ISR and Real Property Planning and Analysis System input.

l. Establish local procedures for collecting new and modified equipment movement characteristics IAW SDDC/TEA PAM 700-1, Validation of Dimensions and Weights and Airlift Certification Procedures for Reportable Items of Equipment. Establish and supervise a data collection team to weigh and measure equipment, when required.

m. In coordination with installation, develop and publish Installation-level Deployment Support Plans (IDSPs) annually. The IDSPs will be consistent within geographic regions and compatible across the Army.

n. In coordination with installation, continually assess force deployment and/or redeployment requirements and resource installations with personnel, equipment, and support infrastructure to perform the missions in accordance with this regulation.

o. Conduct and evaluate unit mobility training. Test load plans every two years for RC units and every year for AC units.

p. Collaborate with the LRC to correctly communicate military construction and ISR requirements to build, maintain or upgrade deployment infrastructure and/or facilities through Real Property Planning and Analysis System and ISR.

Note: As per FM 3-35, Appendix C, SDDC TEA is responsible for collecting, maintaining, and updating the data within the Department of Army Equipment Characteristics Database (DAECD). The DAECD is specifically oriented to unit movement transportability/Deployability considerations. It contains dimensional, weight, cube, and airlift certification information for Army Table of Organization and Equipment (TOE) end-items, Navy Table of Allowance (TOA) equipment for the Naval Construction Force (NCF), most major end-

items in SB 700-20 (Army Adopted/Other Items Selected for Authorization/List of Reportable Items), and several Air Force items.

2-7. Installation Management Command (IMCOM)

Commander IMCOM IAW AR 525-93 will:

a. Serve as supporting command to ACOMs, ASCCs, and DRUs, as required, to deploy and redeploy forces to and from IMCOM permanent installations in coordination with AMC.

b. Standardize deployment and redeployment processes. This includes organizing, staffing, and operating emergency operations centers and other installation deployment and redeployment structure, as required.

c. Collaborate with FORSCOM as the conventional Service Force Provider to provide and integrate installation infrastructure, and standardize processes and procedures in support of deployment and redeployment operations.

d. Prepare, coordinate, and execute operations supporting deployment and redeployment to ACOMs as required. This includes but is not limited to the following:

(1) Installation force protection.

(2) Port support activity (PSA) augmentation.

(3) Soldier Readiness Processing.

(4) Cargo marshalling, staging, and inspection areas.

(5) Implement safety and risk management standards in planning, preparation, and execution of post deployment, deployment, and redeployment related in accordance with AR 385–10.

e. In coordination with AMC, continually assess force deployment and/or redeployment requirements and resource installations with personnel, equipment, and support infrastructure to perform the missions in accordance with this regulation.

f. In coordination with U.S. Army Network Enterprise Technology Command, ensure sufficient bandwidth to support deployment and redeployment processes originating at IMCOM installations.

g. Develop and execute plans at the installation level that support the training and deployment and redeployment objectives.

h. In coordination with AMC, develop and publish Installation-level Deployment Support Plans (IDSPs) annually. The IDSPs will be consistent within geographic regions and compatible across the Army.

i. Collaborate with the LRC to correctly communicate military construction and ISR requirements to build, maintain or upgrade deployment infrastructure and/or facilities through Real Property Planning and Analysis System and ISR.

j. Support the DEA Program competition and encourage installation participation.

2-8. Installations

Senior Mission Commanders thru the Garrison Commanders will:

a. Exercise full Title 10 responsibilities (both mission and installation authorities) for attached units IAW the FORSCOM Command Relationships Implementation Order to include:

(1) Organizational training.
(2) Unit readiness (maintenance, manning, equipping, etc.).
(3) Leader development.
(4) Confirmation of mission capability.
(5) Cross-leveling and redistribution of resources as appropriate.
(6) Preparation of units for deployment and movement.
(7) Upon validation of employment, facilitate and direct deployment of tasked units.

b. Provide installation support for tenant units to include prioritization of installation training enablers.

Note: Corps, Division and CTC Commanders can be dual-hatted as Senior Mission Commanders (Installation focus) and Senior Operational Commanders (Mission focus). Senior Commanders create conditions on the installation to facilitate, integrate and synchronize the training, readiness, deployment, sustainment and reconstitution of all tenant and transitioning Army forces. Senior Commanders of the installation have the responsibility for general oversight and direction of installation and mission support services and are responsible for the primary mission activity of the Installation. Garrison or Installation Support Activity Commanders provide the continuity of the Installation Command when the Installation Commander deploys.

c. ICW First Army, provide billeting, training support, redistributes resources (as required) and prepare units for movement of Federalized RC units mobilizing on their installations.

d. Review, approve, and coordinate assigned and tenant unit deployment movement plans annually as outlined in FC/ARNG 55-1, Chapter 6: FORSCOM Command Deployment Discipline Program (CDDP).

e. Establish procedures for UMD maintenance and reporting as prescribed by regulation, FC 55-2, and/or operational tasking directives. Ensure both AC and RC units update their UMD quarterly (every 3 months) and that UMD is submitted to FORSCOM annually. Ensure AC units designated GRFs and their respective sustainment units update their UMD NLT five days prior to each mission assumption.

f. Maintain on file a current copy of the OEL and UMO Appointment Memorandum from the unit movement plans.

g. Coordinate transportation, movement documentation, and support requirements for unit movements with FORSCOM, installations, First Army, USARC, OFCs and JFHQ-STs.

h. Assist JFHQ-STs and OFCs in unit movement planning and UMD reporting. This will include assistance with TC-AIMS II training.

i. Plan and operate marshalling areas using guidance in Chapter 3 in support of aerial/seaport operations.

j. Develop the mobilization/deployment guidance in installation mobilization plans.

k. Assign gates to be used for convoys and commercial truck/bus traffic during mobilization and deployment. Coordinate with the JFHQ-ST/DMC to avoid conflicts with road space.

l. Coordinate with appropriate PSA to ensure correct shipping configurations of unit equipment deploying through that SPOE.

m. Establish explosives/munitions holding areas which comply with separation distances of AR 385-64 and DA Pam 385-64 for surge ammunition staging and vehicle/container uploads.

n. Forward requests for explosive safety standards waivers through command channels to HQ, FORSCOM for approval.

o. Ensure 24-hour point of contact is available for emergency services.

p. Provide APOEs copies of the Advance Transportation Control and Movement Document (ATCMD) on disk or by email for air deployment of equipment.

q. Provide units copies of the UDL and ATCMD on disk or by e-mail requested. Provide SPOEs copies of the ATCMD data (initial and all updates) by e-mail, if requested.

r. Operate a Soldier Readiness Program Center to provide personnel program support for individuals selected to deploy during contingency, wartime, exercises, and emergency operations. This includes the family support activities.

s. Support, in conjunction with local AMC elements, the installation staging area, rail, commercial truck, and other required installation deployment support activities.

t. Synchronize with supporting units to develop the Installation-level Deployment Support Plans (IDSP).

2-9. Equipment Storage Sites for RC Units

Commanders responsible for equipment storage sites, such as Equipment Concentration Sites (ECS), Weekend Equipment and Training Sites (WETS), Mobilization and Training Equipment Site (MATES), Area Maintenance Support Activity (AMSA) will:

a. Appoint a SMC in writing to develop plans for movement of unit equipment.

b. Coordinate with owning units, SI, USARC, and JFHQ-ST as necessary for BBPCT requirements to support movement needs.

c. Establish external and internal SOPs for equipment recovery to address mobilization movement.

2-10. Major Subordinate Commands (MSCs)

All commanders or commanders with mission command of units that deploy will:

a. Ensure that unit personnel and cargo meet deployment and redeployment readiness and preparation requirements in accordance with this regulation, Installation-level Deployment Support Plan, or ASCC equivalent and, local deployment guidance.

b. Identify, train, and equip personnel as required to support other deploying units and augment garrison deployment activities under direction of the senior

commander or appointed organization.

c. Prepare itemized packing lists of end-items for containerized shipment using DA Form 5748-R (Figure 5-11/5-12) or DD Form 1750 (Figure 5-4/5-5) following prescribed instructions (see Appendix K).

Note: See Appendix A, Section III, Forms for a link/website to most military forms (DD, DA, FM, and ATP).

d. Ensure the unit's deployment documentation (Vehicle, Container, Aircraft, and Rail Load Plans, Hazardous Material Documents, Appointment Orders etc.) are properly collected and maintained.

e. Appoint in writing a primary and an alternate Brigade Movement Coordinator (BMC) at Brigade or equivalent level and Unit Movement Officer (UMO) at Battalion and Company level.

Note: Company Commanders, First Sergeants, hazardous material certifiers, Mobilization Officers, Brigade mobility/Transportation Section NCOIC, and Mobility Warrant Officers cannot be appointed as UMOs.

f. Conduct and evaluate unit mobility training. Test load plans every two years for RC units and every year for AC units.

g. Maintain unit movement plans for real world contingencies and for exercise scenarios IAW this regulation and other appropriate directives. The RC units must include an annex in the unit movement plan on recovery of stored and/or hand-receipted equipment, if required.

Note: The movement plan for all units (NG, RC, and AC) must be signed by the Commander

h. Prepare ammunition load plans for each vehicle that will transport ammunition per Department of Defense Identification Code (DODIC) and total net explosives weight in each vehicle IAW Appendix M.

i. Ensure that coordination is made between installation provost marshal, security officers and installation transportation offices on matters relating to physical security requirements for transportation and storage of arms, ammunition and explosives (AA&E).

j. Ensure movement plans are submitted to higher command for approval NLT three months (AC)/eight months (RC) after changes of MFGI, major TOE change, or effective date for newly activated units. Approval authority can grant extensions.

k. Maintain accurate and current UMD. Submit to next higher HQs annually and as significant transportation changes occur.

l. The GRFs and their respective sustainment units must update UMD NLT five days prior to each mission assumption.

m. Designate a primary and alternate (at the battalion/company/detachment level trained and certified) Hazardous Cargo Certifying Officer. Appointment must be in writing by the commander to certify hazardous material.

Note: Brigade Movement Coordinators and Battalion/Company UMOs, Brigade Mobility/Transportation Section NCOICs, and Mobility Warrant Officers cannot be appointed as hazardous material certifiers.

n. Designate and document unit load teams and ensure teams are properly trained IAW Appendix J.

o. Upon being alerted for movement, create a UDL that accurately describes all unit cargo being moved.

p. Ensure all cargo is properly marked and labeled for shipment. Units will equip/attach all equipment departing the installation with Military Shipping Labels (MSLs) and Radio Frequency (RF) tags for in-transit visibility.

q. Designate a Container Control Officer (CCO) on appointment orders and forward to AIDPMO to ensure proper reporting and use of Army non-Army intermodal container assets as outlined in AR 56-4. The CCO will be trained and is required to use the system of record for all intermodal asset movements and life cycle events.

r. Designate a primary (E-6 and above) and an alternate (E-5 and above) trained in Ammo-43, Intermodal Dry Cargo Container/ International Convention for Safe Containers (CSC) Re-inspection. Appointment must be in writing by the commander to be the unit's Container Re-inspector.

s. Designate a primary (E-6 and above) and an alternate (E-5 and above) trained on the TC-AIMS II and appointed in writing by the commander to serve as the unit's TC-AIMS II Operator.

t. At the Battalion and Brigade level, designate a primary (E-6 and above) and an Alternate (E-5 and above) AMCO/Air Load Planner, appointed in writing by the Commander. These personnel must attend and pass the Air Deployment Planning Course / Air Load Planner Course with the Integrated Computerized Deployment System (ICODES).

u. Use, account for, recover, and return Automated Identification Technology (AIT) hardware per supply accountability procedures. FM 3-35 provides guidance regarding AIT use.

v. Identify and procure from the LRC BBPCT requirements for their unit's deployments for each active plan identification number.

w. Report force closure of personnel and equipment through gaining chain of command for deployment operations and report closure of personnel and equipment through home station chain of command for redeployment operations.

x. Report unit deployment readiness (including appointment and training status of the UMO, HAZMAT certifier, AMCO, CCO, and status of organizational equipment list) to the unit's higher command. Maintain unit deployment readiness reports of subordinate units.

y. Promote the DEA Program competition and encourage unit and installation participation.

z. Report UMD as prescribed by this regulation.

aa. Establish and maintain a CDDP.

2-11. Inspections/Evaluations

Plans, coordination, and reports required in this regulation will be an item of interest during higher headquarters inspections/evaluations, DREs, and mobilization /deployment exercises.

Chapter 3
Installation Reception, Processing, Deployment and Redeployment

3-1. Purpose

a. The FORSCOM Mission is to train and prepare a combat ready, globally responsive Total Force in order to build and sustain readiness to meet Combatant Command (COCOM) requirements.

b. To rapidly meet COCOM requirements, it is imperative that both units and installations are ready at all times to deploy on short notice or no notice operations. To support deployment readiness, installations develop Installation Deployment Support Plans (IDSPs) to implement the policies and requirements addressed in this regulation. Unit commanders ensure deployment and redeployment readiness of their deploying and redeploying units.

c. Senior Commanders/Commanding Generals retain the authority to execute all aspects of outload operations as they deem necessary given their respective footprints, capabilities and circumstances.

3-2. Installation Support, Reception, and Deployment/Redeployment Planning

Installations develop IDSPs for supporting units in their area of responsibility IAW AR 5-9 (Installation Agreements). Mobilization Force Generation Installations (MFGIs) and other installations plan to conduct strategic deployments of Army units. Many installations are tasked with both Supporting Installation (SI) and MFGI missions. IDSPs address logistical requirements affecting deploying/redeploying units and a concept of operations anticipated by the installation.

a. IDSPs contain procedures to receive and move units via all available modes of transportation. The IDSP will specifically address the following:

(1) Assignment of gates/local routes for convoying units arriving or departing the installation.

(2) Movement control procedures for arriving/departing units.

(3) Designation of marshalling/staging areas.

(4) Additional installation personnel, equipment and terminal facilities requirements, and acquisition/redistribution procedures.

(5) Acquisition and storage of BBPCT material for use and re-use.

(6) Units will develop maintenance support requirements/procedures for convoying equipment (while enroute to installation).

(7) Disposition of personal property (i.e., POVs, barracks closeout, etc.).

Note: POVs for deployed Soldiers are stored in a secure area on the installation or in government procured commercial storage.

(8) Port Support Activity personnel (if required).

(9) Arrival/Departure Airfield Control Group (if required).

(10) Marshalling Area (if required).

b. Installations provide their IDSPs to units and to other installations' Unit Movement Coordinators (UMCs) as required.

Note: Staff organizations vary from installation to installation. The term ITO is a part of the ASC LRCs and used generically in this regulation to refer to the staff section at installation level responsible for planning and coordinating unit movements.

3-3. Arrival/Departure Airfield Control Groups (A/DACG)

a. Staffing and equipment requirements will be identified in the installation peacetime and/or mobilization Table of Distribution and Allowances (TDA).

b. Overall responsibility for the A/DACG is assigned to the Senior Installation Commander. The A/DACG staff will be trained and certified in air load planning and hazardous cargo. (See Appendix J.)

c. Appendix C establishes installation, Logistics Readiness Centers (LRCs) and Aerial Port of Embarkation (APOE) tasking assignments for most commonly used peacetime APOEs and for contingency planning. These installation/port assignments may also serve for redeployment. Additional peacetime exercise/operational support assignments will be according to specific FORSCOM tasking and AR 5-9 Installation Agreements. During the execution phase for deployment, the assigned APOEs are subject to change.

3-4. Port Support Activity (PSA)

a. Surface Deployment and Distribution Command (SDDC), as the Single Port Manager, is responsible for the coordination and execution of all PSA requirements and services in order to provide surface command and control to deploying/ redeploying unit cargo and equipment to meet COCOM requirements. The PSA is operationally controlled by SDDC.

b. SDDC provides mission command and logistical support based on mission requirements for US Army Forces Command (FORSCOM), Army Service Component Command (ASCC), Army Commands (ACOMS) and Direct Reporting Units (DRUs) at Seaports. SDDC, through its Stevedore and Related Terminal Services (S&RTS) Contract, supports deploying and redeploying units through all seaports to facilitate throughput of unit equipment globally. (IAW AR 525-93/DTR 4500 and Joint Publication 4-01).

c. FORSCOM/ASCC/ACOMS/DRUs will coordinate with SDDC during Time Phased Force Deployment Data (TPFDD) unit movements at Seaports of Embarkation and Debarkation.

d. Units are responsible for equipment from unit's point of origin (Fort) to the arrival at Seaport (Port). The unit's responsibility ends once equipment is accepted by SDDC.

3-4.a. Policy

a. IAW Army Deployment and Redeployment Regulation (AR) 525-93, section 2 lists all Army Component Responsibilities, inclusive of Port Support Activities (PSA) of deployment operations responsibilities: Chapter/Sections 2-10 Commanding Generals, Army Commands; Army Service Component Commands; Direct Reporting Units and Senior Commanders; 2–11. Commanding General, U.S. Army Forces Command; 2–13. Commanding General, U.S. Army Materiel Command; and 3-5

Program roles.

b. IAW DTR 4500-Part III (2):

(1) SDDC will:

(a) Coordinate Ports of Embarkation (POEs) and Ports of Debarkation (PODs) to meet mission requirements.

(b) Issue call-forward notifications based on TPFDD requirements to control flow into the seaports, monitor port throughput, and receive unit movement documents.

(c) IAW DTR Part VI, expand its container leasing or purchase contract efforts to meet DoD emergent container requirements and source additional shipping assets under the Voluntary Intermodal Sealift Agreement (VISA) Contingency Contracts.

(d) Contract for and coordinate use of expanded port facilities, plus labor services and raw materials needed at expanded or newly activated water terminals. (See Army Doctrine Publication (ADP) 4-0, Sustainment.)

(e) Identify the need, composition, and employment of Port Support Activity (PSA) as required by mission. In CONUS, the Transportation Brigades/port Commander (CDR) identifies PSA requirements. See Appendix E and Chapter IV, JP 4-01.8, for Service PSA functions.

(f) Define the extent of need and request activation of reserve component resources, if required:

- Transportation Brigades
- U.S. Navy Reserve Cargo Handling Battalions and U.S. Navy Reserve Freight Terminal Units
- U.S. Army Transportation Command units
- Distribution Management Center
- Contract Support Detachments
- Cargo Documentation Detachments
- Automated Cargo Documentation Detachments
- Deployment Support Brigades

(g) Schedule and provide water terminal operational services, such as stevedores, cargo checkers, motor transport services, MHE, or cranes, at newly activated or expanded ports. (Also see Army Techniques Publication [ATP] 4-15, Army Watercraft Operations.)

(h) Establish or expand the following to meet emergent needs: terminal capabilities for cargo documentation, vessel papers, hazardous cargo manifest and cargo pre-stow, and final stow plan preparation.

(i) Provide or expand automated data system availability at seaports.

(j) Provide or expand safety and security procedures for seaport activity.

(k) Coordinate with Military Sealift Command (MSC) and the United States Coast Guard (USCG) and/or the Unit CDR for support requirements.

(l) Coordinate with the deploying Unit Transportation Officer (UTO) /Unit Movement Officer (UMO) on the timeline for preparation and submission of the initial and final Deploying Equipment List.

(m) Implement liner service contracts as stipulated under VISA contingency contracts to meet sustainment requirements to support the deploying forces.

(n) Prepare sealift manifest IAW Table 303-1, Timeliness Evaluation Criteria.

c. This regulation (FC/ARNG 55-1) supersedes any other regulation or past rescinded PSA Memorandum of Agreement (MOA) and/or other regulatory references to PSA.

3-4.a.1. Specialized Cargo

a. Specialized Cargo: Defined as large type special equipment (e.g., Engineer) or new type Military cargo that require trained and licensed military personnel to operate by regulation/policy or as determined by the Senior Commander.

b. IAW AR 525-93, para 2-11, U.S. Army Forces Command is responsible for obtaining assistance from aviation units or their supporting unit to provide end-to-end (E2E) helicopter support for loading/unloading rotary aircraft on vessels and providing a maintenance and/or contact team for required repair. Any request for unit personnel outside of helicopter and maintenance personnel, (e.g., specialized cargo/vehicle drivers to move equipment from SDDC pier side staging area on to or off of vessels) will be requested by SDDC to the FORSCOM G-3 Operations Center. Funding for driver requirements will be IAW paragraph 3-4.a.4 of this regulation.

(1) SDDC request for drivers will specify what driver requirements are needed and SDDC DTS LOA Cross Organization information.

(2) SDDC will not go directly to deploying/redeploying or supporting units/corps deploying, but via HQ FORSCOM/Standard Tasking Order (STO) Process.

(3) Unit drivers must only drive vehicles that they are trained and licensed on.

(4) SDDC will provide a safety brief to military drivers before driving any vehicles or equipment onto vessels (See APPX B).

3-4.a.2. Large Scale Contingency Operations PSA

a. For Large Scale Contingency Operations (LSCO), FORSCOM units will augment SDDC capacity as required to execute port Command and Control and provide driver (and maintenance) support for US Army units deploying through a port. The following conditions apply:

(1) For designated ports, Corps will provide Mission Command:

(a) I Corps for Pacific Ocean Ports.

(b) III Corps for Gulf of Mexico Ports.

(c) XVIII Airborne Corps for Atlantic Ocean Ports.

(d) FORSCOM will reassign specific ports when an Operation Plan has a predominance of ports on one coast.

(e) Designated Corps will submit an augmentation request to FORSCOM if the requirement exceeds the capacity of the Corps.

(2) For each Operational Plan, Corps will develop their mission concept tailored to mission requirements and unit availability, not limited to COMPO 1 Soldiers.

(3) Corps will be prepared to provide and augment the ports with an additional command and control element, if required. Corps/units will be available to support download of equipment to vessel-side, and loading onto vessels, if required.

(4) SDDC will retain the administrative and life support requirements during LSCO. (ref: 3-4.b.5)

(5) On order, the Command and Control will transfer from Corps elements to Reserve Component elements or return to SDDC for steady state operations.

3-4.a.3. Redeployment Actions

a. Will be IAW Combatant Commander directed Policies and Procedures.

b. ICW SDDC, units will coordinate CONUS and/or home station redeployment transportation requirements.

3-4.a.4. FORSCOM/SDDC Funding

a. IAW Department of the Army Financial Management Guidance for Mobilization and Deployments (DAFM/D) guidance.

(1) Preparing assets for movement/shipment is a unit cost. This includes providing blocking, bracing, packing, crating and tie down (BBPCT) material for deployment. IAW Army directives, Aviation units will execute and fund all costs required to disassemble and prepare aircraft for shipment. The reassemble of aircraft upon redeployment is a unit cost. Units will also fund the cost of addressing frustrated cargo at the ports to correct improper HAZMAT paperwork.

(2) Maintenance support, (e.g., maintenance contact team) for port operations, LNOs (UMOs to monitor all unit items) and HAZMAT certifiers (to recertify any frustrated hazardous cargo) are the deploying unit's responsibility to fund. The supported command will also provide this support when the unit redeploys from theater.

(3) Unit costs do not include drivers at the port to load/unload trains and vessels. If augmentation of unit personnel is requested to fill a capability gap in the SDDC mission set (specialized drivers, or other unique needs), the request for this support will be submitted through SDDC HQ to FORSCOM HQ. Once approved by both Headquarters, transportation and life support costs for this request of additional Soldier labor is a SDDC funding responsibility.

3-4.a.5. Supercargo

a General. Supercargo are personnel designated on orders by a deploying unit to accompany, secure, and maintain classified/sensitive unit cargo on board a ship while transiting international waters. Supercargo will provide field level maintenance support (if no risk to Soldier), key control of vehicles, and liaison during cargo reception at the SPOE, vessel load/discharge operations, and SPOD port clearance operations. IAW DTR 4500.9-R, Part II, Chapter 205, Paragraph X.3.a.1; at least two of the ships' officers must be US Citizens, SGT (E-5) or above (or equivalent civilian grade), who will accompany the shipment from SPOE to SPOD.

Note: Table 205-4 in DTR 4500.9-R states supercargo personnel are required for Foreign Flag ships where no U.S. ship's officer with a security clearance is available.

(1) MSC, through SDDC, notifies FORSCOM of the number of supercargo personnel allowable by ship assignment. Routine exercises and real world/contingency supercargo requirements will be coordinated through the FORSCOM Operations Center.

(2) When more than one unit deploys cargo on the same ship, FORSCOM or the FORSCOM designated action agent specifies which unit will provide the Officer in Charge/Non-Commissioned Officer in Charge (OIC/NCOIC) and the number of personnel each unit will provide. Unit commanders will coordinate with the PSA prior to sending supercargo personnel to the SPOEs and adhere to call forward instructions. Upon arrival at the SPOE, supercargo personnel are under the operational control of the port CDR.

b. Allocation. The allocation of supercargo personnel is determined by the vessel commercial carrier/MSC in coordination with SDDC, and is dependent on several factors, including, but not limited to:

(1) Number of passenger berths available.
(2) Amount and type of cargo deployed.
(3) Duration of voyage.
(4) Number of units deploying equipment on a ship.
(5) Experienced and licensed mechanics.
(6) Recommended composition:
(a) One OIC/ Warrant Officer/NCOIC (with maintenance experience)
(b) Classified/Sensitive Cargo Escort(s) (if applicable and as required by regulations).

Note: Refer to the DTR 4500.9-R, Part III, Appendix D for responsibilities and duties of supercargo personnel.

3-4.b. Single Port Manager (SPM) PSA Responsibilities (SDDC)

a. SDDC performs SPM functions necessary to support the strategic flow of the deploying forces' equipment and sustainment supply in the SPOE and hand-off to the GCC in the SPOD. SDDC has a port management responsibility through all phases of the theater port operations continuum, from bare beach (e.g., JLOTS) deployment to a commercial contract fixed-port support deployment.

b. SDDC will designate a port marshalling area for units to relinquish cargo to SDDC. Units will utilize this area to perform maintenance, label equipment, identify and correct frustrated cargo, validate and certify HAZMAT requirements, and conduct joint inspections with SDDC before SDDC accepts unit cargo.

Note: At most commercial ports the "Port Marshalling Area" (PMA) designated by SDDC for utilization by the unit will be within the confines or vicinity of the port and may be virtually or physically co-located with the SDDC Controlled Staging Area as there are often no secured locations outside of the port itself available. As such, all areas will ultimately be under the control of SDDC as well as subject to commercial/industrial priorities and availabilities.

At most commercial ports, the facility has signed a collective bargaining agreement with a Longshoremen union or other organized labor collective. As such, only union stevedoring companies will be allowed to receive (unload)

commercial line-haul trucks and railcars or process (clerk/document) cargo or otherwise move cargo within the confines of the port facility. Essentially at the point that the cargo enters the front gate of the port it falls under the scope of the SDDC Stevedoring and Related Terminal Services Contract.

3-4.b.1. Required Port Safety Brief/Training by SDDC to Units
Official Safety briefs must be provided by SDDC at ports or before driving on vessels. All unit drivers must go through the proper vessel training to drive equipment on MSC or commercial vessels.

3-4.b.2. Port Terrain Walk. Units will coordinate with SDDC to host a port terrain walk, as required.

3-4.b.3. Deployment and Distribution Support Battalion (DDSB)/Deployment and Distribution Support Teams (DDST)

a. The DDSBs are USAR units under operational control of SDDC. Each DDSB includes a command group, one Terminal Management Team (TMT) and three Deployment and Distribution Support Teams (DDSTs).

b. The DDSTs deploy to installations to directly support deployment operations and TMTs manage individual vessel berth operations at ocean terminals. Since the DDSTs and TMTs are integral to the DDSB, the deploying unit has a single point of contact, at battalion command level, for every aspect of its deployment process from installation to ocean terminal load-out.

c. In its direct support to installation role, a DDST's primary mission is to assist the installation deploying UMO to ensure the deploying unit's equipment is properly prepared and correctly documented prior to departing the installation and subsequent arrival to the port IAW call forward movement schedules. Based on requirements identified by the installation and deploying unit in coordination with the port, the DDST assists in preparing movement documentation, and provides hands-on training/guidance in equipment preparation and tie-down procedures.

d. The TMT manages vessel load-out operations at the ocean terminal, ensuring that the deploying unit's equipment is properly documented, loaded, and stowed. The TMT manages the contracted labor which performs the operational work associated with loading and/or off-loading of a vessel and must include equipment on port/reception.

e. DDSTs are typically pre-designated for operations at specific installations. However, any installation or unit can request DDSB/DDST assistance at any time. Requests for DDSB/DDST assistance must be made to/through FORSCOM HQ to the SDDC, G-37, Training, Readiness, & Mobilization Branch which will respond by:

(1) Scheduling a DDST to perform Annual Training (AT) with the unit and/or ITO (LRCs) can be done during the TPFDD/Planning Conferences or direct contact to FORSCOM HQ by unit.

(2) Tasking the DDSB through SDDC via US Army Reserve Command (USARC) to provide assistance during inactive duty training.

(3) Coordinating with FORSCOM G-3/5/7 to resolve any support issues.

3-4.b.4. Stevedore and Related Terminal Services (S&RTS) Contract
SDDC supports deploying and redeploying units through all SDDC seaports to

facilitate throughput of unit equipment through its Stevedore and Related Terminal Services (S&RTS) Contracts, (ref: AR 10-87).

3-4.b.5. Port Staging Area-Coordinate Port Logistical Support (Place/Node)

a. Establish Overall Mission Command as SPM: SDDC will provide logistical support based on mission requirements for FORSCOM/ASCC/ACOM/DRU mission command element.

b. Port staging area: SDDC will provide space for specialized or protected cargo; equipment, containers, HELOs, HAZMAT/sensitive equipment.

c. Unit mission command element office space: SDDC will provide adequate office space (free from weather) for units on port.

d. Power source for unit: SDDC will provide adequate power source for units at port.

e. Life support on port for unit: SDDC will provide life support area on port for unit(s) to establish operations; latrine facilities; break areas; and information for local services (police, fire, medical).

f. Port Marshalling Area: SDDC will ensure security of the PMA (i.e., fenced in area, establish local sheriff department or contracted services at entry points) for personnel and equipment. Units do not provide port security.

3-4.b.6. Single Port Manager (Labor):

a. SDDC is the Single Port Manager and manages the Stevedoring and Related Terminal Service Contracts (S&RTS) at ports.

(1) SDDC will identify requirement/capability gaps between PSA and SDDC S&RTS Contracts.

(2) SDDC will notify and coordinate with FORSCOM for additional personnel/capability, if required for driver capability on or off the vessel to resolve capability gaps. (ref: 3.4.a.4.)

b. Port Security: SDDC will provide a secured Seaport Area of Responsibility (i.e., fenced in area, access restricted, law enforcement or contracted security services) at Ports. Units do not provide port security (ref: 3-4.b.5 (f).

c. Rail Off-Load: SPM (SDDC) will inform FORSCOM G33 of requirements for rail upload/download by port (as ports often vary, union vs S&RTS, contract) based on mission and equipment type. If additional drivers are required to fill a gap/shortfall SDDC will incur the costs.

3-4.c. Unit Responsibilities

a. FORSCOM/USARC/ARNG:

(1) Provide support for CONUS fort to port (deployment) and port to fort (redeployment) operations (convoy/rail/commercial truck).

(2) Provide required unit LNO/contact support for HAZMAT, documentation, and Prioritization. If required, and available, provide Movement Control Team (MCT).

(3) When unit drivers are requested, units must only drive vehicles they are trained and licensed on.

(4) Provide field level maintenance and/or contact team and equipment for required repair, ensure the responsibility of equipment while in transit.

(5) Provide recovery support for fort to port movement and support at seaport for the unit's equipment.

(6) Provide Military Shipping Labels (MSL), RFIDs, HAZMAT/AMMO DOCs,

and forms IAW FORSCOM/ARNG 55-1, and the correct placards and codes. Hazardous cargo must be segregated and labeled IAW Code of Federal Regulations (CFR), TITLE 49: Hazardous Materials Transportation and International Maritime Dangerous Goods Code (IMDGC).

(7) Port Marshalling Area (Place/Node): SDDC will provide an area within the port for unit convoys to marshal upon arrival. Units will PMCS and fuel vehicles as required. Personnel accountability, convoy closure, and reporting actions will also take place in this area. (See Annex B: Seaports of Embarkation).

(8) Unit will establish mission command HQ until all cargo and equipment is accepted by SDDC into the port staging area.

(9) HELO breakdown/assembly area

(a) See Annex B: Seaports of Embarkation.

(b) Aviation units or their supporting unit will provide E2E helicopter support for loading/unloading rotary aircraft on vessels. This includes helicopter assembly/disassembly of rotatory aircraft at port to prepare for shipment. Includes, but not limited to: fly-in/fly-out operations, helicopter ground support to include maintenance and fuel OPS, provision of lashing material and lifting gear.

(10) Specialized cargo breakdown/assembly area

(a) See Annex B: Seaports of Embarkation

(b) Coordinate with SDDC for assigned Port Marshalling Area.

(11) Coordinate life support area with SDDC

(12) Unit Maintenance Activity: Coordinate/receive orders from FORSCOM, for Specialized Equipment support.

(13) Establish Fuel Point or contract w/SDDC to provide fuel as a fee for service.

(a) Responsible for fueling of all vehicles, as per the SDDC Port Call Message for port:

- Fuel levels in vehicles shall be no less than 3/4 of a tank when they arrive at the SPOE for vessel upload. This may require fuel levels to be 100% when vehicles depart the motor pool.

- Individual Ocean Carrier fuel levels may differ per their regulatory guidance.

(14) HAZMAT/Frustrated Cargo Team. Unit will provide at port per FC/ARNG 55-1 and FORSCOM Command Deployment and Distribution Program (CDDP).

(15) Unit Movement Officer on site. Required for Fort to Port Operations for deployment, unless otherwise directed.

(16) Units will incur costs associated with loading (via towing) of dead-lined equipment from SDDC pier side staging area onto vessels. This also applies for redeployments, with dead-lined equipment being towed off vessel to SDDC pier side staging area. (ref: 3-4.a.)

(17) It is a unit responsibility to move rolling stock and equipment from port marshalling area to port staging area. Units are required to move assets from the Port Marshalling Area, rail off load area, and/or commercial truck off load area to the Port Staging Area. Units are also responsible for moving assets that require maintenance to the maintenance area and, once repaired, move to the Port Staging Area. A unit's responsibility and requirements for rolling stock/equipment ends, once assets are accepted by SDDC at the Port Staging Area.

(18) Supercargo (if carrier/MSC allows). Ref: 3-4.a.5.

3-5. Unit Liaisons

a. Unit CDR will coordinate with the installation UMO to provide a unit liaison, as required, to the seaport commander. The purpose of unit liaisons is primarily to assist in the call forward of Soldiers and equipment and to assist in resolving movement priority discrepancies. Unit liaison teams perform the following functions:

(1) Assist in calling forward Soldiers and equipment.
(2) Assist in resolving movement priority discrepancies.
(3) Assist in resolving military shipping label data discrepancies.
(4) Provide information on unit unique equipment.
(5) Gather information on unit movement and shipments of unit equipment to SPOD and capture lessons learned.

3-6. Establishing Convoy Arrival/Departure Gates and Times

Commanders of installations are responsible for validating the times at which military convoys will arrive and depart their installation and which gates will be used. Installation ITOs must coordinate directly with the state Defense Movement Coordinator (DMC), ARNG liaison in each state, is responsible for controlling the movement of Army traffic on the public highway system. Through this coordination, road space conflicts are resolved so that mobilization and deployment timetables can be met and missions can be accomplished.

a. All Convoys: Arrival/departure gates and times at the installation will be validated by the installation transportation office. Units will submit a Request for Convoy Clearance (DD Form1265) (ref: Fig 8-2). Request for Special Handling Permit (DD Form 1266) (ref: Fig 8-3) or DD Form 2777 to request convoy and/or oversized/overweight vehicle movement with UMC/DMC approval (See DTR 4500.9-R, Part III). The DMC will process the request. Active components will submit their requests through the LRCs' UMC. Preferred times are submitted by the moving unit. If the arrival/departure time cannot be met, due to highway availability or movement control requirements, the LRCs' UMC and Joint Force HQ-State DMC will coordinate directly with the unit for the establishment of a new time that meets the unit's mission requirement.

b. Mobilization Convoys: The MFGI are responsible for designating an arrival gate for each RC unit mobilizing at the installation. These gates will be established during regular coordination meetings between MFGIs and the mobilizing unit. Requests are submitted through the RC unit's regional command to the DMC as soon as possible after the unit is notified to move. An approved convoy movement order reflecting the actual arrival time and the march table will be published by the DMC as units are mobilized. Deployment Convoys: Deployment gate and departure times will be established in the same manner as for mobilization convoys. These times will be based on port calls and will be the result of direct coordination between the MFGI and the state-of-origin DMC. Deployment convoys have priority of movement over all other convoys.

3-7. Movement Reporting

a. Expedited Movement Report (EXMOVREP). The EXMOVREPs are not required unless specified by an exercise/operational directive. When required, EXMOVREPs are prepared by the installation UMC, USAR Mob Officer/UMC, or DMC to provide advance and actual movement information on departure and arrival of units.

b. The installation UMC is required to submit departure/arrival reports, as specified, to the FORSCOM Operations Center Watch Team for deploying/redeploying units within one hour of wheels up/down for airlift and, during contingencies, as required, for surface modes. The FORSCOM Wheels Up/Down Reports will be submitted to the FORSCOM Operations Center (Watch Team) through one of the following methods:

(1) Unclassified NIPR Email on GAL: USARMY Ft Bragg FORSCOM Mailbox G-3 FOC Watch Team (usarmy.bragg.forscom.mbx.g3-foc-watch-team@mail.mil).

(2) Unclassified FAX: DSN 670-1789; OCONUS DSN 312-670-1789

(3) Classified SIPR Email on GAL: USARMY Ft Bragg FORSCOM Mailbox G-3 FOC Watch (usarmy.bragg.forscom.mbx.g3-foc-watch@mail.smil.mil).

(4) Classified FAX: DSN 670-1721, OCONUS DSN 312-670-1721.

Chapter 4
Duties and Responsibilities of Movement Personnel

4-1. General
Commanders at all levels are responsible for appointing in writing the appropriate level of movement personnel to develop, plan and synchronize movement operations within their organizations. These individuals are responsible for planning/executing unit moves and supporting FORSCOM/SDDC data acquisition program.

a. Commanders will appoint in writing a Mobility Warrant Officer (MWO) if assigned.

b. Commanders of Installation and USARCs Operational and Functional Commands (OFCs) will appoint in writing a Unit Movement Coordinator and at least one alternate.

c. Joint Force Headquarters-State (JFHQ-ST) Adjutant General will appoint in writing a Defense Movement Coordinator (DMC) who will reside in the State Movement Control Center (SMCC) IAW DTR 4500.9-R Appendix F.

d. JFHQ-ST and OFC CDRs will appoint a DMC/SMC.

e. Brigade or Equivalent level Commanders are responsible for appointing in writing a Brigade Movement Coordinator (BMC).

f. Battalion Commanders will appoint in writing a primary Battalion Unit Movement Officer and at least one alternate.

g. Unit commanders (company/detachment level) will appoint in writing a primary UMO and at least one alternate.

4-2. Mobility Warrant Officer (MWO)
The MWO will:

a. Plan, organize, and supervise the preparation and execution of unit movement and distribution operations.

b. Coordinate deployment and distribution actions with multinational, joint, Army, and commercial agencies.

c. Prepare and validate deployment and redeployment plans, orders, and SOPs. Plan and conduct training in unit movement operations.

d. Plan and supervise the use of TC-AIMS II to document Army deployment, redeployment, and distribution operations.

e. Assist commanders in planning and conducting unit movement operations and operational maneuver. Execute the rapid transmission of movement requirements in the DTS. (See figure 5-1).

f. Develop, coordinate, and monitor deployment training for the entire organizations movement personnel; i.e., UMOs, TC-AIMS II operators, AMCO/air load planners, hazardous materials certifiers, and unit load teams. (Refer to Appendix J for complete list of movement personnel).

g. Oversee the use of deployment automation systems such as TC-AIMS II and ICODES. At all levels the MWO is primary responsible for their units' deployment, transportation, and ITV automated systems. MWO must ensure that all equipment/systems operate on the current version of software; subordinate users

(units) have the required accounts and permissions to accomplish their assigned duties and login to the assigned equipment/systems periodically to avoid account/equipment deactivation. Furthermore, when migrated to the TC-AIMS II enterprise, MWOs will serve as the user account manager (system administrator) and chain of command manager with responsibility to ensure all required users have accounts and the required permissions to accomplish the assigned duties, process request forms for access, access modification, access removal, and chain of command modification for loosing or gaining units. The MWO must maintain an up to date chain of command structure within his/her command, as well as, TC-AIMS II plans on the enterprise within his/her command and ensure only required plans are maintained on the enterprise. Plans on enterprise should not be older than two years.

h. Provide accurate UMD to the Installation UMC for final quality control check and submission to the FORSCOM Operations Readiness Directorate, G33, Strategic Movements Branch, Computerized Movement Planning and Status System (COMPASS) Section to influence the TPFDD.

i. Coordinate with installation activities and LRC for deployment support.

j. Assist commanders in planning and conducting operational maneuver. Conduct transportation feasibility analyses.

k. Provide continuity in planning and monitoring deployment and distribution operations.

l. Plan and monitor full spectrum theater transportation support to deployment and distribution operations. Determine theater transportation requirements to support deployment and distribution.

m. Provide infrastructure analysis on the different modes of transportation within the theater.

n. Coordinate with joint and multinational forces to plan and execute movements in theater and monitor RSOI operations for Armyforces.

o. Oversee the execution of full spectrum transportation support to deployment and distribution operations in a specific area of operations. Manage mode assets to ensure distribution priorities are met. Coordinate the execution of sustainment and operational convoys.

Note: It is incumbent on commanders to use the mobility officers to plan and execute deployments/redeployments and to train unit personnel to perform the tasks related to deployment. Refer to FM 3-35, Appendix, FM 4-01, ATP 4-16 , and Mobility Officer for specific breakdown of duties/responsibilities at each level of command (Corps, Divisions, Brigades, and select Battalions). The MWO will plan, organize, and supervise the preparation and execution of unit movement and distribution operations. Furthermore, the MWO/UMO will have complete oversight of the unit's movement personnel; including both the Battalion and Company UMOs.

4-3. Installation Unit Movement Coordinator (UMC)

UMCs will:

a. Be enlisted E6 or above, or military technician/dual status civilian (GS9 or above). Have experience or branch qualified in transportation and possess a secret clearance.

b. Process unit movement data:

(1) Ensure each installation/activity/assigned unit and supported unit maintains current UMD. Headquarters for Active/Reserve garrisons, JFHQ-STs, and OFCs are exempt from movement planning requirements unless a move to a theater of operations or MFGI is anticipated.

(2) Review and validate UMD for accuracy. Ensure transactions are submitted IAW FC 55-2. The UMC will maintain the data on each unit as required for each joint training exercise or operational requirement. Active installations will support JFHQ-ST/OFC requirements for UMD update and transmission when the JFHQ- ST/OFC cannot. TC-AIMS II is the automated system used by units at installation level in order to collect detailed movement data and pass to FORSCOM for strategic transportation planning and for allocation/scheduling of transportation lift assets.

(3) Provide instruction on collecting UMD and planning for both Network and Enterprise TC-AIMS II IAW this regulation and FC 55-2.

(4) Maintain on file approved copies of prepositioned documents listed in chapter 2-9.d. for all AC and RC units supported by/deploying from the UMC's installation.

(5) Provide deployment planning and execution guidance to all units mobilizing through and deploying from the installation.

c. Prepare movement reports:

(1) Submit departure reports. See chapter 3-10.

(2) Coordinate and validate transportation reporting under TC-AIMS II.

d. Process convoy clearances and special hauling permits:

(1) Forward requests for AC convoy clearances and special hauling permits to the SMCC for processing.

(2) Maintain files on unit highway moves coordinated for/approved by SMCC. Files will also include POC for SMCC, state and local authorities (police, highway, etc.), and other highway regulatory authorities as necessary.

e. Coordinate unit movements:

(1) Review and maintain DA movement directives, FORSCOM movement orders, or other such movement authorizations and coordinate type of movement, modes, departure times, and destination.

(2) Advise the unit on preparing movement documents.

(3) Verify amount of strategic lift assets required by each unit and assist in designating loading sites and coordinating times to start and complete unit loading.

(4) Obtain deployment documents from marshalling area loading site and check for accuracy and completeness.

(5) Assist in identifying and obtaining BBPCT materials from installation Director of Public Works (DPW)/LRC or through procurement channels.

Note: Staff organizations vary from installation to installation. The term LRC is used generically in this regulation to refer to the staff section at installation level responsible for logistical planning and support. The ITO is the activity under the LRC responsible for transportation. The UMC is the individual in the ITO responsible for planning and executing unit movement.

(6) Coordinate MHE requirements between units and MHE sources (commercial or military), if an area/local Movement Control Battalion (MCB) is unavailable).

(7) Coordinate with the ITO for all unit moves at railheads and airfields.

(8) Coordinate movement documents for commercial lift of passengers and enroute support with the unit and ITO passenger sections.

(9) Coordinate military movements with civilian administrative and law enforcement agencies to secure assistance for movement control, if an area/local Movement Control Team (MCT) is unavailable.

(10) Monitor movements and provide assistance, as required under AR 5-9, to units in or traversing in the installation support area.

(11) Ensure all unit equipment is properly marked prior to movement via any mode.

(12) Support unit movements at railheads, commercial truck load site, airfields. Note: UMC/ITO provides site expertise and documentation, while the unit provides manpower to support operations.

(13) Maintain communications with the SPOE to ensure convoy, commercial truck, and rail departure/ arrival times are known.

f. Coordinate airlift:

(1) Serve as primary POC for special assignment airlift mission (SAAM) and exercise airlift and coordinate airlift requests for deploying AC and USAR units. The OFC UMC will receive requests from units, correct or modify as needed, and forward to the supporting installation UMC. The installation UMC will verify both AC and USAR submissions and forward the SAAM request to HQ FORSCOM, G-3/5/7, Operations Readiness Directorate, G33, Strategic Movements Branch, 45 days prior to movement date. Headquarters, FORSCOM will coordinate the request with HQ, AMC and USTRANSCOM for validation.

(2) When requests are approved, coordinate airlift (military or commercial aircraft) with units and command staff agencies.

(3) Maintain liaison with units and Air Mobility Command (AMC) POC in coordinating loading and departure times and specific mission support requirements.

(4) Maintain contact with FORSCOM for aircraft coordination to report any change in mission requirements.

(5) Observe aircraft loading and obtain data for departure reporting, as required.

g. Maintain, manage, and provide 463L pallets reports per DTR 4500.9-R, Part VI.

h. Collect transportability data:

(1) Establish procedures to maintain and supervise data collection.

(2) Provide onsite expertise of data collection for obtaining weights and measurements of unit equipment.

(3) For new equipment, including newly configured equipment, provide collected transportability data to include weight tickets and photographs to SDDC TEA.

i. Review and approve deployment movement plans for AC units annually.

i. Review and formally coordinate RC mobilization movement/deployment prepositioned documents (see Chapter 2, paragraph 2-9.d.). This coordination will include the assignment of arrival gates and providing reception information and the concept of deployment.

j. Conduct annual movement planning and execution workshops for AC Battalion/Company UMOs.

k. Determine if RC deployment plans are required. If required, provide written guidance to JFHQ-ST/OFC to distribute to units. Review and approve RC deployment plans every two years, if required.

l. The UMC/DMC will provide guidance and assist assigned and supported units in preparing, maintaining, and executing movement plans, UMD, and related documentation.

m. The UMC/DMC will supervise the collecting, validation, and reporting of equipment transportability data IAW FC 55-2 and/or when tasked by HQ SDDC.

Note: The process of collecting and managing UMD and coordinating unit movements is accomplished by the UMC working closely with the unit's MWO (or Battalion/Company UMO if an MWO is not assigned).

4-4. Operational Functional Command (OFC) Unit Movement Coordinator (UMC)
OFC UMCs will:

a. Be enlisted E6 or above, or military technician/dual status civilian (GS9 or above). Have experience or branch qualified in transportation and possess a secret clearance.

b. Process unit movement data.

(1) Ensure each subordinate unit maintains current UMD. Headquarters for reserve garrisons and Regional Support Commands (RSCs) are exempt from movement planning requirements unless a move to a theater of operations or MFGI is anticipated.

(2) Provide instruction on collecting UMD and planning.

c. Prepare movement reports. Coordinate with USAR units and obtain data for preparing and dispatching departure reports, when required.

d. Validate unit requests for USAR convoy clearances and forward to the DMC for approval or task to MSC's.

e. Advise the unit on preparing movement documents.

f. Assist in identifying and obtaining BBPCT materials.

g. Conduct annual movement planning and execution workshops for USAR UMOs.

h. Maintain a POC file for SMCCs.

4-5. Joint Force Headquarters-State (JFHQ-ST) Defense Movement Coordinator (DMC)

The DMC will:

a. Assist in movement planning.

(1) Conduct annual movement planning and execution workshops. These workshops will include, as a minimum, movement plan development, convoy operations, load planning, OEL training, and deployment movement planning.

(2) Approve unit mobilization movement plans for subordinate units.

(3) Assist ARNG units with implementation of mobilization movement plans.

(4) Train Battalion UMOs. Assist in training Company UMOs as required.

b. Process unit movement data:

(1) Ensure units maintain current UMD. The JFHQ-STs and Regional Training Sites are exempt from movement planning requirements unless a move to a theater of operations or MFGI is anticipated.

(2) Provide instruction on collecting UMD and planning.

(3) Review and validate UMD for accuracy. Ensure transactions are submitted IAW FC 55-2. The DMC will maintain the data on each unit as required for each joint training exercise or operational requirement.

(4) Maintain on file a current copy of the OEL and the UMO Appointment Memorandum from the approved mobilization movement plan.

c. Coordinate unit movements:

(1) Review and maintain movement directives and coordinate type of movement, modes, departure times and destinations.

(2) Coordinate with unit's chain of command.

(3) Advise the unit on preparing movement documents.

(4) Verify amount of lift required by each unit and assist in designating loading sites and times to start and complete loading.

(5) Assist in identifying BBPCT materials.

(6) Coordinate MHE requirements between units and United States Property and Fiscal Officer (USPFO)/LRC, as required. Commercial MHE is contracted by USPFO/LRC.

(7) Coordinate with USPFO/LRC Traffic Manager for all commercial moves.

(8) Coordinate movement documents for commercial lift of passengers and enroute support with the unit and USPFO/LRC Traffic Manager.

d. Coordinate, obtain data, and prepare departure reports (see paragraph 3-10).

e. Serve as the Army's primary contact within each state to process convoy clearances and special hauling permits:

(1) Ensure military vehicles meet State and local requirements for routine clearances, weight/height restrictions, and time of travel.

(2) Obtain blanket permits, if possible, from highway regulatory authorities.

(3) Obtain civil permits and clearances in emergencies.

(4) Monitor convoy movements, as required.

(5) Assist in coordinating enroute administrative and logistics support for units.

(6) Provide active military installations and USAR OFC headquartered within respective state boundaries a 24-hour contact number for emergencies and names and daytime phone numbers of DMCs for all states.

(7) Provide copies of current Convoy Visibility Reports to installations when requested.

(8) Maintain files on unit highway moves coordinated and approved by SMCC. Files will include state and local authorities (police, highway, etc.) and other highway regulatory authorities as necessary.

f. Maintain containers per DTR 4500.9-R, Part VI and AR 56-4.

g. Operate a SMCC to manage convoys.

h. Coordinate with the USPFO/LRC Traffic Manager for technical assistance in planning and executing commercial movements.

i. Coordinate airlift:

(1) Serve as primary POC for SAAM and exercise airlift for their State, to coordinate airlift request for deploying National Guard units.

(2) Coordinate airlift (military and commercial) with units and command staff agencies.

(3) Observe aircraft loading and obtain data for departure reports.

j. Ensure trained personnel are available to certify hazardous materials.

k. Create and maintain Traffic Circulation Plans (TCP) within TC-AIMS II for their respective state or territory.

l. Serve as the State Emergency Highway Traffic Regulation (EHTR) representative during emergencies.

m. Provide technical expertise and assist Battalion UMOs with training unit load teams.

Note: The process of assisting in movement planning, collecting and managing UMD, and coordinating unit movements is accomplished by the DMC working closely with the unit's MWO, or Battalion UMO if an MWO is not assigned.

n. The UMC/DMC will provide guidance and assist assigned and supported units in preparing, maintaining, and executing movement plans, UMD, and related documentation.

o. The UMC/DMC will supervise the collecting, validation, and reporting of equipment transportability data IAW FC 55-2 and/or when tasked by HQ SDDC.

4-6. Site Movement Coordinator (SMC)

Site movement coordinator will:

a. Be NCO (E6 or above), possess a secret clearance, have experience or be branch qualified in transportation and have a minimum of two years retainability.

b. Establish external and internal SOPs for equipment recovery to address mobilization movement.

c. Coordinate the movement of unit cargo from the site to an appropriate destination (e.g., MFGI/SPOE/APOE).

d. At storage sites located on active or reserve installations, coordinate actions through the installation UMC.

4-7. Brigade Movement Coordinator (BMC)

The Brigade Movement Coordinator will:

a. Be in the grade of WO1 or higher (a mobility warrant officer if assigned) and assistant BMC will be E7 or higher.

b. Coordinates the movement of personnel and equipment beyond the capability of organic unit assets with the installation transportation officer or UMC.

c. Be the liaison between the UMO (at battalion and company) and the ITO in CONUS locations, the MCT in OCONUS locations; and in both locations, the UMC.

d. Coordinate and support Brigade movement activities and to assist in the development, maintenance, and evaluation of subordinate units' movement plans.

e. Verify the OEL data with units and submit changes to higher headquarters.

f. Use TC-AIMS II to consolidate unit UDLs and create movement programs.

g. Use TC-AIMS II to receive and distribute TPFDD after receiving it from Computerized Movement Planning and Status System (COMPASS).

h. Provide TC-AIMS II movement programs to the UMC.

i. Use TC-AIMS II to submit support requests to the UMC.

j. Use TC-AIMS II to plan convoys and create documentation.

k. Create commercial and military transportation documentation.

l. Ensure subordinate units properly prepare vehicles and equipment for shipment to include securing BII, weighing, and affixing the necessary markings, labels, and ITV devices to their equipment and 463L pallets, that is, MSL RFID tags.

m. Train subordinate UMOs in duties/responsibilities of movement planning.

4-8. Battalion Unit Movement Officer

The Battalion UMO will:

a. Be in the grade of E6 or above and assistant UMO in the grade of E5 or above.

b. Work directly with the Brigade Movement Coordinator who is responsible for planning and executing unit movement and distribution operations.

c. Coordinate movement planning guidance that applies to subordinate units and direct preparation and maintenance of movement plans and data. (see figure 5-1)

d. Review and evaluate effectiveness of subordinate level movement plans.

e. Prepare recommendations as appropriate to enhance movement planning and execution.

f. Prepare and maintain command level movement plans that incorporate subordinate level movement requirements.

g. Coordinate movement requirements in the chain of command.

h. Train subordinate UMO in duties/responsibilities of movement planning.

i. Ensure unit load plans have been tested.

4-9. Unit Movement Officer (UMO)

The UMO will:

a. Be a commissioned officer or enlisted in the grade of E6 or above and assistant UMO be in the grade of E6 or above and possess and maintain a secret clearance.

b. Work directly with the Battalion UMO.

c. The UMO is primarily responsible for the company's OEL in TC-AIMS II. UMO must ensure that individuals appointed as the TC-AIMS II operators are on orders, trained and have proper access to the TC-AIMS II architecture. Unit TC-AIMS II operators must ensure that the units' OEL is updated in the installation's TC-AIMS II system for AC units or the TC-AIMS II Enterprise system for RC and NG each quarter (every 3 months), and/or as property book equipment (Major End Items) is added, removed, or modified. UMO also must ensure that upon completion of an OEL update, the unit's Commander approve/sign the updated OEL certifying that this reflects the unit's current MTOE authorization for major end items, and submits the signed OEL to the ITO/Installation Unit Movements Office.

d. Maintain unit movement and vehicle load plans. The AC will prepare a deployment movement plan. The RC will prepare a mobilization movement plan and in addition, if required by the MFGI, a deployment movement plan.

e. Review unit movement plans to ensure conformity with this regulation.

f. Prepare and maintain documentation needed for unit movements to include OEL reports.

g. Supervise the preparation and execution of unit load plans.

h. Coordinate with higher headquarters and support activities on unit movements.

i. Coordinate operational and logistical movement requirements.

j. Submit UMD, through the Brigade (or equivalent) S4/Mobility Team, to the ITO as required by FC 55-2.

k. Maintain on file approved copies of all unit movement plans.

l. Notify the Battalion UMO for RC or installation UMC for AC units between update cycles of any changes which affect the units' transportation requirements.

m. Train unit load teams.

n. Ensure unit personnel are available who are authorized to certify hazardous materials.

o. Ensure vehicle load plans are tested IAW this regulation.

p. In the absence of the MWO the UMO will plan, organize, and supervise the preparation and execution of unit movement and distribution operations. Furthermore, the MWO/UMO will have complete oversight of the units' movement personnel; including both the Battalion and Company UMOs.

q. The Battalion UMO will coordinate movement plan requirements, assist subordinate planning personnel, and provide UMD to UMC/BMC or DMC to support FORSCOM data acquisition.

r. The UMO will prepare and coordinate the unit movement plan and provide UMD through chain of command to support FORSCOM data acquisition.

4-10. Unit Movement Personnel

Refer to Appendix J for a complete list of a unit's required movement personnel.

Chapter 5
Mobilization/Deployment Movement

Planning Section I: RC Mobilization

Movement Planning

5-1. Applicability
Reserve units normally move from their Home Station (HS) to a designated MFGI and are required to plan for the move by preparing mobilization movement plans. Those RC units whose present location is their MFGI as described in FORMDEPS are exempt from preparing mobilization movement plans. Those RC units designated in advance as direct deployers (move directly from HS to an APOE) are exempt from preparing mobilization movement plans but are required to prepare a deployment movement plan if directed by the MFGI. The RC units designated in advance as modified deployers (move equipment directly to SPOE and unit personnel to MFGI with a subsequent move to an APOE), are required to do mobilization movement plan for personnel and are required to prepare a deployment movement plan for equipment, if directed by the MFGI. During contingency operations, the FORSCOM Commander may designate specific RC units as Home Station Mobilization (HSM) deployers. These units move as direct deployers with equipment moving either to an SPOE or APOE. For HSM deployers, the JFHQ-ST is responsible for the transportation functions for the ARNG units and the supporting installation for USAR units.

5-2. General Planning Guidance
a. The RC mobilization movement plans provide for movement of assigned personnel, equipment, and supplies from HS and, if applicable, equipment storage sites to MFGI and mobilization site. For planning purposes, RC units should plan for three days at HS after being mobilized, and one day travel time from the HS to the MFGI. The total movement may be broken into several parts (e.g., a portion may move by organic vehicles from HS or storage site, and the remainder by commercial and/or borrowed military assets from one or more locations). Figure 5-1 provides a movement planning guide checklist.

b. Emphasis is on movement of fully loaded transportation assets organic to the unit and major command, with commercial surface augmentation, as required. Air transportation should only be used for priority movement of personnel over extended distances in CONUS. In determining the mode of transportation, commanders will consider the following:

(1) Moving administratively directly from the HS to the MFGI or mobilization site.

(2) Using organic transportation when the distance from HS to MFGI or mobilization site is negligible. Mode selection should be based on sound judgment and rational evaluation. Considerations includes whether movement can be made by organic means without harm to vehicle serviceability and the mobilization schedule.

(3) Air transportation will be extremely limited and will not be considered for movement of cargo.

(4) Personnel transportation (normally by bus), in excess of organic capability, will be provided as prescribed under DTR 4500.9-R, Part I, Passenger Movement.

(5) Use FORSCOM Form 285-1-R to request commercial transportation (see figure 5-6). If the SI/USPFO/LRC authorizes an alternate format for requesting commercial support, it may be used, i.e., memorandum, OEL, etc.

(6) Traveling by privately owned vehicle (ONLY with written concurrence or approval of the MFGI) if non-deploying RC units.

(7) Flying organic aircraft to the MFGI airfield.

c. Army Techniques Publication FM 3-35, Army Deployment and Redeployment, is to be used as a guide in developing the unit movement plan for the movement from HS to MFGI or mobilization site.

d. During development of the unit movement plan, consider the out-loading capability at HS, equipment storage site, and the receiving capability at the MFGI in determining requirements for commercial transportation. The UMO can coordinate with the MFGI UMC to determine terminal facilities capabilities.

e. Mobilizing units must plan to take all authorized MTOE/CTA property to the MFGI.

Note: Mobilizing units are responsible for disposition of equipment not deployed, as it will not be stored at the deployment installation.

f. For vehicle configuration guidance, see Chapter 5, Section II, Deployment Movement Planning, in this regulation and TB 55-46-1.

g. Planning and execution data for mobilization may be obtained for real-world and selected exercises from the Force Projection module within the Defense Readiness Reporting System-Army (DRRS-A) suite. For functional assistance, contact FORSCOM, DCS, G-3/5/7 Strategic Mobilization Branch at DSN 670-6708/6721, OCONUS DSN 312-670-6708/6721, (Commercial: 910-570-6708/6721). For assistance regarding the GCCS workstation/log on problems, contact FORSCOM, DCS, G-6, FORSNET Customer Assistance Office (CAO) level 1 at DSN 670- 5315/5316, OCONUS DSN 312-670-5315/5316. (Commercial 910-570-5315/5316).

h. The planning steps provided in Section II of this chapter for developing a deployment movement plan can also be used in developing a mobilization movement plan.

i. ATP 5-19, AR 385-10 and FC Reg 385-1 will be implemented. In particular, portions of AR 385-10, Chapters 11, ‘Motor Vehicle Accident Prevention’, 12, ‘Force Mobilization’, and 14, ‘Safe Cargo Operations’ apply. Training prior to mobilization/deployment movement may be required.

j. Commanders do not have the authority to waive statutory requirements concerning vehicle loads, especially concerning HAZMAT. An exemption or competent authority approval must be obtained prior to using alternative procedures. Generally, the governing regulations are—

(1) 49 CFR for CONUS transports.

(2) The IMDG–Code for sea transport.

(3) Air Force Manual 24–204 (AFMAN) (I)/TM 38–250/NAVSUP PUB 505/MCO P4030.19/DLAI 4145.3 for military air transport.

(4) International Air Transport Association Dangerous Goods Regulation for commercial air transport.

(5) International Civil Aviation Organization Technical Instructions for the Safe Transport of Dangerous Goods by Air.

5-3. Unit Load/Movement Plans

Load planning personnel must ensure that all authorized personnel, equipment, and unit supplies are included when developing unit load plans

a. Preparation, packing, and loading of equipment on unit vehicles.

(1) The UMO will divide cargo into following categories to assist unit movement planning personnel in consolidating items for movement and developing load plans for individual vehicles:

(a) Classified, hazardous, or sensitive items which require special security, handling or movement procedures.

(b) Organizational equipment to be loaded in cargo carrying organic vehicles.

(c) Organizational equipment to move by rail/commercial truck mode.

(d) Organizational equipment to move by command controlled or borrowed assets.

(e) Movement flow of advance, main body, and rear elements.

(2) The unit will consolidate cargo using pallets, boxes, and crates. Upon mobilization, the required packing containers can be bought locally by the Class “A” Agent or Mobilization Purchasing Authority (MPA), from commercial sources if authorized by the OFC or JFHQ-ST.

(3) Load planning personnel will maximize organic vehicle cargo space within the following limitations:

(a) Vehicle rated load capacity will not be exceeded. On vehicles with highway and cross-country rating, use only cross-country rating. The highway rating is no longer valid.

(b) Vehicle loads will not extend above or beyond the vehicle's normal operational limitations. The loading teams will properly stow and secure cargo for movement.

(c) Vehicles for rail or highway commercial movement will be blocked, braced and equipment tied down IAW applicable regulations.

(d) The shipping unit or activity is responsible for loading and tie-down supplies and equipment on to their vehicles. Units will request aid through appropriate command channels. Upon mobilization, loading and tie-down materials can be bought locally by Class "A" Agent or MPA from commercial sources if authorized by the OFC or JFHQ-ST.

b. The FORSCOM Form 285-R, Vehicle Load Card, or DA Form 5748-R, Unit Packing List and Load Diagram, will be used for developing and recording organic vehicle cargo loads and included in the unit’s movement plan (see figure 5-2). When documenting the secondary cargo, the DD Form 1750, Packing List,

or DA Form 5748-R, Unit Packing List and Load Diagram, will be used to detail all the contents of boxed/crated items. The FORSCOM Form 285-R will reflect a general description and location of all items in the cargo bed to include boxed/crated items. Vehicle load plans must be physically tested (actually loaded) and the test verified on the load card. If the load changes, the test must be repeated and the vehicle load card revalidated.

c. FM 3-35 and applicable equipment TMs have guidance for determining specific commercial requirements. Load plans for uploading of military vehicles on commercial conveyances are not required. A secondary cargo load plan for the military vehicle (if loaded) is still required.

d. Documentation.

(1) Personnel.

(a) Movement will be in accordance with instructions in DTR 4500.9-R, Part I, Passenger Movement; DTR 4500.9-R, Part III, Mobility; and instructions provided by the SI or JFHQ-ST transportation officer.

(b) The unit movement personnel will coordinate the necessary transportation request (TR) or commercial tickets with the transportation officer at the SI or JFHQ-ST/USPFO/LRC.

(2) Cargo/Equipment.

(a) Cargo/equipment will be documented as outlined in FM 3-35; DTR 4500.9-R, Part II, Cargo Movements; DTR 4500.9-R, Part III, Mobility; and instructions provided by the SI or JFHQ-ST transportation officer. The shipping unit or activity is responsible for completing shipping documents according to procedures identified by the supporting transportation officer, either SI or JFHQ-ST.

(b) The shipping unit will prepare individual packing lists (DD Form 1750/DA Form 5748-R/FC 285-R as applicable) for all cargo moving by commercial transportation modes and for the items containerized in the back of organic vehicles (see figure 5-3 and figure 5-4 DD Form 1750). The DA Form 5748-R is an authorized substitute for the DD Form 1750 and FORSCOM Form 285-R.

(c) Information on dimensions, weights, and cubes for all Army equipment is in the CD-ROM and worldwide web versions of TB 55-46-1. Only major end items are contained in the hard copy version. Website address is www.tea.army.mil.

e. The following guidance will be used when planning for commercial transportation:

(1) Commercial surface transportation will be planned for cargo and personnel that the unit is not able to transport. The unit is not authorized to contract for commercial transportation. Commercial buses, trucks, or railcars will be contracted for and coordinated by the supporting installation USPFO/ITO. Commercial buses or trucks will arrive at pickup points at times set by unit movement personnel and coordinated with the SI/USPFO/ITO.

(2) The shipping unit is responsible for loading, blocking and bracing. Tie-downs for commercial trucks should be provided by the carrier.

(3) Guidance for loading major items of equipment on railcars is in the AAR Open Top Loading Rules (OTLR) Sections 1 (General Rules) and 6 (Military Equipment and Material), portions of which are contained in SDDC TEA PAM 55-19,

Tie-down Handbook for Rail Movements. Use FORSCOM Form 285-5-R as a worksheet to assist in Rail Load Planning (see figure 5-6).

(4) Compatible hazardous materials must be consolidated and loaded as one of the last items for immediate access. All hazardous materials must be properly documented (see Appendix M). During mobilization movement, except for weapons guards, RC units will not plan to transport ammunition from HS to MFGI. (Army Regulation 190-11 requires armed guards for Category I and II AA&E moved by units or organizational transportation off post. However, for Category II AA&E, units can request a waiver from the FORSCOM Provost Marshal for the armed guard requirement).

(5) Requests for containers, BBPCT, commercial transportation, and OEL update (using type data code for respective operation) can be required to be submitted to the SI/USPFO at HS after confirming unit requirements identified by theater combatant commander.

(6) Equipment can be shipped directly to the SPOE/APO.

(7) Documentation/loading teams can be required at the APOE/SPOE to correct discrepancies.

Section II: Deployment Movement Planning

5-4. General

a. Depending on the regional threat, the Army will support the missions through a mix of prepositioned stocks and the ability to provide rapid force projections through strategic deployment/sustainment. The supported combatant commander identifies required units by Unit Type Code (UTC). The force providers fill the UTC requirement by earmarking the specific numbered units to support an OPLAN through Unit Identification Codes (UICs). Derivative UICs may be created to tailor units to meet specific mission scenarios, but first must be approved by FORSCOM. The UMO must manage the deployment of his/her unit in accordance with the time schedule specified by the Time-Phased Force and Deployment Data (TPFDD) in the OPLAN.

Note: Derivative UICs are obtained by sending a request, through your higher command, to the FORSCOM G-3, Readiness Reporting Directorate; providing unit POC, unit UIC, requested Derivative UIC, and the justification for obtaining the Derivative UIC. The derivative UICs should be requested NLT 30 day prior to Ready Load Date (RLD).

b. Units deploying under a Joint Operations Planning and Execution System (JOPES) operations plan (OPLAN) must increment their movements consistent with TPFDD requirements as delineated by unit line number (ULN). A ULN identifies a unique unit movement increment for deployment.

c. Units will report their movement data in TC-AIMS II by Company (lettered) level UIC. All UICs (including derivative UICs) must be registered in the Defense Readiness Reporting System-Army (DRRS-A) or the units must provide the UMC with unit mobilization or deployment orders indicating the UIC assignment. When

derivative UICs are temporarily assigned for specific operations, data can be reported in TC-AIMS II under the unit's existing UICs with the respective TPFDD ULN or under the derivative UICs. However, if existing UICs are used, the UMC must coordinate with the FORSCOM Computerized Movement Planning and Status System (COMPASS) Office before submitting the data.

d. Units must use the correct ULN for equipment to be scheduled for movement at the right time by the correct mode. This is the key to the JOPES database validation process. An incorrect ULN could overstate/understate lift requirements and delay passenger/cargo movements until the data base is corrected. If one unit uses the ULN of another unit, the TPFDD will not capture the correct data because the UIC/ULN does not match. Because reporting requirements will vary from mission to mission, units must follow FORSCOM's guidance for reporting individual operations.

Note: ULNs are created by the unit (Brigade and above) in conjunction with their higher command.

e. Deployment plans are required for units directed to deploy according to an OPLAN, Concept Plan (CONPLAN), exercise, TCS orders or PCS orders. Normally, these moves are strategic deployments of unit equipment loaded non-tactically. Non- tactical loading primarily emphasizes maximum use of troop and cargo space with lesser regard to tactical considerations.

f. For PCS/TCS unit moves, HQ DA publishes a movement directive which provides resource funding guidance and identifies the unit movement category. The JCS issues, an Execute Order to direct deployment which is received through the chain of command by FORSCOM. FORSCOM, in turn issues, an Execute Order to its unit.

g. The Transportation Component Commands (TCC) schedule strategic lift against validated movement requirements in the TPFDD. The TCCs are Air Mobility Command (AMC), Military Sealift Command (MSC) and SDDC. SDDC publishes port call messages to call equipment forward to the SPOE. The AMC publishes airflow schedules to call forward personnel and equipment deploying from the APOE. These call forward schedules are movement directives which specify when units must have their equipment at the POE to meet available to load dates (ALDs). Based on these schedules, intermediate and unit level commands, in collaboration with the Installation ITO/UMC, backward plans movements to the POE to support ALDs.

Note: For Exception to Policy (ETP)/Waiver requests, see the FORSCOM G-33 Strategic Movements Business Rules or contact FORSCOM Strategic Movements section.

h. In an overseas deployment, unit equipment will be sent by sea IAW theater LOIs. Based on the unit's proximity to POE, the availability of railcars and commercial trucks, and the type of unit equipment, the unit may move to the POE, by convoy, rail, commercial truck, barge, or combination of all four. Normally, unit personnel will travel by air with "to accompany troops" (TAT) baggage. Units will

contact the ITO/UMC and FORSCOM, G-33 Strategic Mobility (through their Corps or separate higher HQ) for TAT restrictions and guidance on specific theaters of operations. (Any equipment or supplies authorized for airlift must be annotated on the OEL and UDL). Ammunition and hazardous material must be annotated with the proper cargo category codes. (See FC 55-2). The flow of personnel should be sequenced with the arrival of unit equipment at the SPOD.

5-5. The Deployment Movement Plan

a. An effective movement plan contains sufficient detail to prepare a unit to perform an actual deployment. It defines responsibilities, functions, and details for each part of a unit deployment from MFGI to reception in theater. The Global Command and Control System (GCCS) is used by the National Command Authorities (NCA), Supported and Supporting Combatant Commanders, and the Joint Deployment Community to manage real world and deployment operations. Deployment related information is contained in the GCCS databases. The OPLAN data is available through a series of preformatted reports or by using specially developed Rapid Query Tool (RQT) software available in JOPES. The ULNs, available on these reports, divide the unit by mode of transportation, ports of embarkation, ports of debarkation, and dates. Dates correspond to the established C- day for the Plan. The unit is phased by relative deployment days into Ready-to-load dates (RLD) at origin (installation for AC and mob station for RC), ALD at the A/SPOE, and into EAD-/LAD at the air/seaport of debarkation (A/SPOD). The TCCs schedule lift for the ULN to meet the EAD-LAD window.

b. Preformatted JOPES reports containing information on deployment requirements and strategic lift schedules are available on GCCS. Requirements and scheduling information can also be extracted by any registered GCCS user using the RQT query software. This software can be used to establish site unique reports merging both requirements and scheduling information. Assistance in accessing reports can be obtained from FORSCOM Strategic Movements Branch, Readiness Operations Directorate G33 at DSN 670-6742/6743/6744.

c. Units will use the following steps to develop a deployment movement plan:

Step 1: Identify what needs to be moved

a. Personnel. For planning contingency/OPLAN movements, units will plan to deploy with assigned personnel. Upon execution, plans may need to be modified if additional personnel are assigned to bring units up to the required readiness level. The commander must plan the breakdown of personnel for Army Prepositioned Stocks (APS) draw teams, supercargoes, advance parties, rear detachments, and security guards/escorts, if required. See FM 3-35, for guidance on security guards and supercargoes.

Note: If authorized to draw APS, units should review the Automated Battle book System (ABS) and the Deployment Asset Visibility System (DAVS) for site specific APS' stockpile equipment inventories, training, and recommended advanced, party/main body personnel composition.

b. Equipment. In conducting a unit equipment analysis, the UMO must review the unit's TOE/MTOE, CTA, and the unit property book. The UMO must have a detailed listing of each piece of equipment to be deployed. All outsize, oversize, overweight, or hazardous equipment/cargo must be identified. These pieces of equipment will need special considerations. The UMO will physically verify and validate the equipment's configuration utilizing TB-55-46-1.

Note: For ETP/Waiver requests, see the FORSCOM Strategic Movements Business Rules or contact FORSCOM Strategic Movements section.

(1) For planning contingency/OPLAN movements, units will plan to deploy with equipment on-hand. Upon execution, plans may need to be modified if equipment cross leveling is necessary to bring units up to required readiness levels if units are authorized to draw APS, or if units fall in on Stay behind Equipment (SBE). If approved to draw APS, units should use ABS to assist in determining deployment requirements. For peacetime deployments (exercises, TCSs), the unit will plan to move the equipment/supplies necessary to support the operations.

(2) The unit must coordinate with the MFGI UMC for information in order to develop a Deployment Movement Plan. For RC units, the MFGI must provide written guidance to the OFC UMC or JFHQ-ST DMC when a deployment plan is required. The battalion UMO will ensure that the deployment plan is completed, approved and is executable.

c. Supplies. Units should plan, to move the basic load of supplies initially required by the unit to sustain operations upon arrival in the theater. Requirements vary from movement to movement. For planning purposes, unit will plan to take the following:

(1) Class I (Subsistence). Units should plan for five days of operational rations or based on mission analysis. These rations are exclusive of rations enroute to the theater.

(2) Classes II and IV (Individual Equipment and Construction Materials). These items include a basic load of organizational clothing and individual equipment (OCIE). See CTA 50-900. Equipment and construction materials will include:

-Blocking and bracing material.
-Concertina wire.
-Stenciling paint.
-Packaging tape.
-Shipping containers for unit equipment and supplies.
-Packing boxes for individual property in troop billets. (These will be stored and not deploy with the unit.)
-Banding equipment and materials.
-Cleaning equipment, such as long handled brushes for vehicles.
-Key box for key control.
-Field sanitation equipment. (Refer to FM 21-10 for further guidance)
-Packaging materials for hazardous materials.

(3) Class III (petroleum, oil and lubricants (POL)). Units should plan for a 15- day supply of packaged POL.

(4) Class V (ABL). Ammunition basic load is determined IAW FC 700-3 and an ABL Computation Sheet. (Refer to CTA 50-909 for operational requirements and AR 513 for training.)

(5) Class VI (Personal Demand Items). Personnel should bring a 30-day supply of personnel demand items. The OPLAN/OPORD will dictate any required unit level planning.

(6) Class VII (Major End Items). Critical equipment shortages are identified according to AR 220-1. The receipt of this filler equipment upon deployment should be calculated in all planning phases.

(7) Class VIII (Medical Supplies). Medical supplies authorized for units are listed in CTA 8-100. Authorizations for biological and chemical agent medical materials are contained in AR 40-61, AR 710-2, and AR 40-562.

(8) Class IX (Repair Parts).

(9) Expendable Supplies. Units should plan for a 15-day supply.

Note: In APS, unit basic loads, prescribed load list (PLL) and authorized stockage list (ASL) items are often prepositioned with unit equipment sets.

d. Baggage:

(1) Each individual Soldier should have two duffel bags, an “A bag” and a “B bag”. The “A bag” should contain personal clothing items (i.e., uniforms, extra boots, civilian clothes, if authorized); the “B bag” should contain CTA-50 items not otherwise carried or worn by the Soldier. The unit may transport “A and B bags” as palletized cargo or with the troops stowed in the baggage compartment of commercial buses or aircraft (see Appendix D for planning weights). Authorized baggage requirements may vary based on the deployment.

(2) Each Soldier may also have one carry-on bag for toilet articles, MREs, and other personal items which may require frequent access while enroute. The weight of the hand-carried items (to include the “A bag”) should not exceed the Soldier’s capability to carry them a reasonable distance and load and unload them from buses, trains, or ships. Carry-on items must fit under the seat or in the overhead compartment of commercial transportation assets. Rucksacks are not considered carry-on baggage.

Note: Further restrictions or less may apply as each theater of operation, mission, and exercise differs from each other. See FORSCOM Business Rules for further guidance.

Step 2: Identify Equipment to Accompany Troops (TAT) and Equipment which does not have to Accompany Troops (NTAT) IAW FM 3-35 Appendix H.

a. TAT equipment must accompany troops, be accessible enroute, and/or must be available at the overseas destination before or upon the arrival of the unit. For personnel traveling via commercial air, this is generally only the baggage that

would fit under the seat. Units will report TAT on the UDL. Examples of TAT equipment may include:

(1) Mechanics tool boxes.
(2) Basic load of Class I items.
(3) Additional Individual baggage.
(4) Individual weapons.

b. TAT equipment also includes equipment that must be available at the overseas destination before or upon the arrival of the unit. This equipment may be sensitive cargo that requires special security or handling at the A/SPOE or A/SPOD. Special handling cargo can include priority cargo requiring - being loaded last and offloaded first. This type of TAT must be unitized/palletized and reported on the UDL.

c. NTAT Equipment. This equipment is normally shipped by surface and does not accompany the main troop movement. It consists of all other equipment that is required for the unit to perform its mission and must be reported on the UDL under the correct mode source code. For further information see FM 3-35 Appendix H.

Step 3: Identify Air Movement Requirements (Advance Parties, Personnel, Baggage, and Some Equipment). The Balance Normally Moves By Sea.
The TPFDD for each OPLAN is coded for the mode the unit is projected to use. For a small percentage of units, the entire unit, to include equipment, will move by air. For RC units, if a Deployment Plan is required, it is the units responsible to obtain data from the MFGI UMC to determine whether or not air movement plans are required. For AC units, information is available from installation GCCS system. The RC units will be prepared to provide passenger and baggage counts for air movement upon arrival at the MFGI.

Step 4: Identify Hazardous Cargo (also Sensitive and Classified) for Packaging, Labeling, Segregating, and Placarding for Movement.

Note: This section provides only general hazardous cargo guidance. Movement personnel must refer to applicable regulations to obtain the detailed information for planning and execution.

a. The following general guidelines are provided for moving ABL:

(1) Units will plan to deploy with complete TAT ABL as part of their accompanying supplies. It must be properly packaged and compatibility requirements followed. Compliance with DTR 4500.-R, Part II, AR 190-11 requires armed guards for Category I and II, AA&E. The unit can request a waiver from FORSCOM Provost Marshall for the armed guard requirement. For SEDREs, vehicles will not be uploaded with ABL for deployment.

(2) Non-TAT ABL will be moved using three methods. Method selection depends on the unit's specific mission requirements and whether a national emergency has been declared. The three methods are as follows:

(a) In-Theater Issue: Non-TAT ABL stored at AMC facilities is shipped by AMC to the theater where it is issued to units upon arrival.

(b) SPOE Issue: Non-TAT ABL stored at AMC facilities is containerized and shipped by AMC to the SPOE for movement OCONUS with the unit's equipment.

(c) Installation issue: Units maintaining their entire ABL at the installation ammunition supply point (ASP) will plan to deploy with their non-TAT ABL containerized or uploaded in cargo carrying vehicles. (See FC 525-5, Alert Force Requirements and Response Standards (U) for the list of units). If a national emergency has been declared, units could be authorized to deploy with non-TAT ABL. If directed by the supported combatant commander, combat units having ABL stored in AMC Depots will arrange to have it shipped to the installation for upload prior to movement to the port. Units must coordinate through the ITO to obtain US Coast Guard approval prior to deploying through a CONUS SPOE.

(3) For redeployment, ammunition will be administratively shipped back to CONUS. This requirement must be considered during deployment so that appropriate packing material will be available.

(4) The following general guidelines are provided when authorized to move ammunition in organic vehicles by surface:

(a) Armored Vehicles (combat and resupply).

Upload no more than the ammunition which can be stored in installed ammunition racks/compartments. Only racks with serviceable securing devices may be used. Refer to specific vehicle technical manuals.

- Do not attach any ammunition to the exterior by any means.
- Secure all hatches and other means of access.

(b) Unarmored Vehicles (combat and resupply)

- Ammunition will not be loaded into launcher during transport.
- Only palletized loads will be transported on vehicles lacking a secured cargo compartment. Do not attach small loads of ammunition, individual boxes, or cans, to the exterior of unit vehicles.
- Cargo will be secured using tie-down procedures published in approved Army Loading, Tie-down, and Bracing Drawings available from the Defense Ammunition Center, (SJMAC-DET), McAlester, OK 74501-9053.

(5) Units are authorized to use leased vehicles to carry ammunition and weapons when authorized in writing by the commander (0-6 or above). The written authorization must provide unit telephone numbers to allow for mission verification. It is DOD policy that units must notify the leasing agency and receive written approval from the corporate headquarters to transport HAZMAT. Appropriate HAZMAT procedures must be followed and the vehicle must meet 626 requirements and have the ability to secure ammunition loads.

b. The following general guidelines are provided for air movement of hazardous and sensitive items:

(1) Vehicles transported by air will not have more than 3/4 tank of fuel on the aircraft cargo floor and not more than ½ tank of fuel on the ramp. Tankers will be drained and purged IAW equipment TM's and TM 38-250, Preparing Hazardous Materials for Military Air Shipments. Fuel may be carried in air eligible jerry cans on the vehicle in built-in cradles designed for such purposes.

(2) Normally, for exercises and contingencies, weapons and ammunition transported aboard aircraft will be shipped as follows:

(a) On DOD-owned or controlled (commercial chartered) aircraft, individual weapons (shoulder fired and side arm) will remain with the Soldier. For commercial charters, the ITO must notify AMC in time to coordinate with the carrier (See DTR 4500.9-R, Part I). Assembled weapons must have the bolt locked in the proper position to allow visual inspection. The weapon safety switch must be in the "Safe" position. For M-16/M4 rifles, the bolt must be removed and carried by the individual Soldier or centrally stored based on commanders' guidance. Individual weapons will be inspected at the foot of the steps prior to boarding the aircraft. Based on mission requirements, the commander is authorized to allow Soldiers to ship the bolts in individual rucksacks or Alice packs, if not accessible in transit.

Note: Commanders must use caution when selecting this option. In past deployments, baggage containing weapons parts have been left on the tarmac just prior to departure because the baggage compartment was "cubed out" before everything was loaded.

(c) On commercial scheduled aircraft, weapons must be transported as checked baggage in the belly of the aircraft. Weapons must be unloaded and packed in a suitable locked container. The individual carrier must be contacted in advance to determine its policy because procedures vary among carriers. Weapon parts, including bolts, cannot be carried by Soldiers onto the aircraft. The individual's orders should include a statement that he/she is authorized to transport the military weapon. Commanders must ensure coordination is made in advance with carrier station managers to arrange for continued observation of weapon containers through baggage handling during loading or unloading at origin/ destination and transfer point. Refer to the Foreign Clearance Guidance for country restrictions. (See Appendix A for website address).

(d) Crew-served weapons (mortars, machine guns, grenade launchers, etc.) will be palletized or carried in the baggage compartment.

(e) For ammunition transported on DOD owned or controlled aircraft, see TM 38-250 and DTR 4500.9-R, Part I. For ammunition transported on scheduled commercial aircraft, refer to DTR 4500.9-R, Part I and the International Air Transport Association (IATA) Dangerous Goods Regulation.

c. The following general guidelines are provided for sea movement of hazardous items:

(1) Vehicle fuel tanks will not be more than three-fourths full. Fuel levels are subject to change in the port call message.

Note: Hazardous placards are not needed for fuel in fuel tanks.

(2) Fire extinguishers will not be removed from motor vehicles. However, all extinguishers will be secured in fire extinguisher racks mounted to the vehicle.

(3) Acetylene tanks will be labeled with a flammable gas label, removed from the vehicle and strapped to separate wooden pallets. Oxygen tanks will be

labeled with a nonflammable gas and oxidizer label, removed from the vehicle, and strapped to separate wooden pallets except on vehicles which have diesel fuel in their fuel tanks or designated medical vehicles if transported in a secured mounting bracket.

Note: Both tanks must be marked with the UIC and the shipment unit number.

(4) Trailer mounted equipment containing combustion engines (i.e., generator sets) will be not more than 50 percent full.

(5) Five-gallon fuel cans, water heaters, gasoline lanterns, portable generators, blow torches, and similar equipment in which fuel or combustibles are used or stored will be completely drained and cleaned before shipment. During a contingency, fuel may be carried in jerry cans if separated from the vehicle and palletized for deck storage.

d. The following references are required for shipping hazardous and sensitive items:

(1) TM 38-250/AFJM 24 - 204 for shipping hazardous cargo by military air.

(2) 49 Code of Federal Regulation (CFR) for shipping hazardous cargo commercially by all modes in CONUS.

(3) IMDG Code for international shipment by waterway. Most of the rules for unit moves are also incorporated in 49 CFR.

(4) AR 385-55; FC 700-4, Ammunition; 49 CFR, parts 171-199; and DTR 4500.9-R, Part II, for transporting hazardous material in organic vehicles.

(5) AR 190-11 for transporting classified and sensitive cargo.

(6) Refer to Appendix M in this regulation for additional guidance on HAZMAT shipping documentation.

(7) IATA Dangerous Goods Regulation for transporting HAZMAT by commercial air.

(8) Technical Manual 38-410 for loading, blocking and bracing HAZMAT by mode.

(9) DTR 4500.9-R, Part II Cargo Movement, Chapter 205, paragraph X for transporting classified and sensitive cargo by vessel.

(10) IMDG Code of Regulations, Volumes I & II.

e. The JFHQ-ST DMCs will ensure approved routes are being used for convoys carrying hazardous materials. Commanders will be prepared to respond immediately and correctly to any hazardous material spills, releases, or leaks during convoy movement. The following regulations provide guidance:

(1) FC 385-1 with changes (2) AR 385-55

(2) AR 385-14

(3) ATP 4-11

(4) The Emergency Response Guidebook (Published by Department of Transportation).

Step 5: Identify bulk cargo that needs to be moved and develop packing lists (DD Form 1750 or DA Form 5748-R).

All consolidated cargo (boxed, crated, etc.) loaded in vehicles, containers, and on 463L pallets must display a separate packing list that shows complete content (see figure 5-4 and 5-5). Upon execution, copies of the packing list will be distributed as follows:

a. One inside the container.
b. One on the outside of the container (exception – containers with sensitive
c. Two copies retained by unit representatives at POE.
d. One with the unit movement plan
e. One provided to UMC/ITO for commercial shipments.

Installations may request additional copies. Packing lists are not required for items that do not need identification (such as empty vehicles, nested cans, or bundled shovels). However, these items must be listed on the load diagram if loaded in a truck or container. A packing list is not required for a container already having a list of contents affixed to it, such as inventories of tools or parts found in supply bulletins. The packing list will be placed on both the inside and outside of the container. The exception is for sensitive items. Sensitive items will not be listed on a packing list on the outside of the container. However, the UMO will notify the ITO that sensitive items are being shipped by completing a DD Form 1907 (Signature and Tally Record). It will accompany the GBL to create a “chain-of-custody” IAW DTR 4500.9-R, Part II. The DA Form 5748-R, Shipment Unit Packing List and Load Diagram, is an authorized substitute for DD Form 1750 and FORSCOM Form 285-R.

Step 6: Develop Vehicle Load Plans (FORSCOM Form 285-R or DA Form 5748-R. See Figure 5-2) for Unit Equipment.

Equipment that cannot be loaded on organic vehicles should be planned for movement by commercial container, rail, highway, other military assets, etc.)

a. Emphasis is on movement of fully loaded transportation assets organic to the unit and major command, with commercial surface augmentation, as required. However, when in-transit security is a major concern, the commander can plan for all equipment to be containerized. Before choosing this option, commanders should coordinate with the ITO and review in-theater capabilities for handling and movement.

b. Units will not exceed payload capacity when loading organic vehicles. Through a series of jolts in-transit, an overloaded vehicle could sustain structural damage that may result in a nonoperational vehicle at destination.

c. All units will complete FORSCOM Form 285-R or DA Form 5748-R for organic vehicles and trailers carrying secondary loads. Load cards are developed to assist the unit in locating equipment loaded on organic vehicles and to assist the unit in identifying transportation requirements exceeding the unit's lift capability. A physical load test or Load Exercise (LOADEX) of all organic secondary loads must be completed annually for AC units and every two years for RC units.

(1) Unit cargo (vehicles and equipment) will be prepared for shipment according to the mode of transportation and the type of move. Depending upon the strategic lift for deployment, full reduction may or may not be required. Every effort will be made to support the commander’s concept of operations. Man-hours spent in vehicle preparation can impact the mission on both ends of the deployment.

Details will normally be found in the SDDC Port Call message or the operations order for sealift. Type aircraft will dictate reduction requirements when movement is by air. When preparing vehicles for shipment, unit personnel must ensure that equipment conforms to clearance and space restrictions.

(2) When shipping vehicles commercially or by sea, personnel must, as a minimum, fold in side-mounted rearview mirrors and remove storage baskets which overhang the vehicles fixed dimensions to prevent damage to the equipment. “Reduced for sealift-operational” is the standard reporting configuration IAW SDDCTEA PAM 55-21-45.

(3) Tactical vehicles have cargo/personnel carrying capability not listed in TB 55-46-1. These vehicles may be used to transport unit equipment and supplies when the commander determines that the cargo and the vehicle can be adequately protected during transit. However, care must be exercised in loading these vehicles to ensure that the rated load capacity of the vehicle is not exceeded.

(4) At no time will weapons be shipped in unsecured vehicles. All weapon shipments will be conducted IAW DTR 4500.9-R, Part II, and AR 190-11.

(5) Sensitive equipment will not be loaded in unsecured vehicles. Items, such as night vision goggles, binoculars and Chemical Defense Equipment (CDE) must be shipped in secured, locked unit containers. All sensitive items will be accounted for IAW appropriate supply and physical security procedures.

(6) Hazardous items must be loaded last to ensure easy accessibility in emergencies.

(7) Information on dimensions, weights, and cubes for all Army equipment is in the CD-ROM and worldwide web versions of TB 55-46-1.

(8) Vehicle modifications (i.e., shelters, bumper modifications, add-on equipment, etc.) made by the unit which change the configuration of the vehicle will be approved by SDDC TEA, through FORSCOM.

(9) Normally, the driver and assistant driver weights will not be added to the vehicle's loaded weight. However, to avoid overloads on light vehicles such as HMMWVs, personnel weight must be considered as part of the payload.

d. Load plans will be tested or validated every two years by RC units and every year by AC units. Load plan testing will include actually configuring and loading unit equipment, when available. When unit equipment is not available, diagrams of the conveyance can be drawn onto parking areas, drill hall floors, or other locations, to simulate loading functions: however, the weight capacity of the vehicles and material handling equipment (MHE) requirements must be considered in the test. Once a vehicle load plan has been physically tested (actually loaded): the data is recorded on the load card and packing lists. The test is verified on the load card. If the load is changed, the plan must be physically retested.

e. The FORSCOM Form 285-1-R (Figure 5-6) will be used to request commercial transportation for both personnel and equipment beyond the unit’s organic ability to move. Equipment to be moved will be described with critical weight and dimensions provided. If the installation authorizes an alternate format for requesting commercial support, it may be used, i.e., memorandum, OEL/UDL, etc.

(1) Commercial surface transportation will be planned for cargo and

personnel that the unit is not able to transport. The unit is not authorized to contract for commercial transportation. Commercial buses, trucks, railcars, or aircraft will be contracted for and coordinated by the installation.

(2) The shipping unit is responsible for loading equipment on commercial motor and rail conveyance at origin and for unloading or coordinating the unloading at destination. The unit must ensure the commercial conveyance is cleared of debris after unloading.

Step 7: Identify Blocking, Bracing, Packing, Crating, and Tie-down (BBPCT) Requirements.

See Chapter 7 and Appendix F. Also, see SDDC TEA Regulation 55-20 for cargo tie- down on trucks and AAR Open Top Loading Rules (OTLR), Sections 1 (General Rules) and 6 (Military Equipment and Material), portions of which are contained in SDDC TEA Pamphlet 55-19 for tie-down guidance for rail movements.

Step 8: Translate What Needs To Be Moved Into Transportation Terms (OEL/UDL) Using TC-AIMS II.

a. The UMO is required to keep a record of up- to-date UMD. The OEL is a listing of a unit's current on-hand equipment and the UDL is a list of equipment and supplies the unit plans to deploy to accomplish its mission. It is configured based on the anticipated transportation mode and includes the transportability data necessary to plan the move. Planning UMD is kept on file and updated by AC/RC unit's quarterly (every 3 months) and submitted to FORSCOM by the UMC (annually). The printed, formatted listing is called the OEL. It reflects current on-hand authorized equipment. Planning UMD is submitted through the installation UMC to FORSCOM where it is recorded in the COMPASS Database.

Note: Both AC and RC units will report on-hand equipment and supplies in anticipated deployment configurations to include serial numbers, bumper numbers, and proper special handling coding for sensitive and HAZMAT equipment.

b. Upon publication of orders or population of JOPES data, the unit will create the UDL to reflect actual shipping data/timelines for the mission. Deployment/movement timelines will be created by the unit, in collaboration with the ITO/UMC. This timeline will be backwards planned from the Available Load Date (ALD) at the POE and the validation window for the ACOM in order to set the due dates which will include UDL submission deadlines. Units will create the UMD (UDL) IAW UMC requirements in order to meet validation window set forth by ACOM. The UDL will reflect actual shipping data (detail of equipment and secondary cargo) for the mission to include: correct shipping configuration, serial numbers, bumper numbers, and correct shipment codes (HAZMAT, sensitive, general cargo, ULNs, and mode to port). Vehicles/Trailers and equipment will be weighed and actual weights used when deployed by air. For equipment deployed by sea, planned load weights contained in TB 55-46-1 are acceptable for empty vehicles, trailers, and major end items. Equipment in which weight can vary, i.e.,

containers and vehicles/trailers with secondary loads, must be weighed and the actual weight annotated on shipping documentation. Equipment (such as vehicles/trailers and containers with secondary loads) must be weighed and actual weight annotated before final shipping documentation is complete at call forward.

c. The UMD will be collected IAW FC 55-2.

d. The Summary and Detail OEL Reports will be filed in the unit movement plan. Copies of tested vehicle and container load cards and packing lists will be filed in Shipment Unit Number (SUN) sequence behind the OEL/UDL report. These documents are not required to be forwarded with the Unit Movement Plan for approval unless required by the installation UMC. The installation UMC will review AC deployment plans annually and RC deployment plans, will be inspected by ARNG or USAR Commands, if required, every two years.

Step 9: Determine how the personnel and equipment will be moved to the POE (See AR 525-93).

a. Units with roadable wheeled vehicles located within proximity to the POE will move via organic mode to the maximum extent possible. Use of commercial transportation will be maximized to preclude wear and tear on the vehicles. Final mode selection will be determined by the installation UMC.

b. Rotary wing aircraft will be flown to the port of embarkation, where they will be disassembled for shipment.

Step 10: Prepare the unit deployment movement plan.

a. Use Appendix H to determine the information required. The sample movement plan may be in greater detail than required by the approving installation UMC.

b. Determine administrative, logistical, and coordinating requirements for the plan. Consider requirements such as POL, return of drivers from SPOE to MFGI, and enroute medical, messing, and maintenance.

c. Prepare movement plans and send copies to the installation UMC for coordination, validation, and approval. Vehicle load cards and packing lists will not be forwarded unless required by the approving authority. The AC deployment movement plans will be reviewed and approved by their higher HQ and installation UMC annually. The RC deployment plans, if required by the MFGI, will be reviewed and approved by the MFGI UMC every two years. The OEL and UMO Appointment Memorandum will be kept on file by the approving authority.

Step 11: Update UDL as changes occur in OPLAN, CONPLAN, equipment, commander's intent, and upon mission execution (actual vs. planning weights/shipping configurations).

Significant changes in unit equipment that affect transportation requirements will be reported to the UMC/DMC as they occur. However, in both planning and execution, updated timelines are published and must be adhered to by the units. The importance of UMD cannot be overemphasized. From this data, the unit's equipment manifest, RF/ITV Tags, and military shipment labels are produced. Errors can result in the unit's equipment being frustrated at the POE.

Section III: General Guidance for Movement Planning by Mode

5-6. Documentation

Table 5-1 provides a guide for the documentation required for all modes.

5-7. Convoy Planning

See Chapter 8 and the following references for guidance on convoy operations:

a. FM 3-35: Army Deployment and Redeployment
b. ATP 4-11: Army Motor Transport Units and Operations
c. DTR 4500.9-R, Part III: Mobility

5-8. Air Movement Planning

a. Air Load/Movement Plans are only required for those units with equipment listed on an OPLAN TPFDD, units whose equipment is projected for movement in a CONPLAN, or for units participating in an exercise where air is the mode directed.

b. Units should plan to use the C-5 or C-17 for strategic air movement.

c. Units should not plan to use the C-130 for strategic OCONUS deployments but should use C-130s for CONUS based DRE or PTDO mission planning.

d. Loads will be configured to maximum weight and cube combinations in order to utilize as few aircraft as possible. Loads too small to justify dedicated aircraft could be directed to move to designated aerial ports for consolidation.

e. Units will plan a minimum of one driver and one TC for each prime mover.

f. Equipment of the same type should be dispersed among as many different plane loads as possible to minimize the adverse impact should a particular aircraft abort. This policy will not be used to justify additional aircraft.

g. The priority of movement will be indicated through the assignment of aircraft load numbers (e.g., load/chalk 2 of 14 would be the second load to arrive at destination).

h. Unit equipment and supplies to include mission essential equipment and other TAT will be loaded into cargo vehicles as secondary loads to the maximum extent possible.

i. All general cargo not loaded on vehicles will be palletized on USAF 463L pallets. Units requiring 463L pallets will contact the ITO/UMC/DMC or designated installation staff for issue.

j. Vehicle/cargo preparation, documentation and certification are a unit responsibility.

k. Units will ensure that keys to unlock any unit equipment and containers.

l. Prime movers and trailers will be loaded on the same aircraft.

m. See DTR 4500.9-R, Part III, and Appendix C, D, and J for additional guidance.

n. The DD Form 1387 (Military Shipping Labels), with a bar coded TCN will be uniformly applied to unit equipment and cargo moving by air. For vehicles and consolidated shipment units (containers and 463L pallets) labels will be applied on two adjacent sides. One label is placed on the left front (driver's side) of each vehicle. The other label is placed on the left side door (driver's door) or

comparable location. In addition, the TCNs from the DD Form 1387 will be listed on the aircraft load plan.

o. Internal airlift/helicopter slingable unit (ISU) containers are certified for movement on AMC aircraft. They are 463L compatible and have a 10,000 pound capacity. The base measures 88 by 108 inches and allows forklift entry. The ISUs are available in heights of 60 and 90 inches.

5-9. Rail Movement Planning

a. For planning purposes, vehicle and generator fuel tanks will set at 3/4 full. Space heaters will be shipped empty. All containers must be in TEU configuration as only TEUs can move by rail.

b. Ammunition and fuel, other than that in vehicle fuel tanks, will not be loaded together on any unit vehicle for inbound or outbound rail movement. Hazardous cargo must have appropriate warning placards on all sides of load.

c. Equipment will be properly secured for movement. Units will use Association of American Railroads (AAR) approved and marked banding material to secure loads.

d. For standard military vehicles, plan for 89' flat cars although 60' cars may be substituted by the railroad. Units should plan for DODX 40000-series, 68', 140T, flatcars for heavy track vehicles (i.e., M1A2s, M88s, etc).

e. The most common and expeditious method of loading vehicles is the "circus" method. This method uses flatcars as a roadbed with spanners placed between cars. Some track vehicles may be able to be loaded without using spanners. All vehicles are loaded onto the rearmost car and moved forward to their assigned spaces.

f. Sensitive Arms, Ammunition and Explosives (AA&E) will be locked and sealed in approved security containers. Seals and/or seal locks identified in DTR 4500.9-R, Part II will be used to secure all sensitive shipments. If railcar design permits, security containers will be placed door-to-door to prevent unauthorized access to sensitive material.

g. TC-AIMS II provides automated rail load planning capability. The FORSCOM Form 285-5-R (Rail Load Plan) can be used as a worksheet to assist in manual rail load planning. (See Figure 5-7).

h. Units should protect older vehicles (M939 series 5-ton, high mobility multi-purpose wheeled vehicles [HMMVW], etc.) against in transit damage by rolling down side windows, lowering windshields, and turning mirrors inward. In newer vehicles (family of medium tactical vehicles [FMTV], Palletized Load System [PLS], heavy equipment transporter system [HETS], and heavy expanded mobility tactical truck [HEMTT]), the windows must remain up because of potential damage by rain to the electronic transmission and central tire inflation systems. Open glass should be protected with plywood, cardboard, or a double layer of bubble wrap. However, cost versus benefit must be evaluated.

i. HQDA purchases and prepositions railcars for FORSCOM units at designated installations to support rapid deployment of units assigned GRF missions. FORSCOM policy precludes use of these cars for National Training Center (NTC) rotations. However, installations can submit requests to HQDA, G4,

to use ASMP rail cars for DREs, contingencies, and other type movements. Each request will be considered on a case-by-case basis.

Note: Installations must move rail cars which have not moved in the past 90 days a minimum of 100 feet to ensure operational readiness.

j. Only the unarmored HMMWV can be shipped in Bi-level rail cars and only if the gross vehicle weight rating is not exceeded. Additional guidance can be obtained from SDDC/TEA.

k. See OTLR Sections 1 (General Rules) and 6 (Military Equipment and Material), portions of which are contained in SDDC TEA PAM 55-19, Tie-down Handbook for Rail Movements, for securing equipment on railcars.

(1) Request for rail cars will be submitted to SDDC's empty car distribution at Army.SDDC.OPS.DODX@mail.mil. To better ensure your requirements can be met, submit your requirements as early as possible; you can adjust your request if your needs change. Request all of the cars you need, whether DODX or commercial, and even if some or all of the cars you need are currently at your installation. As the railroad rates are per car, you will want to configure your loads to minimize the number of cars requested. Once your loads are configured, request the car type(s) with the minimum capability to meet your needs. This frees up cars with greater capabilities for those who need them, plus the car types with lesser capabilities are the car types most likely to be available.

(2) Information needed for your car request to be processed includes:

(a) Solicitation Number (from SDDC) or Voluntary Tender Number (from RR)
(b) Where empties are to be sent.
(c) When the empties are needed there.
(d) Which railroad will be given the cars after they are loaded.
(e) Destination of the loaded cars.
(f) Route (railroads and junctions) of the loaded movement.
(g) RDD of loaded cars at destination (only if there is a valid need for the cars by a particular date.
(h) If cars will not be promptly unloaded and released at destination:
-How long cars will be held- Whether they will be reloaded.
-Where and when they will finally be released for other movements.

5-10. Sea Movement Planning

a. A wide variety of both maritime administration and commercial ships might be allocated to support a sea movement. Although the unit is responsible for equipment preparation and documentation, it is not responsible for planning the ship load.

b. When vehicles and equipment are padlocked prior to ship loading, deploying unit personnel and/or supercargoes must have appropriate keys in their possession. All unit locks and keys must be identified by unit identification numbers. Keys must be available when equipment arrives at the port to facilitate handling.

c. When sensitive items, particularly weapons, are shipped in a locked container, padlocking alone is inadequate security. For single containers, the door must be flush against an immovable object; for more than one container, the door of one container will be flush against that of another to preclude unauthorized access to sensitive items while in transit. (See Appendix K concerning DA policy for shipping sensitive items in containers by surface.)

d. Vehicle reduction requirements will be based on type of ship used (See chapter 5-5, Step 6 for general vehicle reduction guidance).

e. All vehicles must have proper lift and tie-down shackles for ship loading and tie-down. In particular, M1A2 Series vehicles must have six shackles, each with a minimum working load limit (WLL) of 14 short tons. The special rail transport shackles (1-1/2-inch size with 1-3/8-inch diameter pin) are suitable. The Bradley shackle may also be used, WLL 21-ton, NSN 4030-01-187-0964, part number 12328579.

f. Secondary loads on vehicles must be blocked, braced, and tied down properly. These loads must be annotated on the UDL.

g. All secondary loads which have shelves, drawers or cabinets (i.e.,shop vans or repair vans) will have drawers secured or locked.

h. See FM 3-35 for additional guidance on sea movement.

i. See SDDC TEA Pam 55-21 and SDDC TEA Pam 55-22 for procedures on lifting and securing helicopters and other military equipment for marine transport.

j. See SDDC TEA Pam 55-23 for guidance on loading vehicles in containers.

k. The US Army Aviation and Missile Command (AMCOM) have suspended the requirement to shrink wrap helicopters for sea movement and must be shipped below deck with a corrosion preventative compound applied to key areas of the airframe. (See respective technical manual for specific shipping requirements.)

l. Per SDDC Customer Advisory, ISU series container (ISU-90, ISU-60, etc.) are not certified nor authorized to move by vessel. If an ISU container is to be moved in surface shipping, it must be treated as an “over pack” or break-bulk cargo, not as a shipping container. This will require the ISU to be placed inside of a CSC-approved shipping container or on a flat rack for shipping.

Section IV: Related Movement Considerations

5-11. Threat Guidance

a. In transit security is a critical responsibility for commanders of all deploying forces. The unit staff at battalion level and above must document and formalize the security measures and procedures implemented along all air and ground lines of communication being transited by subordinate units/ elements.

b. Units must always take security precautions when moving unit vehicles or equipment. The minimum threat for any move, organic or commercial, is that of theft or pilferage. Personnel will ensure that unit property is properly secured and protected.

5-12. Transportation Shipment Discrepancies/Transportation Discrepancy Report (TDR): DD 361

During deployments/redeployments, the commander is responsible for ensuring proper inspection of unit equipment at both origin and destination prior to shipment. Units must document and report damages and/or shortages which occur during shipment. Units will use DA Form 2404 or 5988-E (Fig. 5-10), Equipment Inspection and Maintenance Worksheet to provide an internal audit trail of equipment condition. Units must use the DD 361 to formally document transportation discrepancies in support of claims against transportation service providers for Government reimbursement. During the in-checking process, units may use the Freight Bill or Bill of Lading (BL), tally sheet or other previously approved forms to keep a record of piece count and condition of material. Unit personnel should send the DD 361 along with supporting documentation to the ITO who is responsible for filing government claims against commercial carriers (see DTR 4500.9-R, Part II Chapter 210 for instruction page). Port personnel are responsible for documenting equipment damage at SPOEs/SPODs. (See Figure 5-9).

DOCUMENTATION REQUIREMENTS	VEHICLES(1)	CONTAINERS	463 PALLETS	PERSONAL BAGGAGE
ALL MODES --				
1. Warning Placards/Labels (When Applicable) (For Hazardous Cargo)	X	X	X	
2. Signature and Tally Record (DD Form 1907) (When Applicable) (For Sensitive Cargo Accountability)	X	X	X	
3. UIC and Shipment Unit Number (Stenciled)	X(3)	X(4)		
4. Military Shipping Label (DD Form 1387)	X	X	X	
5. Packing Lists (DD Form 1750 or DA Form 5748-R)	X	X	X	
6. Security Seal (2)	X	X		
ALL MODES -- REDEPLOYMENT ONLY --				
1. *US Military Preclearance Program (DD Form 2855) Note: DD Form 2855 replaced Military Customs Inspection Label (DD Form 1253) or Tag (DD Form 1253-1). However, units can use existing stocks until exhausted.	X	X	X	X
2. *US Customs Accompanied Baggage Declaration (DD Form 1854)				X
3. +*Decontamination Tag (DD Form 2271)	X	X		
4. +Commanders Certificate (No Ammo or Body Parts)	X	X		
5. +Certificate of Registration (CF 4455 or 4457) (When applicable)				X
6. +Registration of War Trophy Firearms (DD Form 603) (When applicable)			X	X
AIR ONLY --				
1. Passenger Manifest (See Appendix G)				X
2. Cargo Manifest (DD Form 2130 Series)	X	X	X	
3. Pallet Identifier (DD Form 2775) or Compatible Form	X	X	X	
4. Special Handling Data/Certification (DD Form 1387-2) (For Sensitive and Classified)	X	X	X	

5. Shippers Declaration for Dangerous Goods (For Hazardous)	X	X	X	
6. Advanced Transportation Control and Movement Document (ATCMD)	X	X	X	
SEA ONLY --				
1. DoD Multimodal Dangerous Goods Declaration (DD Form 2890)	X	X		
2. Container Packing Certificate of Vehicle Packing Declaration (DD Form 2781)	X	X		
3. Advanced Transportation Control and Movement Document (ATCMD)	X	X		
RAIL/COMMERCIAL TRUCK ONLY --				
1. Bill of Lading (BL) (Prepared by the Transportation Office)	X	X		
CONVOY ONLY --				
1. Convoy Clearance Request (DD Form 1265 or DD Form 2777)	X			
2. Special Hauling Permit (DD Form 1266 or DD Form 2777) (When applicable)	X			
3. Motor Vehicle Inspection (DD Form 626) When applicable)	X			
4. Shipping Paper and Emergency Response Information for Hazardous Materials Transportation by Government Vehicles (DD Form 836)	X			

Table 5-1.a. Deployment Documentation Requirements

	YES	NO	NA	Remarks
1. Have a Unit Movement Officer and Alternate been appointed?				
a. Do they have valid security clearances?				
2. Does the unit have the required publications to support unit movement planning?				
3.Doestheunithaveanapprovedmobilization(RC only)and deployment (RC/AC) movement plan? (USAR MSC/JFHQ-ST/installation approved.)				
4. Has the unit movement plan been prepared IAW FORSCOM/ARNG Reg55-1?				
5.HastheUnitMobementOfficerreviewedunitplans to ensure that they conform to directives of higher headquarters?				
6. Does the unit have established procedures for the following?				
a. Identifying, packaging, loading, certifying and transporting hazardous cargo?				
b. Marking of vehicles for convoy movements?				
c. Loading and unloading of vehicles before and after movement?				
d. Enroute maintenance during convoy movements?				
7.HaveSOPsbeenreviewedandstaffedto ensure conformity with regulations?				
8.Doestheunitmovementplanaddressthe following:				
a.Movement of the advanced detachment to the MS/POE,if required?				
b. Movement of the main body?				
c. Movement of MTOE/CTA equipment from HS/MATES/UTES/WETS/ECS?				
9. Does the unit have the most current OEL report on hand?				
10. Has FORSCOM Form 285-R and DD Form 1750 been completed for each loaded vehicle and trailer?				

11.Forunitswithequipmentwhichcannotbe transported organically, has FORSCOM Form 285-1-R been completed?				
12. Has blocking, bracing, packing, crating and tiedown material been considered, requirements identified, sources identified and coordination made with USPFO/SI/MS?				
13.Have unit load teams been identified and trained?				
14. For units that convoy, have convoy requirements been identified, appropriate coordination and forms completed?				
15.Hashazardouscargobeenidentified, marked/labeled,packaged,properly loaded, and certified for movement?				
16. Has the unit properly marked vehicles for convoy movement?				

Figure 5-1.b. Movement Planning Guide

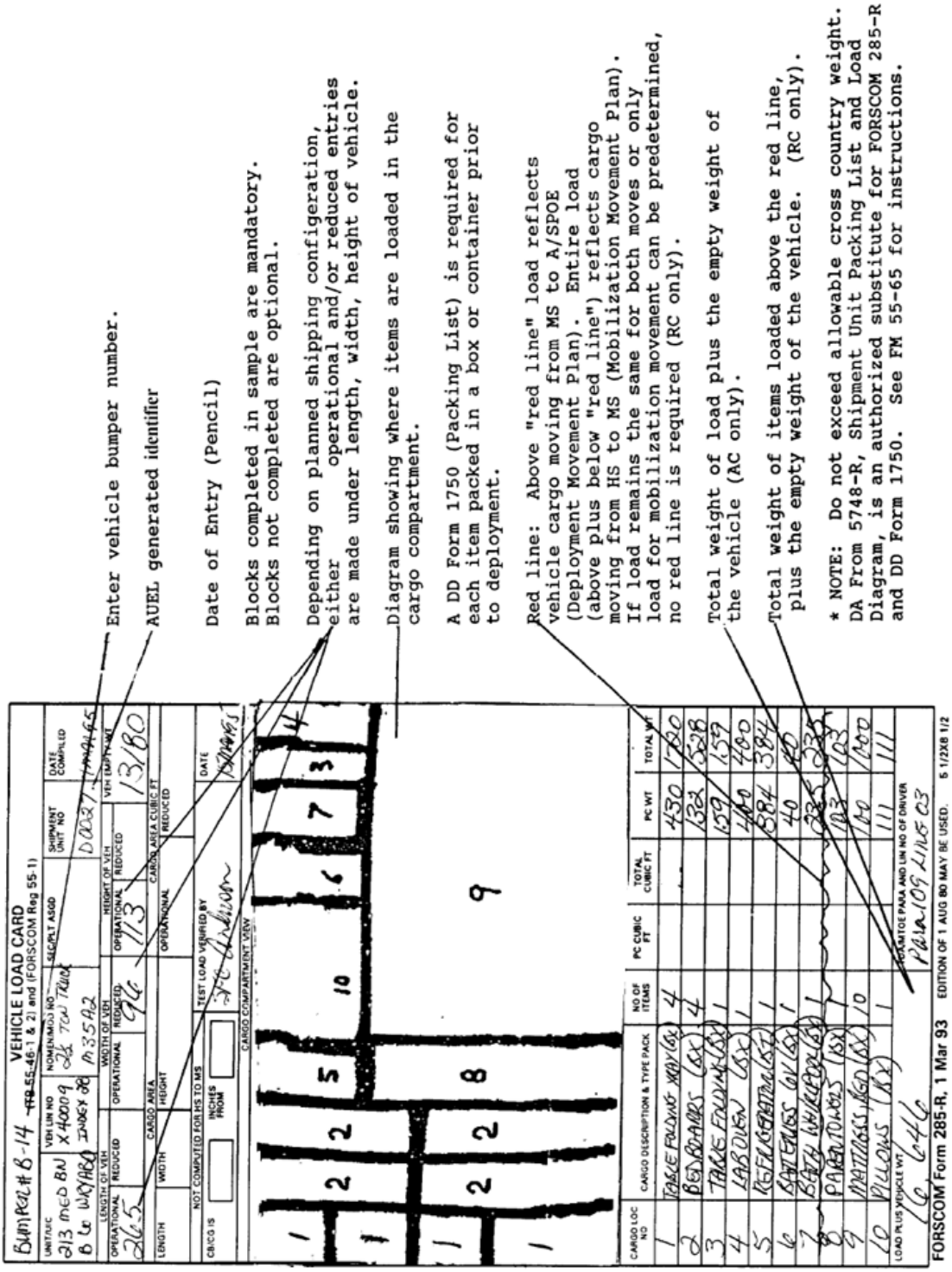


Figure 5-2. FORSCOM Form 285-R - Sample Vehicle Load Card

CARGO LOC NO	CARGO DESCRIPTION & TYPE PACK	NO OF ITEMS	PC CUBIC FT	TOTAL CUBIC FT	PC WT	TOTAL WT
	SAMPLE					
	WEIGHT OF BBPCT MATERIALS					
	TOTALS +					

NUMBERS OF DD FORM 1750 (PACKING LIST) THIS LOAD = ONE

REMARKS *(List of BBPCT materials needed this load, to include weight)*

Figure 5-3. FORSCOM Form 285-R - Sample Vehicle Load Card (Continuation Sheet)

PACKING LIST	PACKED BY Individual Packing the Container	1. NO. BOXES One (1) unless Consolidated	2a. REQUISITION NO. Vehicle Bumper Number 2b. ORDER NO. Shipment Unit Number OEL/UDL
3. END ITEM DO NOT USE MISC. TOE EQUIPMENT. Be Specific e.g., CBRNE Defense Equipment			4. DATE 5. PAGE _____ OF _____ PAGES

BOX NO. (a)	CONTENTS - STOCK NUMBER AND NOMENCLATURE (b)	UNIT OF ISSUE (c)	QUANTITIES REQUIRED		
			INITIAL OPERATION (d)	RUNNING SPARES (e)	TOTAL (f)
1	DESCRIPTION	EA	PACKs	WEIGHT	Total 0
	NSN/FSN:		* in	of each	Weight+ 0
	HAZARD CLASS:		Box	items	(lbs) 0
	IDENTIFICATION NUMBER (UN/NA)			(lbs)	0
					0
					0
	BBPCT e.g., Special crating and /or internal packing materials etc..., BE SPECIFIC!!				0
					0
					0
					0
					0
					0
	Total Weight----------				0
	Description of Container Dimensions				0
					0
					0
					0
					0

6. THIS CERTIFIES THAT THE ITEMS LISTED HEREON ARE WITHIN THE SPECIFIED BOXES	
TYPED NAME AND TITLE Primary or Alternate UMO	SIGNATURE Primary or Alternate UMO

DD Form 1750, SEP 70

Reset

Adobe Professional 7.0

Figure 5-4. Packing List, DD Form 1750

PACKING LIST	PACKED BY Individual Packing the Container	1. NO. BOXES One (1) unless Consolidated	2a. REQUISITION NO. Vehicle Bumper Number 2b. ORDER NO. Shipment Unit Number OEL/UDL
3. END ITEM DO NOT USE MISC. TOE EQUIPMENT. Be Specific e.g., CBRNE Defense Equipment			4. DATE 5. PAGE _____ OF _____ PAGES

BOX NO. (a)	CONTENTS - STOCK NUMBER AND NOMENCLATURE (b)	UNIT OF ISSUE (c)	QUANTITIES REQUIRED		
			INITIAL OPERATION (d)	RUNNING SPARES (e)	TOTAL (f)
1	DESCRIPTION	EA	PACKs	WEIGHT	Total 0
	NSN/FSN:		# in	of each	Weight 0
	HAZARD CLASS:		Box	items	(lbs) 0
	IDENTIFICATION NUMBER (UN/NA)			(lbs)	0
					0
					0
	BBPCT e.g., Special crating and /or internal packing materials etc..., BE SPECIFIC!!				0
					0
					0
					0
					0
					0
	Total Weight----------				0
	Description of Container Dimensions				0
					0
					0
					0
					0

6. THIS CERTIFIES THAT THE ITEMS LISTED HEREON ARE WITHIN THE SPECIFIED BOXES	
TYPED NAME AND TITLE Primary or Alternate UMO	SIGNATURE Primary or Alternate UMO

DD Form 1750, SEP 70

Reset

Adobe Professional 7.0

Figure 5-5. Packing List, DD Form 1750 (Hazardous Cargo)

Figure 5-6. FORSCOM Form 285-1-R - Request for Commercial Transportation

REQUEST FOR COMMERCIAL TRANSPORTATION
(FORSCOM Reg 55-1)

1. UNIT	2. HOME STATION (Complete Address)	5. AVAILABLE TO DEPART
		DATE: TIME:
		6. COMMERCIAL TRANSPORTATION REQUIRED

3. TELEPHONE NUMBER		4. SHIPPED TO	NO OF PASSENGERS	WT OF BAGGAGE	TYPE/QTY OF VEH/EQUIP
DSN	COMMERCIAL				

SHIPPING FACILITIES

RAIL					9. BUS		10. AIR		11. HEAVY LIFT		
7. LOCATION OF NEAREST RAILHEAD			8. DISTANCE IN MILES FROM HOME STATION TO RAILHEAD		LOCATION OF NEAREST ARMORY		NEAREST COMMERCIAL AIRPORT PROVIDING SCD PASSENGERS & FREIGHT SVC (Name & Location)		TYPE	CAPACITY	TYPE
F O R	PASSENGERS		PASSENGERS								LOADING RAMPS & DOCKS
	GENERAL FREIGHT (Address)	INITIALS OF RR SERVING	F O R	GENERAL FREIGHT	NAME OF LOCAL BUS COMPANY						
	SIDING FOR TRACKED VEH (Address)	INITIALS OF RR SERVING		TRACKED VEHICLES	DISTANCE FROM HOME STATION TO BUS TERMINAL (MILES)		DISTANCE FROM HOME STATION TO BUS TERMINAL (MILES)				

12. VEHICLE/CARGO DESCRIPTION

MODEL	DESCRIPTION	LENGTH	WIDTH	HEIGHT	CUBE	QTY	WT
				TOTAL			

13. FUND SITE:

14. REMARKS:

15. TYPED NAME, GRADE AND TITLE

16. SIGNATURE

FORSCOM Form 285-1-R, 1 JUN 07 EDITION OF 1 OCT 82 MAY BE USED.

INSTRUCTIONS: (285-1-R)

ITEM #1. UNIT NAME.
Provide the name of unit submitting the commercial request.

ITEM #2. HOME STATION.
Provide the complete address of the unit submitting the request.

ITEM #3. TELEPHONE NO.
Provide the commercial and DSN telephone numbers of unit submitting the request.

ITEM #4. SHIPPED TO.
Provide the complete address of unit/location to receive commercial shipment.

ITEM #5. AVAILABLE TO DEPART (Date and Time).
Provide the date and time the commercial shipment will be ready for pickup. (For RC units, the, mobilization plan is based on mobilization station arrival date [MBSAD]).

ITEM #6. COMMERCIAL TRANSPORTATION REQUIRED FOR:

a. Provide the number of passengers and weight of baggage for passengers that require commercial transportation from HS/MFGI.

b. Provide the types and quantities of vehicles/equipment that require commercial transportation from HS/MFGI. (Use ITEM #12 for large number of vehicles/equipment).

SHIPPING FACILITIES

ITEM #7. LOCATION OF NEAREST RAILHEAD FOR (RC only):

a. PASSENGERS. Provide the city and railroad of the nearest facility.

b. GENERAL FREIGHT. Provide the address of the nearest rail loading facility for loading wheeled vehicles and general equipment, if available. Also furnish the initials of the railroad (i.e., CSX, NS, etc.).

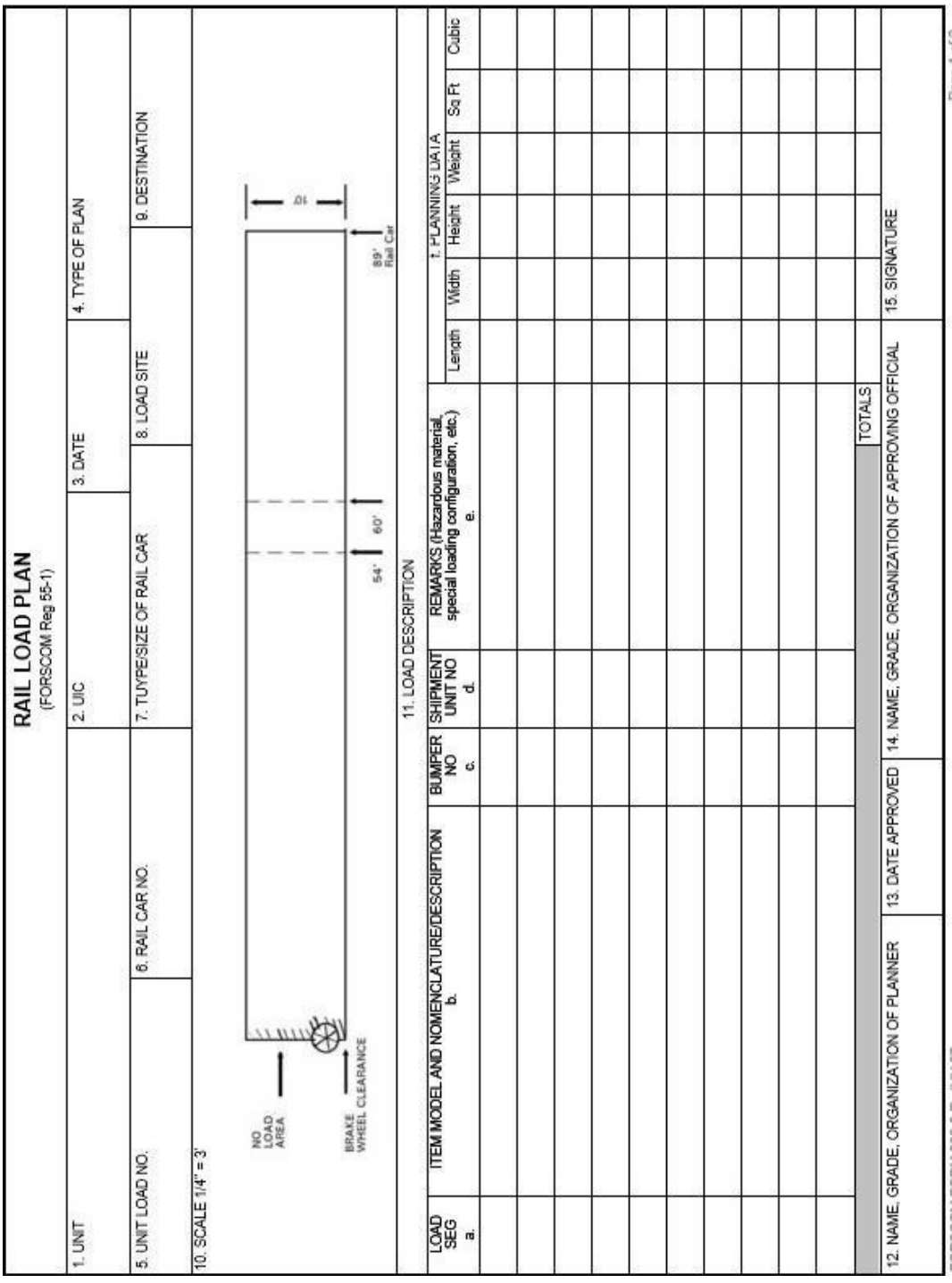
c. SIDING FOR TRACKED VEHICLES. Provide the address of nearest rail loading facility/siding for loading tracked vehicles, if available, and the initials of the railroad.

ITEM #8. DISTANCE FROM HOME STATION TO RAILHEAD FOR (RC only):

a. PASSENGERS. Provide the number of miles to the nearest railroad facility for passengers.

b. GENERAL FREIGHT. Provide the number of miles to the nearest railroad facility for loading wheeled vehicles or general freight/ equipment.

c. RACKED VEHICLES. Provide the number of miles to nearest railroad facility for loading tracked vehicles.



RAIL LOAD PLAN

(FORSCOM Reg 55-1)

1. UNIT	2. UIC	3. DATE	4. TYPE OF PLAN
5. UNIT LOAD NO.	6. RAIL CAR NO.	7. TUYPE/SIZE OF RAIL CAR	8. LOAD SITE
10. SCALE 1/4" = 3'			

9. DESTINATION

NO LOAD AREA

BRAKE WHEEL CLEARANCE

54" 60' 89' Rail Car

11. LOAD DESCRIPTION

LOAD SEG a.	ITEM MODEL AND NOMENCLATURE/DESCRIPTION b.	BUMPER NO c.	SHIPMENT UNIT NO d.	REMARKS (Hazardous material, special loading corrugation, etc.) e.	f. PLANNING DATA				
					Length	Width	Height	Weight	Sq Ft	Cubic
				TOTALS						

12. NAME, GRADE, ORGANIZATION OF PLANNER | 13. DATE APPROVED | 14. NAME, GRADE, ORGANIZATION OF APPROVING OFFICIAL | 15. SIGNATURE

FORSCOM FORM 285-5-R, JUN 07

Page 1 of 2

Figure 5-7. FORSCOM Form 285-5-R - Rail Load Plan

INSTRUCTIONS: (285-1-R)

ITEM #1. UNIT NAME.
Provide the name of unit submitting the commercial request.

ITEM #2. HOME STATION.
Provide the complete address of the unit submitting the request.

ITEM #3. TELEPHONE NO.
Provide the commercial and DSN telephone numbers of unit submitting the request.

ITEM #4. SHIPPED TO.
Provide the complete address of unit/location to receive commercial shipment.

ITEM #5. AVAILABLE TO DEPART (Date and Time).
Provide the date and time the commercial shipment will be ready for pickup. (For RC units, the, mobilization plan is based on mobilization station arrival date [MBSAD]).

ITEM #6. COMMERCIAL TRANSPORTATION REQUIRED FOR:

a. Provide the number of passengers and weight of baggage for passengers that require commercial transportation from HS/MFGI.

b. Provide the types and quantities of vehicles/equipment that require commercial transportation from HS/MFGI. (Use ITEM #12 for large number of vehicles/equipment).

SHIPPING FACILITIES

ITEM #7. LOCATION OF NEAREST RAILHEAD FOR (RC only):

a. PASSENGERS. Provide the city and railroad of the nearest facility.

b. GENERAL FREIGHT. Provide the address of the nearest rail loading facility for loading wheeled vehicles and general equipment, if available. Also furnish the initials of the railroad (i.e., CSX, NS, etc.).

c. SIDING FOR TRACKED VEHICLES. Provide the address of nearest rail loading facility/siding for loading tracked vehicles, if available, and the initials of the railroad.

ITEM #8. DISTANCE FROM HOME STATION TO RAILHEAD FOR (RC only):

a. PASSENGERS. Provide the number of miles to the nearest railroad facility for passengers.

b. GENERAL FREIGHT. Provide the number of miles to the nearest railroad facility for loading wheeled vehicles or general freight/ equipment.

c. RACKED VEHICLES. Provide the number of miles to nearest railroad facility for loading tracked vehicles.

RAIL LOAD PLAN
(FORSCOM Reg 55-1)

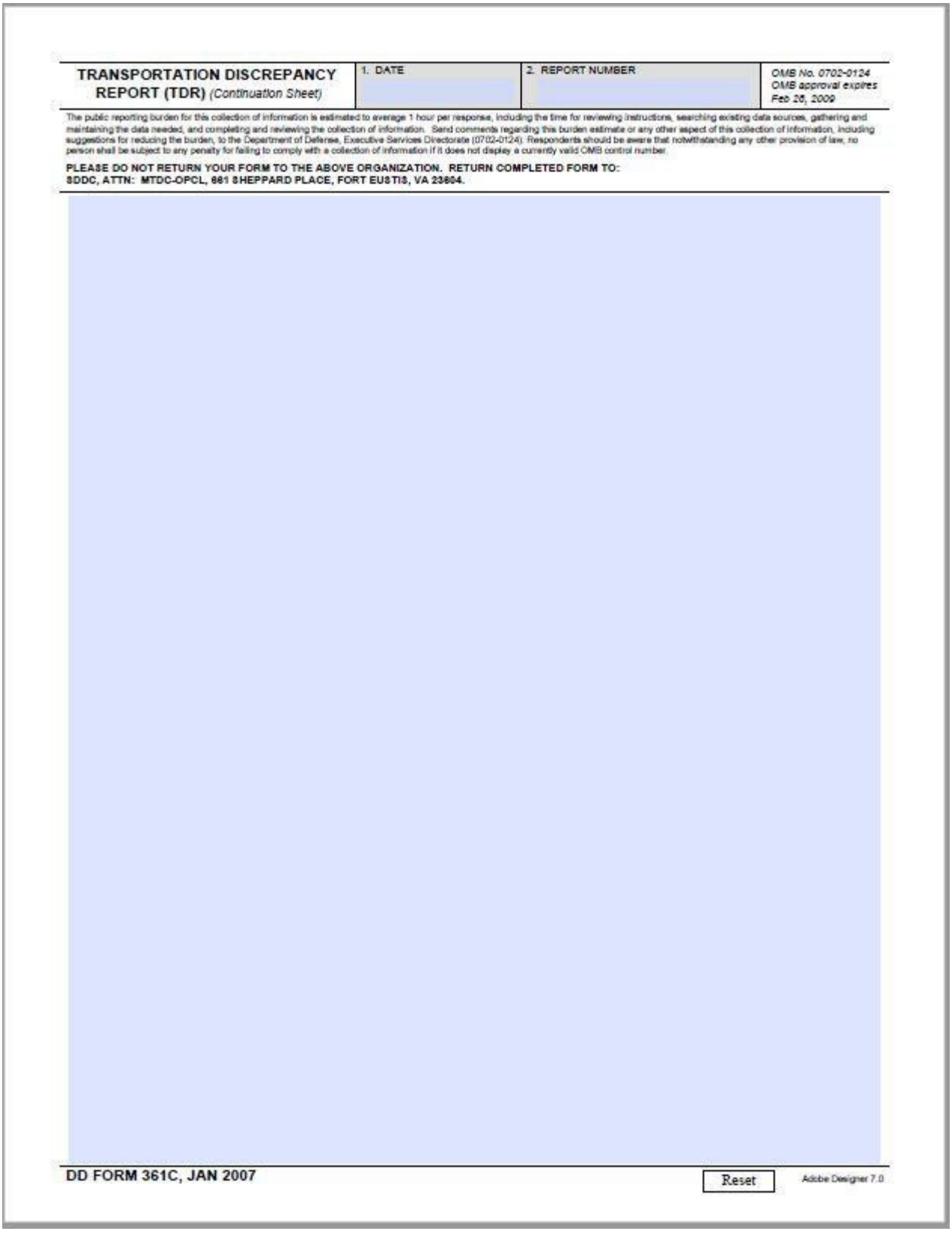
16. DUNNAGE REQUIREMENTS

VEHICLE/TRAILER a.	SIDE BRACHING NO/LENGTH b.	INTERIOR BRACING NO/LENGTH c.	CHOCKS NO/PATTERN d.	CABLE NO/LENGTH e.	CLAMP NO/SIZE f.	THIMBLE NO/SIZE g.	NAILS NO/SIZE h.
17. TOTALS							

FORSCOM FORM 285-5-R, JUN 07

Page 2 of 2
LC ESU

Figure 5-8. FORSCOM Form 285-5-R - Rail Load Plan (Continuation)



TRANSPORTATION DISCREPANCY REPORT (TDR) *(Continuation Sheet)*	1. DATE	2. REPORT NUMBER	*OMB No. 0702-0124 OMB approval expires Feb 28, 2009*

The public reporting burden for this collection of information is estimated to average 1 hour per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. Send comments regarding this burden estimate or any other aspect of this collection of information, including suggestions for reducing the burden, to the Department of Defense, Executive Services Directorate (0702-0124). Respondents should be aware that notwithstanding any other provision of law, no person shall be subject to any penalty for failing to comply with a collection of information if it does not display a currently valid OMB control number.

PLEASE DO NOT RETURN YOUR FORM TO THE ABOVE ORGANIZATION. RETURN COMPLETED FORM TO:
SDDC, ATTN: MTDC-OPCL, 661 SHEPPARD PLACE, FORT EUSTIS, VA 23604.

DD FORM 361C, JAN 2007

Reset

Adobe Designer 7.0

Figure 5-9: DD Form 361 Transportation Discrepancy Report (TDR)

DATE: 05-AUG-96 EQUIPMENT MAINTENANCE AND INSPECTION WORKSHEET DA FORM 5988-E

W45U7D D TROOP, 1/10 ARMOR

---------- EQUIPMENT DATA ----------

ADMIN NUM: 03
EQUIP MODEL: M113A3
EQUIP NOUN: CARRIER PERSONNEL
EQUIP NSN: 2350010656077

EQUIP SERIAL NUM: M5J316039M88
REGISTRATION NUM: MC00MW
TYPE INSPECTION: DAILY

	NUMBER	DATE	CHANGE NUMBER
PUBLICATION:	TM 9-2350-261-PMC	04/87	00
PUBLICATION:	TM 9-2350-261-10	07/90	00

INSPECTORS LIC #:________ TIME:_____ SIGNATURE:________ TIME:_____

---------- PARTS REQUESTED ----------

FAULT	DOC NUM	NIIN	NOUN	QTY DUE / REC	STATUS DATE	DATE COMP	PRI	DLC
0003	6330 0035	008145371	TRANSMITTE	00000 -----		0	03	D
0004	6330 0037	007334063	SWITCH, BEA	00001 -----		0	05	N
0005	6330 0038	013330443	CUSHION, SE	00001 -----		0	13	N

---------- MAINTENANCE FAULTS ----------

ITEM NUM	FAULT DATE	FAULT STATUS	FAULT DESCRIPTION	CORRECTIVE ACTION	HRS	OPER LIC #
0003	05-AUG-96	X	ENGINE TEMP GAGE INOP	____________	___	___
0003	05-AUG-96	E	HEADLIGHT INOP	____________	___	___
0004	05-AUG-96	/	HEADLIGHT INOP	____________	___	___
0005	05-AUG-96	/	PERSON SEAT CUSH TORN	____________	___	___
___	______	___	________________	____________	___	___
___	______	___	________________	____________	___	___
___	______	___	________________	____________	___	___
___	______	___	________________	____________	___	___
___	______	___	________________	____________	___	___
___	______	___	________________	____________	___	___
___	______	___	________________	____________	___	___

Figure 5-10.DA Form 5988-E - Equipment Inspection/Maintenance Worksheet

SHIPMENT UNIT PACKING LIST AND LOAD DIAGRAM

For use of this form, see FM 55-65; the proponent agency is TRADOC.

PAGE ____ OF ____

1 DEPLOYING UNIT: A Co. 1-10 IN WABCAB		2 UIC OR BUMPER NO: A-41	3 TCN OR SEAL NUMBER: AWABCAB00D12340XX
4 SHIPMENT UNIT DESCRIPTION: M923A2, TRK, CGO 5TON X40794-36			5 DATE PACKED
6 LENGTH: 311	7 WIDTH: 98	8 HEIGHT: 121	12 LOCATION OF CG
9 CUBE: 2135	10 EMPTY WEIGHT: 20930	11 LOADED WEIGHT: 27904	

13. PACKING LIST

CARGO LOC NO a	CONTENTS (Description and Nomenclature) b	TYPE PKG. c	PKG. QTY. d	PKG. WEIGHT e	TOTAL PKG WEIGHT
1	TENT, GP MED	PLT	1	250	250
2	POLES & MISC EQUIPMENT	BX	1	50	50
3	LIGHT SET, ILLUM	BX	2	50	100
4	GEN SET, 3KW	3EA	2	3162	6324
BBM	120 ft 4 X 4 100 ft 2 X 4 7 lb 2 X 4 4 CGU-1 CGO Straps				250

14. CERTIFICATION. This certifies that items listed hereon are contained within the specified packages.

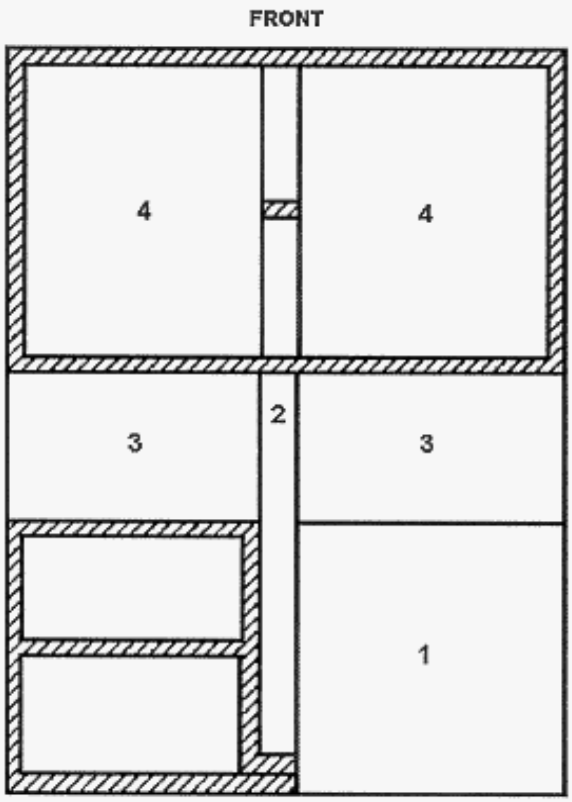
a TYPED NAME	b GRADE	TITLE
SMITH, JOHN A.	SGT	SQUAD LEADER

d SIGNATURE ____ DATE ____

DA FORM 5748-R, MAR 89

Figure 5-11. DA Form 5748-R Shipment Unit Packing List

15. LOAD DIAGRAM (Sketch cargo storage in space below).



16 REMARKS

Tent is banded to warehouse pallet
Poles are banded together
Generator sets have been drained and cleaned

REVERSE OF DA FORM 5748-R, MAR 89

Figure 5-12. DA Form 5748-R Shipment Unit Packing Load Diagram

Chapter 6
Command Deployment Discipline Program (CDDP)

6-1. Introduction
This chapter contains concepts and guidelines for establishing and maintaining a unit's CDDP. This specific Command Discipline Program (CDP) addresses supervisory and managerial responsibilities within the deployment process from the user to the ACOM/ASCC/OFC levels. Under the CDDP, commanders can use their internal staff, request assistance, or incorporate the program as part of a Command Inspection Sample to evaluate their units. The local Inspector General can be used at the commander's discretion to conduct inspections using a more systemic methodology for determining root causes for problems identified through the CDDP IAW AR-20-1.

Note: The Army's CDDP is co-sponsored by FORSCOM G-4, while the Deployment Process Modernization Office (DPMO) will serve as the manager for the Army's CDDP. This specific CDP is governed by AR 525-93, Army Deployment and Redeployment.

6-2. Purpose
a. The CDDP combines policy and doctrinal deployment requirements under one program in order to enable commanders at all levels to maintain their organizations at their appropriate deployment readiness posture to meet Army mission requirements. The CDDP will assist in standardizing Army deployment (and redeployment) functions for units and installations, for the initial phases of a deployment or redeployment. The CDDP will:

(1) Establish deployment discipline as regulatory guidance.

(2) Standardize deployment discipline requirements for units and installations.

(3)Improve efficiency and effectiveness at the tactical unit level for deployment and redeployment operations.

(4) Maintain unit-level fundamentals for deployment and redeployment operations.

b. Implementation of the CDDP will:

(1) Ensure compliance with DA deployment policy and procedures.

(2) Assess the adequacy of established DA deployment policy and procedures.

(3) Identify deployment problems early and allow for corrective action.

6-3. Concept
a. The CDDP is designed as a commander's program to assist in establishing and maintaining a units' deployment posture. It enhances the Army's ability to rapidly deploy in response to contingency or crisis action events. The CDDP is a tool that provides a mechanism for commanders

to evaluate their units' deployment or redeployment readiness.

b. The CDDP is not intended to be solely an inspection program or tool. Commanders at all levels are expected to use the program to:

(1) Gain familiarity with established policy.

(2) Enforce command compliance with policy by subordinate personnel.

(3) Understand the skill sets a unit needs to deploy and redeploy.

6-4. Deployment Requirements

a. Each level of command will review the requirements listing for their specific evaluations and make the necessary adjustments to account for any uniqueness within their command, but may not remove any of the listed requirements as evaluation tasks.

b. The intent of the requirements listings, in AR 525-93, Appendix C, is to provide commanders with a basic source of deployment readiness standards. Additionally, paragraph C-7 provides a listing of general redeployment tasks that commanders should be familiar with for the planning and execution of redeployment.

6-5. Implementation

a. Corps and below commanders will establish a policy stating the implementation of CDDP within their organization. The policy, at a minimum, will establish roles/responsibilities, the frequency of deployment training events, and the mechanisms for annual deployment readiness evaluations for the organization.

b. Supervisors utilize the requirements listing in the normal performance of their duties.

c. Whenever an applicable requirement within the requirements listing cannot be completed, the immediate higher headquarters must be notified by the affected organization.

d. Organizations will have a formal evaluation of deployment readiness tasks annually.

6-6. Evaluations

a. There are two types of evaluations under the CDDP, formal and informal. When used in conjunction with one another, these evaluations provide an effective means to ensure an organization maintains the appropriate level of deployment readiness. Formal evaluations are directed by the evaluated unit's higher headquarters with the results being reported to the evaluated unit's commander, as well as the higher headquarters commander and can be part of a Command Inspection Program. Informal evaluations are normally at the request of the evaluated unit commander and the results are reported to the commander

that requests the informal evaluation. Informal evaluations can include internal inspections by the unit, staff assistance visits from their higher headquarters, outside organizations, or as part of the DEA program.

Note: Formal evaluations must be done annually for the company /detachment to Corps/DRU headquarters level.

b. Company/detachment level:

(1) Commanders are primarily expected to utilize the CDDP to police their own operations. The most effective means of ensuring deployment readiness discipline is to have an internally self-administered program practiced on a routine basis.

(2) At these levels, the CDDP requires no additional record keeping. The normal recording of deployment specific training requirement for schools, hazardous material/load teams/automation certifications is still required.

c. CORPS to BN and DRUs:

(1) Higher command level staffs are required to evaluate their subordinate units for compliance with established CDDP policy.

(2) Higher command level staff will conduct formal evaluations of subordinate levels annually to:

(a) Provide supervisors with feedback of their deployment readiness discipline performance.

(b) Identify problems and take corrective action.

(c) Determine if resolution of past findings are complete and appropriate.

(d) Maintain a file of evaluations to record:

(3) Date of evaluation.

(4) Organization evaluated.

(5) Findings and associated suspense dates.

(6) Repeat findings.

d. All levels of Command:

(1) After the completion of an evaluation by a higher headquarters, the evaluated commander in conjunction with the evaluating command, will determine a suspense date to address any deficiencies noted.

(2) The evaluated commander's chain of command is authorized to grant extensions if necessary.

6-7. Evaluation Procedures

a. The purpose of the evaluation is to determine whether or not an organization is in compliance with regulatory or doctrinal guidance.

b. The deployment readiness and execution tables establish the minimum standards. Commanders are encouraged and expected to develop their own

command checklists using the requirements listing, in AR 525-93, Appendix C, as a baseline.

c. At a minimum, the CDDP evaluations will include the following:

(1) A review of the OEL (and UDL if applicable), movement plans, load plans and appointment letters, to include training records for the unit's mobility trained personnel (see Appendix J for complete list).

(2) Procedures used to process unit movement data, and operational readiness of deployment planning information systems.

d. Evaluators will record findings on each requirement of their command's approved CDDP checklist. Results of the last evaluation reviewed to determine if past discrepancies were resolved and repeat findings noted.

Note: All Command approved CDDP Checklists must meet the basic applicable requirements in the deployment readiness and execution tables located in AR 525-93.

e. In the case of repeat findings, the chain of command will be notified of the problem upon completion of the evaluation to reestablish compliance.

f. The evaluated organization will be provided copies of each evaluation made under CDDP. The copies will specify any noncompliance findings along with the respective suspense dates determined by the commander. The evaluator will also retain a copy of the evaluation and use it for follow up on corrective actions during the next periodic evaluation.

6-8. Enforcement of Deployment Readiness Discipline

Enforcement of deployment readiness discipline is accomplished through a combination of command emphasis and training.

a. Command Emphasis:

(1) Ensure resources are available for formal schools and hands-on training.

(2) Incorporate deployment training with other training events.

(3) Include CDDP requirements in command training briefs.

b. Training:

(1) Conduct monthly/quarterly/AT to enhance unit level skills for the unit’s movement personnel.

(2) Use Training Center rotations as a deployment training tool.

(3) Conduct DREs (DRE level 1, 2, and 3) to exercise multi-echelon deployment training and coordination.

(4) Take advantage of unit training/exercises, i.e. Sergeants Time Training and field training exercises (FTX) when searching for opportunities to improve or test a unit’s Deployment Readiness Discipline.

Chapter 7
Blocking, Bracing, Packing, Crating, and Tie-down (BBPCT) Materials

7-1. General
This chapter describes the policy for obtaining and stocking BBPCT materials and related railcar loading equipment for all mobilizing and deploying units.

7-2. Definitions
a. BBPCT: “Blocking, Bracing, Packing, Crating, and Tie-down in Support of Full Mobilization” is the official title for the program. It includes all materials required to protect vehicles, equipment and other cargo from damage or loss during transit.

b. BBM: Blocking and Bracing Material includes tie-down materials and is the term applied to materials required for rail and truck movement but does not normally include packing and crating materials. It may also be referred to as “BBT” (blocking, bracing and tie-down) material.

7-3. Policy
a. Policy objectives ensure required materials are available in time for units to comply with movement orders and to avoid over stocking BBPCT materials that are readily available from local commercial sources. See Figure 7-1 for planning/resourcing responsibilities.

Note: AMC through the LRCs will assist deploying units with the procurement of deployment related BBPCT requirements. (See AR 525-93 for further information).

b. The BBPCT materials will be centrally stocked at installations/activities only when it is not possible to procure items from local sources before the unit's deployment date. For RC units, materials required for movement from home station (HS) to mobility force generating installation (MFGI), will be listed in a separate section of the unit movement plan and be obtained by the unit through the use of local procurement from predetermined commercial sources following receipt of an alert order and determination of mode of transportation. RC units will identify available vendors and include these sources of supply in the unit's mobilization plan.

c. For equipment moves during mobilization from HS to MFGI, ARNG units will receive assistance from the USPFO and JFHQ-ST. USAR units will identify BBPCT material requirements that cannot be procured at HS to the OFC, and if assistance in sourcing is required, to the SI.

d. Unit movement plans will contain a separate section on BBPCT material requirements. Units must determine the number of pallets, container, boxes, banding material, crates, and any other materials required to protect and unitize the unit equipment and supplies during transit to the theater of operations.

Note: If units use steel banding to secure loads to vehicles, it must be a minimum of 3/4 by 0.020 inches for items weighing 3,000 pounds or less. For items

weighing over 3,000 pounds, 1-1/4 inches steel banding or wire rope is required. Smaller items may be bundled with 5/8-inch banding.

e. Units will report these requirements to the activity having implementing responsibility as shown in Figures 5-2/5-3. Vehicle Load Cards (FORSCOM Form 285-R) will be used to record all BBPCT material required to move and load vehicles and trailers. For items and equipment moving on either organic vehicles or commercial vehicles, a DD Form 1750, Packing List, will be prepared and all BBPCT material required for movement will be listed. The DA Form 5748-R is an authorized substitute for the DD Form 1750 and FORSCOM Form 285-R.

7-4. Implementation

AMC through the LRC will assist deploying units with the procurement of deployment related blocking, bracing, crating, and tie-down (BBPCT) requirements. Provide backup stock for deployment-related BBPCT material and other essential supplies and equipment as coordinated with supported units.

7-5. Determining BBM Materials

a. The BBM material must be calculated by the current AAR Loading Rules. In the absence of AAR procedures, use SDDC TEA PAM 55-19.

b. When the movement involves rail, maximum use of bi-level railcars will be planned to reduce demand on single level flatcars.

c. Each installation LRC/ITO, in coordination with UMC, Directorate of Plans, Training, and Mobilization (DPTM), DPW and civilian railroad officials, has the responsibility to accurately identify and program BBPCT requirements for their individual installation and supported unit and activities.

7-6. Deployment Installations

a. AMC through the LRC is responsible for providing all BBM material to support deployment. Long lead items (items with a procurement time in excess of 14 days) will be stocked in sufficient quantities to supply the first 30 days of deployment. In cases were a Department of Logistics (DOL) still operational, they will be responsible.

b. For movement from the installation, units must furnish their total BBPCT material requirements to their UMC on DA Form 4283, Facilities Engineering Work Request. If form is unavailable, submit the information in memorandum format. The unit will annotate the deployment C-Day on the request.

c. The UMC reviews the material list against the CONUS Military Installation Material Out-loading and Receiving Capability Report (DD Form 1726) to determine if the units' out-load deployment date is within the limitations/capabilities of the installation. When the review is complete, a listing of the required material and the respective time frames are furnished through the DPW or appropriate installation activity to the installation Director of Contracting (DOC) for local purchase review.

d. The installation DOC performs a local market survey to determine which required items of BBM are readily available in the required quantities from commercial

sources. (Those items will not be purchased and stocked unless a subsequent market survey shows that the items cannot be acquired prior to the unit out-load date.) The local market survey should be conducted at least annually due to the changeable nature of supply and demand in the commercial marketplace.

e. The DOC annotates the materials list, indicating which items are not readily available on the local market. The DOC should also maintain the list of readily available materials in a form and manner which will expedite acquisition upon deployment. The DOC will only procure materials specified by the installation UMC (the items neither readily available nor on hand in inventory).

f. The DPW/LRC will ensure that supply and accountability procedures are established and in place including control, storage, issue, turn-in, maintenance and replacement of BBPCT materials, railcar spanners, hand tool sets, portable end ramps, and any other related rail loading equipment.

g. An annual inventory of BBM material will be conducted by the DPW or LRC and furnished to the installation UMC for review to determine adequacy. Additions or deletions to requirements will be annotated on the listing and processed through the installation DOC as necessary for inventory adjustment. The annual inventory should indicate the condition of the BBM and whether it is a candidate for rotation. These materials should be stocked separately from the stock fund inventory as mobilization stockage. Materials will be rotated from the BBPCT inventory to extend shelf life.

7-7. Rail Loading Equipment

a. Rail loading equipment includes, but is not limited to, portable end loading ramps (single and multilevel), railcar spanners (or bridge plates), and hand tool sets.

b. The LRC is responsible for managing the inventory of BBPCT hand tool sets needed for installation of BBPCT material during mobilization.

c. Railcar spanners (bridge plates) may be used for normal peacetime shipping activities.

d. Portable end loading ramps may be single level (for standard flatcars), or adjustable multilevel (for loading bi-level railcars). They may be either towed or self- propelled and will normally be procured and managed as TDA items.

BLOCKING, BRACING, PACKING, CRATING AND TIE-DOWN MATERIALS:
Note:

1. **Movement may be planned directly to SPOE, rather than to MFGI.**
2. **The Supporting Installation (SI-Figure 7-1 below only) responsible for planning if OFC lack capability.**
3. **Sources of materials: Supporting Installation USPFO/LRC/DLA/Commercial.**
4. **Long lead-time items procured and pre-stocked. (Time in excess of 14 days).**
5. **Assessment based on support of first 30 days of movement.**

MOVEMENT REQUIREMENT	BBPCT ASSESSMENT RESPONSIBILITY	PRESTOCKING PLANNING RESPONSIBILITY	IMPLEMENTING RESPONSIBILITY	NOTES
HS TO MS	UNIT COMMANDER	JFHQ-ST/USPFO/DOL FOR ARNG; RRC/DRU FOR USAR	USPFO/DOL FOR ARNG; RRC/DRU FOR USAR	1 2 3 4
ECS/MATES/UTES NOT COLLOCATED WITH AN SI OR MS	SITE COMMANDER WITH OWNING UNIT COMMANDER	SITE COMMANSER WITH ASSISTANCE OF USPFO/DOL OR SI	USPFO/DOL FOR MATES/UTES; SIFOR ECS	1 2 3 4
ECS/MATES/UTES COLLOCATED WITH AN SI OR MS	SITE COMMANDER WITH OWNING UNIT COMMANDER	HOST INSTALLATION (SI)	HOST INSTALLATION NO SEPARATE PRESTOCKING	1 2 3 4
DEPLOYMENT	MS COMMANDER WITH OWNING UNIT COMMANDER	MS COMMANDER	MS COMMANDER	1 2 3 4

Figure 7-1. Blocking, Bracing, Packing, Crating and Tie-Down Material Responsibilities.

Chapter 8
Convoy Operations and Movement Control in CONUS

8-1. General
This chapter provides guidance for public highway use and convoy operations in CONUS. It also establishes convoy movement control procedures that apply during peacetime, mobilization, and deployment movements to implement TOPS Highway Regulation Convoy Planning.

8-2. Definitions/Convoys are defined as follows:
a. Any group of six or more vehicles, temporarily organized to operate as column, with or without escort, proceeding together under a single commander will be considered a convoy. During mobilization/deployment, vehicle infiltration prohibited.

b. Ten or more vehicles dispatched, per hour, to same destination, over same route.

c. Oversize/overweight vehicles are defined as vehicles with sizes or weights exceeding the legal limitations prescribed by the state or local authorities in which the vehicles are operating, as reflected in ATP 4-11.

8-3. Convoy Movement Authority
No convoy movement will be made over public highways without approval. The Defense Movement Coordinator (DMC) through the SMCC in each state is the approving authority for all convoys and will issue the Convoy Clearance Number (CCN) which authorizes convoy movement. The DMC ensures convoy movements conform to federal, state, and local laws. If obtaining a CCN through normal procedures would delay the accomplishment of a required mission, an emergency movement may be approved telephonically by the appropriate State Movement Control Center (SMCC). Requests for AC units must be submitted through the installation UMC. The DMCs will provide active military installations and USAR OFC headquartered within respective state boundaries a 24-hour contact number for emergencies and names and daytime phone numbers of the other states' DMCs.

8-4. Convoy Clearance Requests and Special Hauling Permits
a. Requests for convoy clearances are submitted on DD Form 1265 (figure 8-1). Requests for special hauling permits to move oversized/overweight vehicles on public roads are submitted on DD Form 1266 (figures 8-3/8-4). The DD Form 2777 is an alternate form which can be used to request convoy and/or oversized/overweight vehicle movement with UMC/DMC approval (see DTR 4500.9-R, Part III). RC (COMPO 2) and NG (COMPO 3) units are to utilize the convoy planning module of the TCAIMS II enterprise to submit requests for convoy clearances and special hauling permits. AC units will utilize the respective forms (DD Form 1265, DD Form 1266 or DD Form 2777) to submit requests for convoy clearances and special hauling permits until AC units are migrated to the TCAIMS II enterprise or utilization is approved by FORSCOM G-33.

b. During peacetime, the DD Form 1265 and DD Form 1266 will be submitted to the DMC in the state of origin 45 days prior to the date of ARNG and USAR moves. The DMC will process the peacetime RC convoy request and provide a CCN to the unit 30

days prior to the move. RC units moving distances of 50 miles or less over regularly traveled routes between armories and established weekend training sites are not required to submit a convoy clearance request or use convoy vehicle markings. The AC units will submit requests through the installation ITO to the DMC 30 days prior to movement

c. For crisis response movements, requests will be submitted as soon as possible prior to the movement. The CCNs will be provided back through the chain of command to the unit as soon as the requests are processed, but NLT 24 hours prior to convoy movement. If the UMC is unable to contact the DMC and/or immediate action is required, the UMC is authorized to process AC unit requests, but will forward to the DMC as soon as possible.

d. The convoy commander should identify specific checkpoints, the required location and duration of each halt, and request any logistical support and routing instructions. The movement must be conducted as the clearance directs, i.e. routing, departure times, rest halts, etc. Deviations are not authorized without prior coordination with the DMC.

Note: Only identical vehicles with loads of uniform weight may be listed on the same DD Form 1266. Each vehicle driver must have a copy of the approved DD Form 1266.

8-5. Convoy Operations

a. Convoy operations will be planned and conducted IAW ATP 3-35, ATP 4-11, ATP 4-16, and DTR 4500.9-R, Part III.

b. Vehicles operated in a convoy will be marked with the appropriate signs and control numbers. Convoy vehicles will use headlights while moving on highways or halted on the shoulders. When halted on road shoulders, vehicles equipped with amber flashing lights and/or emergency flasher systems will operate these lights. While moving at night, or during periods of reduced visibility, lead and trail convoy vehicles, and those oversize and/or overweight vehicles separated from the main body and/or moving by infiltration will operate hazard lights. In addition, units will comply with other precautionary measures that may be required by the state or local authorities.

c. Each convoy will be identified by a convoy number. The approving authority HQ in the State the convoy originates assigns the number when it approves the convoy clearance request. This number will identify the convoy during the entire movement. It will be placed on both sides and, if possible, on the front of all vehicles of the convoy. Additionally, it will be placed on the top or hood of the lead and trail vehicles of each march unit to ensure identification from the air. It will be composed of two letters indicating the State of origin, convoy number assigned by that HQ, and a letter or letters indicating type of movement, (i.e., "C"-Convoy, "E"-Explosives, "S"- Outsize, "H"-Hazardous). These letters will be used for individual vehicles or for a convoy containing over dimensional vehicles or load, for example, identification "VA50008C" indicates that the convoy originates in the State of Virginia and was the eighth convoy approved in 2005. The letter "C" indicates that there are no explosives, hazardous or outsize items of equipment included in the convoy. The elements of a convoy may be identified by adding a letter behind the convoy number. Numbers may be applied to vehicles with a chalk crayon of contrasting color.

d. Speed. Convoy speeds will comply with posted minimum/maximum speed limits or those established by State law for commercial truck traffic. Vehicles unable to maintain posted minimum speed will be routed over an alternate uncontrolled access road. Vehicles will operate in a safe and efficient manner and will not exceed the vehicle speed specified in operator manuals.

e. Hours of Operation for Drivers. Convoy drivers will be given an opportunity for eight hours of rest for each 10 hours of driving within a 24-hour period. Rest periods will commence 12 hours prior to departure of the convoy. Convoy CDRs will ensure driving periods are equally distributed between primary and assistant drivers. Every effort will be made to ensure the relieved driver obtains sufficient rest. Except in justified emergencies, convoys will not be on the roadway for more than 12 hours in a 24-hour period. (See AR 385-10, para.11-4b and c.)

8-6. Road March Policy

a. Preferred mode for moving unit vehicles over extended distances is by commercial carrier to preclude wear and tear on the vehicles. Mobilizing, or deploying units with driveable tactical vehicles located within close proximity to the MFGI, or port, can move via organic mode. Installation UMCs will determine mode for deployment moves. The DMC or OFC UMC will determine mode for RC mobilization movements. Criteria to be used for approval will be as follows:

(1) Impact on equipment readiness.
(2) Adequacy of enroute support.
(3) Impact of desired arrival time.
(4) Availability of commercial assets.
(5) Movement restrictions for oversized/overweight equipment.

b. The MHE, warehouse vehicles and trailers, and other vehicles not designed to be driven over long distances will not be road marched further than is necessary to reach the loading point for commercial movement.

8-7. Convoy Identification

Convoys will be identified by appropriate markings IAW FM 3-35, ATP 4-11 and DTR 4500.9-R, Part III. Convoy signs, as well as rotating or flashing amber warning lights, will be used for the first and last vehicle in a convoy. (Host Nation agreements may require additional vehicles in the convoy to use these lights.) (AR 385-10, para. 11- 4g(9)).

8-8. Convoy Organization

Convoys will be organized IAW ATP 4-11, ATP 3-35, FM 3-35 and DTR 4500.9-R, Part III, AR 385-10 and FC Reg 385-1. All convoy vehicles, regardless of size, will be equipped with the basic type warning kit, or equilateral triangles with material of iridescent red for daytime use and reflex-reflective properties for nighttime use. As a minimum, this warning kit contains three sets of red reflectors and two red flags or three red reflector triangles and is acceptable in most States. Some States will require items such as flares (fuses) in addition to the above kit. Chemical wands or chemlites may be used. Vehicle operators will be instructed in the proper use of warning devices prior to the convoy's departure. In an emergency, warning devices will be placed IAW the provisions of FM 21-305, Manual for the Wheeled Vehicle Driver, and 49 CFR Part 392, Section 392.22, Emergency Signals; Stopped

Commercial Motor Vehicles. Vehicles engaged in transporting compressed gases, explosives, or flammable liquids will use three red electric flashing lanterns in lieu of flares (fuses). Vehicles transporting hazardous cargo will be properly placarded IAW 49 CFR Part 172 Section 172.519, General Specifications for Placards. Rotating caution lights for heavy equipment transporters will be installed, if required by State laws.

8-9. Accident Reporting

Traffic accidents will be reported immediately to the convoy commander, the appropriate civilian authorities and if traffic flow is impeded, to the appropriate SMCC. Accident reports will be submitted IAW AR 385-40, Accident Reporting and Reports.

8-10. Communications

Effective communications are an absolute necessity to maximize use of the highways in CONUS. Each SMCC is responsible for establishing reporting procedures that will enable it to effectively regulate highway traffic.

a. Communication with enroute convoys.

(1) During peacetime, convoys will normally not be required to report movement progress at origin, enroute, and destination.

(2) During mobilization and selected exercises, special instructions included with the approved convoy clearance will direct the convoy commander to report to the appropriate SMCC upon departure, at selected halt locations enroute, and upon arrival.

b. Enroute reporting procedures.

(1) Primary means of communications with the SMCCs will be commercial telephone. Long distance calls will be toll free or collect.

(2) Each SMCC will establish procedures within the state for commercial phone and alternate communication procedures.

c. Interstate Communications. Each SMCC will establish communications with SMCCs of adjoining states. It is the responsibility of the SMCC of the state in which a convoy originates to notify an adjoining state's SMCC if the convoy is off schedule. Interagency Communication. Each SMCC must also maintain effective communication with the other agencies involved in the convoy movement process (e.g., civilian agencies and logistical support agencies).

8-11. Arrival/Departure Gates and Times

Arrival/departure gates at installations will be established IAW paragraph 3-2 and 3-10.

8-12. Convoy Driver Qualification and Training

Convoy Driver Qualifications and Training IAW DTR 4500-9R, Part III, Appendix F Driver Qualifications. Only personnel qualified to operate the vehicle to which they are assigned will be permitted to drive in a military convoy. All drivers will have a current Optional Form 346, US Government Motor Vehicle Operator's Identification Card in their possession, indicating their driving qualifications. Exemption from the Commercial

Driver's License requirement is granted by the Commercial Motor Vehicle Safety Act of 1986, for military personnel on official business and in uniform. (For Army see DTR 4500-9R, Part III, Army see Paragraph L.2.a. for information pertaining to licensing drivers for heavy vehicles, fuel tankers, and passenger vehicles).

REQUEST FOR CONVOY CLEARANCE		1. CONVOY NUMBER TBD	2. UIC Unit ID Code	3. DATE *(YYYYMMDD)*
SECTION I - GENERAL				
4. ORGANIZATION Unit Description		5. STATION Home address of Unit (Full mailing address with Zip Code)	6. CONVOY COMMANDER Full name and rank of NCO or Officer	
7. PERSONNEL STRENGTH a. OFFICER	b. ENLISTED	8. POINT OF ORIGIN Start Point of Convoy (include City/State)	9. DESTINATION Release Point (RC only;include City/State)	
10. DATE AND TIME	a. DEPARTURE	b. ARRIVAL	11. RATE OF MARCH 45 MPH 50 MPH Max catchup speed	

SECTION II - CONVOY COMPOSITION

12. NUMBER OF EACH TYPE OF VEHICLE AND DESCRIPTION *(Include towed equipment)*
List Vehicles by type and model number. Include the total number of each type and match the vehicles with respective assigned trailers.

0 - does not include towed vehicles

13. TOTAL NUMBER OF VEHICLES	14. NUMBER OF OVERSIZE/ OVERWEIGHT VEHICLES	15a. NO. OF SERIALS	b. TIME INTERVAL	16a. NO. OF MARCH UNITS	b. TIME INTERVAL
0					5 Min between march

SECTION III - ROUTE DATA

17. PROPOSED ROUTING *(Indicate US Routes, State Routes, etc.)*
List street/highway/road routing in order of usage from the Starting Point (SP) to the Release Point (RP). (See strip Map figure 7-3)

18. ETA AND ETD AT STATE LINES, MAJOR ROAD JUNCTIONS, MAJOR BRIDGES AND TUNNELS, METROPOLITAN AREAS AND OVERNIGHT HALT SITES *(Continue on a separate sheet if additional space is required)*

a. LOCATION	b. ETA	c. DATE *(YYYYMMDD)*	d. ETD	e. DATE *(YYYYMMDD)*
List location and duration of each Halt and Critical Point				

SECTION IV - LOGISTICAL DATA

19. BRIEF GENERAL DESCRIPTION OF CARGO *(Brief general description; i.e., organizational impediments, etc.) (Within security limitations)*
List general description of cargo:

Examples: TRICONs with or without weapons
Any sensitive documents
Tankers filled or empty
Hazardous Cargo

DD FORM 1265, SEP 1998 PREVIOUS EDITION IS OBSOLETE. Adobe Professional 7.0

Figure 8-1. DD Form 1265 - Sample Request for Convoy Clearance.

20. ARE EXPLOSIVES TO BE TRANSPORTED?		YES		NO	*(If YES, describe below)*		
a. CLASS	b. AMOUNT	c. DESCRIPTION				d. VEHICLES TO BE USED	
						(1) NO.	(2) TYPE

21. STATEMENT WHY EXPLOSIVES CANNOT BE TRANSPORTED COMMERCIALLY *(Movements involving explosives and/or other dangerous articles are required to comply with all applicable regulations or directives)*

22. LOGISTICAL SUPPORT REQUIRED AT OVERNIGHT HALT SITES? ☐ YES ☐ NO

(If YES, complete the following) (Use separate sheet if additional space is required)

a. DATE *(YYYYMMDD)*	b. INSTALLATION	c. GAS *(gals)*	d. OIL *(gals)*	e. RATIONS	f. BILLETS	g. OTHER

23. REMARKS

This block is to be used to inform the chain of command of any type of unique requirements of the convoy such as;

1. Planned locations of fuel and meal halts.
2. Types of radios.
3. Specific report requirements.
4. List each oversized/overweight vehicle (Truck or Trailer combinations) With load descriptions.

NOTE: Enter, name, rank, telephone and FAX number of the points of contact (POC) during normal duty hours.

24. REQUESTING AGENCY			25. APPROVING AGENCY		
Unit Designation			Installation ITO or SMC State of Origin		
26. REQUESTED BY			**27. APPROVED BY**		
a. NAME *(Last, First, Middle Initial)*			a. NAME *(Last, First, Middle Initial)*		
UMO or Alternate UMO			Installation UMC or DMC State of Origin		
b. GRADE	c. TITLE		b. GRADE	c. TITLE	
d. SIGNATURE		e. DATE *(YYYYMMDD)*	d. SIGNATURE		e. DATE *(YYYYMMDD)*
UMO or Alternate UMO			Installation UMC or DMC State of Origin		

INSTRUCTIONS: In cases where bona-fide emergencies exist, the information contained on DD Form 1265 and DD Form 1266 may be transmitted to the appropriate headquarters by telephone or electronic transmission. In this event, reference will be made to item numbers in the sequence in which they appear on the form. Items which do not apply will be so indicated.

DD FORM 1265 (BACK), SEP 1998

Figure 8-2. DD Form 1265 - Sample Request for Convoy Clearance (Continued)

REQUEST FOR SPECIAL HAULING PERMIT

1. CONVOY NUMBER	2. UIC	3. DATE (YYYYMMDD)
TBD	Unit ID Code	

SECTION I - GENERAL

4. ORGANIZATION	5. STATION	6. DATE OF MOVEMENT (YYYYMMDD)	
		a. STARTING	b. COMPLETION
508th Trans CO (Med Trk)	Fort Eustis, Virginia 23604		

7. POINT OF ORIGIN	8. DESTINATION
Fort Eustis, Virginia	Fort Drum, New York

9. ARRIVAL AT STATE LINES

a. DATE (YYYYMMDD)	b. TIME	c. STATE LINE
20120515	1308	VA/MD
20120515	1440	MD/PA

10. ROUTING *(Stipulate US Routes, State Routes, etc.)*
IS 64, VA 168, VA 33, IS 64, IS 95, IS 495e

11. ESCORT REQUIREMENTS
NONE

SECTION II - VEHICLE AND LOAD DATA

DESCRIPTION a.	TYPE (2-ton, etc.) b.	NO. OF VEHICLES c.	REGISTRATION NUMBER d.	HEIGHT e.	WIDTH f.	LENGTH g.	WEIGHT h.
12. VEHICLE							
(1) TRUCK							(Empty)
(2) TRUCK-TRACTOR	10 ton	1	0B0000	112	122	289	(Empty) 29,658
(3) TRAILER							(Empty)
(4) SEMI-TRAILER	25 ton	1	8T8888	67	115	419	(Empty) 16,285
(5) OTHER (Specify)							(Empty)
13. LOAD				123	133	226	49,250
14. OVERALL (Vehicle and load)				158	133	648	95,193

15. DESCRIPTION OF LOAD *(Brief general description: Organization impediments, etc.) (Within security limitations)*

16. LOAD OVERHANG

a. FRONT	b. REAR	c. LEFT SIDE	d. RIGHT SIDE

DD FORM 1266, SEP 1998 PREVIOUS EDITION IS OBSOLETE. Adobe Professional 7.0

Figure 8-3. DD Form 1266 - Sample Request for Special Hauling Permit

17. NUMBER OF AXLES	(1) A	(2) B	( ) C	( ) D	( ) E	( ) F	( ) G	( ) H	
	AXLE 1 a.	AXLE 2 b.	AXLE 3 c.	AXLE 4 d.	AXLE 5 e.	AXLE 6 f.	AXLE 7 g.	AXLE 8 h.	TOTAL i.
18. NUMBER OF TIRES	2	4	4	4	4				18
19. TIRE WIDTH *(Inches)*	28	56	56	56	56				252
20. TIRE SIZES									
21. AXLE LOAD *(Empty)*	12,650	10,992	10,992	5,655	5,655				45,944
22. AXLE LOAD *(Loaded)*	15,230	20,943	20,943	19,039	19,039				95,194
23. AXLE SPACING *(See Item 17 for Identification)*	A SPACING 151	B SPACING 60	C SPACING 185	D SPACING 42	E SPACING	F SPACING	G SPACING	H SPACING	

24. REMARKS
SAMPLE

25. MOVEMENT BY HIGHWAY IS
[ ] ESSENTIAL TO NATIONAL DEFENSE [ ] IN THE INTEREST OF NATIONAL DEFENSE

26. REQUESTING AGENCY	27. APPROVING AGENCY
508th Trans Co (Med Trk)	
28. REQUESTED BY	**29. APPROVED BY**
a. NAME *(Last, First, Middle Initial)* Commanders name, rank, branch commanding	a. NAME *(Last, First, Middle Initial)*
b. GRADE / c. TITLE	b. GRADE / c. TITLE
d. SIGNATURE / e. DATE *(YYYYMMDD)*	d. SIGNATURE / e. DATE *(YYYYMMDD)*

INSTRUCTIONS

GENERAL:

DD Form 1266, "Request for Special Hauling Permit" will be used to obtain special hauling permits for the movement of over-size/overweight vehicles over public highways when accompanying a convoy or when traveling separately.

This form, in duplicate and accompanied by letter of transmittal, will be forwarded through the local transportation officer so as to reach the appropriate headquarters not less than ten (10) working days prior to the starting date of the movement. Letters of transmittal will contain complete itinerary and explanation of the movement. One (1) letter of transmittal is sufficient when several DD Forms 1265 and 1266 involving one (1) movement are forwarded to the appropriate headquarters.

In cases where bona-fide emergencies exist, the information contained in this form and DD Form 1265 may be transmitted to the appropriate headquarters by telephone or electronic transmission. In this event, reference will be made to item numbers in the sequence in which they appear on the forms. Items which do not apply will be so indicated.

SPECIFIC:

Item 12.a, b., c., and d. - Complete nomenclature of vehicles involved. More than one unit may be included, provided units are identical in equipment, load characteristics, routing and movement date. Total number of units shall be indicated prominently.

Item 12.e. - Note all units other than standard highway vehicles; road equipment, guns, etc.

Item 12.d. - Indicate the registration number for each unit or combination of units. Use additional page if required.

Item 17 - Indicate appropriate number of axles by inserting number in proper circles. Block out circles not applicable.

Item 24 - For movement through the District of Columbia, include name of manufacturer of equipment.

DD FORM 1266 (BACK), SEP 1998

Figure 8-4. DD Form 1266 - Sample Request for Special Hauling Permit (Continued)

Request for Convoy Clearance (DD Form 1265) Instructions:

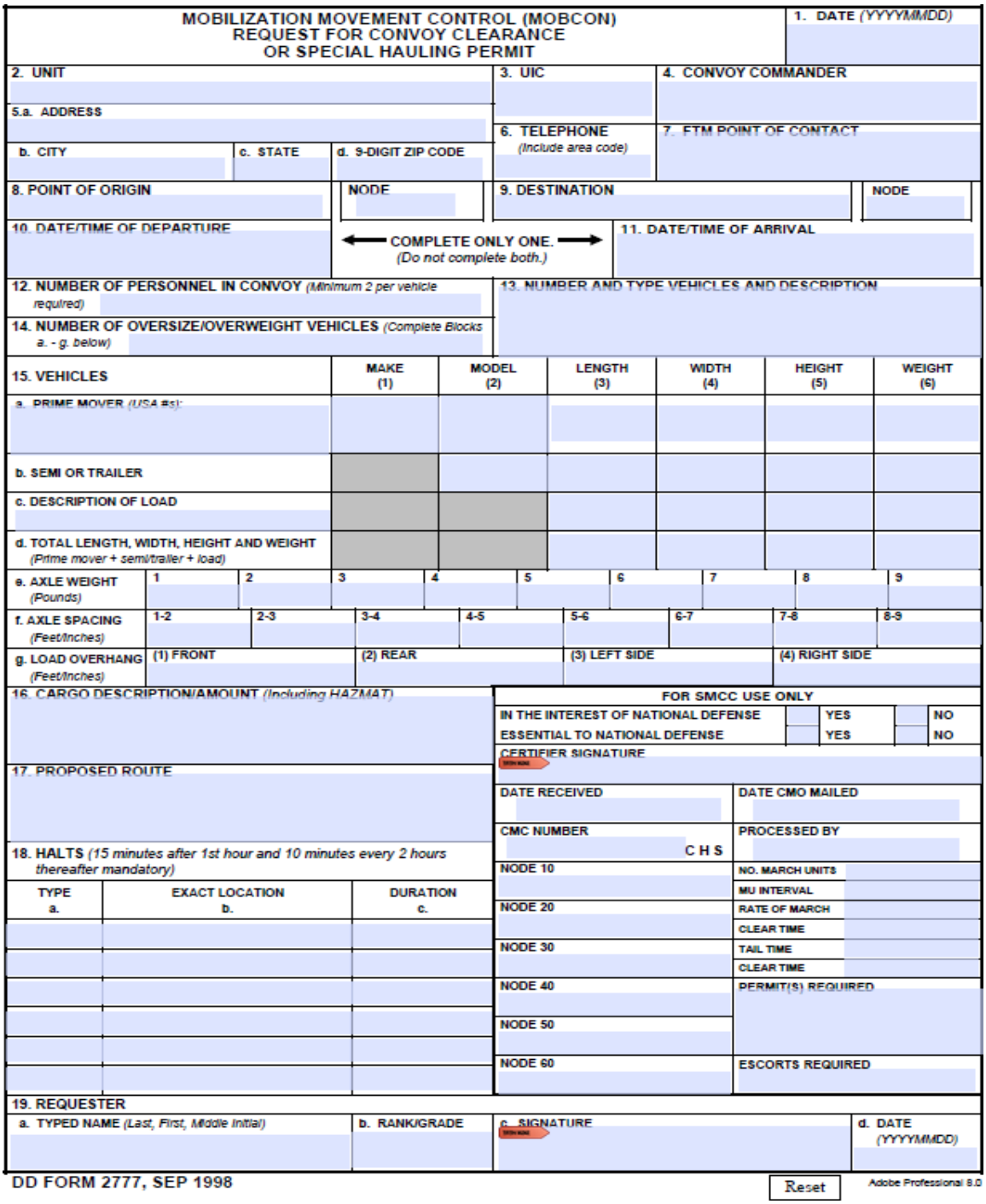
Block 1 - Convoy number (provided by Installation UMC or State DMC).
Block 2 - Unit Identification Code.
Block 3 - Date of Request.
Block 4 - Organization requesting convoy clearances.
Block 5 - Organization's home station.
Block 6 - Self-explanatory.
Block 7 - Blocks a and h. Personnel to accompany convoy.
Block 8 - Convoy's point of departure.
Block 9 - Convoy's destination.
Block 10 - Blocks a (Departure) and h (Arrival). Provide estimated TIME-DATE group for departure/arrival.
Block 11 - Estimated miles (distance) to be covered in an hour.
Block 12 - Quantity, model numbers, and descriptions of all prime movers and towed equipment within the convoy.
Block 13 - Total number of prime movers entered in BLOCK 12.
Block 14 - Total number of vehicles, including towed equipment, which exceed the maximum height, width, length, or weight restrictions as established by state laws which the convoy will move through.
Block 15 - Mark blocks a and b as "NA". The TC-AIMS II automated system does not recognized serials.
Block 16 –

a. A march unit is the smallest organized subgroup of a convoy. A march unit consist of not more than 20 vehicles.

b. The time interval between the lead vehicles of each march unit. The time interval should be no less than five minutes.

Block 17 - All interstates, US highways, state roads, and streets to be traversed during convoy movement, including routes utilized to and from rest areas, fuel stops, and rest overnight sites. Entries should be made in chronological order of the convoy route.
Block 18 - Programmed convoy routes through possible congested areas (detailed accuracy required). All estimated times of departure (ETD) are times at which the last vehicle in the convoy will pass the specified location. All estimated times of arrival (ETA) are times at which the first vehicle in the convoy will arrive at the specified location. The first entry is the ETD from the origin; no ETA is required. The last entry is the destination with both ETA of the first vehicle and the ETD of the last vehicle. All times are expressed in LOCAL time unless the convoy will cross a time zone, in which case the time zone is also indicated for each time (ET, CT, MT).
Block 19 - Type of cargo transported.
Block 20 - CHECK appropriate BLOCK; if "YES" box is checked, complete description section; otherwise, enter N/A.
Block 21 - If the "NO" box is checked in block 20, enter N/A. If the "YES" box is checked in
Block 22 - Check appropriate block. As directed by local command.
Block 23 - As directed by local command.
Block 24 - 27e - Self-explanatory.

Figure 8-4.b DD Form 1266 Convoy Clearance Instructions



MOBILIZATION MOVEMENT CONTROL (MOBCON)
REQUEST FOR CONVOY CLEARANCE
OR SPECIAL HAULING PERMIT

1. DATE (YYYYMMDD)

2. UNIT | 3. UIC | 4. CONVOY COMMANDER

5.a. ADDRESS | 6. TELEPHONE (Include area code) | 7. ETM POINT OF CONTACT

b. CITY | c. STATE | d. 9-DIGIT ZIP CODE

8. POINT OF ORIGIN | NODE | 9. DESTINATION | NODE

10. DATE/TIME OF DEPARTURE | ← COMPLETE ONLY ONE. → (Do not complete both.) | 11. DATE/TIME OF ARRIVAL

12. NUMBER OF PERSONNEL IN CONVOY (Minimum 2 per vehicle required)

13. NUMBER AND TYPE VEHICLES AND DESCRIPTION

14. NUMBER OF OVERSIZE/OVERWEIGHT VEHICLES (Complete Blocks a. - g. below)

15. VEHICLES	MAKE (1)	MODEL (2)	LENGTH (3)	WIDTH (4)	HEIGHT (5)	WEIGHT (6)
a. PRIME MOVER (USA #s):						
b. SEMI OR TRAILER						
c. DESCRIPTION OF LOAD						
d. TOTAL LENGTH, WIDTH, HEIGHT AND WEIGHT (Prime mover + semi/trailer + load)						

e. AXLE WEIGHT (Pounds)	1	2	3	4	5	6	7	8	9
f. AXLE SPACING (Feet/Inches)	1-2	2-3	3-4	4-5	5-6	6-7	7-8	8-9	
g. LOAD OVERHANG (Feet/Inches)	(1) FRONT		(2) REAR		(3) LEFT SIDE		(4) RIGHT SIDE		

16. CARGO DESCRIPTION/AMOUNT (Including HAZMAT)

17. PROPOSED ROUTE

18. HALTS (15 minutes after 1st hour and 10 minutes every 2 hours thereafter mandatory)

TYPE a.	EXACT LOCATION b.	DURATION c.

FOR SMCC USE ONLY

IN THE INTEREST OF NATIONAL DEFENSE ☐ YES ☐ NO

ESSENTIAL TO NATIONAL DEFENSE ☐ YES ☐ NO

CERTIFIER SIGNATURE

DATE RECEIVED | DATE CMO MAILED

CMC NUMBER C H S | PROCESSED BY

NODE 10 | NO. MARCH UNITS

MU INTERVAL

NODE 20 | RATE OF MARCH

CLEAR TIME

NODE 30 | TAIL TIME

CLEAR TIME

NODE 40 | PERMIT(S) REQUIRED

NODE 50

NODE 60 | ESCORTS REQUIRED

19. REQUESTER

a. TYPED NAME (Last, First, Middle Initial) | b. RANK/GRADE | c. SIGNATURE | d. DATE (YYYYMMDD)

DD FORM 2777, SEP 1998

Reset

Adobe Professional 8.0

Figure 8-4.c. DD 2777 (ARNG Only): Mobilization Movement Control Request Convoy Clearance/Special Hauling Permit

Sample Convoy Strip Map:

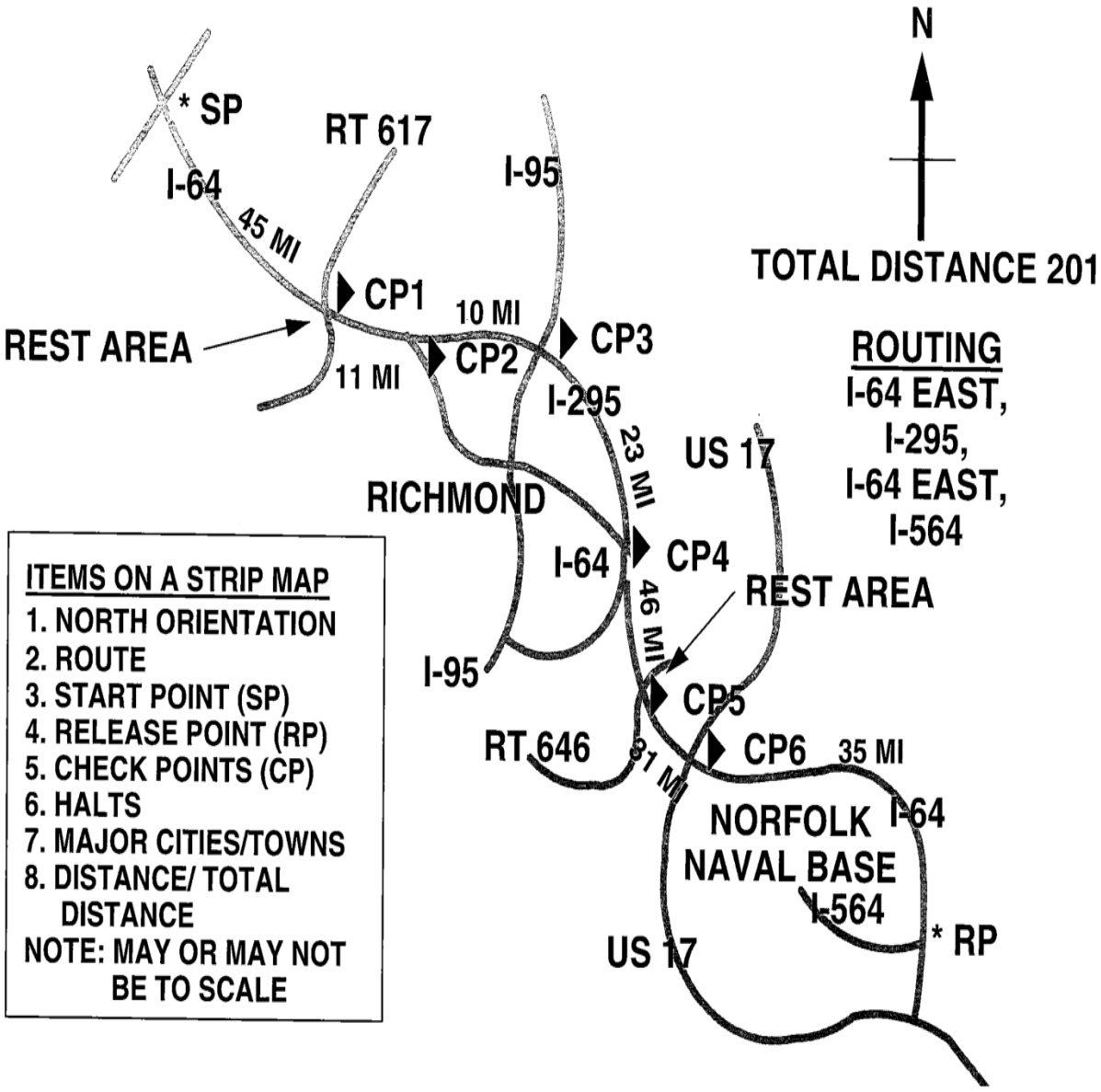


Figure 8-5. Sample Convoy Strip Map

Chapter 9
The Deployment Excellence Award Program

9-1. Purpose
The Deployment Excellence Award (DEA) Program was established by the Chief of Staff of the Army and is co-sponsored by the FORSCOM DCS, G-3/5/7 and the DCS, G-4, as an annual awards program designed to recognize units for deployment excellence, enhance unit deployment skills, proficiency and readiness, capture and share innovative initiatives which have improved the deployment process, and track deployment trends for training and doctrinal updates. The Army Chief of Transportation (COT) is the lead agent for the program and the Director, DPMO at Ft Lee, Virginia is the program manager for the DEA Program.

9-2. Functions of the Deployment Excellence Award Program
a. The FORSCOM G-4 will:
(1) Promote the DEA competition and encourage unit participation.
(2) Review nomination packets to ensure compliance with established guidelines, validate competition categories, and forward the endorsed packets that meet the prerequisites and are deemed competitive to the DEA Evaluation Board.
(3) Nominate units for participation in the operational deployment category and provide guidance to commanders.
(4) Provide a board member annually to serve on the DEA Evaluation Board.
b. Commanders will:
(1) Promote the DEA Program competition.
(2) Provide nomination packets for consideration in each applicable category.
(3) Screen nomination packets to ensure compliance with established guidelines, validate competition categories, and meet the prerequisites.
(4) Include the endorsement of O-6 level within the command or organization. with each nomination packet submitted to the DEA Evaluation Board.
(5) Nominate units for participation in the operational deployment category.

9-3. Award Categories and Criteria
a. The DEA Program is open to all Active Army, USAR, and ARNG units with a training event or deployment or redeployment mission conducted during the competition year of 1 October through 30 September.
b. All deployments and redeployments that include the preparation and submission of Unit Movement Data (UMD) are eligible for participation.
c. Note: A training event or deployment/redeployment involves a unit deployment move during peacetime and contingency operations, such as combat training center (CTC) rotations; regionally aligned forces (RAF); defense support of civilian authorities (DSCA); humanitarian operations; JCS-directed or coordinated exercises; Level III Emergency Deployment readiness exercises (DRE); or temporary change of station during the competition year. The DEA nomination website is at https://army.deps.mil/army/cmds/cascom/deploymentexcellenceaward/sitepages/dea.aspx.

d. The two DEA Program categories and their sub-categories are as follows: Deploying Unit: Deploying Unit-small (company and below per component):

(a) Deploying Unit-large (battalion and above per component)

(1) Operational Deployment: Deploying Unit (company and above per component). The Deploying Unit category requires a nomination packet; the operational category does not require a nomination packet and consists of an on-site fort to port observation visit from the HQDA DEA evaluation team.

e. Units will not participate in the operational deployment category and submit a self–nomination packet for the same deployment.

Table 9-1
Deployment Excellence Award Program categories

Component	Category	Sub-category	Unit level	Prerequisite	Timeline
Active, Reserve, National Guard	Deploying Unit (Nomination packet)	Deploying Unit Small	Company and below	Unit is required to have executed a training event or deployment during the competition year.	A nomination packet is submitted after the unit's execution of their deployment during the competition year (1 OCT-30 SEP). Due NLT 15 DEC.
		Deploying Unit Large	Battalion and above		
Active, Reserve, National Guard	Operational Deployment (On-site visit)	Deploying Unit	Company and above	Unit is required to have a scheduled training event or deployment during the competition year.	An on-site visit is conducted during the unit's fort to port phase of their deployment operation during the competition year (1 OCT-30 SEP).
NOTE: Units will not participate in the operational deployment category and submit a self–nomination packet for the same deployment					

9-4. Deploying Unit Category

a. The Deploying Unit category requires a nomination packet which is now a "web based" electronic format.

b. Nomination packets are due via the DEA Portal not later than 31 December of each year (See Table 9-1). Nomination packets will not contain classified or PII information.

c. Units will complete the intent to nominate document then prepare and submit a completed web-based nomination packet to the DEA nomination portal at https://army.deps.mil/army/cmds/cascom/deploymentexcellenceaward/sitepages/dea.aspx.

d. Units must have fully implemented their Command Deployment Discipline Program (CDDP) in order to be in compliance and competitive IAW with Chapter 6.

e. Nomination packets will be reviewed and include an O-6 level endorsement from within the command or organization.

f. FORSCOM will review and validate all submitted nomination packets to ensure compliance with program guidelines.

g. FORSCOM endorsed packets will be submitted to the HQDA DEA Evaluation Board NLT 31 JAN.

h. For additional information review the DEA Smart Book located on the DEA website: http://www.transportation.army.mil/dea.

9-5. Deploying Unit Evaluation Board.

a. Phase 1: The Department of the Army DEA Evaluation Board is conducted at Ft Lee, VA.

(1) The board will evaluate the Deploying Unit category unit nomination packets, rate nomination packets, and select semifinalists. Two semifinalists are eligible for selection in each category (for example, deploying unit large, and deploying unit small).

(2) The board consists of the president, secretary, program manager, and ten DEA Evaluation Board members (the secretary and program manager are not voting members). DEA Evaluation Board members in grade E-7 through E-9, CW2 through CW5 or O-2 through O-5, or Department of the Army Civilian equivalent may serve on the board. Individuals are required to have a secret clearance and background knowledge in deployment operations involving the movement of forces.

b. Phase II: On Site Evaluations. Evaluations are conducted at semifinalists' locations (1-31 March). On behalf of the Chief of Staff of the Army, a HQDA DEA team of deployment specialists will visit the selected semifinalists' organizational location for first-hand validation of information submitted to the evaluation board (for example, unit deployment, training, readiness, and timelines) and unit deployment practices.

c. Phase III: Selection of Winners. The DEA Evaluation Board and on-site evaluation team results are processed via a DEA evaluation database that determines DEA winners. The DEA Evaluation Board president recommends winners and runners-up to the DA DCS, G-4 for approval.

9-6. Operational Deployment Category Process

a. FORSCOM will nominate units for participation in the operational deployment category.

b. The operational deployment category does not require a nomination packet and consists of an on-site fort to port observation visit conducted by the HQDA evaluation team.

c. Units not identified for the operational deployment category may volunteer by submitting a memorandum of record signed by an O-6 within the command, stating the interest to compete NLT 60 days prior to execution to the FORSCOM G-4 DEA Program coordinator.

(1) If approved, FORSCOM G4 Program coordinator will provide coordinating instructions.

d. Selected units will provide the deployment schedule to FORSCOM G-4 program coordinator NLT 45 days prior to execution.

e. On behalf of the Chief of Staff of the Army, a HQDA DEA evaluation team will conduct an on-site fort to port observation visit at the unit's home station or place of origin to assess the unit deployment activity based on Army standards during the competition year (1 OCT thru 30 SEP).

f. The HQDA DEA evaluation team consists of deployment specialists who will focus on the deployment process, command and control and timeline. The hosting command will arrange access for the evaluation team to observe deployment activities at the unit's location.

g. The Operational Unit winner is selected via DEA evaluation database.

9-7. Announcement of Winners

a. The DA DCS, G-4 validates the winners. The DA DCS, G-3/5/7 notifies winners and runners-up for both the deployment and operational category via HQDA message (ALARACT).

b. Presentation of Awards. The overall DEA winner, which is the "Best of the Best" will be awarded at the annual Sustainment Week Award Ceremony at Ft Lee, VA. The category winners (deploying unit/operational unit) will be awarded at their unit location by the first General Officer in their command.

Appendix A. References

Section I
Required Publications
Units are required to maintain current copies of the following which apply to the movement of their units:

AR 190-11
Physical Security of Arms, Ammunition, and Explosives, 5 September 2013

AR 25-400-2
The Army Records Information Management System (ARIMS), 2 October 2007

AR 525-29
Army Force Generation, 14 March 2011

AR 525-93
Army Deployment and Redeployment, 12 November 2014

AR 600-8-101
Personnel Processing (In-, Out-, Soldier Readiness, Mobilization, and Deployment Processing), 19 February 2015

AR 700-80
Army In-Transit Visibility, 24 September 2008

AR 735-5
Property Accountability Policies, 22 August 2013

ATP 4-11
Army Motor Transport and Operations, July 2014

ATP 4-12
Army Container Operation, May 2013

ATP 4-15: Army Water Transport Operations, February 2015

ATP 4-16
Movement Control, April 2013
CFR 49
Code of Federal Regulation, Title 49, DOT Hazmat, 13 March 2015 Mobility, July 2011

FM 3-35, Army Deployment and Redeployment, 21 April 2010

FM 4-01
Army Transportation Operations, 3 April 2014

MIL-HDBK-138B
DOD Guide to Container Inspection for Commercial and Military Intermodal Containers, 1 January 2002

MIL-STD-129
Military Marking for Shipment and Storage, 18 February 2014

SDDC TEA PAM 55-19
Tie-down Handbook for Rail Movements - 6th Edition, April 2010

SDDC TEA Pam 55-20
Tie-down Handbook for Truck Movements, July 2009

SDDC TEA Pam 55-23
Containerization of Military Vehicles. September 2009

SDDC TEA Pam 55-24
Vehicle and Equipment Preparation Handbook for Fixed Wing Air Movements, September 2010

TB 55-46-1
Standard Characteristics (Dimensions, Weight, and Cube) for Transportability of Military Vehicles and other Outsize/Overweight Equipment (In TOE Line Item Number Sequence), 1 February 2015

TM 38-250
Preparing Hazardous Materials for Military Air Shipments, 3 December 2012

Section II
Related Publications:
Units are not required to maintain current copies of the following. This list is provided for information and will assist with mobilization/deployment planning.

Air Force Pam 10-1403
Air Mobility Planning Factors 463L Air Cargo Pallets, 12 December 2011

Air Mobility Command Pamphlet 24-2
Civil Reserve Air Fleet (CRAF) Load Planning Guide (Volume 1-10), 11 May 2011

AR 5-9
Area Support Responsibilities, 16 October 1998
AR 10-87

Army Commands, Army Service Component Commands, and Direct Reporting Units, 4 September 2007

AR 56-4
Distribution of Material and Distribution Platform Management 17 September 2014

AR 350-1
Army Training and Leader Development, 19 August 2014

AR 350-28
Army Exercises, 9 December 1997

AR 380-5
HQDA Information Security Program, 29 September 2009

AR 500-5
Army Mobilization, 7 June 1996

AR 600-55
The Army Driver and Operator Standardization Program (Selection, Training, Testing, and Licensing), 18 June 2007

AR 700-15
Packaging of Material, 12 January 2004

ATP 3-39.32
Physical Security, 4 April 2014

ATP 4-13
Army Expeditionary Intermodal Operations, 16 April 2014

ATP 4-14
Expeditionary Railway Center Operations, 29 May 2014

CTA 50-900
Clothing and Individual Equipment, 20 November 2008

DA PAM 385-40
Army Accident Investigations and Reporting, RAR 001, 25 February 2010

DA PAM 385-64
Ammunition and Explosives Safety Standards, RAR 001, 10 October 2013

DTR 4500.9-R, Part I

Passenger Movement, November 2010

DTR 4500.9-R, Part II
Cargo Movement, May 2014

DTR 4500.9-R, Part VI
Management and Control Intermodal Containers and System 463L Equipment, March 2015

Emergency Response Guidebook, 2012

FM 3-35.1
Army Pre-positioned Operations, 1 July 2008

FORSCOM Regulation 700
Ammunition Basic Loads, 1 December 1999

FORSCOM Regulation 700-4
Ammunition, 1 May 2000

JOINT PUB 1-02
DOD Dictionary of Military Terms, 12 April 2001

SDDC TEA Pam 700-4
Vessel Characteristics for Ship Loading, September 2007

SDDC TEA Pam 55-21
Lifting and Tie-down of US Military Helicopters, August 2012

SDDC TEA Pam 55-22
Lashing and Lifting Handbooks for Marine Movements 2 Volumes, August 2005

TM 38-250
Preparing Hazardous Materials for Military Air Shipments, 3 December 2012

TM 38-410
Storage and Handling of Hazardous Materials, 13 January 1999

Section II (Con't)
Publication Websites

Air Force Regulations
http://www.e-publishing.af.mil/

Army Material Command (AMC) Regulations

https://hqamc.aep.army.mil/

Automated Movement and Identification Solution (AMIS)
http://www.pdamis.army.mil/

Army Publishing Directorate (APD)
http://www.apd.army.mil/

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

DOD Dictionary of Military Terms
http://www.dtic.mil/doctrine/dod_dictionary/

DOD Foreign Clearance Guide:
https://www.fcg.pentagon.mil/

Electronic Code of Federal Regulations: Title 49 – Transportation
http://www.ecfr.gov/

Emergency Response Guidebook
http://phmsa.dot.gov/hazmat/library/erg

Field Manuals (FM)/Army Techniques Publication (ATP)
http://armypubs.army.mil/

FORSCOM Publications
https://fcportal.forscom.army.mil/FC-DocMgmt/SiteAssets/Default.aspx

HAZMAT Exemptions
http://hazmat.dot.gov

Joint Regulations
http://www.dtic.mil/

SDDC TEA Regulations
http://www.sddc.army.mil/sites/TEA/Functions/Deployability/TransportabilityEngineering/Pages/default.aspx

Sustainment Unit One Stop (SUOS)
http://www.cascom.army.mil

US Transportation Command
http://www.transcom.mil

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

Section III
Forms
This is a consolidated list of the forms discussed in this regulation. See Appendix D for airlift forms. See Table 5-1 for additional forms which were referenced.

DA Form 4283
Facilities Engineering Work Request, September 2003

DA Form 5748-R
Shipment Unit Packing List and Load Diagram, March 1989

DD Form 626
Motor Vehicle Inspection (Transporting Hazardous Material), October 2011

DD Form 1265
Request for Convoy Clearance, September 1998

DD Form 1266
Request for Special Hauling Permit, September 1998

DD Form 1387
Military Shipment Label, July 1999

DD Form 1750
Packing List, September 1970

DD Form 2775
Pallet Identifier, September 1998

DD Form 2777
Mobilization Movement Center (MOBCON) Request for Convoy Clearance or Special Hauling Permit, September 1998

DD Form 2781
Container Packing Certificate or Vehicle Packing Declaration, August 2013

DD Form 2890
DOD Multimodal Dangerous Goods Declaration, August 2013

DD Form 2890C
DOD Multimodal Dangerous Goods Declaration (Continuation Sheet), October 2005

FORSCOM Form 285-R
Vehicle Load Card, June 2007

FORSCOM Form 285-1-R
Request for Commercial Transportation, June 2007

FORSCOM Form 285-2-R
Convoy Commanders Checklist, June 2007

Section IV
Deployment/Mobility Websites/Links
This is a consolidated, but non inclusive, list of the websites that are designed to help you, the "DEPLOYER", prepare your unit for a successful mission in support of Unified Land Operations.

a. Rapid Expeditionary Deployment Initiative (REDI) Toolbox: The REDI program is a collaborative effort designed to aggressively pursue improvements to the deployment processes in order to advance, standardize, implement, and maintain Army deployment readiness and capability. This toolbox is a dynamic online repository of deployment and redeployment information and products designed to provide Army units with a centralized location of current, authoritative deployment information. The REDI Toolbox can be accessed through the United States Army Transportation Corps, DPMO home page: http://www.transportation.army.mil/deploy/. Click on REDI link.

b. Air Force Air Transport Certificates (Air Certification Letters): The purpose of this Air Transport Certificate SharePoint site is to provide 24/7 access to the most current Internal Air Transport Certification Letters. To access this NEW Site you must have an AFNET account. This site will also assist in providing guidance in the Air Transport Certification process. The Air Force's Air Transport Certificate SharePoint site can be accessed through the following link: ttps://cs3.eis.af.mil/sites/AFLCMCEZF/AirCerts

c. Single Mobility System (SMS): SMS is a web-based computer system that provides visibility of air, sea, and land transportation assets and provides aggregated reporting of cargo and passenger movements. SMS does this by collecting air, vessel, and truck movement data from other computer systems such as IGC, CAMPS, GDSS, JALIS, DTTS, and ANGMU. SMS also provides requirement management and mission building services for Air Force Reserve. SMS can be accessed through the following link: https://sms.transcom.mil/.

d. The Integrated Computerized Deployment System (ICODES) Enterprise: ICODES is a fully integrated information system that provides multi-modal load planning capabilities to Department of Defense (DOD) Agencies and Services. The combined functionality of ship, air, truck, rail, and yard planning services provides commanders, planners, and operators with a single platform capable of producing and evaluating load plans and alternative actions for various sized units, employing

various modes of transportation, in support of peacetime or wartime operations. ICODES can be accessed through the following link: https://eta.sddc.army.mil/.

Note: Must have a valid ICODES-Enterprise account within ETA to access.

e. ISDDC Integrated Surface Deployment Distribution Command**:** ISDDC features a user friendly, flexible tool set that provides near real-time data visibility to integrated ocean cargo, freight, personal property, satellite-based commercial vessel visibility, financial data and operational-level data for container management. ISDDC's robust reporting includes highly customizable reports, search options and filters, all accessible via SDDC's Electronic Transportation Acquisition (ETA) single sign-on.

f. Integrated Data Environment (IDE)/Global Transportation Network (GTN) Convergence (IGC): The IGC Program is a partnership between USTRANSCOM and DLA through the Program Executive Office (J62). IGC is designed to provide the DOD with an integrated set of networked, end-to-end visibility, deployment, and distribution capabilities. The end goal of IGC is to effectively support the Joint Force Commander's ability to make decisions based on actionable logistics information. IGC can be accessed through the following link: https://www.igc.ustranscom.mil/igc.

g. Radio Frequency-In-transit visibility (RF-ITV): The RF-ITV system combines data from the fielded RFID devices and the Satellite Tracking devices, processes it and redistributes it to numerous other systems such as S2MC, IGC, and GCSS-J. The RF-ITV site can be accessed through the following link: https://national.rfitv.army.mil.

h. Sustainment Knowledge Network (SKN): The Sustain Warfighters' Forum provides Commanders, Staffs and Soldiers of Active and Reserve Component SUST BDEs, BSBs, TSCs, ESCs and other Sustainment and Logistics formations of the Operational and Generating Force with the means to collaboratively share experience, ask questions and discuss concerns with each other and supporting organizations. Utilize the following link: https://www.us.army.mil/suite/designer.

Appendix B
Seaport of Embarkation Support (SPOE)

B-1. Port Support Activity (PSA) (See Chapter/Section 3.3)

a. The PSA is an element provided by SDDC that provides mission command and assists units at the seaport of embarkation and seaport of debarkation with the preparation and loading of unit cargo for deployment or redeployment. The PSA may also consist of military or contracted manpower.

b. SDDC is responsible to provide the PSA and to determine its requirements and composition per AR 5-9 and AR 525-93. SDDC through the process with FORSCOM (see Chapter 3), will request FORSCOM unit drivers when there is a capability gap in their Stevedore Services to drive equipment onto or off vessels (not lashing/tiedown). The PSA is operationally controlled by the military port commander.

B-2. Transportation Pipeline to the SPOE

General

a. Information on SDDC Ports.

(1) Ports are not always physically controlled by SDDC. SDDC is often a tenant at a given commercial port. Ports are usually controlled by a specific Port Authority which may limit the control and authority that SDDC may exercise.

(2) For liner cargo, the ITO may ship cargo to a commercial port by a commercial carrier without any SDDC control or unit support.

(3) Ship scheduling is coordinated between SDDC and MSC; it may also be coordinated between SDDC and a commercial carrier line for vessels that are not MSC chartered or activated.

b. Unit Marshalling Area (Home Station).

(1) The initial preparation of unit equipment for deployment, including preparation of TCMDs, RFID tags, MSLs, hazardous cargo documentation, vehicle preparation, building 463L pallets, and containerization of equipment begins in the unit's motorpool.

(a) Accurate weights and dimensions must be completed and affixed on equipment and inputted in the appropriate and current deployment system (i.e., TC-AIMS II) from unit's UDL (See FORSCOM 55-2) before leaving unit's home station marshalling area.

Note: Accurate weights and dimensions are to be captured PRIOR to installation staging so the UDL is accurate. The UDL is to be submitted to FORSCOM G-3 Strategic Movements prior to installation staging.

(b) MSLs and RF tags. Two (2) MSLs and one (1) RFID is required on each piece of deployed/redeployed cargo.

(c) Vehicles should be fueled to 90-100% prior to departure from Home Station. Commercial trucking, rail or ship companies do not restrict fuel levels.

(d) All cargo then will be transported to an Installation Staging Area (ISA) or Installation Support Area (ISA) designated by ASC/LRC/ITO for inspecting and quality control of cargo before going forward to SPOE/APOE. IAW DTR 4500.9-R Chapter 3, Para 27.4b.: ASC LRC will ensure equipment is properly prepared and configured for loading and transporting. The ASC LRC will ensure cargo matches unit's UDLs in TCAIMS II/COMPASS, errors are fixed and all actions listed in B-2 are completed.

c. Installation Staging Area/Installation Support Area. This area is located within the installation and is where the deploying units assemble their equipment after it has been prepared for shipment and has departed the unit's marshalling area. Equipment is inspected by the ASC LRC/ITO. Equipment is inspected for:

(1) Blocking and bracing of secondary loads.
(2) Accurate weights.
(3) Fuel levels.
(4) Maintenance condition.
(5) Shipment documentation, MSLs, RFIDs/vehicle & container markings.
(6) HAZMAT/Class V material documentation/placards.

d. Departures from the Installation Staging Area/Installation Support Area home station/MFGI are reported to the port commander operating the SPOE. To avoid backlogs at the SPOE, the equipment may remain in this area or designated area until the port commander is prepared to receive the equipment at the SPOE.

e. Control for commercial movement of equipment from the installation to the SPOE area is the responsibility of the ITO (at the installation) and SDDC (at the SPOE). Control for organic movement (convoy) of equipment from the installation to the SPOE area is the responsibility of the deploying CDR or Senior CDR and SDDC (at the SPOE). While moving from fort/installation via rail, truck or convoy to the SPOE, SDDC at their controlled ports will designate areas on port separately or in close proximity, dependent on port size or available real estate for:

(1) Port Marshalling Area.
(2) Rail Staging Area.
(3) Port Staging Area for Containers/HAZMAT/rolling stock Vessel Side.
(4) Port Equipment Support Area.
(5) Helicopter OPS Area (if applicable).
(6) Fuel Point Area (if applicable). Unit should always plan and coordinate that the fuel level is at least ¾ tank in each vehicle at time of load on vessel.

f. Movement control of equipment within the port area rests with the port commander. FORSCOM units and SDDC ensure communications and liaisons are established between the SPOE, the marshalling area, and the supporting installation to facilitate the smooth arrival of units' equipment to the port.

B-3. Port Support Activity Roles/Functions/Responsibilities at the SPOE

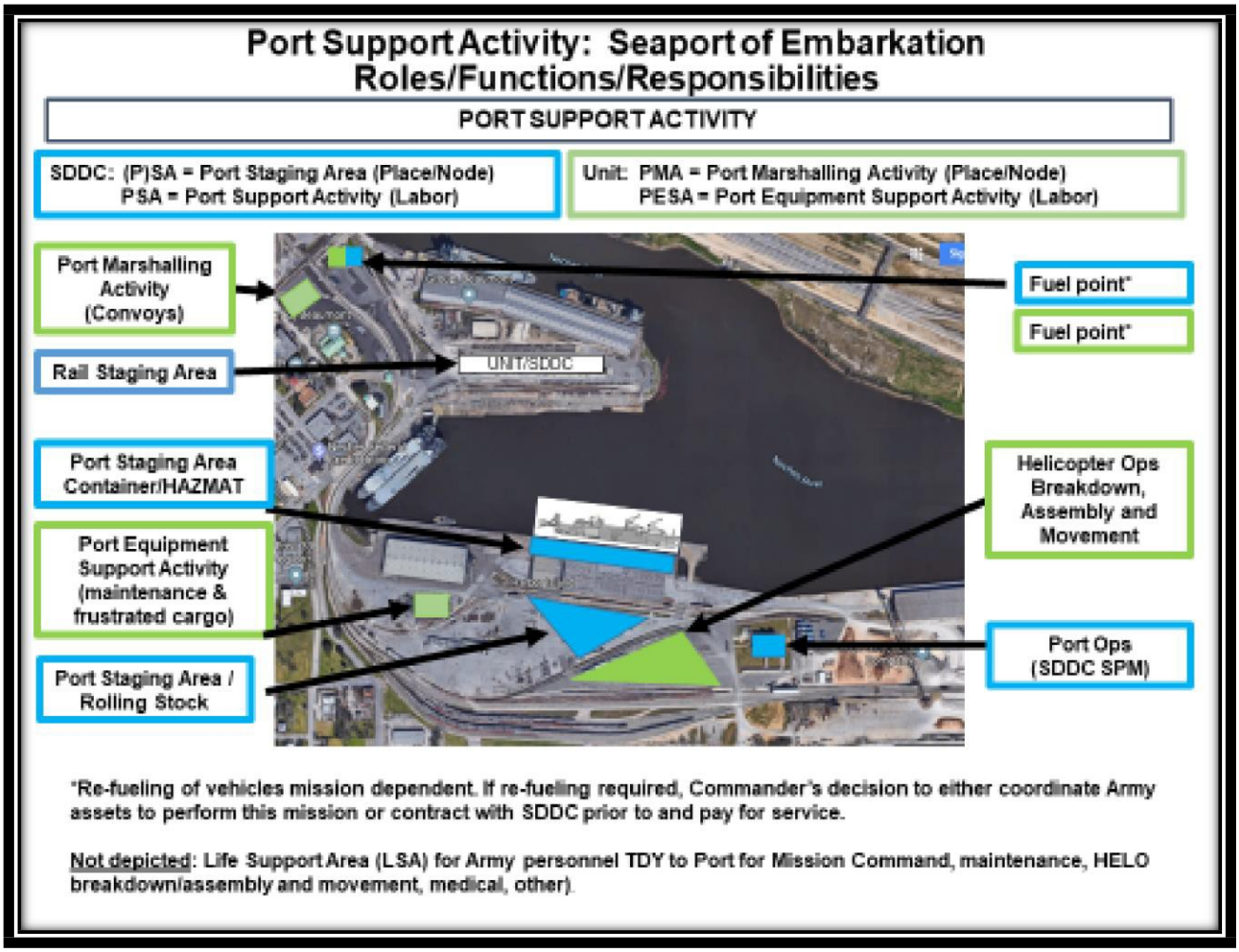


Figure B-1. Area of Responsibility at the SPOE

a. Port Marshalling Area.

(1) Port Marshalling Areas often only exist at a SDDC controlled port, thus any metering or throttling of cargo enroute to the port should be done at the installation.

(2) Serves to receive cargo from convoys/trucks, controls congestion within the terminal area, and/or provides space for sorting of vehicles/or preparation of unit equipment for overseas movement prior to the equipment entering the Port Staging Area pier side, for vessel loading.

(a) Equipment will arrive not later than (NLT) the date identified on the PORT CALL MESSAGE (ORDER).

(b) Modes of transport to the port may be limited by infrastructure and availability.

(c) Upon arrival at the Port Marshalling Area or areas determined by SDDC, equipment will be segregated IAW the cargo stowage plan.

(d) Equipment can arrive by rail, commercial truck or convoy.

b. Rail Staging Activity/Area.

Area where unit equipment is staged from discharge/load from rail cars, usually alongside the rail lines. SDDC personnel will load/off-load rail cars. Units will move equipment from rail area to either maintenance areas (if required) or to the pier side Port Staging Area.

c. Port Equipment Support Area.

Area where unit equipment is staged for maintenance or for frustrated cargo.

d. Helicopter OPS Area (if applicable).

Area designated where Aviation units conduct helicopter (HELO) operations, assemble, disassemble, and prepare to load/discharge vessel.

e. Fuel Point Area (if applicable).

Area designated to perform fuel refilling/decreasing fuel in unit equipment.

f. Port Staging Area Vessel Side for Containers/HAZMAT and/or rolling stock.

Equipment is called from the Marshalling area or installation to the port staging area by the port commander based on a call forward plan. Here the SDDC single port manager/port commander assumes custody of the cargo from the unit. This is where unit responsibility ends and cargo is relinquished and under the control of SDDC. Units should not need to enter this area once cargo is relinquished/turned over.

Appendix C
Arrival/Departure Airfield Control Group Operations (A/DACG)

C-1. Concept of Operations

a. Air transportation of units and equipment, includes air land operations, airborne operations, air assault, container delivery system, and heavy equipment drop operations. Air movements also include related tactical and administrative movements. Movement by other modes of transportation may precede or follow air movement.

b. Air movements may be conducted by any combination of task organizations. Planning must include provision of forces to support staging and out loading. Continuous coordination between the A/DACG, the deploying units, the transporting units, and other supporting activities is necessary.

C-2. Control and Coordination

Air movements require close control by all participating units and close coordination of the many inter-service activities. The Air Force will exercise overall control of airlift at the departure and arrival airfields. Airlift resources will, at all times, remain under the operational control of the Air Force. Vehicles and equipment of the deploying unit are initially under the control of the unit commander and is passed to the departure airfield control group (DACG) at the Army alert holding area. Final control is passed to the Air Force at the loading ramp area/ready line. See Figure C-1 for the areas of responsibility at the APOE. Control of the resources goes back to the unit commander upon release by the arrival airfield control group (AACG) at the arrival airfield. The Air Force will establish an Air Operations Center (AOC) at both departure and arrival airfields. The AOC provides a means for aircraft and airfield control and operation. It provides a jointly manned facility for exchanging information about the movement. The A/DACG will provide a liaison to the AOC. Information affecting loading and offloading operations will be funneled through the AOC. Each of the principal representatives in the AOC to include the A/DACG will have continuous communications with the activities of their respective organizations.

C-3. Missions and Functions

a. A/DACG.

(1) The A/DACG will coordinate and control on loading and off-loading of units for deployment or redeployment. The A/DACG should be organized as an element within the installation table of distribution and allowances. Paragraph C-6 shows A/DACG assignments that installations must plan to support during peacetime and mobilization. The installation must plan manning for continuous operations. The A/DACG will be in place before the first deploying unit arrives.

(2) The A/DACG must be structured to provide essential support for the transported force. Each group will be made up of at least a command and control element, and other administrative and support personnel as determined by the size and scope of the operation (see DTR 4500.9-R, Part III for the recommended organization). The A/DACG is the liaison with the Air Force at the airfield. Installation commander that have a directed or implied contingency mission involving an air movement operation,

should continuously identify, maintain, and train the personnel who will staff the A/DACG to ensure that responsibilities can be fully carried out on short notice.

a. Designated A/DACG personnel must undergo appropriate training for carrying out functional responsibilities to support an air movement. Personnel responsible for out loading must know loading procedures that apply to the types of aircraft to be loaded and be trained to inspect and certify hazardous material.

b. Unit Liaison Team. The commander of the deploying unit should be kept informed of the current situation and activities at the airfield. To best accomplish this, a unit liaison team will be established. Size, composition and positioning of the liaison team will be determined by coordination between the A/DACG and the unit.

(1) The unit liaison team represents the unit commander at the airfield and assists the commander of the A/DACG in out-loading/off-loading.

C-4. Planning and Preparation

Preparation for air movement begins with receipt of the mission directive or order and continues through the planning phase until execution.

a. A series of local joint conferences are required during the planning phase for close coordination and to ensure a clear understanding of responsibilities. As a minimum, a joint planning conference will be held as soon as possible after receipt of the air movement order or directive. A final coordination conference will be held immediately before the move. Participating elements should be represented at these conferences by key personnel. Conference personnel must be able to resolve problems and make decisions for their organization to include interface requirements.

b. The task force commander or representative will conduct a final joint coordination meeting with the representative of the deploying unit, the A/DACG, and mobility forces. At this meeting, the deploying unit, A/DACG, and mobility forces will present planning status and identify any problems.

C-5. Deployment

a. Marshalling area activities. The marshalling area is provided by the installation or base commander of the geographic area of responsibility from which the deploying unit departs. Marshalling area activities are the responsibility of the deploying unit commander. The marshalling activities may take place within the deploying unit permanent area or in another area to ease movement and control.

b. Alert holding area activities. The alert holding area is the equipment/vehicle and passenger control area. It is located in the vicinity of the departure airfield. It is used to assemble, inspect, hold, pallet size, certify hazardous materials and service aircraft loads. Control of the load is transferred from the individual unit to the DACG at this point.

c. Call forward area activities. The call forward area is the portion of the departure airfield where the joint inspection is conducted. A DD Form 2133 (Joint Airlift Inspection Record) will be completed to indicate to the aircrew loadmaster that the required inspection has been accomplished. The joint inspection will be performed by a unit representative, a member of the DACG, and the Mobility Forces.

Discrepancies will be corrected by the deploying unit and checked again by the inspection team. A final briefing is provided to the deploying troops and manifests are reviewed for accuracy.

d. Loading ramp area activities. The loading ramp area, including the ready line area, is controlled by the Mobility Forces. It is at this point that control of unit passes to the Air Force.

C-6. A/DACG Assignments:

Installation	Peacetime/Mobilization
Camp Roberts	*Travis AFB
Camp Shelby	Gulfport-Biloxi Intl
Fort Benning	Lawson AAF
Fort Bliss	Biggs AAF
Fort Belvoir	Andrews AFB
Fort Bragg	Pope Army Airfield
Fort Buchanan	Luis Munoz, Marin Intl
Fort Campbell	Campbell AAF
Fort Carson	Peterson AFB
Fort Drum	Wheeler-Sack AAF
Fort Hood	Robert Gray AAF
Fort Huachuca	Davis-Monthan AFB
Fort Huachuca	Libby AAF
Fort Irwin	LA/Ontario INT
Fort Jackson	Shaw AFB
Fort Knox	Standiford Field
Fort Leonard Wood	Scott AFB
Fort Leonard Wood	Lambert AFB
Fort McKoy	Volk Field
Fort McKoy	Mitchell Field
Fort Gillem	Hartsfield Jackson Intl
Fort Gillem	Dover AFB
Fort Polk	Alexandria Intl
Fort Riley	Forbes Field
Fort Rucker	Eglin AFB/Hurlburt Field
Fort Sam Houston	Lackland AFB
Fort Sill	Lawton/Fort Sill
Fort Stewart	Hunter AAF
Fort Stewart	Robins AFB
Gowen Field	Gowen Field
Joint Base Langley Eustis (JBLE)	(Langley AFB) JBLE

Note: It is possible that airfields other than those listed could be designated as onload points for Army units. In this event, A/DACG responsibilities will be tasked according to AR 5-9.

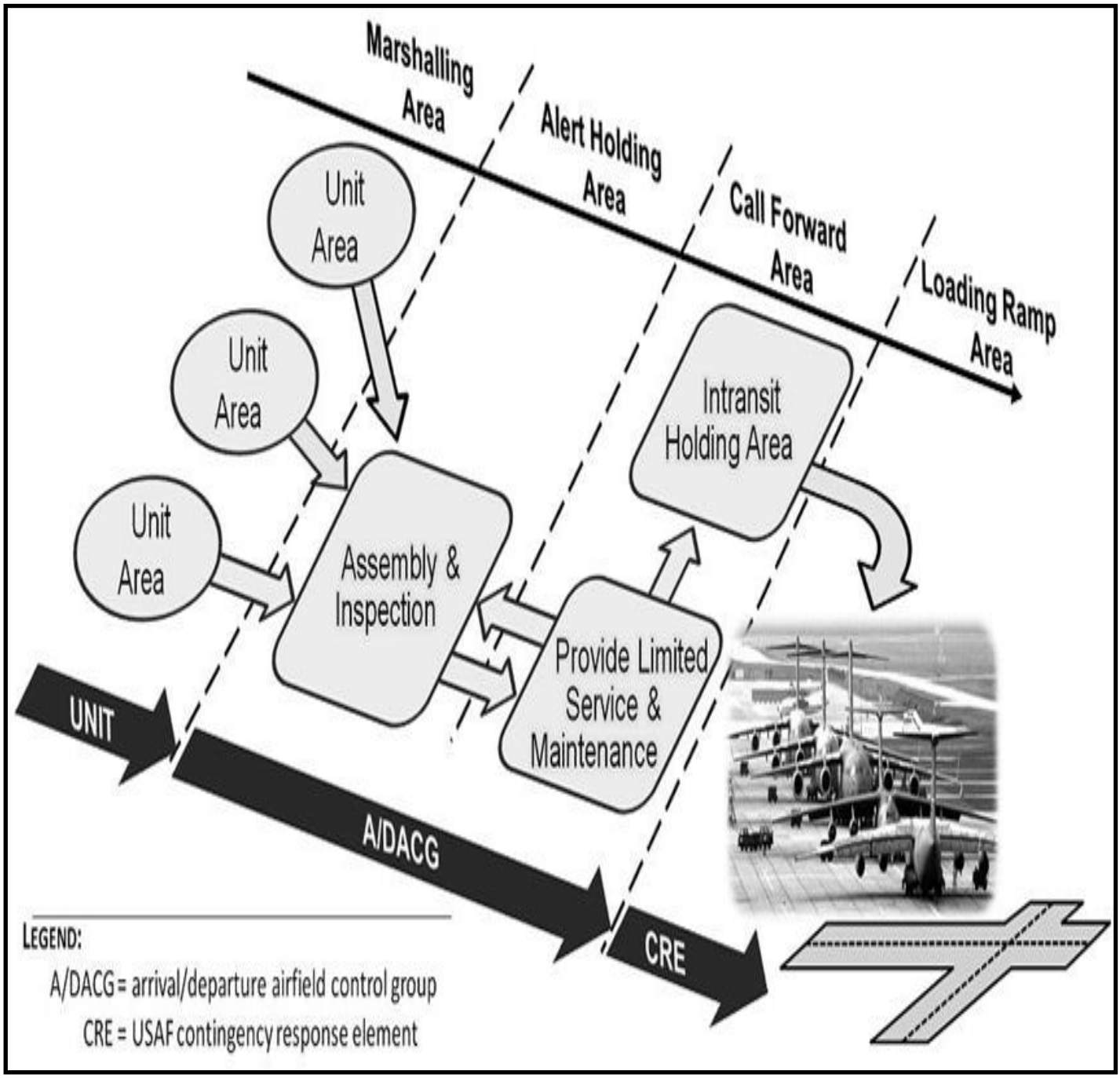


Figure C-1. Area of Responsibility at the APOE

Appendix D
Planning Unit Air Movement

D-1. Introduction

a. This Appendix is not designed to teach aircraft load planning, but to provide the UMO with some basic planning procedures for preparing and planning aircraft loads.

b. Air movement plans are only required for those units with equipment listed on a TPFDD, units whose equipment is projected for movement in a CONPLAN, or for units participating in an exercise where air is the mode directed.

c. The Air Force must approve all loads before loading on any Air Force aircraft. Only unit personnel who have successfully completed AMC's Air Load Planner Course may certify load plans. Graduates who possess an AMC Form 9 may instruct other members of their respective units in aircraft load planning; however, final load plan certification authority remains with the AMC Form 9 holder. The Air Load Planner Course is held at Joint Base McGuire-Dix-Lakehurst United States Expeditionary Center or AMC's authorized Service Schools outlined in Appendix J-7. Recertification can be gained by completing USAF EC created computer based testing.

D-2. Contingency Air Movement Planning

a. Once the assigned mission in the theater of operations is known, the unit must begin planning for a movement. Units will:

(1) Plan for C-5 or C-17 movement if specific aircraft type has not been identified.

(2) Measure and weigh vehicle after loading secondary cargo to ensure accurate figures.

(3) Prioritize the movement of all equipment planned for deployment.

(4) Contact installation UMC for actual mission ACLs. See Air Force Pam 10-1403, Air Mobility Planning Factors, Table 3 for planning ACLs.

b. Units will use the Integrated Computerized Deployment System (ICODES) to prepare the load plans. See Appendix G for additional cargo and passenger manifesting requirements.

c. The Air Force must approve all loads before loading on any Air Force aircraft. Only unit personnel who have successfully complete AMC Affiliation Certification are authorized to sign air load plans. Certification can be gained by completing AMC's Air Load Planners Certification Course locally through a Mobile Training Team or by attending one of AMC's authorized Service Schools outlined in Appendix J-7.

d. Special Assignment Airlift Mission (SAAM) Planning.

(1) Once the airlift requirement is known, the unit plans loads based on the personnel and equipment required for the mission.

(2) Using the movement or training directive, the UMO prepares a SAAM or JCS Exercise Airlift Request for submission to the installation UMC for further processing.

(3) U.S. TRANSCOM policy requires all unused seats on SAAM airlift be released for space available (Space A) passenger travel unless the troop commander,

senior AMC representative, and aircraft commander determine security/safety concerns, training requirements, or legal considerations restrict such use for that mission. Headquarters, AMC is responsible for documenting/ coordinating Space A traffic requirements, to include onward movement at destinations, and for insuring this traffic does not impact the user's departure/arrival operations. The A/DACG is not responsible for Space A passengers.

D-3. Test Loading

The AC units must test their air movement plans. The RC units are encouraged to test load when mock-ups are available. The unit should request aircraft through higher headquarters, but may use an aircraft mock-up when aircraft is unavailable. The use of a mock-up will provide unit drivers with valuable training in maneuvering in tight places. A test load will give the commander an idea of time frames required for loading unit equipment and prepare personnel for the movement. The more the unit rehearses, the better prepared the unit will be when the actual alert is given.

D-4. Airlift Forms

The following are the various airlift forms the unit will use, when applicable, in preparing to move by air:

a. DD Form 2131: Passenger Manifest
b. DD Form 2133: Joint Airlift Inspection Record

Appendix E
463L Cargo System

E-1. General
The 463L cargo system was designed to reduce the time to load and unload an aircraft. The 463L pallet is made of corrosion-resistant aluminum with a soft wood core and is framed on all sides by aluminum rails. The rails have 22 tie-down rings attached so that there are six rings on each long side and five rings on each short side. Each ring has a 7,500 pound restraint capacity. The overall dimensions of the 463L pallets are 88 inches by 108 inches by 2 1/4 inches thick; however, the usable dimensions of the upper surface are 84 inches by 104 inches. This allows two inches around the periphery of the pallet to attach straps, nets, or other restraint devices. An empty 463L pallet weighs 300 pounds (365 pounds with nets) and has a maximum load capacity of 10,000 pounds. The maximum pound per square inch for the 463L pallet is 250 pounds. If a load exceeds this limitation, then shoring must be used to spread the load over a larger area.

E-2. 463L Pallet Nets
There are three nets to a set: one top net (yellow or tan) and two side nets (green). The side nets attach to the rings of the 463L pallet and the top net attaches by hooks to the rings located on the side nets. These nets have multiple adjustment points and may be tightened to conform snugly to most any shaped load. A complete set of 463L nets provides adequate restraint for a maximum of 10,000 pounds of cargo when properly attached to a 463L pallet.

E-3. 463L Pallet Buildup
Units will palletize cargo from heaviest to the lightest and distribute large and heavy objects from the center of the pallet outwards to prevent the pallet from becoming heavy on one end. Doing this also helps maintain the center of balance at or near the center. Units will:

a. Place lighter and/or smaller items on top of or beside the heavier cargo.

b. Ensure containers are positioned right side up with special handling labels facing out.

c. Construct the load in a square or pyramid shape whenever possible to make the load stable, easy to handle, and easier to secure on the pallet.

d. Three points of dunnage is required under 463L pallets prior to cargo placement. The dunnage must consist of a minimum of three 4-inch by 4- inch by 88-inch pieces of lumber equally spaced under the 463L pallet. This aids the movement of the pallets by forklift and protects the lower surface from damage. If dunnage is not available on location, Air Force Technical Manual TO 35D33-2-2-2, 463L Air Cargo Pallets provides suitable field expedient methods. Dunnage must be shipped with the pallets for storage after off-loading at the destination.

E-4. Size Restrictions
Each aircraft has restrictions on the dimensional size and shape particular to that aircraft. Aircraft cargo loading manuals provide specific load requirements for each aircraft. The AMC Affiliation Workbook 36-101, Volume II, Airlift Planner's Course, can be used as a quick reference guide to obtain basic airlift information. However, this workbook is a training publication and is non-directive in nature. The AMC Pamphlet 10-402, Volume I, DOD Contracted Airlift Load Planning Information, provides specific load requirements for commercial aircraft.

E-5. Cargo Net Installation
Before using the nets, units will lay them all out and inspect them for serviceability. Nets that are torn, rotted, or missing hooks or rings will not be used. One bad strap is enough to make the entire net unserviceable. Plastic pallet covers are required under the nets for all baggage and most general cargo pallets. They should be placed over the cargo before connecting the cargo nets.

E-6. Determining Pallet Weight
Each 463L pallet built with cargo must be weighed and the scaled weight must be recorded on all copies of the cargo manifest. Additionally, the scaled weight must be clearly marked on each side of the 463L pallet.

E-7. Sources
Pallets are available to units planning or executing an air movement through their installation ITO. Normally, these pallets are part of the war reserve material (WRM) prepositioned at MFGI. In air load planning, units will maximize organic cargo carrying capabilities to keep pallet usage to a minimum.

E-8. Associated Equipment
Figure E-1 itemizes the associated equipment by nomenclature and national stock number for the 463L pallet system. Cargo will be secured to the aircraft floor using tie down equipment organic to the aircraft or provided by the local air terminal.

a. Couplers, chains and tie-down devices and other requirements are the unit's responsibility. To secure cargo to pallets, units must procure and control their own pallet couplers, plastic coverings, tie-down equipment (less nets), and dunnage and/or shoring. It is not the responsibility of the local air terminal to provide this tie-down equipment to deploying units. Only 463L pallets and nets will be provided by the installation ITO or AMC. Required couplers, chains and devices will be provided by AMC only for subfloor requirements (only applies to those aircraft requiring subfloor when scheduled by 618 AOC).

b. Upon mission completion, supported units will coordinate with their installation ITO to return System 463L pallets, nets, and tie-down assets.

Nomenclature	NSN	Size/Capacity
Pallet, Cargo, Aircraft, HCU-6/E	1670-00-820-4896CT	88 X 108 X 2.25 in 10,000 lb. capacity
Net, Cargo, Tiedown Pallet, Top, HCU-15/C	1670-00-969-4103CT	88 X 108 in 10,000 lb. capacity
Net, Cargo, Tiedown Pallet, Side HCU-7/E (two pieces per top net)	1670-00-996-2780CT	88 X 108 in 10,000 lb. capacity
Coupler, Pallet, C-141/C-130/C-5	1670-01-061-0990CT	2 in
Coupler, Pallet, KC-10/DC-10/**B-747**	1670-01-487-8743CT	1 in
Strap, Nylon, Tiedown, CGU-1/B	1670-00-725-1437	5,000 lb. capacity
Cover, Cargo, Pallet	3990-00-930-1480	Unit of Issue Roll (10 count)
Strap, Webbing, Tiedown	5340-00-980-9277	5,000 lb. capacity
Chain, Tiedown, CGU-4E	1670-00-516-8405	10,000 lb. capacity
Adjuster, Chain, CGU-3E	1670-00-212-1149	10,000 lb. capacity
Chain, Tiedown, MB-2	1670-00-778-4079	25,000 lb. capacity
Adjuster, Chain, MB-3	1670-00-212-1150	25,000 lb. capacity
Tie Down Device, MB-1	1670-01-580-3069	10, 000 lb. capacity
Tie Down Device, MB-2	1670-01-580-3080	25, 000 lb. capacity
Tie Down Device, CGU-8/A	1670-01-599-2784	10,000 lb. capacity
Tie Down Device, CGU-7/A	1670-01-599-2776	25,000 lb. capacity

Figure E-1. Types and Sizes of System 463L Pallets/Nets and Associated Equipment

E-9. Accountability and Reporting Requirements

a. LRCs are required to maintain an accountable record/log to provide a clear audit trail for pallet/net losses or gains IAW DTR 4500.9-R, Part VI, Chapter 609 and Table 609-1. LRCs are required to provide a mandatory on hand inventory report via the Global Asset Reporting Tool (GART) system by the 20th of the month IAW DTR 4500.9-R, Part VI, Intermodal, Chapter 608. The inventory will be conducted two days prior to the first day of the reporting period (between the 15th and 20th of each month).

b. Annually Army Materiel Command (AMC) will determine the number of WRM pallets required by extracting the most currently refined OPLAN data for the first 90 days of movement. These projected requirements will be submitted to installations for review prior to submission to the Air Force.

c. Units will return pallet/net assets to the airlift system as soon as practical upon arrival at their final deployed destination during a contingency. During exercises, units are authorized to retain pallets/nets until their return to the originating installations. Army units deploying on exercises with Army WRM pallets/nets will maintain accountability during movement. Pallets/nets removed

from the custody of the unit at any point during an exercise will be hand receipted in order to maintain an audit trail.

d. Submit request for redistribution of prepositioned assets between Army Installations to Army Materiel Command (AMC).

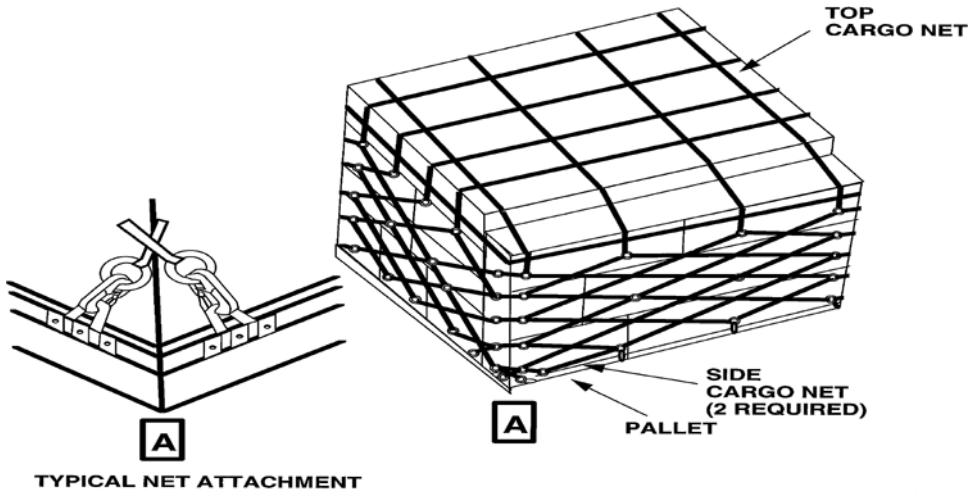


Figure E 2. Cargo Net Installation

E-10. Pallet Repair

a. All unserviceable 463L pallets must be shipped to the Pallet Depot Level Repair facility. Ship unserviceable pallets to repair facility when stack of 20 is accumulated. Shipment of less than 20, regardless of quantity, is only acceptable on a quarterly basis if the location is unable to reach the full-stack criteria within the 3-month period.

Pallet Depot Level Repair EZ 3516
AAR Mobility Systems
201 Hanes St.
Cadillac MI 49601-5000

b. Pallets must be marked “FOR REPAIR CONTRACT.” Fund cite: FPLT (surface movement) (stateside only). Freight companies are required to make an appointment prior to arriving at AAR to off load unserviceable 463L pallets. The scheduling is done through AAR Transportation Department Telephone at 231-779-4886. Directions to the facilities can be obtained at 231-779-4860.

E-11. Pallet Net Repair

a. All unserviceable 463L top and side nets must be shipped to the Top/Side Net Repair facility. Ship unserviceable nets to repair facility when full box (40-50 nets) is accumulated. Shipment of less than a full box, regardless of quantity, is only acceptable on a quarterly basis if the location is unable to reach the full box criteria within the 3-month period.

Top / Side Net Repair

EZ8723
TAC Industries, Inc.
2160 Old Selma Rd
Springfield, OH 45505

Project code 9GJ

b. Nets must be marked “FOR REPAIR CONTRACT” and tagged and boxed by NSN. Nets cannot be shipped on 463L pallets to the TAC Industries. Fund Cite: FPLT (surface movement) (stateside only).

E-12. Storage

Pallets will be stored according to Air Force Technical Manual TO 35D33-2-2-2. Empty pallets will be stacked no more than 50 high providing adequate three-point dunnage (4” X 4” X 88”). Two sides and one center board are used between each stack of ten pallets. Pallets may be stored outside if they are stored IAW Air Force Technical Manual, TO 35D33-2-2-2, paragraph 1-13. Nets will be segregated by type and stored in a dry area. Storage within a warehouse in the original shipping containers is the best method. Users will store nets according to Air Force Technical Manual, TO 35D33-2-3-1, that provides guidance on the proper storage, cleaning, and decontamination procedures required to maintain nets.

E-13. Inspections

LRCs will conduct physical inspections of 50% of the pallets/nets every six months. All pallets/nets will be inspected annually to ensure proper use and storage, so that

there are six rings on each long side and five rings on each short side. Each ring has a 7,500 pound restraint capacity. The overall dimensions of the 463L pallets are 88 inches by 108 inches by 2 1/4 inches thick; however, the usable dimensions of the upper surface are 84 inches by 104 inches. This allows two inches around the periphery of the pallet to attach straps, nets, or other restraint devices. An empty 463L pallet weighs 300 pounds (365 pounds with nets) and has a maximum load capacity of 10,000 pounds. The maximum pound per square inch for the 463L pallet is 250 pounds. If a load exceeds this limitation, then shoring must be used to spread the load over a larger area.

Appendix F
Consolidation Packaging

F-1. General
Unit equipment/supplies shipped by surface modes require more protection than those shipped by air. By surface, the equipment/supplies are more likely to be exposed to the elements for greater lengths of time and more susceptible to pilferage and damage. Packaging is used to provide protection of cargo from damage and additional security against pilferage. Packaging also leads to ease of handling during loading and unloading.

F-2. Planning Considerations
a. Units must have a load plan to follow when stuffing containers. Items that will be needed first must be available at the opening end of the container. Weight must be distributed evenly. Heavy items go on the bottom and light items on top. Heavy items may need to be blocked with floor bracing around the base to prevent shifting. Filler materials may also be used to prevent items from shifting. Weight will be distributed evenly.

b. Equipment must be packaged and processed to protect against damage in transit.

c. Prepare field ranges, water heaters, gasoline lanterns, fuel containers, and similar equipment IAW applicable HAZMAT regulation. These items must be marked as hazardous materials and easily accessible for inspection.

d. A guide entitled "Preservation and Packing for Troop Unit Deployment" is available from Logistics Support Activity Packaging, Storage, and Containerization Center (LOGSA PSCC). Contact LOGSA PSCC at DSN 645-7716; Commercial 256-955-7716 for assistance.

F-3. Types of Consolidation Containers and Pallets
a. Consolidation containers are expendable, double and triple wall, fiberboard boxes with a maximum capacity of 1,500 pounds. The consolidation containers are banded to comparable wooden pallets for ease of handling. Consolidation containers can be shipped in containers or as secondary loads in vehicles.

b. When loading ISO containers, units should use consolidation containers for easy loading and security. Three options available for consolidation containers are:

(1) Triple wall. Fiberboard boxes 40" by 48" by 36" with a "cap-style" top. The NSN is 8115-00-935-1140. The corresponding softwood pallets are NSN 3990-00- 935-7960.

(2) Consolidation containers purchased from commercial vendors. One good example is the Uni-Pak System. It is a collapsible, triple wall corrugated box with a fitted plastic pallet bottom and top having a maximum capacity of 2,000 pounds. This container can be locally purchased through General Service Administration (GSA) contract. The fiberboard and plastic boxes consist of the

following: tops, NSN 8115-01-444-0211; sleeves, NSN 8115-01-444-0198; and pallet bases, NSN 8115-01444 W06.

(3) MIL-B-43666 consolidated containers and pallets available within the supply system for stuffing MILVANs and ISO containers. The inside width of the ISO container is 92 inches and is best utilized by positioning the consolidation containers (see Table F-1) so that the length of the containers runs parallel to the width of the vans:

(a) One of Size 1 or 6 containers.
(b) Two of Size 3 or 8 containers.
(c) Three of Size 4 or 9 containers.
(d) One of Size 2 or 7 and one of Size 4 or 9 containers.
(e) When a Size 5 or 10 containers is stowed in the van, the width of the container should be positioned to run parallel to the width of the van.
(f) When a Size 2 or 7 containers is stowed with the benefit of an equal number of Size 4 or 9 containers, the container should be positioned so that the length of one container and the width of the second container run parallel to the width of the van.

	* Dimensions			NSN Number		
Size No	Outside Length	Overall Width	* Height	Double Wall	Triple Wall	Pallet
1	86	31-3/4	41	8115-935-5894	8115-935-5904	3990-450-9822
2	57	31-3/4	41	8115-935-5895	8115-935-5905	3990-450-9823
3	43	31-3/4	41	8115-935-5896	8115-935-5906	3990-459-0338
4	29	31-3/4	41	8115-935-5897	8115-935-5907	3990-450-9824
5	58	43	41	8115-935-5898	8115-935-6510	3990-459-8908
6	86	31-3/4	20-1/2	8115-935-5899	8115-935-6511	3990-450-9822
7	57	31-3/4	20-1/2	8115-935-5900	8115-935-6512	3990-450-9823
8	43	31-3/4	20-1/2	8115-935-5901	8115-935-6513	3990-459-0338
9	29	31-3/4	20-1/2	8115-935-5902	8115-935-6514	3990-450-9824
10	58	43	20-1/2	8115-935-5903	8115-935-6515	3990-459-8908

Table F-1. MIL-B-43666 Consolidated Containers.

***Outside Length/Overall Width/Dimensions are measured in inches.**
*** This includes pallet. Container Sizes 1 through 5 are 35-1/4 inches deep outside. Container Sizes 6 through 10 are 14-3/4 inches deep outside without the pallet base.**

Appendix G
Documentation

G-1. Introduction

a. The UMO ensures UMD is current by periodically updating the OEL through the UMC/ITO to FORSCOM as required by FC 55-2. Upon notification of a specific deployment, the UDL is created from the OEL to reflect the mission requirements. The UDL is used to manifest the equipment for movement, produce the MSLs (to be placed on vehicles/equipment/containers/pallets), create the Radio Frequency (RF) tags, and strategic lift requirements in JOPES when required.

b. For sea movements, the initial UDL and subsequent updates are transmitted to FORSCOM and SDDC G3 Command Operations Center (COC) through JOPES system. The ATCMD file and subsequent updates are transmitted to the seaport and provided to the onsite mobility forces for air movements. For sea movements, in TC-AIMS II the file is a direct transfer into IBS/GATES for the seaports. For Air movements, the initial load plans are emailed or faxed to ATCC prior to JOPES validation. Final copies of the load plans are provided to the onsite mobility forces during the JI. In TC-AIMS II, an ATCMD file can be produced and emailed or a disk provided to the onsite mobility forces.

c. For unit moves, each load is documented on the UDL as a single shipment unit rather than as a consolidated shipment. Each shipment unit is documented individually by TCN and ULN with minimal detailing of the content of the unitized cargo. Units must document the unitized cargo (all items loaded on a pallet, in a container, or in a vehicle) on a packing list (DD Form 1750 or DA Form 5748-R). However, loads that are hazardous, protected, or consist of major end items are mandatory entries on the UDL. Protected shipments are defined as controlled, pilferable and sensitive cargo.

d. Cargo is documented by using a Military Shipping label (MSL). The MSL consists of bar coded movement information that contains a TCN. The TCN keys to unit movement data which is submitted. Two MSLs are printed for each item on the UDL for both surface and air movement. Three are printed if an item requires an RFID tag. MSLs are obtained from the installation UMC. The deploying unit affixes them to the unit cargo.

e. Documentation errors can result in unit equipment being frustrated at the ports. The most common errors are failure of the deploying unit to match MSLs to the corresponding pieces of equipment, failure of the deploying unit to report accurate UMD on the UDL, and missing/ incomplete documentation.

G-2. Transportation Control Number (TCN)

a. For unit moves, the TCN for a piece of cargo consists of a 17 digit alpha numeric number. A sample TCN would be AWXYZAASOD00010XX. In position 1, the "A" indicates an Army unit. Positions 2-7 (WXYZAA) contain the UIC. The "SO" in positions 8 and 9 and "0" in position 15 are fillers. Positions 10-14 (D0001) contain the shipment unit number (SUN). The SUN is found on the OEL and UDL. Positions 16 and 17 indicate whether the shipment is split (AX, BX, etc.) or complete as one shipment unit (XX).

The UIC and SUN are key data elements used to identify and track equipment moving through the DTS. These identifiers are required to be on the unit equipment, in the transportation documentation, and in the unit movement automated data which is transmitted.

b. For small unit moves, cargo may go by channel airlift. For these moves, the aerial ports may require sustainment TCNs composed of DODAACs and Julian dates instead of unit movement TCNs.

G-3. Transportation Tracking Number (TTN)

a. The TTN is a unique 17-position Transportation Tracking Number implemented to enhance in-transit visibility (ITV) by associating the planned versus actual shipments units moving through the DTS with the OPLAN in JOPES and without compromising OPSEC. Fundamentally, the TTN concept has two parts. The Transportation Tracking Account Number (TTAN) which is a 13-digit account number established in JOPES and subsequently transmitted to TC-AIMS II via COMPASS for creating individual transportation tracking numbers for each shipment. Once in TC-AIMS II, an additional and random 4-digits are generated by the system to form the unique 17-digit TTN. The TTN cannot be added manually in TC-AIMS II nor changed once generated for a specific shipment unit.

b. Once the TTN is fully implemented in TC-AIMS II, the TTN will be provided to several transportation and ITV systems in order to enhance ITV and/or be part of the transportation documentation for shipment units, to include:

(1) Integrated Data Environment (IDE)/Global Transportation Network (IGC).
(2) Integrated Computerized Deployment System (ICODES) Surface and Air.
(3) Cargo Management Operating System (CMOS).
(4) Global Freight Management (GFM).
(5) Global Air Transportation and Execution System Ocean (GATES), Air, and Surface.
(6) Radio Frequency-ITV Server (RF-ITV).
(7) Computerized Movement Planning and Status System (COMPASS).
(8) Integrated Booking System (IBS).
(9) ISDDC -Integrated Surface Deployment Distribution Command System
(10) Transportation Control and Movement Documents (TCMD)
(11) Commercial Bills of Lading (CBL).
(12) Military Shipping Labels.
(13) RFID Tags

c. Policy. TC-AIMS II users at all levels must ensure that the system generates the TTN in the UDL for each shipment unit. In addition, users must ensure the TCMDs, MSLs, and RFID Tags for the shipment unit reflect the TTNs. Any issues with the generation of the TTN in TC-AIMS II should be reported to the TC-AIMS II Support and Operations Center SOC at 254-287-1608 or Toll Free at 877-839-0813 or via DSN at 312-737-1608, or E-Mail: c4isr.support@us.army.mil.

G-4. Cargo Identification

Deploying units must ensure that cargo has been properly stenciled/marked and documented. The deploying unit will, unless otherwise directed by mission requirements affix two identical MSL's to all major end items and special handling cargo identified on the OEL and UDL. For vehicles, one label is attached to the left front bumper (driver's side) and the other label is placed on the left side door (driver's door). For containers and pallets, labels are placed in corresponding vehicle locations on adjacent sides. The labels must not be covered with tape, acetate, or any other material that will prevent the readers from scanning the data.

a. Stencil the UIC/SUN and mark the gross weight (stencil, tape, chalk, etc.) on all FORSCOM and unit owned containers.

Note: Do not stencil DOD common-user containers with UIC/SUN. Units may use tape, packaging, NSN 7510-00-266-5016 (commonly called 100 MPH tape) to affix UIC/SUN. Only MSLs, packaging tape and packing lists are affixed to the outside door and adjacent side of the container. Units that paint UIC/SUN on these containers will fund SDDC costs for repainting defaced container.

b. Affix packing lists to the cargo as outlined in Chapter 5, Paragraph 5-5, step 5.

c. Affix hazardous materials warning labels or placards (as appropriate) to cargo.

d. Prepare and affix purging statements to bulk fuel tanks, if required.

e. Prepare appropriate HAZMAT documentation as outlined in Appendix M.

f. For air movement, prepare an aircraft load plan and passenger manifest. (See Appendix D). Ensure the TCNs from the MSLs on the vehicles/equipment are included on the aircraft load plan.

g. See Table 5-1 for additional documentation required.

G-5. Passenger Manifesting

a. Passenger manifesting is a dual responsibility of the logistics and personnel communities. The personnel community uses the passenger manifest as a means to account and track personnel as they transition to or from units and theaters of operations. The logistics community uses it to track personnel movement in the transportation system.

b. Passenger manifesting for unit moves is a shared responsibility between the unit and the installation staff. Manifests can be created by scanning the CAC issued to all DOD personnel with the Tactical Personnel System (TPS) to produce an AMC data file and a manifest print out, or by using a DD Form 2131. The mobility forces will process the file for export to IGC. The manifest must contain the following data elements: Name, social security number, grade, military occupational specialty (MOS), service, emergency Point of Contact (EPC) name and telephone number, and the ULN (if a ULN move).

c. Installations/units have the option of recording unit/installation notification POCs rather than actual individual EPCs on passenger manifests for unit moves. This will allow initial notification through military assistance channels in the event of an

accident. In addition, security of personal EPC information will be maintained. This simple "copy/paste" process of standard installation/unit EPCs for the entire passenger list will save considerable time in the manifesting process. Include an installation/unit individual's name with the activity, for example, "Camp Swampy EOC, LTC Smith, Battle Captain". Then include the EOC telephone number.

d. In 2002, the Enhanced Border Security and Visa Entry Reform Act were passed. It requires immigration and naturalization service (INS) data be entered on passenger manifests for OCONUS movement. The Bureau of Customs and Border Protection (CBP) has granted an exemption to this requirement for all active duty military traveling on DOD controlled passenger missions (organic and charter). DOD civilians and contractors must provide INS data.

G-6. Customs Documentation.

a. See Table 5-1 and DTR 4500.9-R, Part V, Department of Defense Customs and Border Clearance Policies and Procedures.

b. For unit equipment scheduled to move by surface through Pakistan, the installation must provide a memorandum to SDDC containing the Bill of Lading #s, total pieces, and estimated value broken down by ship load. Sample memorandums are available from SDDC. Contact SDDC at mtfecentcomteam@sddc.army.mil or DSN 826-8584 for additional information. Requirement was disseminated as an SDDC Advisory.

c. Hazardous Cargo Aircraft Clearance Request: DOD aircraft will obtain aircraft diplomatic clearance to overfly the territory of, or land in, a foreign country from that foreign country’s government. Hazardous materials documentation, during the validation process, is sent to TACC. A HAZ DIP worksheet is required for each aircraft load plan (chalk) identifying all hazardous cargo for the mission (See DTR 4500.9-R, Part III, Mobility, Appendix V, A-3 and Figure V-1).

Appendix H

Sample Unit Movement Plan

This Appendix provides ideas, data, and samples of many items that must be considered in developing the unit movement plan. RC units will complete one plan for movement from HS to MFGI, and, if required, one from MFGI to the POE. AC units will prepare movement plans for deployment to the POEs/theater. At company/ detachment level, the plan should consist of a deployment binder containing appointment orders and training certificates for UMOs, load teams, air load planners, and HAZMAT certifiers. In addition, it should contain SOPs, checklists, the OEL, load cards, packing lists, load plans, sample transportation forms, and contact telephone numbers for plan coordination (see FM 4-01.011).

UNCLASSIFIED
Classification
Copy no __ of __ copies
(Issuing Unit)
(Street Address)
(City, State, ZIP Code)
(Date of Plan)

MOBILIZATION MOVEMENT PLAN (HS to MFGI) (RC only)
DEPLOYMENT MOVEMENT PLAN (MFGI to A/SPOE) (AC) (RC, if required)

References: ATP 4-11, FORMDEPS (FC 500-3-1), FORSCOM/ARNG 55-1, JFHQ-ST/OFC/Installation Mobilization/Deployment Plan, (Any other Maps, SOPs, manuals, etc.) _____ include dates of publications
Time Zone Used Throughout the Plan: _____
Task Organization
HQ HHC, __ Bn ___
Co A _____, __
Co B _____, __
Co C _____, __
Co D _____, __
_____ Det ___, _

1. SITUATION.
This should be a generalization of when/how the plan is to be implemented.
a. Enemy Forces: CURRENT INTSUM (covers CONUS - terrorist threats).
b. Friendly Forces: Task Organization and other supporting activities.
c. Attachments and Detachments: Listed with appropriate units or the word "none".
d. Assumptions: These are conditions a commander believes will exist at the time the plan is executed. Assumptions are clearly stated and address the following:
(1) Equipment serviceability
(2) Availability of personnel for movement
(3) The MTOE supplies and equipment to be transported
(4) Prepositioned equipment, if applicable
(5) Vehicles/equipment in maintenance
(6) The MFGI gate assignments/time to MFGI/APOE/SPOE
(7) Use of modes to MS/APOE/APOE
(8) Commercial movement
e. The following are examples of assumptions:
(1) All (including excess) MTOE equipment and supplies will be transported to the mobilization station (MS) (RC only).
(2) All vehicles and equipment on job order or hand receipt will be recovered prior to departure from home station or arrangements will be made during Phase II for pick up by the unit or to ship commercially directly to the mobilization station (RC only).
(3) The MFGI gate assignments and arrival/departure times have been designated by the MFGI and coordinated with the DMC.
(4) Organic convoy movements from HS to the MFGI and subsequently to A/SPOE will be administrative.

2. MISSION.
A concise statement of what is to be accomplished and its purpose. It addresses the following:
a. Identifies unit(s).
b. Identifies origin and destination.
c. Identifies methods of movement: organic/commercial and mode: truck, rail, air, and sea.
d. Identifies reason for moving (OPLAN, etc.)

e. An example of a mission statement from a mobilization movement plan is as follows:

The (Unit) ___ will move from home stations to (MFGI/SPOE/APOE) ___ to arrive not later than (Date/Time first element arrives at the gate) ___. Advance parties will depart not later than (Date and time of earliest advance party departure) ___. Commercial transportation consisting of (trucks, buses, and/or rail) ___ (will/will not) ___ be used, but will not necessarily move with the organic convoys.

f. An example of a mission statement from a deployment movement plan is as follows:

On order, the (unit name) ___ will establish staging/marshalling areas and deploy personnel and equipment to perform operations in the designated theater of operations. Unit will deploy from (installation) ___ via APOE ___ and SPOE ___. (TMP/commercial buses) ___ will transport personnel to the APOE. All roadable vehicles will be convoyed to the SPOE. Non-roadable vehicles will go by rail or commercial truck to the SPOE. Movement will commence IAW the alert order and the N-Hour Sequence (Annex S). Movement will be by (organic assets to the SPOE, or rail, or commercial truck) ___. Order of March will be advance party followed by main body. Units will be prepared to deploy on other contingency missions.

3. EXECUTION.

Addresses the necessary planning, coordination, and execution functions that must take place in order to accomplish the mission. Specific tasks are given.

a. Concept of Movement. The concept clarifies the purpose of the plan. It addresses the following: (HS to MFGI)//(MFGI to A/SPOE)

(1) Receipt of Movement Orders
(2) Update and validation of OEL
(3) Recovery of equipment
(4) Commercial movement of personnel (buses, etc.)
(5) Deadline to complete packing and loading
(6) Advance party
(7) Main body
(8) Order of March and convoy numbers for highway movement
(9) Shuttle of equipment (RC only-must obtain permission from the MFGI)
(10) Commercial movement of vehicles/equipment
(11) Priority of support
(12) UMO/ITO coordination
(13) ITO designated load dates and locations
(14) UMO duties and responsibilities are listed
(15) Projected POEs
(16) OPLANS applicable
(17) Actions at POE (Reduction, receipt of cargo, etc.)

b. Examples of Concept of Movement statements are as follows:

(1) Upon receipt of the alert notification, the first priority will be for the UMO to review the FORSCOM Form 285-1-R (Request for Commercial Transportation) and the OEL.

(2) To meet MFGI gate arrival/departure times, the unit will conduct simultaneous coordination, processing, and loading operations using the unit's N-hour sequence (Annex S).

(3) Start Point times are IAW DD Form 1265 (Annex M).
(4) Commercial transportation/support requirements, if required, are located at Annex A.
(5) All organic vehicles will have a driver and assistant driver.
(6) The UMO will coordinate and confirm the following:
(a) Changes to DD Form 1265 (Request for Convoy Clearance).
(b) FORSCOM Form 285-1-R (Request for Commercial Transportation) with Transportation Office NLT ____
(c) Confirm enroute stops/halts with appropriate businesses.
(d) Confirm loading is IAW unit load cards and FORSCOM Forms 285-1-R.

(7) Commercial busses will be used to transport personnel and baggage. A troop commander will be designated for each commercial bus.

(8) Supplies and equipment will be packed, cushioned, and/or crated, and loaded on organic vehicles IAW current vehicle load cards not later than (Number of hours) ___ prior to departure.

(9) Advance party elements will be composed of the personnel, equipment, and documentation required to accomplish tasks identified by the MFGI and will move by organic convoy IAW Annex M. Vehicles will infiltrate to (Consolidation Point) ___ where the Battalion Advance Party convoy will form. The convoy number will be ___.

(10) Main body organic convoys will depart HS/MFGI IAW Annex M. Individual convoys will consolidate at (consolidation point) ___

(11) Order of March and convoy number will be as follows:

(Unit) ___ (Convoy Number) ___
(Unit) ___ (Convoy Number) ___
(Unit) ___ (Convoy Number) ___
(Unit) ___ (Convoy Number) ___
(Unit) ___ (Convoy Number) ___

(12) Shuttle convoys (will/will not) be used.

(13) Unit supplies and equipment will be prepared for commercial movement by (Rail, Truck, etc.) ___ IAW the OEL filed in the Unit Load Plan not later than (Date/Time) ___.

c. Tasks to Subordinate Units/Elements: This paragraph clarifies and states tasks in sufficient detail to insure action by subordinates or platoons/sections within a company and addresses the following as relates to the actual move:

(1) Company, platoon, or section tasks
(2) Maintenance
(3) Supply
(4) Food Service
(5) Rear Detachment
(6) NBC
(7) Loading Teams
(8) Training

d. Examples of tasks listed in this section would be as follows:

(1) Specific for company, battery, or detachment: Advance party vehicles will convoy to consolidation point at ___ (Date/time).
(2) Maintenance (Date/time to stop repairs and load maintenance equipment)
(3) Supply (Date/time to complete issue and start loading)
(4) Food Service. (Date/time to close down mess operation, clean up, and load mess section equipment).
(5) NBC (CDE guidance). (Disposition of CDE, Load on vehicle or issue to individual).
(6) Load Teams. (Date/time to complete loading of Advance Party, Main Body, Commercial loads, etc.)
(7) Training.
(8) Administrative.
(9) Internal Reports.

e. Coordinating Instructions: Lists required coordination for planning and executing phases.

(1) Higher HQs.
(2) JFHQ-ST/OFC/Next higher HQs.
(3) Mobilization station/ITO.
(4) MATES and ECS (RC only).
(5) Transportation terminal Nodes (bus terminal, railhead, APOE, SPOE, Marshalling areas, JFHQ-ST MCC for highway movements).
(6) Local agencies and businesses.
(7) Coordination internal to unit (section leaders with convoy commanders, etc.)

f. Example of coordination covered in this paragraph is as follows:

Physical security officer will coordinate current information with local and state police NLT ___ prior to movement. (# of days)

4. SERVICE SUPPORT
Lists the logistic support and operations needed for the unit move. They may be listed in either the basic plan or as annexes to the plan. As a guide, if the information for a subparagraph will fit on one page, include it in the body of the plan and show that ANNEX as N/A. This makes your plan easier to read and easier to use. If the information for a subparagraph is longer than one page, consider placing it in the annex. The following classes of supply should be addressed:

a. Class I Subsistence
b. Class II Clothing, Individual Equipment, Tools, Administrative Supplies
c. Class III POL
d. Class IV Construction Material
e. Class V Ammunition
f. Class VI Personal demand items
g. Class VII Major End Items, Racks, Pylons, tracked vehicles, Etc.
h. Class VIII Medical Materials
i. Class IX Repair Parts
j. Class X Material for Non-military programs (not authorized for mobilization)

5. Command and Signal.
This paragraph addresses the following:
a. Chain of command is identified, to include convoy commanders, bus troop commanders, etc.)
b. Personnel control (formations, briefings, safety, etc.)
c. Command locations.
d. Signal instructions (telephone, radio, etc.)
e. N-Hour sequence.

Note: The movement plan must be signed by the commander or a specifically authorized representative. If the signature is not reproduced on subsequent copies, authentication by the appropriate coordinating staff officer is required.

6. ANNEXES.
Annexes are used primarily for those items which would require too much space in the basic plan. If an Annex is not necessary, or unused, type the annex title and N/A.

ANNEX A.
Procurement - Sources.

ANNEX B.
Class I - Subsistence: enroute meals.

ANNEX C.
Class II - OCIE
Clothing, individual equipment, tentage, organizational tool sets and kits, NBC, hand tools, electronics, administrative housekeeping supplies and weapons.

ANNEX D.
Class III - POL
POL - packaged and bulk. For aircraft and surface vehicles, coolants, deicing and antifreeze compounds (together with components and additives of such products) and coal, hydraulic and compressed gases and lubricants.

ANNEX E.
Class IV - BBPCT
Material for securing vehicle secondary loads and securing major end items to transport assets.
a. Appendix I: Blocking, bracing, packing, crating, and tie-down (BBPCT) material for secondary cargo/loads in vehicles, trailers and containers, dunnage/shoring for air deployment, plastic pallet covers for 463L pallets.
b. Appendix 2: Required documentation -- Work Order Request or memorandum for BBM. (Requisitions are used to order packing, crating and plastic pallet covers).

ANNEX F.
Class V – Ammunition
Ammunition of all types (including NBC and special weapons) bombs, explosives, mines, fuses, detonators, pyrotechnics, and other associated items, time, location and person to issue. This annex is not applicable for RC mobilization movement plans.

ANNEX G.
Class VII - Major End Items
Final combination of end products ready for their intended use (i.e., tanks, launchers, mobile machine shops and vehicles, MHE, compressors, construction equipment). Procedures for loading and accounting for equipment moved by commercial truck or rail. Schedule for major end items will be loaded on commercial assets. (Reference - unit N Hour sequence). Include an equipment retrieval plan (RC only).

ANNEX H.
Class VIII - Medical
Medical material, including medical repair parts: enroute medical support - first aid kits medical support to SPOE/APOE

ANNEX I.
Class IX - Repair parts
Repair parts (less medical repair parts and components) to include kits, assemblies and subassemblies, repairable and non-repairable, required for maintenance support of all equipment.

ANNEX J.
Pre-movement Maintenance Support
Equipment Status, Contact Teams, Drivers' Licenses, PMCS, Sequence of events for maintenance operations, non-repairable equipment, tow bars, top off vehicles. (ATP 4-11 and FM 3-35).

ANNEX K.
Enroute Maintenance Support, Abandoned Vehicles, Road Side Repairs, Tow Bars, Contact Teams, Repair Services/Parts, Maintenance Vehicles.

ANNEX L.
Air Transportation (Always use for personnel, TAT, and baggage. Include equipment if OPLAN/CONPLAN indicates)
a. Appendix 1: Documentation: Air load plans
b. Appendix 2: Listing of pintle-hook vehicles (if authorized to ship major end items by an otherwise personnel pallets only will be indicated)
c. Appendix 3: Air loading procedures
(1) TAB A - Planeload Commander's SOP
(2) TAB B - Load Team SOP
(3) TAB C - Shoring material requirements
(4) TAB D - 463L pallet and tie-down requirements
(5) TAB E - Motor and Aviation fuels for movement of organic air equipment
(6) TAB F - Special Handling Hazardous Cargo Certification

ANNEX M.
Convoy Requirements
a. Appendix 1: Request for convoy clearance, DD Form 1265 (ATP 4-11)
b. Appendix 2: Request for Special Hauling permit; DD Form 1266 (ATP 4-11) for outsized/overweight equipment
c. Appendix 3: Convoy Commander's Checklist, FC Form 285-2-R (Figure H-1)
d. Appendix 4: Driver's strip maps
e. Appendix 5: Convoy commander's safety briefing
- Drivers are licensed for vehicles being driven
- If hazardous material is part of the load, identify hazard on DD Form 1750, UDL, and DD Form-626
    - Vehicle properly prepared for movement:
    - Shipping configuration
    - Fuel levels
    - Secured secondary loads shackles
    - Purging requirements
    - Flags
    - Convoy signs
    - Highway warning kits
    - First aid kits
    - Convoy speeds

ANNEX N.
Rail Requirements (Included only for those units that rail movement is projected)
a. Appendix 1: Security Guard SOP
b. Appendix 2: Load Team SOP
c. Appendix 3: Documentation and procedures for rail loaded equipment which includes as a minimum: (See Annex W.)
    - Rail Load Plan
    - Load teams assigned and trained
    - Duty Appointment Memorandum'
    - Training Validated
    - Vehicle properly prepared for movement
    - Shipping configuration
    - Fuel levels
    - Secondary loads secured
    - Shackles
    - Markings (EIC and SUN)
    - MSLs
    - Purging requirements
    - First aid kits
    - If hazardous material is part of the load:
    - Vehicle placarded, if required

ANNEX O.
Commercial Movement Requirements
a. Appendix 1: Packing List (DD Form 1750) See ANNEX W
b. Appendix 2: FORSCOM Form 285-1-R

ANNEX P.
Facilities/Equipment (Facilities enroute and equipment requirements for loading/unloading at HS/MFGI)

ANNEX Q.
Points of Contact Listing

ANNEX R.

- Safety
- Motor Vehicle Operations
- Convoy Operations
- Rail Load Operations
- Air Load Operations
- Accident/Injury Prevention
- Ammunition and Explosives/POL Safety
- Prevention of Carbon Monoxide Poisoning
- Senior Vehicle Occupant Responsibilities

ANNEX S.

N Hour (Notification of Alert) Sequence (See sample at Figure H-3) Annex identifies and schedules movement tasks.

ANNEX T.

Plan Coordination Documentation
Documentation requiring action from another command or agency, Intermediate Headquarters, and local agencies/businesses OPLAN Information - Location and Procedures

ANNEX U.

: Appointment Memorandums and Training Certificates and/or Verifications

ANNEX V.

Plan Approval. Plans will be validated and approved by the chain of command (i.e., battalion/brigade/ division/installation). The plan(s) will be sent through the chain of command BEFORE submitting to the installation UMC/OFC/JFHQ-ST DMC for final approval.

ANNEX W.

Unit Movement Data. It is not necessary to forward this annex for approval unless required by approving authority.

a. Appendix 1: OEL printout. Cross matches with DD Form 1750 and FORSCOM Form 285-R using shipment unit number. OELs will be reviewed annually by the installation UMC for AC, MSC for USAR, and JFHQ-ST DMC for ARNG. Vehicle Load Card (FORSCOM Form 285-R) cross matches with OEL and packing list using SUN sequence.

b. Appendix 2: Packing List (DD Form 1750) for air, rail, convoy and commercial movement, cross matches with OEL and FORSCOM Form 285-R using SUN sequence.

c. Appendix 3: HAZMAT documentation.

Figure H-1. Sample Unit Movement Plan

CONVOY COMMANDER'S CHECKLIST

(FORSCOM Reg 55-1)

	YES	NO
1. Has a reconnaissance of the approved route been made and a strip map prepared?		
2. Have overweight, oversize, or exceptionally slow vehicles been identified and provisions made for their movement?		
3. Is a listing of contacts, either telephone numbers or addresses, available along the route in case of incident or accident?		
4. Are specific provisions made to preclude the carrying of passengers in the last vehicle of an element?		
5. Are convoy identifying signs available and in good repair?		
6. Are trucks that are to carry personnel equipped with first aid kits?		
7. Do vehicles that are required to operate at night have the 'L' shaped reflective symbol in the lower left corner of the tailgate?		
8. Are flags (BLUE for lead vehicle, GREEN for trail vehicle and BLACK & WHITE for the convoy commander) available in good order?		
9. Does each vehicle of the proposed convoy contain a basic highway warning kit appropriate for the vehicle?		
Do vehicles transporting compressed gases, explosives or flammables have flashing lanterns in lieu of flares or fuses?		
Have hazardous materials (HAZMAT) been packed, marked and placarded according to law and regulation?		
Have the packing, marking and placarding of HAZMAT items been certified by a properly trained individual?		
10. Have provisions been made to pay for toll road, bridges, etc?		
11. Have possible rest stops or break areas along the route been identified on strip maps?		
12. Is a comprehensive checklist for the convoy available?		
13. Have provisions been made for inoperable vehicle recovery?		
14. Has the start point been identified?		
15. Has the Convoy Movement Order been reviewed to determine the route?		
16. Can bridges and defiles safely accommodate all loaded or tacked vehicles?		
17. Are critical points known and listed on strip maps?		
18. Has the size of march units been determined?		
19. Has the rate of march on the Convoy Movement Order been verified?		
20. Has the vehicle interval on open road been determined?		
In built-up areas?		
At halt?		
21. Has the type of column been determined?		
22. Have provisions been made for refueling, if required?		
23. Has a suitable bivouac site been selected, if required?		
24. Have convoy clearances been obtained in the proper time frame?		
25. Is escort required and has it been requested?		
26. Are spare trucks available for emergencies?		
27. Are vehicles fully serviced, clean, and ready for loading?		
28. Is load proper, neat, and balanced?		
29. Are drivers properly briefed?		
By responsible individuals?		
In the correct time frame?		
30. Is the convoy marked front and rear of each march unit?		
31. Are guides in place?		
32. Are blackout lights functioning?		
33. Are maintenance services alerted?		
34. Is maintenance truck in rear?		

FORSCOM Form 285-2-R, 1 Jun 07 EDITION OF APR 82 MAY BE USED.

Figure H-2. FORSCOM Form 285-2 (-R) - Convoy Commander's Checklist

CONVOY COMMANDER'S CHECKLIST CON'T

(FORSCOM Reg 55-1)

	YES	NO
Are medics in rear?		
Is there a plan for causalities?		
36. Is the officer at rear of convoy ready to take necessary corrective action such as an investigating accidents, unusual incidents and changing loads?		
Has a trial officer been identified?		
37. Is there a personnel/cargo loading plan?		
38. Is there a personnel/cargo unloading plan?		
39. Has a plan been made for feeding personnel?		
40. Has time been established for formation of convoy?		
41. Has time been established for releasing trucks?		
42. Is a written operation order on hand, if required?		
43. Will a log of road movement be required at end of trip?		
44. Has weather forecast been obtained?		
45. Do all personnel have proper clothing and equipment?		
46. Is there a communications plan?		
47. Are personnel prohibited from riding in the cargo compartments of vehicles transporting ammunition?		
48. Are the marshaling briefed on accident Emergency Response Procedures and the required withdrawal distances in the event of a fire? (DD Form 836, Special Instructions for Motor Vehicle Drivers)		
49. Are the marshaling areas for ammunition or explosive laden vehicles separated from unrelated personnel, equipment, and facilities by the appropriate distance?		

REMARKS

Reverse of FORSCOM Form 285-2-R 2

Figure H-3. FORSCOM Form 285-2 (-R): Convoy Commander's Checklist (Continued)

HOUR/ TIME	EVENT
N Hour	Notification of alert
N+1	Battalion EOC activated
N+3	Battalion IC-UMO establishes coordination with installation transportation office S-3 issues operations order
	Review/update of required documents: - DD Forms 1265 and 1266 - OEL/UDL - Vehicle Load Plans (FORSCOM Form 285-R) - Request for Commercial Transportation (FORSCOM Form 285-1-R) - BBPCT Requirements (requisitions and/or DA Form 4285) - Packing lists (DD Form 1750) - HAZMAT
	Assessment of additional vehicles (i.e., TMP, etc.)
	Equipment requirements (i.e., banding machines, forklifts, etc.)
N+6	UMO prepares list of the unit's non-deploying equipment and submits to battalion S-4 NLT N+7
	Formation of advance party commences. Convoy element commanders appointed.
	Unit/battalion liaison officers (LNOs) appointed. Unit LNO must receive update movement data from the UMO prior to departure of brigade LNO for POE.
	UMO/IC-UMO attends installation movement conference. Submits updated OEL/UDL and other applicable documents (i.e., FORSCOM Form 285-1-R, 463L pallet requests, DA Form 4283, additional transportation/ equipment requirements, etc.). Formation of loading/documentation teams
N+7	Loading/marking/inspection of vehicles begins
N+9	Convoy commanders report to corps/ brigade for predeployment briefing (if required)
N+11	Loading/marking inspection of advance party vehicles completed
N+12	Advance party departs
	Loading/marking/inspection of main convoy vehicles completed
N+14	Commercial flatbeds report
N+16	Commercial flatbeds depart
N+18	Convoy departs
N+21	TMP buses arrive
N+22	TMP buses depart

PHASE II:
ALERT

Receive Alert Notification
Authenticate Alert Notification
Coordinate execution of Retrieval Plan
Determine status of vehicle/equipment availability
Determine POL requirements
Coordinate for MHE
Review unit movement plan and update UMD
Dispatch Retrieval Team
Confirm gate/arrival time and coordinate
Request for Convoy Clearance
Confirm commercial transportation requirements and pickup times
Verify BBPCT requirements
ID Advance Party vehicles by bumper number
ID Advance Party personnel by name
Request DOTD Oversize/Overweight Permits
Procure BBPCT
Retrieval Team returns

Figure H-4. Sample N-Hour Sequence for Deployment Movement Plan

PHASE III:
HOME STATION AND MOVE TO MOBILIZATION STATION

DAY 1

N+5	Execute N-Hour Sequence Mobilization Briefings conducted
N+7	2d Plt conducts Inventory/Packing of Plt equipment
N+9	Dispatch vehicles Begin PMCS
N+9-N+11	1st Plt conducts Inventory/Packing of Plt equipment
N+11-N+13	3d Plt/HQ Sec conducts Inventory/ Packing of Plt/HQ sec equipment
N+13-N+15	Conduct PMCS of vehicles Prepare HS track vehicles for commercial pickup
N+15-N+17	Stage vehicles for loading

DAY 2/DAY 3

N+25-N+70	Validate Load Plans Load Vehicles/Check Loads
N+30	Stage/brief Advance Party
N+31	Dispatch Advance Party
N+70-N+72	Load commercial vehicles

DAY 4

N+78	Assemble drivers
N+79-N+80	Stage convoy vehicles
N+81	Drivers Safety Briefing
N+81.5	Dispatch convoy/Execute CMO
N+82	Commercial buses arrive
N+83	Load commercial buses
N+83.5	Commercial buses depart
N+85	Convoy closes at MS RP
N+86	Commercial buses arrive at MS

Figure H-5. Sample N-Hour Sequence for Mobilization Movement Plan (Cont)

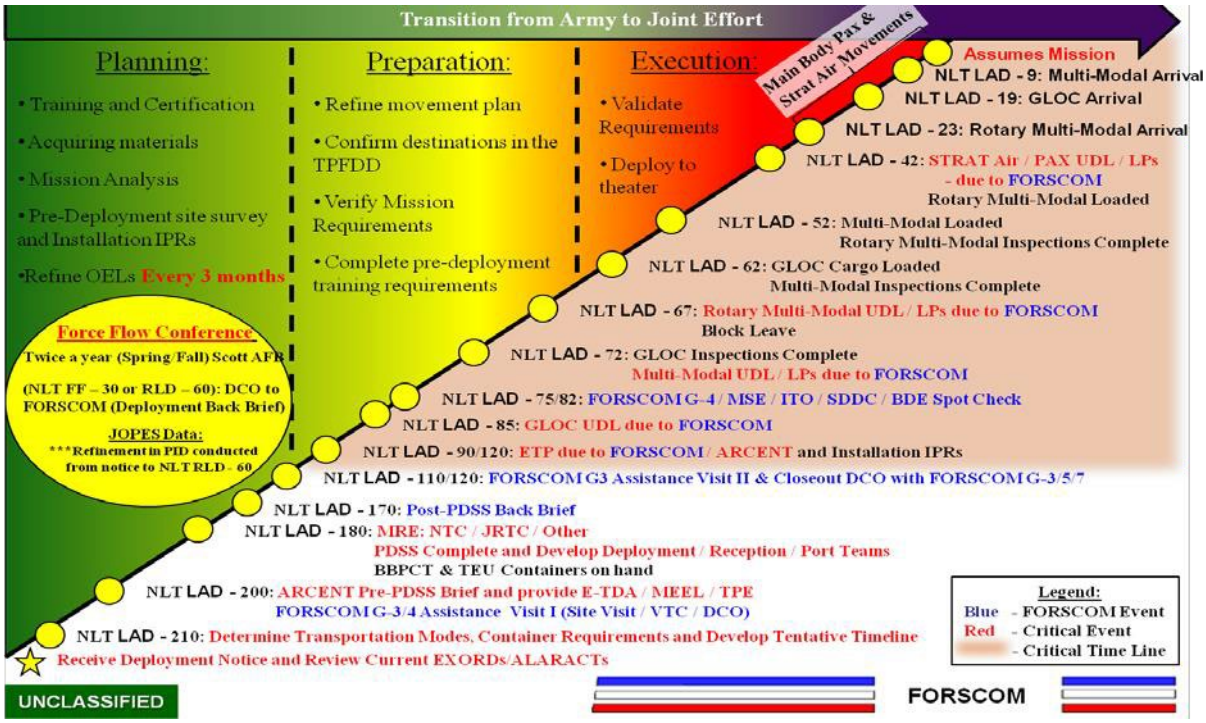


Illustration H-6 Transportation Road to War (Example: Pre-deployment Timeline)

Appendix I
Transportation Coordinators'-Automated Information for Movement System (TC-AIMS II)

I-1. General
TC-AIMS II is the transportation system that supports unit deployment, redeployment, and retrograde operations in both garrison and deployed theater environments.

a. TC-AIMS II is designed to enable users to manage all aspects of transportation operations. TC-AIMS II provides automated support to functions performed by a wide range of users from Unit Movement Officers (UMOs) to Installation Transportation Officers (ITOs) to mode managers responsible for transportation and distribution in support of the full continuum of operations.

b. TC-AIMS II includes automated support to assist unit commanders to create, maintain, manage, and update unit equipment, personnel, and deployment information. It facilitates planning and execution of organic movements incorporating the mechanism for identifying assets and requirements for force deployment/redeployment on deliberate and crisis action planning. It provides tools to support continuous data process management, planning and execution of deployments, and asset tracking. Movement planning starts with the establishment of unit move requirements and ends with the arrival of required assets at a destination point. In addition, the unit move function supports rail, air, and ship loading.

c. TC-AIMS II Theater Operations (TOPS) functionality enables movement control elements to manage and coordinate transportation services during Joint Reception, Staging, Onward Movement, and Integration (JRSOI) and sustainment operations.

d. Specific operational guidance on TC-AIMS II is available at the following websites: http://www.pdamis.army.mil/ and http://www.transportation.army.mil/deploy/.

I-2. Policy
a. For deployments, the TC-AIMS II UDL will flow from AC, RC, and ARNG units through their supporting installation UMC/ITO to FORSCOM. Each echelon above the lowest level fielded TC-AIMS II will verify accuracy of the data.

b. In garrison, AC, RC and ARNG units are required to update their OELs quarterly (every 3 months), or when a significant change in transportation requirements occurs IAW FC 55-2. Installations, JFHQ-STs, and OFCs, are granted authority to establish more frequent update cycles.

(1) AC units will submit OEL updates through the installation UMC.

(2) RC/NG units will submit the OEL updates through the OFCs/JFHQ-STs respectively.

(3) UMCs will submit UMD annually to FORSCOM IAW FC 55-2.

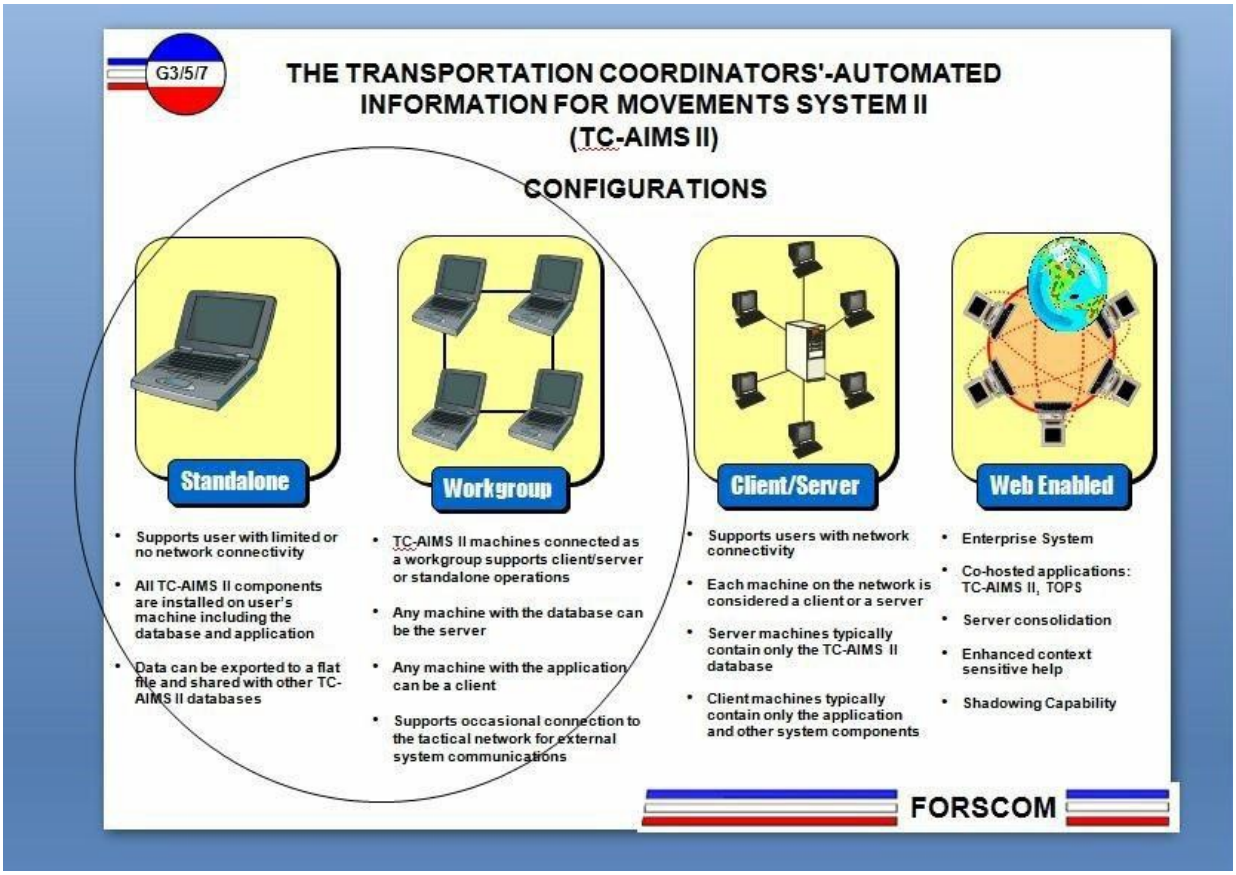


Illustration I-1. TC-AIMS II Configurations

LEVEL	TITLE/Position	RANK Requirement	Training required	# Required
Division	**Container Control Officer (CCO)**	DTO discretion	Joint Container Mgmt (JCM)	DTO discretion
Brigade	Brigade Movement Coordinator (BMC)	WO1 or above	Mobility MOS	1
			TC-AIMS II	
	Assistant BMC	E7 or above	Mobility MOS	1
			TC-AIMS II	
	Air Movement Control Officer (AMCO)	E6 or above	Air Load Planner w/ICODES	1
	Alternate AMCO	E5 or above	Air Load Planner w/ICODES	1
	Hazardous Material Certifier (HAZMAT)	E6 or above	HAZMAT AMMO 62	1
	Alternate HAZMAT	E5 or above	HAZMAT AMMO 62	1
	Container Control Officer (CCO)	E6 or above	JCM	1
			Ammo 43	
	Alternate CCO	E6 or above	JCM	1
			Ammo 43	
Battalion	Unit Movement Officer (UMO)	E6 or above	UMO Course	1
			TC-AIMS II	
	Alternate UMO	E5 or above	UMO Course	1
			TC-AIMS II	
	Air Movement Control Officer (AMCO)	E6 or above	Air Load Planner w/ICODES	1
	Alternate AMCO	E5 or above	Air Load Planner w/ICODES	1
	Hazardous Material Certifier (HAZMAT)	E5 or above	HAZMAT AMMO 62	1
	Alternate HAZMAT	E5 or above	HAZMAT AMMO 62	1
	Container Control Officer (CCO)	E6 or above	JCM	1
			Ammo 43	
	Alternate CCO	E6 or above	JCM	1
			Ammo 43	
	Unit Load Teams	E5 or above	Rail, Air, Pallet, Veh prep	1
Company	Unit Movement Officer (UMO)	E6 or above	UMO Course	1
			TC-AIMS II	
	Alternate UMO	E6 or above	UMO Course	1
			TC-AIMS II	
	Hazardous Material Certifier (HAZMAT)	E6 or above	HAZMAT AMMO 62	1
	Alternate HAZMAT	E5 or above	HAZMAT AMMO 62	1
	Container Control Officer (CCO)	E6 or above	JCM	1
			Ammo 43	
	Alternate CCO	E6 or above	JCM	1
			Ammo 43	
	Unit Load Teams	E5 or above	Rail, Air, Pallet, Veh prep	20% of unit

Figure J-1: UMO, AMCO, HAZMAT, CCO and Load Team Duties ISO Unit's Readiness and Deployment Requirements

Appendix J
Mobilization/Deployment Movement/Training
J-1. Introduction
In addition to ensuring that all personnel are trained and prepared for deployment, the unit commander must ensure that certain key persons and/or elements in the unit are properly trained to carry out their special deployment duties. The following paragraphs list those persons and/or elements that require special training, the key skills they require, and locations where formal training is available.

J-2. Guidance to Commanders
It is in the unit commander's best interest to appoint the right leader to effectively perform UMO, AMCO, HAZMAT, CCO and Load Team duties in support of the unit's readiness and deployment requirements. Additionally, not having enough trained personnel in these categories will degrade the unit's ability to effectively deploy. Furthermore, refresher training conducted at the unit level is highly encouraged to maintain proficiency within the formation.

J-3. Unit Movement Officer Deployment Planning Course
a. Each unit (Company and Detachment level) will maintain a minimum of 20% personnel trained in unit equipment (vehicle, containers, etc.) prep for 463L pallet loading, aircraft and rail on/off loading techniques and procedures. Training can be arranged through the Installation UMC utilizing installation personnel, AMC EAGLE Program, DDSBs and USAR rail units.

b. The UMO course addresses the mobilization and deployment processes at various levels of command within the Army. Focus of the course is on legal authorities, mobilization concepts, plans, policies, procedures, and the responsibilities for mobilization and deployment at DOD, HQDA, COCOM, ACOM, ASCC, USARC and installation levels.

c. Personnel eligible for the course are Active Army and RC commissioned officers in the rank of Lieutenant through Lieutenant Colonel and Warrant Officers who are appointed to or under consideration for appointment to a unit and/or staff movement position involving unit strategic deployment or unit movements by surface modes. Also eligible are enlisted personnel in the rank of Sergeant and above on unit orders as the Unit Movement Noncommissioned Officer (NCO), whose actual or anticipated duties require a working knowledge of unit deployment and/or movement planning, and DOD Civilians who are appointed or under consideration for appointment to an installation and/or staff position requiring working knowledge of unit deployment and/or movement planning. International officers and/or NCOs meeting these prerequisites can also attend the course.

d. Course covers unit deployment planning; unit movement plans; conduct of movement training; COMPASS/OEL; unit movement automation; preparation of unit supplies and equipment; hazardous cargo by surface mode; plan and conduct CONUS highway operations; convoy documentation; railway equipment characteristics and use; blocking, bracing, packing, crating and tie down procedures and equipment for all modes; rail load out exercise; host nation rail; inland waterways, strategic airlift, A/DACG operations, preparation of supplies, equipment

and personnel for movement by air, and building a 463L pallet; unit deployment through the sea port of embarkation; use of LOGMARS; port support activity exercise; MAGTF/amphibious shipping; prepositioned shipping; and theater reception and redeployment.

e. The Commandant, U.S. Army Transportation School is the proponent of the UMO and has the responsibility to validate the course when taught at selected locations other than the Transportation School at Fort Lee, VA. The UMO taught by the U.S. Army Transportation School in residence or by its mobile training teams is the proponent approved course. For those select Installations or activities seeking to teach the proponent approved UMO using the proponent approved POI refer to AR 525-93, Appendix B, paragraph B-2, Administrative; for the process, requirements, and restrictions.

f. Formal UMO training in unit deployments is available through the U.S. Army Transportation School, Transportation Management Training Department (TMTD), Fort Lee, VA or by a U.S. Army Transportation School proponent approved Troop School. The TMTD offers the following resident courses: The AMC Air Load Planner Course with ICODES (two weeks), the UMO (two weeks) and the TC-AIMS II Course (two weeks). Also local training can be provided by requesting a mobile training team from Fort Lee through the local installation G-3 Training office. To obtain information on course offerings, mobile training teams, and related doctrine, send correspondence to U.S. Army Transportation School, Transportation Management Training Department (TMTD), Fort Lee, VA 23801. For more information, visit the United States Army Transportation Corps website.

g. The 84th Army Reserve Readiness Training Command offers a Reserve specific UMO Course. It is designed to provide USAR UMOs the basic knowledge needed to perform pre-mobilization duties. The course is a 10 day course designed to apply in a hands on environment the knowledge obtained in the basic course. Training includes truck loading, rail car loading, aircraft loading, 463L pallet construction and movement plan evaluation. For further course information, contact the ARRTC at DSN 280-8479 or commercial 800/982-3585, ext 8479.

h. The ARNG Professional Education Center at Camp Robinson, North Little Rock, AR offers an ARNG UMO Course and the ARNG National Defense Movement Operations Course.

(1) The ARNG UMO course is designed to provide functional training to full-time selected commissioned officers, warrant officers, and enlisted personnel from the ARNG with a working knowledge of unit deployments and to enable them to plan, organize, and conduct unit movements training and/or operations. The target audience is personnel projected or currently serving as UMO at the Company, Battalion, or Brigade level.

(2) The National Defense Movement Operations Course is designed to provide functional training to full-time state Movement Control Center support personnel with professional development tailored to the position description and the duties and responsibilities prescribed by regulation. Students include State JFHQ DMCs, Assistant DMCs, Transportation Officers, Military Traffic Managers, and other individuals assigned within the DMC element. Division level movement officers may attend with concurrence of their DMC.

Note: Specific information about the courses can be located at the following website/link: http://www.pec.ngb.army.mil/Training/ResidentCourses/3, under Installations, Logistics, and Environmental Training Center. Other possible sources of training are correspondence courses and training workshops provided by First Army, JFHQ-STs, USARC and Installations.

J-4. Unit Load Teams

a.Each unit (Company and Detachment level) will have an appropriate number of personnel, at a minimum 20% of the unit will be trained, in vehicle and container preparation, 463L Pallet loading, aircraft and rail loading, and unloading techniques. Training can be arranged through the Installation UMC utilizing installation personnel, DDSBs and USAR rail units. This training will include the following:

(1) Activating vehicle load plans.

(2) Preparing vehicles for shipment, purging, protecting fragile components such as windshields and mirrors, and weighing and marking for air and rail modes.

(3) Preparing unit-owned containers, 20 and 40 foot common-user commercially leased containers, installation-owned ISO containers, and Equipment Deployment and Storage System (EDSS) containers for shipment, protecting fragile equipment, blocking and bracing, and weighing and marking for air and rail modes.

(4) Tie-down procedures for aircraft and railcars.

(5) Loading and unloading unit vehicles on aircraft and railcars. Training should include using hand and arm signals.

b. The unit load team composition will be tailored based on type and quantity of equipment (size of deploying force) and time available for loading but no matter the quantity of equipment, the unit load team NCOIC/Leader will be an E-5 or above (Company/Detachment) or E-6 or above (Battalion/Brigade). The following general guidelines are provided for planning purposes:

(1) For rail movement, a well-trained team of five operators, using prefabricated tie-down devices can complete loading and lashing of loads on a railway flatcar in approximately 15 minutes. Units are normally provided 24 hours for loading once the cars are spotted.

(2) For air movement, a six person team can load and tie-down equipment efficiently. Headquarters, AMC offers the Equipment Preparation Course to units aligned under the AMC Affiliation Program.

(3) For air movement, a five person team will be used to prepare palletized cargo. The pallet team must be proficient in the 463L Pallet and net system. Unit commanders will appoint an appropriate amount of pallet teams based on the volume of palletized cargo.

J-5. Hazardous Cargo Certifying Official

a. In each unit, two Hazardous Material Certifiers (one Primary, E-6 and above and one Alternate, E-5 and above) will be appointed in writing by the Commander or their designated representative. These personnel must be trained and certified in AMMO 62, Technical Transportation of Hazardous Materials. For commercial and military scheduled air, rail, or ship transport, the HAZMAT certifier must have been trained by a DoD approved school within the past 24 months.

Note: The UMO, Brigade Mobility/Transportation Section NCOIC, and MWOs cannot be appointed as the hazardous material certifying official for the unit, but are encouraged to be school trained in order to provide proper oversight for their subordinate units.

b. All personnel involved with the preparation and shipment of hazardous materials for commercial or military transportation must receive training in accordance with 49 CFR 172.700 through 172.704 and DOD component regulations. Improper procedures could result in loss of life or equipment or at a minimum, frustrated cargo.

c. Hazardous cargo certifiers must be trained at a DOD approved school on applicable regulations for all modes within the past 24 months. Personnel must receive refresher training every two years in order to continue to certify shipments of hazardous materials for transportation. They can certify documentation for all modes of shipment to include commercial and military truck, rail, sea, and air. This individual must also be designated in writing by the commanding officer. This designation must include the scope of the individual's authority. This individual will be responsible for ensuring the shipment is properly prepared, packaged, labeled, marked, placarded, and documented. The certifier must personally inspect the item being shipped before signing the HAZMAT documentation. A common mistake occurs when the HAZMAT certifier is sent with the advance party leaving no one to accomplish the HAZMAT inspections during departure operations.

d. Technical Specialists are trained by HAZMAT certifiers (see Appendix J-6). They must have received their training within the past 24 months and are only authorized to certify in their specialty for hazards shipped by DOD-owned and controlled aircraft (see TM 38- 250, Attachment 25) and by military convoy (see DTR 4500.9-R, Part II).

Note: Technical specialists are not authorized to sign Bills of Lading (BL) or to certify HAZMAT shipped by commercial scheduled air or sea.

e. Courses available are listed below. While any of the following courses satisfies minimum training requirements, supervisors should consult DODCatalog 5010.16C. Defense Management Education and Training (DMET), to select the most appropriate course for the individual concerned.

(1) U.S. Army: Technical Transportation of Hazardous Materials (AMMO- 62), Defense Ammunition Center (Training Directorate), 1C Tree Road,

(2) McAlester, OK 74501-9053 DSN: 826-4745, Commercial 1-877-251- 0730. This course is also available at several DAC Regional Training Site (RTS) locations including the National Guard Professional Education Center in North Little Rock, Arkansas to support NGB training requirements. DAC Training web address: http://ammo.okstate.edu/index.php.

(3) U.S. Air Force: 345th Training Squadron, Transportation Training Flight, 345 TRS/TTTD, Building 2300, 711 B Avenue, Ft Lee VA, 23801-1529 DSN: 539-3005, OCONUS DSN: 312-539-3005, Commercial: (804) 765-3005.

(4) U. S. Navy: Navy Supply Corps School, 1378 Porter Avenue, Naval Station Newport, Newport RI, 02841 DSN: 841-4800, Commercial: (401) 841-4800.

(5) Department of Transportation (DOT): Transportation Safety Institute, 6500 South MacArthur Blvd, Oklahoma City OK (405) 954-4500 Web address: www.tsi.dot.gov. TSI is authorized to conduct the DOD 80-hour Hazardous Material Certification Course on an overflow basis when the recognized DOD schools listed above cannot provide training within the required timeframe.

f. Personnel who have previously successfully completed one of the courses specified in e above can satisfy the formal 24-month refresher training requirement by completing: General Transportation of Hazardous Materials (Ammo-37DL) DAC, McAlester, OK http://ammo.okstate.edu.

J-6. Hazardous Cargo Handlers, Packers, and Vehicle Drivers

a. HAZMAT training is required for personnel who perform the following tasks:

(1) Package HAZMAT.

(2) Mark or label packages containing HAZMAT.

(3) Prepare shipping papers for HAZMAT.

(4) Offer or accept HAZMAT for transportation.

(5) Handle HAZMAT.

(6) Mark or placard transport vehicles and bulk packages.

(7) Operate or crew transport vehicles, aircraft, or vessels transporting HAZMAT.

b. Training instruction can be locally established and tailored to meet the needs of the installation/unit based on the tasks performed. It is also available through contractors, commercial training kits. Training includes the following areas:

(1) General awareness/familiarization training: awareness of the regulations/general discussion of hazard requirements.

(2) Function specific training: knowledge, skills, and abilities for an individual's job function.

(3) Driver's training: safe operation of vehicle and applicable requirements of safety regulations.

(4) Safety training:

(a) Emergency response information.

(b) Measures to protect the individual from work related contact with HAZMAT.

(c) Methods and procedures for avoiding HAZMAT accidents.

(d) The OSHA or EPA training to comply with the hazard.

(e) Personnel must be trained and pass a written test at least once every two years. A record of training and testing must be kept on file as outlined in 49 CFR. The HAZMAT training received by drivers must also be documented on driver's license, OF 346 (U.S. Government Motor Vehicle Operator's Identification Card), and on DA Form 348 (Equipment Operator's Qualification Record) IAW AR 600-55, The Army Driver and Operator Standardization Program, (Selection, Training, Testing, and Licensing).

Note: See Appendix A, Section III, Forms for a link/website to most military forms.

J-7. Air Movement Control Officer (AMCO)/Air Load Planners

a. Two (2), AMCO/Air Load Planners (one Primary, E-6 and above and one Alternate, E-5 and above) will be appointed in writing by the Commander for each Brigade and Battalion. These personnel must attend and pass the Air Deployment Planners Course/Air Load Planners Course with ICODES. Those specialty units (Company/Detachment) that deploy on their own (e.g., Airborne units, Explosive Ordnance Disposal (EOD), Military Police (MP), MCT, and Army Engineer units that deploy via air movement should be aligned under an Installation Brigade or task the AMC EAGLE Program to assist user with Unit Load Team and Air Load Planner requirements.

b. AMC's Air Load Planner Course is designed to train and certify personnel to develop load plans for airlift. After completing the course, the individual is authorized to sign the aircraft load plan. Attendees will be in the grade E-5 or higher, have a valid CAC with computer access, and be appointed in writing by the Commander.

(1) Phase I includes a Web-based training, Equipment Preparation Introductory Course, designed to prepare students for the hands-on portion of the Equipment Preparation Course (EPC) and to familiarize them with their role during AMC mobility operations. This training must be completed prior to the first day of class. The 1-day, hands-on EPC includes overview and inspection of cargo using DD Form 2133, Joint Airlift Inspection Record. If possible, use the actual equipment that the unit will prepare for deployment. EPC completion familiarizes the student with the preparation of unit cargo for air shipment. If possible, a static loading aircraft should be scheduled in conjunction with the EPC, a planned unit move, or a base mobility exercise. The practical experience gained in preparing, marshaling, and loading equipment on an actual aircraft does much to reinforce the information presented in the classroom. Website: https://amc.adls.af.mil (LVL101)

(2) Phase II (Airlift Planners Course [APC]). Phase II is a 7-day (56-hour) course with instruction in aircraft characteristics, load planning, and manifest documentation requirements. This training is designed to educate unit movement officers and supervisory personnel in airlift planning and execution of joint combat airlift operations. Personnel attending this course must have a minimum retainability in the logistics duty position of 1 year. They must be totally committed to training and certification and not assigned additional duties or appointments that would cause absence from class or distract from the learning environment.

(a) The course is 7 days of academic instruction using the standard AMC syllabus, and visual aids. Upon successful course completion, personnel will receive certification via AMC Form 9. Graduates of Phase II will be certified as an aircraft load planner with certification valid for 24 months. The AMC Form 9 will serve as the qualification source document.

(b) Individuals may recertify anytime within their certified 24 months.

(c) See Defense Transportation Regulation – Part III (Mobility) for further information.

c . The AMCO is responsible for supervising all unit activities during the STRAT- Air portion of a unit deployment including, but not limited to:

(1) Serving as liaison between the deploying unit and AMC and/or A/DACG Personnel.

(2) Supervising all unit deployment activities at the A/DACG.

(3) Assisting the UMO with the preparation of unit equipment offered for transportation on military or civilian aircraft.

(4) Preparation and certification of unit air load plans in ICODES.

(5) Preparation, certification, and documentation of all hazardous cargo offered for shipment on military or civilian aircraft.

(6) Supervision of unit load teams at the A/DACG.

(7) Preparation of all necessary documentation (packing lists, load diagrams, MSL, ATTLA Certification Letter, etc.)

(8) Ensuring necessary supplies are on-hand prior to deployment (chains, devices, cargo straps, dunnage, shoring, HAZMAT placards/labels, etc.)

(9) Manifesting of all passengers.

d. The following Service schools are authorized and accredited to certify aircraft load planners:

(1) Expeditionary Warfare Training Group Pacific, San Diego, CA.

(2) U.S. Army's Transportation School's, Air Deployment Planning Course, Fort Lee, VA.

(3) 82d Airborne Division, Air Movement Operations School, Fort Bragg, NC

(4) 101st Airborne Division (Air Assault), Strategic Deployment School, Fort Campbell, KY.

(5) 160th Special Operations Aviation Regiment (Airborne), Fort Campbell, KY.

(6) Combat Arms Training Center, Rose Barracks, Germany.

(7) Naval Construction Group 1, Port Hueneme, CA.

(8) Naval Construction Group 2, Port Hueneme, CA.

(9) III Corps Command Group, Fort Hood, Texas.

(10) Naval Expeditionary Logistics Support Group, Cheatham Annex, VA. (USMC).

AMC AIRLIFT LOAD PLAN CERTIFICATION

NAME *(Last, First, MI)*	ORGANIZATION
NAME OF CERTIFIER *(Last, First, MI)*	ORGANIZATION OF CERTIFIER
SIGNATURE	DATE
EXPIRATION DATE	LOCAL CONTROL NUMBER
REMARKS	

AMC FORM 9, MAR 93

Figure J-2: AMC Airlift Load Plan Certification

J-8. Container Control Officer (CCO)/Container Manager

In each unit, two (2) Container Managers/CCOs E-6/E-5 and above, one Primary (E-6 and above) and 1 Alternate, (E-5 and above) will be appointed in writing (on orders) by the Commander. Accountability of containers is the primary focus of the CCO through the Joint Container Management (JCM).

JCM is the U.S. Army System of record to manage, control, and maintain an accurate inventory of all Army-owned, leased, and Army funded International Organization for Standardization (ISO) configured assets. ISO assets are managed in JCM and the DOD ISO registers by the Department of Defense Address Activity Code (DODAAC) for the owner/location of the assets.

a. The CCO is required to complete container movement reports of all intermodal assets automating the on hand balance in JCM for assets assigned to a specific DODAAC.

b. Management in JCM includes maintaining ownership, current location, condition and status of each asset with drill down/roll up of information. The assets being managed in JCM include twenty footand forty foot general cargo intermodal shipping containers, TRICONs, QUADCONs, refrigerated containers, tactical shelters, and flat-racks.

c. Accurate asset data in JCM will allow the army to project future funding requirements to support the overall management, replacement, and maintenance of assets.

d. The CCO (Primary/Alternate) must:

(1) Have at least one year retainable upon appointment to the Primary/Alternate CCO.

(2) Be an E-6/E-5 or above to perform the duties ofthe Primary/Alternate CCO.

e. CCO's Responsibilities are:

(1) Reporting container receipt and shipment in JCM. Conducting and assisting with inventories as directed by appropriate authorities.

(2) Updating container condition information in JCM. Assisting in the development and coordination of deployment/redeployment plans.

(3) Attaching inspection reports to the records in JCM. (IAW CFR Title 49 and DTR 4500.9-R, Part VI, Chapter 604.

f. As the container manager, the CCO will perform duties of the Container Re- Inspector.

(1) CCO will complete AMMO-43 (and/or AMMO-43-DL) Intermodal Dry Cargo Container/ International Convention for Safe Containers (CSC) Re-inspection, provides information required to re-inspect intermodal dry cargo containers IAW the CSC standards and can be reached through the following link: http://ammo.okstate.edu/index.php?option=com_content&view=article&id=189:ammo- 4310&catid=50&Itemid=76. Course content includes overview of various CSC container types, container structural and non-structural components, and a detailed analysis of re-inspection criteria required by CSC, U.S. Public Law, and Joint Service Regulations. Reporting requirements and re-inspection decal placement are also discussed.

(2) Personnel successfully completing this course may be certified as DOD CSC Inspectors as required by DTR 4500.9-R, PartVI

and the course must be successfully completed every four years to retain certification status.

Appendix K
Containerization

K-1. General
This Appendix defines responsibilities, policies and procedures for the Army's Containerization Program. The goal for containerization is to maximize the use of available strategic sealift, provide for unit integrity and improve closure time for unit equipment, vehicles and resupply. As a major user of American National Standards Institute/International Organization for Standardization (ANSI/ISO) containers, FORSCOM must ensure the efficient and effective use of these assets within the DOD container system.

K-2. Scope
This appendix applies to 20-ft and 40-foot centrally managed fleet (Army Intermodal and Distribution Platform Management Office (AIDPMO) owned) common-user commercially leased containers, unit-owned ISO containers, and Equipment Deployment and Storage System (EDSS) containers. This includes Containerized Ammunition Distribution Containers (CADS).

K-3. Definitions
a. Containers are defined as transport equipment with the following characteristics:

(1) Of a permanent character; strong enough to be suitable for repeated use.

(2) Multimodal; designed to facilitate the transport of goods, by one or more modes of transport, without intermediate reloading. Designed to be secured and/or readily handled.

b. Containers are categorized by physical characteristics and ownership/control as follows:

(1) Unit-owned containers.

(a) The majority of unit-owned general purpose containers are the EDSS family which includes the Triple Containers (TRICONS), BICON, Quadruple container (QUADCON), and Airlift/Helicopter Slingable Intermodal Shipping Unit (ISU). The TRICON and QUADCON are primarily used for surface/sea deployments. Each module is an ISO container that can be shipped separately or locked together to form one twenty-foot equivalent unit (TEU) container. The ISU is 463L pallet compatible and normally used for air movement. These containers are available in heights of 60 and 90 inches.

(b) Unit-owned ISO containers are 20 and 40-foot containers. MTOE special purpose/tactical shelters such as Deployable Medical Systems are included in this category.

(2) Centrally managed fleet (AIDPMO owned). These containers are positioned at installations logistics readiness center (LRC) for exercise and contingency deployments and include 20-ft containers, TRICONS, and QUADCONS

for unit deployments. LRCs will not release these containers to the units until time of deployment.

K-4. Policy

a. Management. Army-owned containers are procured by HQDA G-4 and managed by AIDPMO. The AIDPMO was established by HQDA G-4 and stood up by the US Army Materiel Command (USAMC) Logistics Support Activity Packaging, Storage, and Containerization Center (LOGSA PSCC). It serves as the Army single manager for the management and control of all Army-owned/leased ISO containers. LRCs and units manage and control those containers annotated on their respective property books.

b. Utilization. Twenty-foot ISO and EDSS containers are the FORSCOM standard for deployment of unit equipment and accompanying supplies into a theater. The EDSS containers are loaded on organic vehicles or in pallet positions on aircraft for deployment. Additional equipment and supplies which cannot be loaded on vehicles, or placed in the nested EDSS containers will be secured in 20-foot ISO common-user containers for surface deployment. If ISU containers are used for sea movement, they must be moved as secondary loads. DA policy prohibits sensitive items from being shipped in ISU containers for surface/sea movement. The AP3 20-foot containers will only be used to deploy divisions with GRF type missions. Requests for other uses must be submitted through FORSCOM, G-4, ATTN: AFLG- POC (Mobility) for approval by AIDPMO.

K-5. Responsibilities

a. AIDPMO:

(1) Manages and controls Army-owned and leased containers. Provide guidance, policies and procedures to LRCs on life-cycle disposition.

(2) Provides policies and procedures concerning acquisition and leasing of containers.

(3) Maintains DOD ISO registry of all DOD-owned containers. (IAW DTR 4500.9-R, Part VI and AR 56-4)

(4) Maintains a database of all DOD-owned, and unit-owned containers. Data will include ownership, condition, and location.

(5) Assists units and LRCs in filling container deployment shortfalls.

(6) Maintains copies of Container Movement Reports, CSC inspection reports, Container Control Officer and Alternate Officer Appointment orders, and CSC inspector certifications.

b. FORSCOM, DCS, G-4:

(1) Validates container requirements in support of contingency operations to ensure LRCs/Unit requests for incremental cost reimbursement is warranted.

(2) Assists units and LRCs in filling container deployment shortfalls.

(3) Coordinates with HQDA (DALO-TSM) and Corps for acquisition of 20-ft and EDSS containers. Coordinates with HQDA and Corps for acquisition of unit-owned containers.

c. AMC/ASC:

(1) Provides LRCs the resources to accomplish Army mandated container objectives.

d. Logistics Readiness Center (LRCs):

(1) Ensure property accountability of Department of Defense owned 20-ft and 40-ft containers by placing containers on the installation property book. See Appendix K-10.

(2) Fund repair and maintenance of AIDPMO centrally managed owned 20-ft and 40-ft containers. LRCs must keep inspection records in accordance with MIL-STD 3037.

(3) Establish a CCO for the installation to ensure proper control of container assets. Provide copy of appointment orders to AIDPMO.

(4) Establish and maintain a program to ensure CSC container inspections are conducted on all ISO containers in accordance with DTR 4500.9-R, Part VI. LRCs will request ISO Serial Numbers from AIDPMO, for all commercially marked containers. Containers will be appropriately marked IAW DTR 4500.9-R, Part VI.

(5) Process all shipped and received container movements within the Joint Container Management (JCM) system.

(6) Coordinate and fund container leasing requirements with AIDPMO.

(7) Ensure proper stuffing and unstuffing of containers utilized for deployment.

e. Units:

(1) Manage and control unit-owned containers IAW published policies and procedures.

(2) Fund acquisition of container requirements not authorized by AIDPMO.

(3) Fund repair and maintenance of unit-owned containers.

(4) Establish and maintain a program to conduct container inspections to ensure current certification meeting ISO/CSC standards. Units will ensure proper marking of unit-owned containers IAW Appendix K-19.

(5) Ensure data is entered on the UDL for containers used in deployments. (See Appendix K-6).

(6) Ensure property accountability of unit-owned containers by placing containers on the unit property book and ensure data is updated in the JCM system. Units will initiate a report of survey and/or other required documentation per appropriate regulations for any lost, damaged, or destroyed container assets and submitted through chain of command to AIDPMO.

(7) Forward Container Movement Reports to AIDPMO for DOD common-user (including CADS), unit owned, and leased containers shipped or received.

K-6. Organizational Equipment List (OEL) Reporting

a. All container requirements will be individually identified IAW Annex K-6 of the unit movement plan and reflected in the OEL, as prescribed by FC 55-2.

b. Containers on chassis will be reported in the OEL as a vehicle ("D" type record). Containers not on chassis will be reported as "special handling" cargo ("F"

type record). The remarks section ("H" type record) may be used to indicate if the required containers are not on hand.

K-7. Container Markings

a. Normally Army-owned ISO containers arrive at the installation with marked Container ISO Markings and CSC Safety Approval data plates. The International CSC Safety Approval Plate must be readable and securely affixed on the container. All maximum gross weight markings on the container must be consistent with the maximum gross weight on the CSC Safety Approval Plate. ISO numbers are generated using a specific calculation according to ISO standard 6346:1995(E) and are issued by AIDPMO. Mandatory ISO identification markings (i.e., owner code, serial number and check digit) must be located on all 4 sides, and top.

b. The exception is locally purchased commercial containers for these containers, LRCs must request new container markings from AIDPMO to replace those marked with commercial numbers. LRCs will include a full description of the container: overall dimensions, ISO size/type code, quantity, owner DODAAC, and point of contact with phone number and mailing address.

c. Containers requiring re-stenciling will be coordinated with the Installation Container yard and Container Repair facility for re-stenciling. The ISO numbers consist of 11 characters: a 4-letter ownership code followed by a 6-digit serial number, a hyphen, and a check digit. The ISO eleven-character number is four inches high. Maximum allowable gross and tare weight letters and numbers are two inches high and displayed in both kilograms and pounds. All characters are of proportionate width and thickness, and are of a contrasting color. See DTR 4500.9-R, Part VI, for ISO number placement instructions. All ISO containers, including MTOE special purpose/ tactical shelters, require an ISO number assigned by AIDPMO.

c. All containers (including unit-owned and the centrally-managed fleet) must have ownership code assignments.

d. A CSC plate must be on the container. The correct ISO number must be on the CSC plate.

e. For deployments, the unit will stencil the UIC/SUN and mark the actual gross weight (tape, chalk, etc.) on all containers IAW with Appendix K-19. UIC/SUN markings must not be placed in such a way to obscure, degrade, or render illegible and other container markings. UIC/SUN must be removed from centrally-managed fleet containers prior to turn in to the LRC.

f. Units' crest are not authorized on containers.

g. Units that do not remove the UIC/SUN and crest from containers prior to turn in may incur the cost of removal by the LRC.

K-8. Container Documentation.

a. The DD Form 1750, Packing List, (Fig 5-4/5-5) will be completed and attached to the inside and outside of the container door. For security reasons, sensitive items will not be listed on the external packing list.

b. Any container used for a unit move will display two military shipment labels. One label will be placed on the left rear door and the other on the adjacent side. (See Appendix K.)

c. See Appendix M of this regulation for documentation requirements of hazardous materials loaded in containers.

K-9. Container Stuffing

a. Unit containers will be stuffed in accordance with FM 3-35, Army Deployment and Redeployment; DA Pamphlet 740-1, Military Packaging and Packing; and SDDC/TEA Pam 55-23, Containerization of Military Vehicles.

b. BBPCT materials for stuffing unit containers will be listed in unit movement plans. These items may be obtained through the local Self Service Supply Center, the DPW, or local purchase.

K-10. Control and Accountability

a. Units are responsible for updating the Global Combat Support System-Army (GCSS-A) to the appropriate property book for all unit-owned containers, including, but not limited to all property the unit purchased or have a transaction document for (i.e., TRICON, BICONs, QUADCONS, BOH, ISO flatracks, deployable medical shelters, tactical and communications shelters, BOH field pack-up (FPU)-8, BOH FPU -12, BOH FPU-20, BOH cargo-6, and BOH expeditionary container authorized stockage list (ECASL) containers).

b. Centrally-managed fleet (AIDPMO owned) are not maintained on unit property book. They are identified by an Owner DODAAC of “W90Z3U” in JCM.

c. ISO containers not owned by the unit are not authorized to be placed on unit property book but, must be maintained in the JCM system. The authoritative source for container ownership is the DOD ISO registry, resident in the JCM system.

d. Unit CCO must coordinate with SDDC AIDPMO on any discrepancies between the unit ownership (property book) and ownership data in the JCM system (DOD ISO register).

e. LRCs will not place the centrally-managed fleet containers on the installation property book.

f. AIDPMO maintains the DOD ISO registry for all DOD-owned containers. The JCM system allows for automated management and movement reporting. The ITOs will direct questions on ownership of containers to AIDPMO.

g. LRC will sub-hand receipt the centrally-managed fleet containers to units at the time of deployment. LRCs and units will initiate report of survey and/or other required documentation per AR 735-5 for any lost, damaged, or destroyed container assets.

h.Lateral transfer of containers between installations must be directed by AIDPMO using procedures described in AR 735-5 if transportation costs associated with return of empty containers to an installation are not economically feasible.

i. The installation CCO is responsible for container control, accountability, and certification. However, the CCO may task units having possession of assigned containers to perform inventory and certification functions. If tasked, the unit commander will designate personnel within his/her unit to become certified through training to inspect/re-inspect deployable containers.

K-11. Requests for Additional Containers

a. Units participating in a major OCONUS exercise and/or contingencies will identify their needs through command channels to the ITO NLT four months prior to equipment movement, or as soon as deployment orders are received. If containers are unavailable at installation level, LRCs will contact FORSCOM DCS, G-4, Mobility OPS, who will validate the requirement and pass the request to AIDPMO to fill. Approval for installations to locally purchase containers will be on an exception basis. Approval must be obtained from the funding agency and AIDPMO.

b. For contingencies, if the unit receives incremental cost reimbursement to purchase containers, the containers must be returned to the nearest installation upon redeployment.

c. RC units are not authorized to lease or purchase containers for contingency movements from the HS to the MFGI Units shipping equipment prior to arrival at MFGI will submit container requirements to the supporting ITO.

K-12. Inspection Requirements for ISO Containers

a. All ISO containers that move in the Defense Transportation System (DTS) must be certified to meet CSC standards identified in MIL-STD 3037, Container Inspection Handbook for Commercial and Military Intermodal Containers. Inspectors will follow the Container Inspection Checklist contained in MIL-STD 3037 and record the required repairs on DA Form 2404. Completed forms will be uploaded into the JCM system for each container.

Note: CSC standards do not apply to ISU containers. Units should inspect ISU containers using TO 35D33-2-2, to ensure they conform to Air Force transportability standards. No formal inspection reporting is required.

b. A container is unacceptable for loading with any type of cargo if the DD Form 2282 decal has expired or indicates it will expire within 60 days. New manufactured ISO containers, regardless of source, come with CSC safety approval plate showing the month and year the equipment must be re-inspected. New manufactured containers will be re-certified/re-inspected five years from date of manufacture. All other ISO containers require inspections every 30 months or 60 days prior to the expiration date on the DD Form 2282, whichever date is earlier. A CSC DD Form 2282 decal are applied to containers that pass a CSC re-certification/re-inspection. The inspector will punch the new expiration date on DD Form 2282, indicate IMDG or non IMDG loading level, and apply the decal to the safety approval plate. For more information on the DD Form 2282 decals' color scheme and dates see DTR 4500.9-R, Part VI, chapter 603 and chapter 604. Under no circumstances will DD Form 2282 be painted over or covered. CSC re-certification/re-inspection DD Form 2282 decals are maintained and issued by the AIDPMO. Send CSC inspection decals request to: AIDPMO, 1 Soldier Way, Scott AFB, IL 62225 or e-mail: usarmy.scott.sddc.mbx.g3-aidpmo-maintenance@mail.mil.

c. LRCs/units should plan inspections so that certification does not expire during a deployment/redeployment. A container will not be accepted for loading if the DD Form 2282 indicates that a re-inspection is due in 60 days or less. If the certification expires in transit, loaded container will be detained at the port until a re-inspection is performed.

d. Only individuals who have attended the Intermodal Dry Cargo Container CSC Re-inspection Course conducted by the U.S. Army Defense Ammunition Center (DAC) are qualified to perform re-inspections and apply the DD Form 2282 to the container. The DAC has also established a distance learning center course for this training. Untrained inspectors who perform the re-inspection or places DD Form 2282 on a container are subject to punishment under 18 United States Code 1001. Trained inspectors who carelessly perform inspections are also subject to this code. Information on the course can be obtained from DAC by calling DSN 826-4745 or commercial 1-877-251-0730. Individuals can register for the distance learning course in ATRRS.

e. LRC will maintain CSC inspection records for the centrally managed fleet containers on the installation and attach copies to the container record in JCM AIDPMO maintains CSC inspection reports on Army containers. Records must include the ISO number, next inspection date, asset type, manufacture Serial number, year built and inspector signature. Any container inspection report must be made available to the U.S. Coast Guard upon request. LRCs maintain current inspection records until the next re-inspection is completed.

f. Cost of re-inspection, whether completed in-house or contracted-out, is normally the responsibility of the owner. However, re-inspection costs associated with the centrally-managed fleet containers are the responsibility of the installation possessing the container when re-inspection is due.

K-13. Maintenance Expenditure Limit

a. Maintenance Expenditure Levels (MELs) are established based on estimated costs for container repair versus replacement. Total cost to repair items cannot exceed the cost of replacement. Primary factors used to determine values are reliability and durability that influence operational and logistical effectiveness. Organization (user) level maintenance costs will not be included in repair cost estimates.

b. Maintenance Expenditure Limits are maximum dollar amounts that can be spent for one-time repair to return an item to fully serviceable condition. The MELs for all containers will not exceed 65 percent of the current acquisition cost for one-time repair. The AIDPMO can approve waiver requests for repairs that exceed MELs.

K-14. Turn-in to the Defense Logistics Agency (DLA) Disposition Services

a. Units/organizations and LRC must have written (e-mail) approval from AIDPMO, regardless of ownership, before turn-in. AIDPMO will update the JCM system and DOD ISO registry.

b. Unit-owned containers: The DD Form 1348-1 is prepared by the owning property book officer (PBO). Unit will turn in the container and provide a

signed copy of the DD 1348-1 by DLA to the PBO to adjust the property records accordingly.

c. Units in possession of AIDPMO-owned (W90Z3U) containers will turn in the container to the LRC. LRC will prepare the DD1348-1.

d. Units and LRC will attach/upload a signed copy of the DD 1348-1 to the container record in JCM.

e. Per AIDPMO instruction, containers turned into DLA will have all markings and CSC Safety Approval data plate removed.

K-15. Maintenance and Repair

a. Maintenance and repair of containers must be in accordance with current editions of IMDG Code standards, TB 55-8115-200-23 (Standards of Maintenance of MILVAN Containers), TM 55-8115-200-23P (Organizational and Direct Support Maintenance Manual), and other appropriate certified repair manuals.

b. Maintenance and repair of containers is the responsibility of the LRCs or unit accounting for the container on its property book. See AR 735-5 for more information.

c. For the centrally-managed fleet containers needing repair, the activities possessing the containers when deficiencies are noted are responsible for coordinating with Installation Container Repair facility, to ensure required maintenance/repair is performed. Required repairs are documented on DA Form 2404 and forwarded to address shown in Appendix K-12.

d. For DOD leased containers, repair will only be authorized by AIDPMO if a requirement exists and no other containers are available.

K-16. Joint Container Management (JCM) System

a. The Joint Container Management system is the system of record for all DOD containers.

b. The unit CCO is responsible for updating and maintaining all ISO containers and equipment in the JCM system of record for all DOD intermodal container system.

c. All ISO containers and ISO configured equipment owned and on-hand regardless of ownership and regardless of ISO owner markings must be inventoried and reported in the JCM system.

d. Other pertinent information used in identifying containers such as DOD activity address code ownership (DODAAC), current location, and condition must be updated in the JCM system.

e. The convention for safe containers (CSC) inspection due dates must be reported in the JCM system, the inspection grade reported on the existing 2282 (IMDG or NON-IMDG), and the year built (mm/yy) from the CSC safety approval plate.

f. All ISO containers must be reported using a complete ISO number. The complete ISO number consists of 11 characters. Do not use spaces, dashes, parenthesis or special characters. Example: usau1234567.

g. A copy of all CSC inspection reports such as the DA Form 2404 "equipment inspection and maintenance worksheet" and MIL-STD 3037 inspection checklists used for ISO containers within their AOR must be attached in the JCM

system. The DA Form 2404 must be completed and signed by a certified container inspector.

K-17. Storage Containers

a. Storage containers are non-seaworthy containers identified for non-transportation purposes.

b. Containers offered up for non-transportation purposes must be approved by SDDC AIDPMO.

c. Upon approval and direction by SDDC AIDPMO, containers used for non-transportation purposes (e.g., installation storage sheds, mock operation training villages, and bomb practice targets) must have their ISO container numbers and CSC safety plates removed and are not to be included in the inventory count.

d. Storage containers will not be reported on any property book.

e. Deployable containers used strictly for storing unit equipment (not deploying) must be transferred to storage containers (based on availability).

f. Unit CCO can coordinate for storage containers from their servicing LRC; however, it is based on availability.

K-18. Found on installation (FOI) containers

Unaccounted containers found on installation within the unit footprint must be accounted for in the JCM system. Unit CCO must contact SDDC AIDPMO for assistance processing instructions.

K-19. Container Markings and Shipping Requirements

a. ISO Marking Requirements:

ISO Marking Requirements:
A: ISO Container Number (6 Places on container)
B: Country Code, Size and Type Code
C: Max Gross, Tare, Payload, Cube
D: Container Safety Convention (CSC) Safety Approval Plate

*** Army-owned containers require a valid "USAU" number**

**** Units containers without a "USAU" number will contact AIDPMO for re-stenciling guidance**

b. Shipping Requirements:

Shipping Requirements:
G: Radio Frequency Tag (RF-ID Tag)
H: Military Shipping Label (MSL)
I: Shipping Documentation
J: Seal (Non-Sensitive Items)
K: One-time Locking Seal (Sensitive Items)
L: HAZMAT Placards (HAZMAT Containers)
M: Standard Lock

c. FORSCOM Requirements:

FORSCOM Marking Requirements:
E: Unit Identification Code (UIC)
Shipment Unit Number (SUN)
F: Affixed DD FM 2282 on CSC Plate
IAW DTR 604 Part VI

d. BICON/TRICON/QUADCONs:

ISO Marking Requirements:

BICON/TRICON/QUADCON have the same ISO Marking requirements as a 20ft Container with exception of:

B: Country Code, Size and Type Code
* NOTE: This marking only on BICON

e. Common Container Types:

COMMON CONTAINER TYPES

20 Foot Dry Storage Shipping Container
Exterior Dimensions: L: 20' x W: 8' x H: 8'
Interior Dimensions: L: 19.3' x W: 7.7' x H: 7.8'
Door Opening: H: 7' x W: 7'

TRICON Shipping Container System

SINGLE

LINKED SYSTEM

Exterior Dimensions: L: 6.5' x W: 8' x H: 8'
Interior Dimensions: L:6.4' x W: 7.5' x H: 7.4'
Door Opening: H: 7' x W: 7' 8"
Linked System = 1 each Twenty Foot Equivalent Unit (TEU)
Connector Requirements: 4 each to connect to sister container / 8 total required to connect 3 each TRICONs into 1 each TEU

QUADCON Shipping Container System

SINGLE

LINKED SYSTEM

Exterior Dimensions: L: 4' 9" x W: 8' x H: 8'
Interior Dimensions: L: 4' 7" x W: 7.5' x H: 7.5'
Door Opening: H: 7' x W: 4.5'
Linked System = 1 each Twenty Foot Equivalent Unit (TEU)
Connector Requirements: 4 each to connect to sister container / 12 total required to connect 4 each quadcons into 1 each TEU

Container Connector (Knuckle): Used to connect TRICON / QUADCON Systems

BOH - FPU COMMON CONTAINER TYPES

BOH CARGO: 12' Shipping Container
Exterior Dimensions: L: 12.7' x W: 8' x H: 7.6'

20' Expandable Command Center
Exterior Dimensions: L: 2' x W: 8' x H: 8'

BOH CARGO: 6' Shipping Container
Exterior Dimensions: L: 6' x W: 8' x H: 6'

- These represent common unit owned BOH-FPU Containers, not an all inclusive list
- BOH-FPU full compliment of systems can be found at http://www.bohfpusystems.com/
- BOH-FPU Containers **commonly do not ship by rail** due to inability to use rail locking mechanisms
  - BOH-FPU systems connected using knuckles making a Twenty Foot Equivalent Unit (TEU) *may* ship by rail
  - Check with Installation Transportation Officer (ITO) during shipment planning phase

Appendix L
Radio Frequency Tags

L-1. General: Radio Frequency Identification (RFID) technology enables in-transit visibility (ITV) of deployed unit equipment by the combatant commanders and commanders at all levels.

L-2. Policy:

a. FORSCOM deploying units will fund, purchase, account for, and maintain an appropriate amount of RFID tags (based on UDL and spares) prior to deployment. When ordered to deploy, units will write and apply RFID tags on all ISO containers, aerial pallets, tracked and wheeled vehicles and skid-mounted equipment for movements to and from OCONUS and CONUS movements in support of CCDR, JRTC, NTC and combat maneuver training locations. Blank, or unwritten RIFD tags will not be applied to containers or equipment.

b. Units will use RFID Tags to track unit equipment, sensitive items, and/or supplies through the deployment and redeployment process. Content level detail will be provided in accordance with current DOD RFID tag data standards and DTR Part II Cargo Movement Appendix K. Units will use the free text portion of the Joint Total Asset Visibility (JTAV) format to input Type Data Code (TDC) and a unit's POC name with telephone number.

c. Utilization of Systems, Portable Deployment Kits (PDKs) or Automatic Identification Technology (AIT) packages should be established at OCONUS sites for an exercise or redeployment. Units must produce new MSLs/RFIDs for redeployment, and do not use same labels/RFID data to redeploy as they do not reflect correct to/from and reconfigured data of redeployment equipment.

d. IAW AR 525-93, Chap 2-11, FORSCOM will ensure subordinate units properly prepare vehicles and equipment for shipment, to include securing basic issue items (BII), weighing, and affixing the necessary markings, labels, and ITV devices to their equipment and 463L pallets, that is, military shipping labels (MSLs) and Radio Frequency Identification (RFID) tags. See this regulation, Appendix K: Containers for RFID Tag placement illustration.

e. RFID tags will be written with level 4 and/or level 6 (Containers/TRICONs/QUADs/other like type) unit detail. Shipment content detail at a minimum must identify a complete shipment entity, which is a single shipment unit, or a consolidated shipment unit. For unit deployments, the minimum data elements are:

(1) Lead Transportation Control Number (TCN)
(2) Container or pallet number
(3) Consignee = Receiver Department of Defense Activity Address Code (DODAAC)
(4) Consignor = Shipper DODAAC
(5) Hazardous material code (E = ammunition; J=hazardous or dangerous; V=Government vehicles, trailers, wheeled guns and aircraft; X= GENOS [general cargo, not otherwise specified])
(6) Commodity (the cargo being transported to and from locations)
(7) Nomenclature (description of cargo)

(8) Document number (a number generated by the consignee to indicateor describe cargo)
(9) National stock number (NSN)
(10) Unit of Issue (UI)
(11) Quantity of each item
(12) Intermediate TCN (if applicable)
(13) Military service or branch (Army, Navy, Marines, Air Force)
(14) Commodity class (I through X)
(15) Name of operation, exercise, or contingency

IAW AR 700-80: Army In-Transit Visibility Chapter 1-12 and 1-15; AR 525-93, Table C6 (CONUS/ Table C7 (OCONUS); Title 49 CFR (HAZMAT/AMMO); and Defense Transportation Regulation (DTR) Part II, Cargo Movement, Appendix O: Unit Move Documentation and Appendix K: RFID.

f. Major Subordinate Command Commanders must identify the following:
(1) The quantity of RFID tags required to support all Unit Deploymentsfrom designated Installation(s).
(2) Metric/reporting of number of RFID tags on hand at a designated Installation.
(3) Number of RFID tags required to support all Unit Deployments at a designated Installation.
(4) Establish/Incorporate ITV policy procedures that will—
(a) Ensure compliance with Army ITV policy and guidance.
(b) Ensure unit movement reporting, tagging, and labeling of unit equipment.
(5) Develop accurate source data in deployment Automated Information Systems (AIS)for use in TPFDD development and refinement, ensuring that the appropriate Automatic Identification Technology (AIT) is applied to unit equipment and supplies, and reporting information through AIS to enable ITV.
(6) Develop and implement plans to—
(a) Establish and maintain an ITV program to support the theater consistent with AR 700-80.
(b) Ensure units have a sufficient quantity of AIT hardware to support deployment/redeployment operations and ensure that installations maintain operational ITV server connectivity so that deploying unit equipment is captured in the ITV system upon movement from the installation to the port of embarkation (POE).
(c) Assist deploying/redeploying units in populating tags with data.
(d) Ensure AIS supports ITV of inbound and outbound sustainment cargo.
(e) Maintain oversight of the theater ITV program.
(f) Verify RFID AIT interrogator locations with Installation ITO.

g. Additionally Commanders of units and unit movement officers will—
(1) Incorporate ITV requirements in their unit deployment plan.
(2) Ensure the organizational equipment list is current and accurate.
(3) Label and tag deploying equipment properly to provide ITV.

(4) Ensure Soldiers have a current common access card.

(5) Ensure accurate source data is fed to deployment AIS and that all unit equipment and supplies are accurately marked by application of the appropriate AIT and shipping labels.

(6) Use, account for, recover, and return AIT hardware per supply accountability procedures.

(7) Track movement of unit equipment throughout deployment via the national radio frequency (RF) ITV server, the IGC, or subsequent system and report discrepancies and/or loss of ITV immediately.

(8) Verify AIT interrogator locations with Installation ITO.

(9) Use the Transportation Coordinator's Automated Information for Movements Systems II to create an accurate organizational equipment list that identifies all personnel, equipment, and supplies assigned to their unit identification code (UIC) and any derivative UICs.

(10) Ensure data is accurately reflected in the appropriate device.

L-3. Responsibilities

a. Installations will:

(1) Assist units in writing RFID tags.

(2) Instruct units in the proper placement of RFID tags on unit equipment.

(3) Ensure MSLs have been generated and affixed to RF tag prior to movement.

b. Units will:

(1) Fund, purchase, account for, and maintain an appropriate amount of RFID tags (based on UDL and spares)

(2) Ensure RFID tags are applied to the appropriate deploying unit equipment.

(3) UMO will ensure proper accountability for RFID tags under their responsibility.

(4) Following redeployment, ensure tags are erased and expeditiously returned to the unit's inventory for reuse.

(5) Store the lithium batteries in the tags in an inverted position (turned upside down to ensure no battery connection to preserve energy in battery and to prevent the emission of a signal to the server), when deployed and not in use to prevent over interrogation, which could lead to battery failure and lost visibility.

L-4. Control and Accountability:

a. The RFID Tags do not require property book accounting. However, RFID Tags should be treated as a durable item that must be controlled /returned to the POC.

b. When not in use, FORSCOM s will secure all tags for reuse.

c. Upon arrival at a destination, RFID tags will be removed from the equipment, batteries deactivated and turned into the unit's UMO/POC for redeployment or storage. Unit UMOs are responsible for maintaining accountability of RFID tags used for redeployment or assigned to another deployment mission.

L-5. Training:

a. The RFID tag training for movement officers is provided by the brigade mobility warrant officers. In addition, the transportation school provides limited RFID tag training in the TC-AIMS II course. AMIS RFID on-line training is available through the AMIS RF-ITV Learning Portal, http://www.usarmyamis.army.mil/RF-ITV_Resources.html .

L-6. Funding, Purchase and Maintenance:

a. Funding. FORSCOM s are responsible for funding and purchasing RFID tags and equipment to meet deployment requirements. The cost of RFID tags and equipment is considered a normal cost of transportation and logistics and as such will be funded using operations and maintenance or contingency funds.

b. Purchase. FORSCOM s may procure RFID tags and accessories from two sources: The Defense Logistics Agency (DLA) via normal supply channels or AMIS contracts. Statement of work, ordering instructions and contract officer representative (COR) contact information is available at http://www.usarmyamis.army.mil/Contracts_RFIDIV.html .

c. NSNs for current RFID devices may be located at: http://www.usarmyamis.army.mil/NSN.html . For complete list of NSNs visit: http://www.pdamis.army.mil/Contracts/nsn_for_rfidiv.htm.

d. Resource managers should provide funding forecasts to the FORSCOM DCS, G8. Units will perform limited maintenance, which is generally restricted to cleaning and battery replacement in accordance with manufacturers' manuals. Only RFID tags and hardware bought using the AMIS contracts have a 3-year warranty which includes all parts, labor, and transportation costs. During this time, s should contact the COR or contractor if purchased directly for return or repair of unserviceable RFID tags, accessories or hardware.

Appendix M

Hazardous Material Shipments

M-1. Introduction

The purpose of this appendix is to provide general HAZMAT guidance that will serve to alert commanders and CMOs that certain equipment/cargo may be hazardous and may require special packaging, documentation, marking, labeling and placarding. Appendix M attempts to simplify a very technical area to ensure a move is properly planned and executed. It is not intended to replace the detailed regulatory guidance required by certifiers, packers, and handlers.

M-2. Common Hazards

The following is a list of hazardous materials, as defined by Federal and International regulations, commonly shipped by deploying units:

Class 1: Explosive:
Munitions
Trainer Missiles
Flares and Pyrotechnics Class 2: Compressed Gas:
Class 2: Compressed Gases
Oxygen Cylinders
Acetylene Cylinders
Propane
Butane
Fire Extinguishers
Class 3: Flammable & Combustible Liquids:
Mogas
Diesel Fuel
Jerry Cans – Empty and Full
Fuel Tankers - Empty and Full
Denatured Alcohol Mineral Spirits Paint
Paint Thinner
Iodine
Class 4: Flammable Solids:
Meal, Ready-to-Eat Heat Tabs Class 7: Radioactive Material:
Electronic Tools with Radio Active Components
Radioactive alarms
Class 8: Corrosives:
Alkaline Batteries
Vehicle Batteries Battery Acids
Class 9: Misc Dangerous Goods:
Lithium Batteries

In addition the following items may be regulated but fall into differing classes depending on product/stock number used:

Vehicles
POL Products Pesticides Insecticides Antifreeze Detergent (DS-2) Windshield Fluid Aerosols, De-icing solutions.

M-3. Shipping Documentation

The following paragraphs provide the shipping documentation required for moves.

a. Bill of Lading. The BL is the shipping document completed by the Freight Office (ITO) for commercial rail and truck shipments. The certifier will complete and sign the DD Form2890, Multimodal Dangerous Goods Declaration (Figure M-1), to provide the ITO. The ITO will attach this form to the BL, or transfer the information to the BL and sign the certifying statement. The certifier for both forms must have been trained by a DOD approved school within the past 24 months (see Appendix J-5.).

b. International Air Transport Association (IATA) Shipper's Declaration for Dangerous Goods (Figure M-6). For military/DOD-controlled chartered air and commercial scheduled air, that will complete and sign the Shipper's Declaration for Dangerous Goods to move hazardous materials. For commercial scheduled air, the HAZMAT certifier must have been trained by a DOD approved school within the past 24 months. For military/DOD-controlled charter air, the certifier must have been trained by a DOD approved school, or been qualified as a Technical Specialist within the past 24 months. (See Appendix J-5).

Note: The DD Form 1387-2 is still required to identify items which are classified, protected, or otherwise require special handling moving on DOD owned or controlled aircraft.

c. DD Form 626, Motor Vehicle inspection (Transporting Hazardous Materials). Figure M-4.

(1) The DD Form 626 will be used for inspecting both commercial and government vehicles moving placarded quantities of hazardous material on public roads. The inspector signing the form must be knowledgeable of the vehicle and have received HAZMAT training.

(2) Government inspectors will conduct a detailed inspection of commercial vehicle.

(3) Shipments will not be loaded or transported in a vehicle until DD Form 626 requirements checked as unsatisfactory are corrected. Corrected deficiencies will be entered in the remarks column opposite the item.

(4)One copy will be provided to the Freight Office (ITO) and one copy will be carried by the driver. Copies will be retained by the installation until the move is completed.

d. DD Form 2890, DOD Multimodal Dangerous Goods Declaration (Figure M-1).

(1) The DD Form 2890 will be used by the unit to certify HAZMAT moving by military owned vehicles (MOV), commercial truck, commercial rail, and commercial/military vessel. For multimodal moves by surface, need only complete the DD Form 2890, certifying to the most stringent hazard mode. The emergency response instructions provide information to protect drivers, the cargo, the vehicle, and other life and property from fire, accident, or vehicle breakdown. Appropriate instructions contained in the DOT Emergency Response Guidebook must be attached to the form.

(2) The DD Form 2890 will be completed and signed for each vehicle by the HAZMAT certifier.

(3) One copy of the form will be retained by the installation, one copywill accompany the vehicle, and two copies will be placed on containers (one inside/one outside).

(4) When the form is being used to certify hazardous materials moving by military vehicles in CONUS.

(5) One copy of DD Form 2890 will be retained by the installation, one copy accompany the vehicle, two copies placed on containers (one on the inside/one on the outside), and one copy provided to the ITO.

(6) Instructions for completing DD Form 2890 are contained in Figure M-3.

e. DD Form 2781, Container Packing Certificate or Vehicle Packing Declaration. Will complete and attach this form to the DD Form 2890 for OCONUS sea movement.

M-4. DOT Exemptions

a. DOT-E 3498. For surface movements, SDDC can invoke DOT-E 3498 for contingency operations. Among its provisions, this exemption allows for loading of ammo and other hazardous materials in vehicles as secondary loads and for compatibility deviations. Materials must be packed in DOD/DOT approved packaging. It also permits shippers to fill fuel tanks to 3/4 full. A copy of this exemption must accompany the shipment.

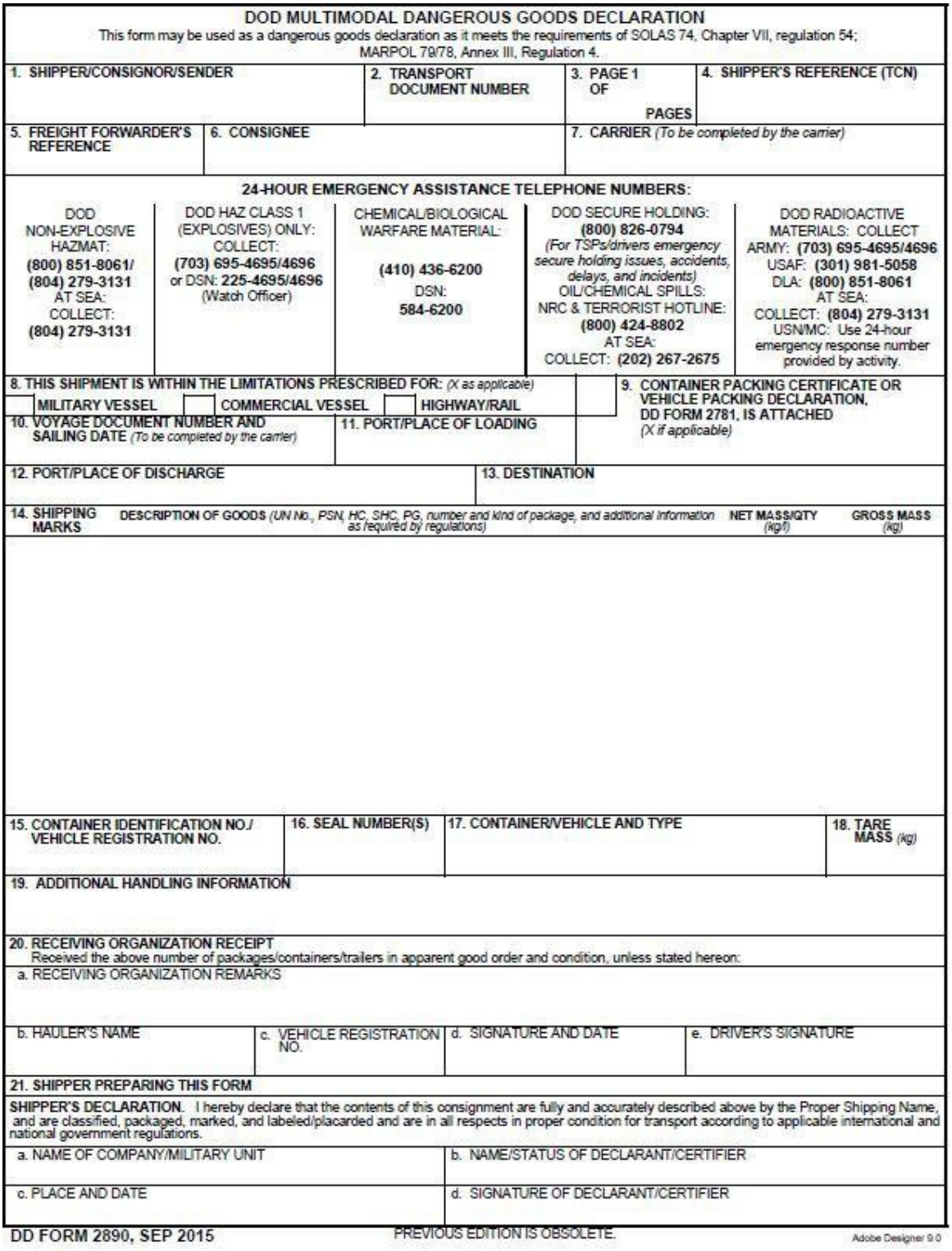
b. DOT-E 7280. For exercises only, DOT-E 7280 authorizes shippers to fill vehicle fuel tanks to 3/4 full for surface moves. This is a standing exemption and does not require SDDC authorization.

c. DOT-E 7573. For tactical, contingency, or emergency movement using commercial airlift, DOTE 7573 authorizes the shipment of hazardous materials by DOD contract airlift and civil air operations under contract to AMC. It requires AMC approval. See attachment 23 in TM 38-250.

d. Copies of exemptions can be found at http://hazmat.dot.gov/exempapp/exemptions/docs/. For information concerning DOT exemptions, contact the following Army Points of Contact:

Ammo and related Exemptions
Commander, U.S. Army Joint Munitions Command (JMC)
ATTN: AMZJM-MMT
Rock Island, IL 61299-6000
DSN 793-8557/4323
Commercial (309)782-8557/4323

Missiles and Related Exemptions
Commander, U.S. Army Aviation and Missile Command (AMCOM)
ATTN: SFAE-MSLS-L
Redstone Arsenal, AL 35898-5110
DSN 788-3394/3108
Commercial (256) 876-3394/876-3108



DOD MULTIMODAL DANGEROUS GOODS DECLARATION

This form may be used as a dangerous goods declaration as it meets the requirements of SOLAS 74, Chapter VII, regulation 54; MARPOL 79/78, Annex III, Regulation 4.

1. SHIPPER/CONSIGNOR/SENDER	2. TRANSPORT DOCUMENT NUMBER	3. PAGE 1 OF PAGES	4. SHIPPER'S REFERENCE (TCN)
5. FREIGHT FORWARDER'S REFERENCE	6. CONSIGNEE	7. CARRIER *(To be completed by the carrier)*	

24-HOUR EMERGENCY ASSISTANCE TELEPHONE NUMBERS:

DOD NON-EXPLOSIVE HAZMAT: (800) 851-8061/ (804) 279-3131 AT SEA: COLLECT: (804) 279-3131	DOD HAZ CLASS 1 (EXPLOSIVES) ONLY: COLLECT: (703) 695-4695/4696 or DSN: 225-4695/4696 (Watch Officer)	CHEMICAL/BIOLOGICAL WARFARE MATERIAL: (410) 436-6200 DSN: 584-6200	DOD SECURE HOLDING: (800) 826-0794 *(For TSPs/drivers emergency secure holding issues, accidents, delays, and incidents)* OIL/CHEMICAL SPILLS: NRC & TERRORIST HOTLINE: (800) 424-8802 AT SEA: COLLECT: (202) 267-2675	DOD RADIOACTIVE MATERIALS: COLLECT ARMY: (703) 695-4695/4696 USAF: (301) 981-5058 DLA: (800) 851-8061 AT SEA: COLLECT: (804) 279-3131 USN/MC: Use 24-hour emergency response number provided by activity.

8. THIS SHIPMENT IS WITHIN THE LIMITATIONS PRESCRIBED FOR: *(X as applicable)* ☐ MILITARY VESSEL ☐ COMMERCIAL VESSEL ☐ HIGHWAY/RAIL		9. CONTAINER PACKING CERTIFICATE OR VEHICLE PACKING DECLARATION, DD FORM 2781, IS ATTACHED *(X if applicable)*
10. VOYAGE DOCUMENT NUMBER AND SAILING DATE *(To be completed by the carrier)*	11. PORT/PLACE OF LOADING	
12. PORT/PLACE OF DISCHARGE	13. DESTINATION	

14. SHIPPING MARKS	DESCRIPTION OF GOODS *(UN No., PSN, HC, SHC, PG, number and kind of package, and additional information as required by regulations)*	NET MASS/QTY *(kg/l)*	GROSS MASS *(kg)*

15. CONTAINER IDENTIFICATION NO./ VEHICLE REGISTRATION NO.	16. SEAL NUMBER(S)	17. CONTAINER/VEHICLE AND TYPE	18. TARE MASS *(kg)*

19. ADDITIONAL HANDLING INFORMATION

20. RECEIVING ORGANIZATION RECEIPT

Received the above number of packages/containers/trailers in apparent good order and condition, unless stated hereon:

a. RECEIVING ORGANIZATION REMARKS

b. HAULER'S NAME	c. VEHICLE REGISTRATION NO.	d. SIGNATURE AND DATE	e. DRIVER'S SIGNATURE

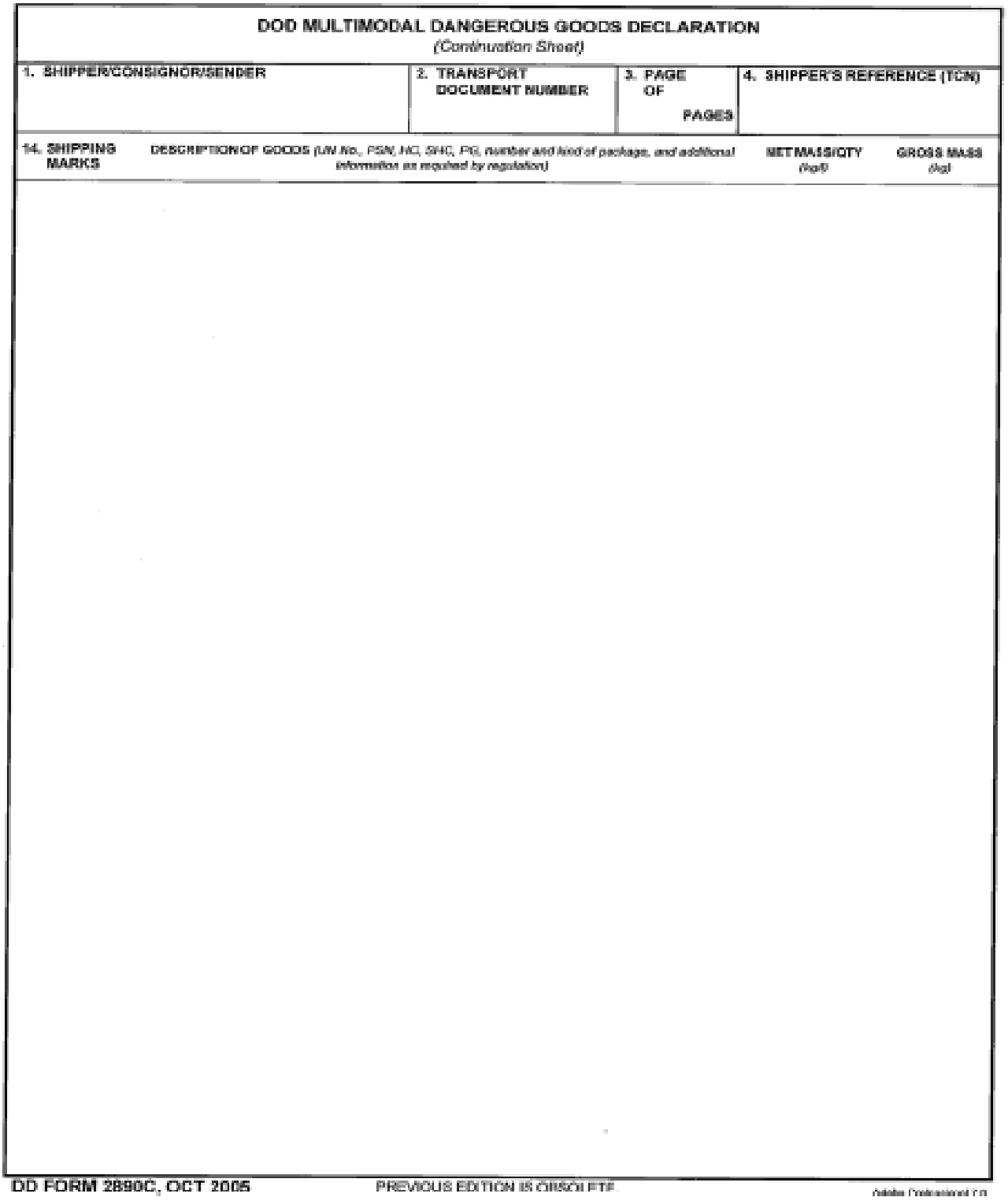
21. SHIPPER PREPARING THIS FORM

SHIPPER'S DECLARATION. I hereby declare that the contents of this consignment are fully and accurately described above by the Proper Shipping Name, and are classified, packaged, marked, and labeled/placarded and are in all respects in proper condition for transport according to applicable international and national government regulations.

a. NAME OF COMPANY/MILITARY UNIT	b. NAME/STATUS OF DECLARANT/CERTIFIER
c. PLACE AND DATE	d. SIGNATURE OF DECLARANT/CERTIFIER

DD FORM 2890, SEP 2015 PREVIOUS EDITION IS OBSOLETE. Adobe Designer 9.0

Figure M-1. DD Form 2890 - DOD Multimodal Dangerous Goods Declaration



DOD MULTIMODAL DANGEROUS GOODS DECLARATION
(Continuation Sheet)

1. SHIPPER/CONSIGNOR/SENDER	2. TRANSPORT DOCUMENT NUMBER	3. PAGE OF PAGES	4. SHIPPER'S REFERENCE (TCN)

14. SHIPPING MARKS	DESCRIPTION OF GOODS *(UN No., PSN, HC, SHC, PG, number and kind of package, and additional information as required by regulation)*	NET MASS/QTY *(kg/l)*	GROSS MASS *(kg)*

DD FORM 2890C, OCT 2005 PREVIOUS EDITION IS OBSOLETE

Figure M-2. DD Form 2890C - DOD Multimodal Dangerous Goods Declaration (Continuation Sheet)

INSTRUCTIONS FOR COMPLETING DD FORM 2890,
DOD MULTIMODAL DANGEROUS GOODS DECLARATION

Item 1. Shipper/Consignor/Sender. Enter the address and telephone number where the HAZMAT was certified.

Item 2. Transport Document Number (Ocean container shipments only). The vessel manifest number to which the Multimodal Dangerous Goods Declaration will be attached may be entered in this block. The shipper need not enter this number. The accepting operator may enter it at the time it is assigned. Leave blank for breakbulk shipments. Shipper enters container "V" number.

Item 3. Page __ of __ Pages. Enter the page number and total number of pages. Example: Page 1 of 1.

Item 4. Shipper's Content Reference Number (TCN). Enter the 17-character TCN.

Item 5. Freight Forwarder's Reference. Leave blank.

Item 6. Consignee. Enter the six-digit DODAAC and/or the in-the-clear geographical location of the ultimate consignee (if known). For shipments of infectious substances, enter also the full address, name and telephone number of a responsible person for contact in an emergency.

Item 7. Carrier. Enter Vessel Carrier Name. To be completed by the carrier.

24 Hour Assistance Telephone Number(s). Circle applicable emergency number(s).

Item 8. Shipment Within the Limitations Prescribed for Military Vessel/ Commercial Vessel/Highway/Rail. Mark X in the appropriate block.

Item 9. Container Certification/Vehicle Declaration. Declarant must mark X if applicable. U.S. Coast Guard or port officials may require verification of the container certification/vehicle declaration. DD Form 2781 is a detailed checklist which meets USCG/Customs requirements. DD Form 2781 must be signed and attached to DD Form 2890.

Item 10. Voyage Document Number and Sailing Date (To be completed by the carrier). Enter the voyage document number and the date of sail.

Item 11. Port/Place of Loading. Enter the three-digit POE code and/or the in-the-clear geographical location of the port of embarkation.

Item 12. Port/Place of Discharge. Enter the three-digit POD code and/or the in-the-clear geographical location of the port of debarkation.

Item 13. Destination (in the clear). Enter destination address.

Item 14. Shipping Marks.
1. The identification number prescribed for the material as shown in Column (4) of the Section 49 CFR 172.101 table;
2. The proper shipping name prescribed for the material in Column (2) of the Section 172.101 table;
3. The hazard class or division number prescribed for the material, as shown in Column (3) of the Section 172.101 table. The subsidiary hazard class or division number is not required to be entered when a corresponding subsidiary hazard label is not required. Except for combustible liquids, the subsidiary hazard class(es) or subsidiary division number(s) must be entered in parentheses immediately following the primary hazard class or division number. In addition: The words "Class" or "Division" may be included preceding the primary and subsidiary hazard class or division numbers. The hazard class need not be included for the entry "Combustible liquid, N.O.S." For domestic shipments, primary and subsidiary hazard class or division names may be entered following the numerical hazard class or division, or following the basic description.
4. The packing group in Roman numerals, as designated for the hazardous material in Column (5) of the Section 172.101 table. Class 1 (explosives) materials; self-reactive substances; batteries other than those containing lithium, lithium ions, or sodium; Division 5.2 materials; and entries that are not assigned a packing group (e.g., Class 7) are excepted from this requirement. The packing group may be preceded by the letters "PG" (for example, "PGII");
5. Enter additional information from the IMDG, chapter 5.4, as required (i.e. Marine Pollutant, Flashpoint, Toxin Inhalation Hazard, RQ, etc.).
6. Enter the number and kind of packaging.

Item 14. Shipping Marks (Continued).
7. Except for transportation by aircraft, the total quantity of hazardous materials covered by the description must be indicated (by mass or volume, or by activity for Class 7 materials) and must include an indication of the applicable unit of measurement, for example, "200 kg" (440 pounds) or "50L" (13 gallons). The following provisions also apply: For Class 1 materials, the quantity must be the net explosive mass. For an explosive that is an article, such as Cartridges, small arms, the net explosive mass may be expressed in terms of the net mass of either the article or the explosive materials contained in the article.
8. Ammunition transported by Government Vehicle, Unit will enter the total net quantity for non-explosive material in metric measure. U.S. measure may be added in parentheses underneath the metric measure. For ammunition, enter the total number of rounds/articles and NEW in kg. Exception: Net total quantity is not required for bulk packages, empty packages and cylinders of Class 2.
9. Radioactive material. The description for a shipment of a Class 7 (radioactive) material must include the following additional entries as appropriate:
a. The name of each radionuclide in the Class 7 (radioactive) material that is listed in Section 173.435 of this subchapter. For mixtures of radionuclides, the radionuclides required to be shown must be determined in accordance with Section 173.433(g) of this subchapter. Abbreviations, e.g., "99 Mo," are authorized.
b. A description of the physical and chemical form of the material, if the material is not in special form (generic chemical description) is acceptable for chemical form).
c. The activity contained in each package of the shipment in terms of the appropriate SI units (e.g. Becquerels (Bq), Terabecquerels (TBq), etc.). The activity may also be stated in appropriate customary units (Curies (Ci), milliCuries (mCi), microCuries (uCi), etc.) in parentheses following the SI units. Abbreviations are authorized. Except for plutonium-239 and plutonium-241, the weight in grams or kilograms of fissile radionuclides may be inserted instead of activity units. For plutonium-239 and plutonium-241, the weight in grams of fissile radionuclides may be inserted in addition to the activity units.

Item 15. Container ID Number/Vehicle Registration Number. Enter ID number of the container or vehicle registration number. A dash (-) or blank space is acceptable before the check digit.

Item 16. Seal Number(s). Enter seal number installed on container.

Item 17. Container/Vehicle and Type. Enter type and size of container (20 or 40 ft.) or vehicle description (e.g., HUMVEE).

Item 18. Tare Mass (kg). Enter tare weight of the container.

Item 19. Additional Handling Information.
If applicable, provide additional handling instructions.
Enter the Emergency Response Guide (ERG) Number(s) of the HAZMAT and attach the specific ERG page to DD Form 2890.
If applicable, drivers transporting regulated HAZMAT on European highways must be provided Transport Emergency Cards (TREMCARDS) in the host nation language which must be attached to the shipping papers.

Item 20. Receiving Organization Receipt. Leave blank as this will be filled out by the receiving organization. Signing this block states that the shipment is in good order, unless otherwise noted.

Item 21. Shipper Preparing This Form.
a. Name of Company/Military Unit. Enter the name of company.
b. Name/Status of Declarant/Certifier. Enter the name and status of the person signing the form.
c. Place and Date. Enter the place and date the material was certified.
d. Signature of Declarant/Certifier. The person who certifies on behalf of DoD that the shipment complies with the applicable regulatory requirements must sign the form.

DD FORM 2890 (BACK), SEP 2015

Figure M-3. DD Form 2890 - DOD Multimodal Dangerous Goods Declaration (Back)

MOTOR VEHICLE INSPECTION (TRANSPORTING HAZARDOUS MATERIALS)

(Read instructions before completing this form.)

This form applies to all vehicles which must be marked or placarded in accordance with Title 49 CFR.	1. BILL OF LADING/TRANSPORTATION CONTROL NUMBER

SECTION 1 - DOCUMENTATION	ORIGIN a.	DESTINATION b.
2. CARRIER/GOVERNMENT ORGANIZATION		
3. DATE/TIME OF INSPECTION		
4. LOCATION OF INSPECTION		
5. OPERATOR(S) NAME(S)		
6. OPERATOR(S) LICENSE NUMBER(S)		
7. MEDICAL EXAMINER'S CERTIFICATE*		

8. *(X if satisfactory at origin)*						9. CVSA DECAL DISPLAYED ON COMMERCIAL EQUIPMENT*	YES	NO
a. HAZMAT ENDORSEMENT		d. ERG OR EQUIVALENT COMMERCIAL:	YES		NO			
b. VALID LEASE*		e. DRIVER'S VEHICLE INSPECTION REPORT*				a. TRUCK/TRACTOR		
c. ROUTE PLAN		f. COPY OF 49 CFR PART 397				b. TRAILER		

SECTION II - MECHANICAL INSPECTION

All items shall be checked on empty equipment prior to loading. Items with an asterisk shall be checked on all incoming loaded equipment.

10. TYPE OF VEHICLE(S)	11. VEHICLE NUMBER(S)

12. PART INSPECTED *(X as applicable)*	ORIGIN (1) SAT	ORIGIN (1) UNSAT	DESTINATION (2) SAT	DESTINATION (2) UNSAT		ORIGIN (1) SAT	ORIGIN (1) UNSAT	DESTINATION (2) SAT	DESTINATION (2) UNSAT	COMMENTS (3)
a. SPARE ELECTRICAL FUSES					k. EXHAUST SYSTEM					
b. HORN OPERATIVE					l. BRAKE SYSTEM*					
c. STEERING SYSTEM					m. SUSPENSION					
d. WINDSHIELD/WIPERS					n. COUPLING DEVICES					
e. MIRRORS					o. CARGO SPACE					
f. WARNING EQUIPMENT					p. LANDING GEAR*					
g. FIRE EXTINGUISHER*					q. TIRES, WHEELS, RIMS					
h. ELECTRICAL WIRING					r. TAILGATE/DOORS*					
i. LIGHTS AND REFLECTORS					s. TARPAULIN*					
j. FUEL SYSTEM*					t. OTHER *(Specify)*					

13. INSPECTION RESULTS *(X one)* **ACCEPTED** ☐ **REJECTED** ☐

(If rejected give reason under "Remarks". Equipment will be approved if deficiencies are corrected prior to loading.)

14. SATELLITE MOTOR SURVEILLANCE SYSTEM: *(X one)* ACCEPTED		REJECTED	

15. REMARKS

16. INSPECTOR SIGNATURE *(Origin)*	17. INSPECTOR SIGNATURE *(Destination)*

SECTION III - POST LOADING INSPECTION

This section applies to Commercial and Government/Military vehicles. All items will be checked prior to release of loaded equipment and shall be checked on all incoming loaded equipment.

	ORIGIN (1) SAT	ORIGIN (1) UNSAT	DESTINATION (2) SAT	DESTINATION (2) UNSAT	COMMENTS (3)
18. LOADED IAW APPLICABLE SEGREGATION/COMPATIBILITY TABLE OF 49 CFR					
19. LOAD PROPERLY SECURED TO PREVENT MOVEMENT					
20. SEALS APPLIED TO CLOSED VEHICLE; TARPAULIN APPLIED ON OPEN EQUIPMENT					
21. PROPER PLACARDS APPLIED					
22. SHIPPING PAPERS/DD FORM 2890 FOR GOVERNMENT VEHICLE SHIPMENTS					
23. COPY OF DD FORM 626 FOR DRIVER					
24. SHIPPED UNDER DOT SPECIAL PERMIT 868					

25. INSPECTOR SIGNATURE *(Origin)*	26. DRIVER(S) SIGNATURE *(Origin)*
27. INSPECTOR SIGNATURE *(Destination)*	28. DRIVER(S) SIGNATURE *(Destination)*

DD FORM 626, OCT 2011 PREVIOUS EDITION IS OBSOLETE. Page 1 of 3 Pages

Adobe Professional 8.0

Figure M-4. DD Form 626 - Motor Vehicle Inspection (Transporting Hazardous Materials)

CONTAINER PACKING CERTIFICATE
OR
VEHICLE PACKING DECLARATION

Person responsible for packing the cargo transport unit (vehicle/container) will complete the checklist. Cross out "vehicle" or "container", as applicable. After completion, sign the certificate.

1. It is declared that the undersigned has visually inspected (Container/Vehicle) Number: _____ (cross out whichever item does NOT apply) and it has been loaded/packed in accordance with the provisions of 5.4.2.1 (IMDGC) and CFR 49 and that (indicate "N/A" for all items that do NOT apply):

	a. The cargo transport unit (container/vehicle) was clean, dry, and apparently fit to receive the goods.
	b. If the consignment includes goods of class 1, other than 1.4, the cargo transport unit (container/vehicle) is structurally serviceable in conformity with 7.4.6 (IMDGC).
	c. Goods that should be segregated, have not been packed together onto or in the cargo transport unit (container/ vehicle) (unless approved by the competent authority concerned in accordance with 7.2.2.3 (IMDGC)).
	d. All packages have been externally inspected for damage, leakage, or sifting, and only sound packages have been packed.
	e. Drums have been stowed in an upright position, unless otherwise authorized by the competent authority.
	f. All packages have been properly packed onto or in the cargo transport unit (container/vehicle) and secured.
	g. When dangerous goods are transported in bulk packagings, the cargo has been evenly distributed.
	h. The cargo transport unit (container/vehicle) and packagings therein are properly marked, labeled, and placarded.
	i. When solid carbon dioxide (CO^2 - dry ice) is used for cooling purposes, the cargo transport unit (container/vehicle) is externally marked or labeled in a conspicuous place, such as the door, and with the words: "**DANGEROUS CO^2 - GAS (DRY ICE) INSIDE. VENTILATE THOROUGHLY BEFORE ENTERING**".
	j. The dangerous goods transport document required in 5.4.1 (IMDGC) has been received for each dangerous goods consignment packed in the cargo transport unit (container/vehicle).

2. PERSON RESPONSIBLE FOR PACKING

a. PRINTED NAME *(Last, First, Middle Initial)*	b. RANK/GRADE	c. TITLE	d. ORGANIZATION

e. PLACE PACKED	f. SIGNATURE	g. DATE *(YYYYMMDD)*

DD FORM 2781, AUG 2013 PREVIOUS EDITION IS OBSOLETE. Adobe Professional 9.0

Figure M-5. DD Form 2781 - Container Packing Certificate or Vehicle Packing Declaration

SHIPPER'S DECLARATION FOR DANGEROUS GOODS

(Provide at least two copies to the airline.)

Shipper

TRAFFIC MANAGEMENT FLIGHT
5236 CHASE ST
WRIGHT PATTERSON AFB, OH 45433-5501

PHONE NUMBER: (793)257-4409 DSN:787-4409

Air Waybill No.

Page 1 **of** 1 **Pages**

Shipper's Reference No. (optional) FB2300618090001XXX

Consignee

FB 5612
435 ABW LRS
RAMSTEIN AB, GERMANY

Two completed and signed copies of this Declaration must be handed to the operator.

WARNING

Failure to comply in all respects with the applicable Dangerous Goods Regulations may be in breach of the applicable law, subject to legal penalties. This Declaration must not, in any circumstances, be completed and/or signed by a consolidator, a forwarder, or an IATA cargo agent.

TRANSPORT DETAILS

This shipment is within the limitations prescribed for: *(delete non-applicable)*

PASSENGER AND CARGO AIRCRAFT

CARGO AIRCRAFT ONLY XXXX

Airport of Departure: DOV DOVER AFB, DE

Airport of Destination: RAMSTEIN AB, GERMANY

Shipment Type: *(delete non-applicable)*

NON-RADIOACTIVE

RADIOACTIVE XXXX

NATURE AND QUANTITY OF DANGEROUS GOODS

Dangerous Goods Identification							
UN or ID No.	Proper Shipping Name	Class or Division	Packing Group	Subsidiary Risk	Quantity and Type of Packing	Packing Inst.	Authorization
UN3166	ENGINES, INTERNAL COMBUSTION	9			1 DIESEL GENERATOR	A13.5	

ADDITIONAL HANDLING INFORMATION:
"Prior arrangements as required by IATA Dangerous Goods Regulations 1.3.3.1 have been made."
Prepared according to ICAO/IATA.
DIESEL FUEL, 3, 500 ML
1 EACH BATTERIES. WET FILLED WITH ACID. 8

1-800-951-9061/804-279-3131
24hr. Emergency Contact No.

I hereby declare that the contents of this consignment are fully and accurately described above by the proper shipping name and are classified, packaged, marked, labeled/placarded, and are in all respects in proper condition for transport according to applicable international and national government regulations.

Name/Title of Signatory: Alex Luccent, Warehouse Supervisor

Place and Date: WP APB, OH 45433 3 Jan 2011

Signature (see WARNING above)

FOR RADIOACTIVE MATERIAL SHIPMENT ACCEPTABLE FOR PASSENGER AIRCRAFT: THE SHIPMENT CONTAINS RADIOACTIVE MATERIAL INTENDED FOR USE IN OR INCIDENT TO RESEARCH, MEDICAL DIAGNOSIS, OR TREATMENT.

Figure M-6. Shipper's Declaration for Dangerous Goods (Sample – Engines)

Table List

Figure List

Illustrations List

Glossary

Section I
Abbreviations

ACL
Allowable Cabin Load

ACOM
Army Command

AIDPMO
Army Intermodal and Distribution Platform Management Office

AIT
Automated Identification Technology

ALD
Available to Load Date

AMC
U.S. Army Materiel Command

AMC
Air Mobility Command

AMCO
Air Movement Control Officer

AMOPES
Army Mobilization Planning and Execution System

ANSI
American National Standards Institute

AP3
Army Power Projection Program (AP3) (formerly ASMP)

APOE
Aerial Port of Embarkation

APS
Army Prepositioned Stocks

ARNG
Army National Guard

ARRTC
Army Reserve Readiness Training Command

ASCC
Army Service Component Command

AT
Annual Training

ATCMD
Advance Transportation Control and Movement Document

ATP
Army Techniques Publication

BBM
Blocking and Bracing Material

BBPCT
Blocking, Bracing, Packing, Crating, and Tie-down

BMC
Brigade Movement Coordinator

C-DAY
Commence Movement from Origin

CADS
Containerized Ammion Distribution System

CCDR
Combatant Commander

CCN
Convoy control number

CCO
Container Control Officer

CDDP
Command Deployment Discipline Program

CDE
Chemical Defense Equipment

CFR
Code of Federal Regulation

COMPASS
Computerized Movement Planning and Status System

CONPLAN
Concept Plan

CONUS
Continental ed States

CRAF
Civil Reserve Air Fleet

CRE
Contingency Response Element

CSC
International Convention for Safe Containers

CTA
Common Table of Allowance

DACG
Departure Airfield Control Group

DEA
Deployment Excellence Award

DMC
Defense Movement Coordinator

DOD
Department of Defense

DOL
Directorate of Logistics

DPMO
Deployment Process Modernization Office

DPW
Directorate of Public Works

DLA
Defense Logistics Agency

DDSB
Deployment and Distribution Support Battalion

DSN
Defense Switched Network

EAGLE - Expeditionary Air/Ground Liaison Element

ECS
Equipment Concentration Site

EDSS
Equipment Deployment and Storage System

EXMOVREP
Expedited Movement Reports

FC
FORSCOM

FORSCOM
United States Army Forces Command

GCCS
Global Command and Control System

HAZMAT
Hazardous Materials

HS
Home Station

HSM
Home Station Mobilization

HQDA
Headquarters Department of the Army

IATA
International Air Transport Association

IMCOM
U.S. Army Installation Management Command

ITV
In-transit visibility

ISO
International Organization for Standardization

ISU
Internal Airlift/Helicopter Slingable Container

ITO
Installation Transportation Office

ITV
In-Transit Visibility

JCS
Joint Chiefs of Staff

JFHQ
Joint Force Headquarters

JFHQ-ST
Joint Force Headquarters State

JOPES
Joint Operation Planning and Execution System

LAD
Latest Arrival Date

LRC
Logistics Readiness Center

MEL
Maintenance Expenditure Level

MFGI
Mobilization Force Generation Installation

MHE
Material Handling Equipment

MILVAN
Military-Owned Demountable Container

MOB
Mobilization

MSC
Military Sealift Command or Major Subordinate Command

MSL
Military Shipping Label

MTOE
Modified Table of Organization Equipment

NGB
National Guard Bureau

NTAT
Not To Accompany Troops

NTC
National Training Center

OCIE
Organizational Clothing and Individual Equipment

OCONUS
Outside Continental United States

OEL
Organizational Equipment List

OFC
Army Reserve Operational and Functional Commands

OPLAN
Operation Plan

OPORD
Operation Order

PBO
Property Book Officer

PCS
Permanent Change of Station

POD
Port Of Debarkation

POL
Petroleum, Oils and Lubricants

PSA
Port Support Activity

QUADCON
Quadruple container

RFID
Radio Frequency Identification

RLD
Ready-to-load date

RSC
Regional Support Command

SAAM
Special Assignment Airlift Mission

SDDC
Surface Deployment and Distribution Command

SDDC TEA
Surface Deployment and Distribution Command Transportation Engineering Agency

SMC
Site Movement Coordinator

SMCC
State Movement Control Center

SOP
Standing operating procedures

SPOD
Sea Port of Debarkation

SPOE
Sea Port of Embarkation

TAT
To Accompany Troops

TC-AIMS II
Transportation Coordinators' Automated Information for Movement System II

TCC
Transportation Component Command

TCMD
Transportation Control and Movement Document

TCN
Transportation Control Number

TCS
Temporary Change of Station

TDA
Table of Distribution and Allowances

TMT
Terminal Management Team

TOE
Table of Organization and Equipment

TOPS
Theater Operations

TPFDD
Time-Phased Force and Deployment Data

Trans Gp
Transportation Group

TRANSCOM
Transportation Command

TRICON
Triple container

TTB
Transportation Terminal Brigade/Battalion

UDL
Deployment List

UIC
Identification Code

ULN
Line Number

UMC
Movement Coordinator

UMD
Movement Data

UMO
Movement Officer

UMODP
Movement Officer Deployment Planning

USAR
United States Army Reserve

USARC
United States Army Reserve Command

USPFO
United States Property and Fiscal Officer (ARNG)

USTRANSCOM
United States Transportation Command

UTC
Type Code

Section II
Terms

Accompanying supplies. Any cargo other than TOE/MTOE equipment/items that accompany any cargo from the origin to POD, staging area, or objective area. (See FORSCOM Regulation 700-2).

Aerial Ports and Air Terminals. Focal point for aerial ports or air terminals is the Air Terminal Operations Center (ATOC). The ATOC serves as the control center for all air transportation related activities. A CSE/CST, fixed aerial port, or air terminal will have an ATOC function. The A/DACG will coordinate with the ATOC for all deploying requirements.

Aerial Port of Debarkation (APOD). A station which serves as an authorized port to process and clear aircraft (scheduled, tactical, and ferried) and traffic for entrance to the country in which located.

Aerial Port of Embarkation (APOE). A station which serves as an authorized port to process and clear aircraft (scheduled, tactical, and ferried) and traffic for departure

from the country in which located.

Air Cargo. Stores, equipment or vehicles, which do not form part of the aircraft, and are either part or its entire payload. Also referred to as Air Freight.

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.

Air Mobility Command (AMC). An Air Force Command and one of the three transportation commands.

Air Movement Designator. An alphanumeric code assigned according to established codes to identify the originating and destination station, priority, type travel, and sponsoring activity in whose interest a passenger is being moved.

Air Terminal. A facility on an airfield that functions as an air transportation hub and accommodates the loading and unloading of airlift aircraft and in transit processing of traffic. The airfield may or may not be designated an aerial port.

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.

Allowable Cabin Load (ACL). The maximum payload which can be carried on a mission. It may be limited by the maximum takeoff gross weight, maximum landing gross weight, or by the maximum zero fuel weight. Maximum through load is limited to that which can be carried on the critical leg of a route segment.

Ammion Basic Load. Major Command designated quantities of Class V supplies that allows to initiate combat operations. Basic loads are combat-deployable using unique transportation in a single lift.

Annual Training (AT). A period of full-time duty for members of the ARNG and a period of active duty for training for members of the USAR, required to be performed each calendar year. May be appropriate for gaining or sustaining individual or s skills. USAR training will consist of a duration not less than 14 days a year (exclusive of travel time). ARNG training will be for a duration of not less than 15 days a year.

ANSI/ISO Standards. Established standards for the design and construction of containers used in intermodal transportation systems with recommended procedures and specifications for their testing. The Department of Defense adheres to these

standards to the maximum practical extent. The ANSI/ISO standard nominal exterior dimensions for surface containers are 8 feet wide; 8 to 9 feet, 6 inches in height; and vary in length from 5 to 53 feet. The standard nominal lengths are 20 feet and 40 feet.

Area of Operation. An operational area defined by the joint force commander for land and maritime forces that should be large enough to accomplish their missions and protect their forces. Also, a specifically defined geographic area established by a Personal Property Shipping Office within an area of responsibility for traffic distribution purposes.

Area of Responsibility. The geographical area associated with a combatant command within which a geographic combatant commander has authority to plan and conduct operations. Also Area of Responsibility is a specifically defined geographic area where one military installation has been designated the responsibility for acquisition of transportation, storage, and related personal property movement services.

Army Mobilization and Operations Planning and Execution System (AMOPES). AMOPES, established by AR 500-5, is a single source document for policy, guidance and planning assumptions on strategic employment, mobilization of military and civilian manpower deployment of Army forces, and demobilization. As the Army supplement to JOPES, it ensures that the Army will plan and execute actions to provide and expand Army forces and resources to meet requirements of unified and specified commands under pre-mobilization and post-mobilization conditions. AMOPES is updated biannually.

Army National Guard (ARNG). The Army portion of the organized militia of the States, Commonwealth of Puerto Rico/District of Columbia, Virgin Islands, and Guam whose s and members are federally recognized.

Army Power Projection Program (AP3)**.** AP3 is the Army's initiative to guide the development of strategic mobility enablers required to provide expeditionary force projection in support of combatant commanders' requirements.

Army Reserve Readiness Training Center (ARRTC). The ARRTC is located at Fort McCoy, WI. Movement officers/NCOs and staff planners are trained to plan deployments.

Army Strategic Mobility Program (ASMP) container. Any 20 foot ISO container funded by HQDA for use by divisions with Division Ready Brigades. These containers are prepositioned at power projection installations, controlled by the ITO, and are not used for storage of sustainment or equipment.

Arrival/Departure Airfield Control Group (A/DACG). A provisional organization that is provided by the FORSCOM designated installation to perform aerial employment/redeployment operations. [The term Departure/Arrival Airfield Control Group (D/AACG) can also be used.]

Asset Visibility. Asset Visibility provides users with information on the location, movement, status, and identity of s, personnel, equipment, and supplies. It facilitates the capability to act upon that information to improve overall performance of the DOD's logistics practices.

Available-to-load date (ALD). A date specified for each in a TPFDD indicating when that will be ready to load at the POE

Basic load. The quantity of supplies required to be on hand within, and that can be moved by, air. It is expressed according to the wartime organization and maintained at the prescribed levels.

Baggage. Personal effects of a traveler that are needed in connection with official travel and immediately upon arrival at the point of assignment. Material belonging to the Government may be included. Baggage may accompany a traveler or be transported separately as unaccompanied baggage.

a. Accompanied Baggage. Baggage that consists of coats, brief cases, suitcases, and similar luggage that accompanies a traveler free under carriers' tariffs on a transportation ticket.
b. Unaccompanied Baggage. That part of a member's/employee's prescribed weight allowance of household goods that is not carried free on a ticket used for personal travel, ordinarily is transported separately from the major bulk of household goods, and usually is transported by an expedited mode because its needed immediately or soon after arrival at destination for interim housekeeping pending arrival of the major portion of household goods.
   NOTE 1: Unaccompanied baggage in connection with permanent duty and consecutive overseas tour/in-place consecutive overseas tour travel may consist of personal clothing and equipment; essential pots, pans, and light housekeeping items; collapsible items, such as cribs, playpens, and baby carriages; and other articles required for the care of dependents. Items such as refrigerators, washing machines, and other major appliances or furniture must not be included in unaccompanied baggage.
   NOTE 2: In connection with an extended temporary duty assignment, unaccompanied baggage is limited to the necessary personal clothing and effects for the individual and equipment directly related to the assignment.

Bill of Lading. A contract between the shipper and the Transportation Service Provider (TSP) whereby the TSP agrees to furnish transportation services subject to the conditions printed on the bill of lading. Also refers to the data feed (priced-out bill

of lading) from the shipper system (Central Web Application) to the Third Party Payment System that contains shipment information.

Block Stowage Loading. A method of loading whereby all cargo for a specific destination is stowed together. The purpose is to facilitate rapid off-loading at the destination, with the least possible disturbance of cargo intended for other points.

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 military container moved via the sea.

Bulk cargo. Cargo that is within the usable dimensions of a 463L pallet (84 inches by 104 inches), and within the height requirements established by the cargo envelope of the particular model of aircraft.

Carrier. Any individual, company, or corporation commercially engaged in transporting cargo or passengers between two points. DoD-approved carriers, as defined above, are approved by the Commander, Military Surface Deployment and Distribution Command or the Headquarters, Air Mobility Command.

Certifying Officer. Responsible for information stated in a voucher, supporting documents, and records; legality of a proposed payment under the appropriation or fund involved; certifies the Third Party Payment System Summary Invoice. This person must meet the requirements of Department of Defense Financial Management Regulation 7000.14-R, Volume 5, Chapter 33, Accountable Officials and Certifying Officers.

Civil Reserve Air Fleet (CRAF):

a. A group of commercial aircraft with crews allocated in time of emergencyfor exclusive military use in both international and domestic service.

b. This program uses the contractually committed airlift and the support capability of United States Civil Air Carriers to augment Department of Defense airlift forces, international and domestic, during periods of increased airlift requirement.

Classes of Supply. The grouping of supplies by type into 10 categories to facilitate supply management and planning.

The Classes are as follows:

a. I - Subsistence, Rations and gratuitous issue of health/morale/welfare items.

b. II - Clothing, individual equipment, tentage, tool sets, and administrative and housekeeping supplies and equipment.

c. III - POL: Petroleum, oil, and lubricants.

d. IV - Construction materials.

e. V - Ammo

f. VI - Personal demand items.
g. VII - Major end items: includes tanks, helicopters, and radios.
h. VIII - Medical
i. IX - Repair parts and components for equipment maintenance.
j. X - Nonstandard items to support nonmilitary programs such as agriculture and economic development.

Closure. In transportation, the process of arriving at a specific location. It begins when the first element arrives at a designed location, e.g., SPOE/SPOD, intermediate stops, or final destination, and ends when the last element does likewise.

Closure time. Time at which the last element of has arrived at a specific location.

Combatant Command. A unified combatant command or a specified combatant command established by the President, through the Secretary of Defense, with the advice and assistance of the Chairman of the Joint Chiefs of Staff.

a. Unified combatant commands are military commands with broad, continuing missions and composed of forces from two or more military departments.

b. Specified combatant commands are military commands with broad, continuing missions and normally composed of forces from a single military department.

Combatant Command Authority. Nontransferable command authority established by Title 10, United States Code, Section 164, exercised only by commanders of unified or specified combatant commands, unless otherwise directed by the President or the Secretary of Defense. Combatant command provides full authority to organize and employ commands and forces as the CCDR considers necessary to accomplish assigned missions. Operational control is inherent in combatant command authority.

Combatant Commander. A commander of one of the unified or specified combatant commands established by the President.

Combatant Command (Command Authority). Nontransferable command authority, which cannot be delegated, of a combatant commander to perform those functions of command over assigned forces involving organizing and employing commands and forces; assigning tasks; designating objectives; and giving authoritative direction over all aspects of military operations, joint training, and logistics necessary to accomplish the missions assigned to the command.

Commercial Air Movement. A passenger group booking (either full plane charter or a group block of seats on a commercial flight) arranged by the Air Mobility Command.

Commercial Bill of Lading. A Commercial Bill of Lading designates the receipt of goods shipped on board a transportation conveyance (e.g., truck, rail, ship, or

airplane) and signed by the carrier (or the carrier's agent) who contracts to carry the cargo. A Commercial Bill of Lading states the terms on which the goods are carried. Carrier documentation used for transportation of shipments, such as that used by small package express carriers. It includes the commercial procedures related to the use of such documentation.

Commercial Carrier. Common, contract, for-hire, and private carriers.

Commodity. Any article, materiel, or supply except technology and software.

Commodity Category. Grouping commodities with similar characteristics for purposes of manifesting, billing, cost accounting, contractor payment, and special handling.

Commodity Line Item. An article identified within a system used to describe material (e.g., an assigned nomenclature, a National Stock Number, a part number).

Common Table of Allowances (CTA). An equipment allowance document which prescribes basic allowances of organizational equipment, and provides the control to develop, revise, or change equipment authorization inventory data. (Does not pertain to major military equipment).

Common-use Containers. Any 20 or 40 foot ISO container, which is not assigned for use to a particular. The two categories are DOD and FORSCOM owned. DOD common-use containers are managed by SDDC through the Army Intermodal Distribution Platform Management Office (AIDPMO). FORSCOM-owned common-use containers are available through the ITO. Request common-use containers through the ITO for exercises, operations, and contingencies.

Component Commands (CCs). AMC is the air component to USTRANSCOM and as such is primarily responsible for strategic airlift of forces.

Computerized Movement Planning and Status System (COMPASS). A FORSCOM unique system designed to support movement planning and requirements for AC and RC. This system provides the OEL containing UMD, which reflects the go-to-war equipment profile of deploying.

Concept of Operations. A verbal or graphic statement that clearly and concisely expresses what the joint force commander intends to accomplish and how it will be done using available resources.

Concept Plan (CONPLAN). An operation plan in an abbreviated format that would require considerable expansion or alteration to convert to an OPLAN and OPORD.

Consignee. The recipient (depot, or person) to whom cargo/personal property is addressed or consigned for final delivery. The activity that is receiving the product.

Consignor. The person or activity that prepares the shipment of cargo/personal property and releases it to the carrier for movement to the consignee.

Consolidation. The combining or merging of elements to perform a common or related function or the combining of separate shipments into a single shipment.

Consolidated Booking Office/Consolidated Booking Agency. A Personal Property Shipping Office staffed and operated by a single military Service, which provides consolidated booking of personal property shipments and selected traffic management functions in support of designated Personal Property Shipping Office /Personal Property Processing Offices activities within an assigned area of responsibility.

Consolidated Shipment. Multiple shipments belonging to several members/employees, released at the same valuation, offered to one carrier at one time for pickup on the same day or consecutive days, for the movement from one origin area to the same destination or multiple destinations enroute to the destination of the most distant shipment.

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. See also “ISO Container”.

Container Control Officer. A designated official (E6 or above or civilian equivalent) within a command, installation, or activity who is responsible for control, reporting, use, and maintenance of containers and intermodal equipment.

Containerization. The use of containers to size cargo for transportation, supply, and storage. Containerization incorporates supply, security, packaging, storage, and transportation into a distribution system from source to user.

Containerizeable Cargo. Items that can be stowed or stuffed into a container.

Container Management. The process of establishing and maintaining visibility and accountability of all cargo containers moving within the Defense Transportation System.

Container/Material Handling Equipment. Includes fixed and deployable assets required to assist intermodal operations throughout the Defense Transportation System. Included are straddle cranes, chassis, rough terrain container handlers, toploaders, container cranes, spreader bars, 4K to 50K forklifts, 463L 25K (Halvorsen), 40K and 60K (Tunner) aircraft cargo transporter/loaders, rollerized or flat-bed trailers and prime movers, and wide-body (aircraft) elevator loaders.

Continental United States (CONUS). United States territory, including the adjacent territorial waters, located within North America between Canada and Mexico. Also see “CONUS Rate.”

Continental United States (CONUS) Rate. As used in connection with household goods rates, includes the 48 contiguous States, District of Columbia and Alaska (except Alaska iOTO rate areas and iBOTO shipments).

Contingency Plan. A plan for major contingencies that can reasonably be anticipated in the principal geographic subareas of a command.

Contingency Response Element (CRE). Is a short-term composite, deployed organization consisting of command and control and essential mission support elements. The organizational structure of a CRE is the skeleton of a typical mobility wing, with the CRE providing command and operations functions, deployed maintenance, and aerial port functions. This compact force deploys to locations where a fixed AMC C2 and supported structure is limited or nonexistent.

Contingency Response Program. Fast reaction transportation procedures intended to provide for priority use of land transportation assets by Department of Defense when required.

Contingency Response Team (CRT). A CRT performs the same functions as a CRE, but for a more limited flow of aircraft and normally a shorter duration, but is led by a mid- level noncommissioned officer trained to task and certified by their wing commander.

Contingency Support Element. A Contingency Support Element is an individual 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

618th Air and Space Operations Center (AOC) (Tanker Airlift Control Center [TACC]) Global Readiness Division (XOP).

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 and certified by an Air Mobility Control commander/flight chief. The Contingency Support Team chief is normally a loadmaster or boom operator as prescribed by the Type Code Mission Capability Statement.

Contraband. Material, goods, plant and animal products, agricultural pests and hazards, and other articles prohibited entry into the Customs and Border Protection Territory of the United States or host nation country, including controlled substances as identified in 21 United States Code 812, Schedules of Controlled Substances, and restricted items when the conditions of the restriction have not been met.

Contract. An agreement between two or more competent parties in which an offer is made and accepted and each party benefits. The agreement can be formal, informal, written, oral, or just plain understood. Some contracts are required to be in writing in order to be enforced. An agreement between two or more parties that creates obligations to do or not do the specific things that are the subject of that agreement.

Contract Administration Office. The activity responsible for administering the contract against which the shipment was made.

Contract Air. Air travel over a specified route with a binding contract between the government and a commercial carrier.

Contract Carrier. A person or company that is under contract to transport people or goods for individual contract customers only.

Contract Management Office. The activity responsible for administering the contract against which the shipment was made.

Contracting Officer. The Service member or Department of Defense civilian with the legal authority to enter into, administer, modify, and/or terminate contracts.

Contracting Officer Representative. A Service member or Department of Defense civilian appointed in writing and trained by a contracting officer, responsible for monitoring contract performance and performing other duties specified by their appointment letter.

Controlled Cargo. Items which require additional control and security as prescribed in various regulations and statutes. Controlled items include money, negotiable

instruments, narcotics, registered mail, precious metal, alloys, ethyl alcohol and drug abuse items.

Controlled Substances. A drug or other substance, or immediate precursor included in Schedule I, II, III, IV, or V of the Controlled Substances Act.

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.

Convoy Movement Order. A computer-generated movement directive issued to a moving 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 and prior emergency procedures established by the State Movement Control Center.

Coordinating Installation (CI). An installation assigned to coordinate specified types of intra-service support within a prescribed geographical area.

Critical Container. A container stuffed with equipment that would degrade EOH/ER "C" level on a 's Status Report or affect a 's ability to perform its mission. Example: containers stuffed with individual weapons, tools and test sets critical to that type 's mission.

Customs Clearance. Department of Defense action taken to comply with national customs laws including the entry and admissibility of merchandise, its classification and valuation, the payment of duties, taxes, or other charges assessed or collected on merchandise by reason of its importation, and the refund, rebate, or drawback of those duties, taxes, or other charges. Also includes the preparation, and activities relating to the preparation, of documents in any format and the electronic transmission of documents and parts of documents intended to be filed with Customs and Border Protection in furtherance of any other customs business activity, whether or not signed or filed by the preparer.

Defense Transportation System (DTS). The infrastructure supporting DOD’s common-user transportation needs. The DTS consists of military and commercial assets, services, and systems organic to, contracted for, or controlled by DOD.

Demurrage. A charge against a consignor or consignee for holding carrier equipment beyond the allowable free time for loading and unloading, for forwarding directions, or for any other purpose authorized and documented by the consignor or

consignee. It may also be a charge to shippers accruing from the time the container is discharged from the vessel. Charges for demurrage are in addition to all other transportation charges. Demurrage charges typically are associated with rail and water port operations.

Departure Airfield Control Group (DACG). The organization provided by the FORSCOM designated installation which will control the cargo to be airlifted from the marshalling area until released to the mobility forces at the ready line.

Deployment. The relocation of forces and materiel to desired operational areas. Deployment encompasses all activities from origin or home station through destination, specifically including intra-continental U.S., inter-theater, and intra-theater movement legs, staging, and holding areas.

Deployment and Deployment Systems Department (DDSD). Located in the U.S. Army Transportation School at Fort Eustis, Virginia to train UMOs/NCOs and staff planners of all Services to plan strategic deployments. Formally known as the Joint Strategic Deployment Training Center.

Deployment and Distribution Support Battalion (DDSB). The Deployment and Distribution Support Battalion (DDSBs) are USAR s under operation control of SDDC which directly supports installations for deployments. In their direct support role, the DDSB's primary mission is to assist the installation UMC to ensure equipment is properly prepared and correctly documented prior to departing the installation and, subsequently, that it arrives at the port IAW call forward schedules.

Deployment and Distribution Support Teams (DDST). The DDSTs are the deploying single point of contact, at battalion command level, for every aspect of its deployment process from installation to ocean terminal load-out. Based on requirements identified by the installation and deploying in coordination with the port, the DDST can assist in preparing movement documentation, and can provide hands-on training/guidance in equipment preparation and tie-down procedures**.**

Deployment Order. A planning directive from the Secretary of Defense, issued by the Chairman of the Joint Chiefs of Staff, that authorizes and directs the transfer of forces between combatant commands by reassignment or attachment.

Deployment Planning. Operational planning directed toward the movement of forces and sustainment resources from their original locations to a specific operational area for conducting the Joint operations contemplated in a given plan.

Deployment Preparation Order. An order issued by competent authority to move forces or prepare forces for movement. The intent is to increase the deployability posture of the unit.

Destination. The station or location in the objective area where they will be employed. For some, the destination may be the same as their POD.

Dimension or Size Limitations. Limitations imposed by state or local law or regulation governing overall width, length, and height of a vehicle, combination of vehicles, or combination of vehicles and cargo traveling over public roadways.

Direct Deployer. A RC that moves directly from HS to a port of embarkation and deploys without post mobilization training.

Diversion. A change made in the route of a shipment while in transit. (See “Reconsignment.”)

Dunnage. Lumber or other material used to brace and secure cargo to prevent damage.

Earliest Arrival Date (EAD). A day, relative to C-day, that is specified by the supported CINC as the earliest date when a resupply shipment, or replacement personnel can be accepted at a port of debarkation during a deployment. Used with the latest arrival date (LAD), it defines a delivery window for transportation planning.

Early Deployings. Those deploying within the first 44 days in support of a specific OPLAN. Those s deploying with a LAD earlier than 30 days.

Embargo. To restrict or prohibit an acceptance or movement of freight, passengers, or personal property.

En Route. A personal property shipment is considered enroute when moved from its origin location by the carrier until final placement at destination.

Equipment. In logistics, all nonexpendable items needed to outfit or equip an individual or organization.

Equipment Concentration Site (ECS). An equipment storage area where USAR equipment not necessary for home station training can be located for AT, multiple training assembly, or mobilization.

Equipment Deployment and Storage System (EDSS). Unit owned containers. QUADCON containers are normally used for deployments by sea and Internal Airlift/Helicopter Slingable Containers (ISU 90 and ISU 60) are normally used for air deployments. The EDSS container is a CTA item. Units must ensure all EDSS containers are reflected on their OEL.

Essential Cargo. Cargo that is essential to a military mission and is prescribed in Department of Defense Instruction 4140.01, Supply Chain Materiel Management Policy.

Exception Codes. Codes approved by the Government and used by the Defense Transportation Coordination Initiative Coordinator when requesting relief from exceeding a key performance indicator standard. The Defense Transportation Coordination Initiative Coordinator must submit the request within 24 hours of the occurrence.

Exception Material. Security Assistance Program materiel which, due to its peculiar nature and increased transportation risks, requires special handling in the transportation cycle and deviation from normal shipping procedures. This includes classified material, sensitive materiel, firearms, explosives, lethal chemicals, and other dangerous and hazardous material that requires rigid movement control and air cargo of such size that the item exceeds commercial capability.

Expedited Movement Reports (EXMOVREP). These are prepared by the movement officer to relay advance and actual movement information on the departure and arrival of units.

Expediting. Actions taken to ensure movement to destination in the shortest time possible.

Expedited Freight. Shipments requiring priority handling to ensure delivery faster than the normal transit time for the mode selected. Examples include shipments requiring same day service or before normal delivery hours the following day.

Expeditionary Air/Ground Liaison Element (EAGLE): The EAGLEs are AMC's lead Unit Type Code to advise, assist, and accompany joint users in the planning, preparation, deployment, redeployment, and inspection of joint cargo, passengers, and documentation for air movement. Additionally, EAGLEs assess, monitor, and evaluate the joint user's compliance for military and contracted airlift

Expendable Supplies. Supplies that are consumed (such as ammion, paint, fuel, cleaning and preserving materials, surgical dressings, drugs, and medicines) or lose their identity (such as repair parts). Repair parts, considered expended when issued, are dropped from accountability.

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.

Export Cargo Shipments. Shipments originating from an inland point/Port of Embarkation destined to an overseas destination.

First U.S. Army (First Army). A FORSCOM subordinate command which assists ARNG and USAR training within its geographic area.

Flatrack Topless, Sideless ISO Container. When loaded side-by-side in containership cells, multiple flatracks can be used between decks to accommodate over-width cargo.

Force Closure. The point in time when a deployable arrives in theater of operations.

Force Projection. The ability to project the military element of national power from CONUS or another theater in response to requirements for military operations. Force projection operations extend from mobilization and deployment of forces to redeployment to CONUS or home theater.

FORSCOM Mobilization and Deployment Planning System (FORMDEPS). Set of documents that provides guidance and procedures, and assigns responsibilities for planning within HQ, FORSCOM, subordinate commands, mobilization stations, and reserve component s.

General Cargo. See definition for bulk cargo.

Global Command and Control System (GCCS). GCCS is the command and control system used by the National Command Authorities (NCA), Supported and Supporting Combatant Commanders, and the Joint Deployment Command to manage real world and deployment operations.

Government Bill of Lading. A government document used to procure transportation and related services from commercial carriers.

Gross Weight. The combined weight of a container and its contents including packing material.

Hazardous Material. A substance or material that the Secretary of Transportation has determined is capable of posing an unreasonable risk to health, safety, and property when transported in commerce, and has designated as hazardous under section 5103 of Federal hazardous materials transportation law (49 U.S.C. 5103). The term includes hazardous substances, hazardous wastes, marine pollutants, elevated temperature materials, materials designated as hazardous in the

Hazardous Materials Table (see 49 CFR 172.101), and materials that meet the defining criteria for hazard classes and divisions in 49 CFR 173.

Heavy Lift Cargo. Any single cargo lift, weighing five short tons or more, and to be handled aboard ship. In Marine Corps usage, individual s of cargo that exceed 800 pounds in weight or 100 cubic feet in volume.

Home Station (HS). The permanent location of ARNG, and USAR s (armories and USAR centers).

Individually Billed Account. A government credit card issued to an individual to cover all official government travel related expenses while away from the official station/duty station. An individual with an individually billed account is responsible for paying all charges and fees associated with that account.

Infrastructure. All buildings and permanent installations necessary for the support, redeployment, and military forces operations (e.g., barracks, headquarters, airfields, communications, facilities, stores, port installations, and maintenance stations).

Inspection. The detailed observation of personal property and other Department of Defense cargo or equipment, noting their markings and outer physical characteristics. Inspection of personnel involves observation and/or oral questioning to determine the potential for border clearance violations. Also, the process of comparing description, number, etc., of items listed on the paperwork with actual items being shipped/transported.

Installation Commander. The person responsible for managing and supervising the activities of a military base, post, camp or station.

Installation Transportation Officer. See “Transportation Officer.”

Institute of International Container Lessors (IICL). A technical committee consisting of container owners, operators, and manufacturers located in Bedford, NY, who prepares the Repair Manual for Steel Freight Containers.

Intermediate Staging Base. A tailorable, temporary location used for staging forces, sustainment and/or extraction into and out of an operational area.

Intermodal. Type of international freight system that permits transshipping among sea, highway, rail and air modes of transportation through use of ANSI/ISO standard containers, line-haul assets, and handling equipment.

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, which are published as international standards.

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.

Interstate Shipment. Any personal property or mobile home shipment originating in a state or the District of Columbia and destined for another state or the District of Columbia (moves within the District of Columbia are local moves and do not fit the intra or interstate categories). Shipments having an origin and destination within a state but cross over/through another state during movement are also classified as interstate shipments.

Intertheater. Between theaters or between the continental United States and theaters. Also see "Intertheater Traffic."

Inter-theater. The movement between the CONUS and overseas areas or between overseas theaters.

Intertheater Traffic. Traffic between theaters exclusive of that between the continental United States and theaters.

In-Transit Visibility. The ability to track the identity, status, and location of Department of Defense and non-cargo (excluding bulk petroleum, oils, and lubricants) and passengers; patients; and personal property from origin to consignee or destination across the range of military operations.

Intra-service Support Agreement. Action by one military element to provide logistic and/or administrative support to another military element. Such action can be recurring or nonrecurring in character on an installation, area, or worldwide basis.

Intrastate Shipment. Any personal property or mobile home shipment originating in a state destined for the same state and transiting only that state.

Intratheater. Within a theater.

Intratheater Traffic. Traffic within a theater.

ISDDC . Integrated Surface Deployment Distribution Command features a user friendly, flexible tool set that provides near real-time data visibility to integrated ocean cargo, freight, personal property, satellite-based commercial vessel visibility, financial data and operational-level data for container management.

ISO Container. Freight container complying with all relevant ISO container standards in existence at the time of its manufacture. Source: ISO 830, Freight Containers – Vocabulary

Issuing Officer. Only authorized or acting Personal Property Shipping Offices may issue Personal Property Bills of Lading. Such authorized persons may be military personnel or civilian employees of the government on duty at the issuing office. As stated in 41 CFR §101-41.302-4, accountability for Personal Property Bills of Ladings used by a contractor-shipper remains with the issuing office. The name and title of the issuing officer and the name and address of the issuing office, rather than those of the contractor-shipper must appear on the Personal Property Bills of Lading.

Item Unique Identification. A system of marking items delivered to the Department of Defense with Unique Item Identifiers that have machine-readable data elements to distinguish an item from all other like and unlike items. Items are marked with a Data Matrix symbol, the contents of which are encoded in the syntax of International Organization for Standardization/International Electrotechnical Commission 15434 and semantics of International Organization for Standardization/International Electrotechnical Commission 15418 or the Air Transport Association Common Support Data Dictionary. The Data Matrix contents may be either a Unique Item Identifier or a Department of Defense recognized item unique identification equivalent.

Joint Inspection. Joint Inspection is the inspection of aircraft loads by qualified representatives from the moving and a supporting airlift representative.

Joint Logistics Over-the-Shore Operations. Operations in which Navy and Army Logistics Over-The-Shore forces conduct Logistics Over-The-Shore operations together under a joint force commander.

Joint Mobility Control Group. The Joint Mobility Control Group is a key end state objective of the United States Transportation Command's Strategic Plan. It is the focal point to orchestrate and optimize Defense Transportation System operations in support of Unified Commanders and other customers in need of Transportation support. The Joint Mobility Control Group is comprised of the command center elements at the United States Transportation Command and each Transportation Component Command, organized by Customer Service Teams and linked by real time Command, Control, Communications, and Computer systems.

Joint Mions Transportation Coordinating Activity. The Joint Mions Transportation Coordinating Activity was established to perform as the joint Service focal point for mions export, shipment planning, coordination and execution actions for those mions moving aboard common user sealift. The Joint Mions Transportation Coordinating Activity, under command and control of the Commander, Joint Mions Command, consolidates all Services mions requirements.

Joint Operation Planning and Execution System (JOPES). A total system successor to JOPS/JDS. It supports integrated planning and command control of mobilization, deployment, employment, and sustainment activities using an improved information system.

Joint Planning and Execution Commy (JPEC). Those headquarters, commands, and agencies involved in the training, preparation, mobilization, deployment, employment, support, sustainment, redeployment, and demobilization of military forces assigned or committed to a joint operation.

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 the Department of Defense objectives.

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.

Key Performance Indicator. Financial and non-financial metric or measurement used to quantify objectives to reflect performance.

Large/Heavy Cargo Item. A container, box, crate, pallet, or individual bare item of equipment which exceeds 72" in length or width, 67" in height, or 5,000 pounds in weight. These criteria also apply to the term "outsize/overweight" and provide a basis for identifying cargo with potential transportability limitations.

Lashing. Ropes, wires, chains, steel straps, or other special devices used to secure cargo.

Latest Arrival Date (LAD). A day, relative to C-day, that is specified by the supported CINC as the latest date when a resupply shipment, or replacement personnel can arrive at the port of debarkation and support the concept of operations. Used with the EAD, it defines a delivery window for transportation planning.

Line-haul. Transportation of cargo over carrier routes from point of origin to destination, excluding local pick-up, delivery, local drayage, and switching services.

Loadmaster. The Air Force representative responsible for the overall supervision of the loading/off-loading operation of an aircraft.

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**.**

Logistical Support. The providing of billets, bivouac areas, meals, POL supplies, maintenance, medical, and/or other services at military installations or civilian agencies.

Logistics-Over-the-Shore Operations. The loading and unloading of ships without the benefit of deep draft-capable, fixed port facilities, in friendly or non-defended territory, and, in time of war, during phases of theater development 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.

Logistics Readiness Center (LRC). In 2012, most of the Installation Department of Logistics (DOLs) were rebranded as the Logistics Readiness Centers and fell under the command of the Army Sustainment Command (ASC).

Long Ton. A long ton equals 2,240 pounds. See “Ton”.

Long Delivery. Delivery from a destination storage in transit warehouse more than 30 miles from the nearest carrier Department of Defense approved warehouse in the domestic program; and household goods more than 50 miles, and unaccompanied baggage more than 30 miles in the international program.

Lot Number. See “Call Number.”

Major End Items. Class VII. A final combination of end products that is ready for its intended use; e.g., missiles, tanks, mobile machine shop, industrial material, weapons, vehicles, and aircraft engines.

Major Organizational Equipment. Major end item equipment used in furtherance of the common mission of an organization or . Also see “Major End Items” and “Organizational Equipment.”

Mandatory Delivery Date. The date and or date/time (as applicable) that the material must be delivered to the consignee. The Mandatory Delivery Date differs from the Required Delivery Date as the Required Delivery Date closes out the supply requisition or movement at the final destination and the Mandatory Delivery Date

closes out the Continental United States portion of the transportation function: the date of the Mandatory Delivery Date and the Required Delivery Date may be the same. Applies to Defense Transportation Coordination Initiative shipments only.

Manifest. A document specifying, in detail, the passengers or items carried for a specific destination.

Marking. Numbers, nomenclature, or symbols imprinted on items or containers for identification during handling, shipment, and storage.

Marshalling Area. A location that the support installation designates to marshal for shipment.

Material Handling Equipment (MHE). Equipment specifically designed for handling cargo in storage and on/offload operations in the transportation system.

Measurement TON. The volumetric measurement of equipment associated with surface delivered cargo. Measurement tons equal total cubic feet divided by 40 (1MTON = 40 cubic feet).

Metric Ton. 1,000 kg. (2,204.6 pounds). See “Ton”.

Military Sealift Command (MSC). A major command of the U.S. Navy and the component of USTRANSCOM, which provides designated common-user sealift for global movement by the Services.

Military Standard Transportation Movement Procedures (MILSTAMP). DOD Regulation 4500.32R provides policies and procedures required to manage and control movement of materiel through the Defense Transportation System. Applicable to all military services.

MILVAN. A military-owned container, conforming to United States and international standards, operated in a SDDC centrally controlled fleet to move military cargo. These containers are no longer being acquired. There are two types of MILVANs currently in use, general cargo and restraint. Restraint MILVANs have a mechanical load bracing system designed for transporting ammo.

Mobility 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.

Mobilization and Training Equipment Site (MATES). Established for the prepositioning of select equipment needed for immediate availability in the event of mobilization and for providing assets to s conducting AT/Individual Deployment Training (IDT) prior to mobilization.

Mobilization Force Generation Installation (MFGI). The designated military installation to which RC is moved for further processing, organizing, equipping, training, and employment, and from which they may move to a SPOE/APOE. There are the 25 designated MFGI: Forts Benning, Bliss, Bragg, Buchanan, Carson, Campbell, Drum, Gordon, Hood, Hunter-Liggett, Leonard Wood, McCoy, Polk, Riley, Sam Houston, Sill, Schofield Barracks, and Stewart. Joint Bases: Elmendorf-Richardson, JBLM, and JBMDL. Camps: Atterbury, Shelby, and Roberts and Gowen Field.

Mobilization Station. The designated military installation to which a mobilized RC is moved for further processing, organizing, equipping, training, and/or employment and from which they may move to an aerial or SPOE.

Mobilization Station Arrival Date (MBSAD). The notional date relative to a 'scall-up date that the main body of a is scheduled to arrive at its designated mob location.

Mode of Transport. The various modes used for a movement. There are several means of transportation for each mode. They are: inland surface transportation (rail, road, and inland waterway); sea transportation (coastal and ocean); air transportation; and pipelines

Modified Deployer. An RC that moves its equipment to an SPOE and personnel to an MFGI with a subsequent move to an APOE.

Movement Directive. The basic document published by HQDA or the Department of the Air Force, or jointly, which authorizes a command to take action to move a designated from one location to another

Movement Order. An order issued by a commander covering the details for a move of his/her command.

Mions Carriers. Mions carriers are commercial carriers that meet and maintain the Military Surface Deployment and Distribution Command pre-qualification standards to transport arms, ammion and explosives. They have a current satisfactory rating and meet all Department of Transportation standards. These carriers are Military Surface Deployment and Distribution Command -approved to provide in transit physical security for Department of Defense shipments of classified SECRET, CONFIDENTIAL, or sensitive arms, ammion, and explosives.

National Command Authorities. The president and the Secretary of Defense or their duly deputized alternates or successors.

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-xl) nonsignificant number. The number will be arranged as follows: 9999-00-999-9999.

Nested Cargo. Secondary loads that can be moved as a separate item, such as trailers nested in cargo beds. This term is used in relation to cargo that can be separated at the port to accommodate the loading configuration of the ship, HAZMAT segregation, etc.

Net Weight. The weight of an item being shipped excluding the weight of packaging material or container or weight of a ground vehicle without fuel, engine oil, coolant, on-vehicle materiel, cargo, or operating personnel.

Non-air Transportable. Any single piece of cargo which cannot be loaded on a C-5 or C-17 aircraft: cargo that exceeds the dimensions of either of the following:

a. 1454 inches length by 144 inches wide by 156 inches high.
b. 1454 inches length by 216 inches wide by 108 inches high.

Non-Containerizeable Cargo. Items that cannot be stowed or stuffed into a container, i.e., over-dimensional or overweight cargo.

Non-critical Container. A container stuffed with equipment that would not degrade EOH/ER "C" level on a 's Status Report or affect a 's ability to perform its mission. Example: Containers stuffed with general supplies, cots and administrative supplies not critical to that mission.

Non-organic Transportation. Personnel and cargo for which the requirements transportation source must be an outside agency, normally a component of USTRANSCOM.

Non--Related Cargo. Non--related cargo includes all equipment and supplies requiring transportation to an operational area, other than those identified as the equipment or accompanying supplies of a specific (e.g., resupply, military support for allies, and

support for nonmilitary programs such as civil relief). Also see “Sustainment” and “Retrograde.”

Notice of Availability. The DD Form 1348-5, Notice of Availability/Shipment, by which the United States shipping installation will provide advance notification to the designated Foreign Military Sales country representative or freight forwarder that the materiel is ready for shipment.

No Show.

a. Cargo. Failure of a carrier to pick up a shipment as scheduled or when the government fails to have the cargo available for pickup by the carrier

b. Passenger. Passengers who fail to show up for a scheduled flight/ride.

c. Personal Property. Members/employees or their authorized agents who fail to show up for scheduled services (packing, pickup, or delivery).

Not to Exceed Rate. Maximum transportation charges the Government will pay for the movement of a specific transportation request. Transportation Officers may see the actual rate charged is less than the Not to Exceed rate following coordinator consolidation and optimization efforts. Applies to Defense Transportation Coordination Initiative shipments only.

Obligation. A formal reservation of funds that ensures funds are available for payment of Government contractual obligations. In the Third Party Payment System, the obligation equals the estimated shipping charge identified in the bill of lading.

Ocean Cargo Clearance Authority. The Military Surface Deployment and Distribution Command Operations activity that books Department of Defense-sponsored cargo and passengers for surface movement, performs related contract administration, and accomplishes export/import surface traffic management functions for Department of Defense cargo moving within the Defense Transportation System. See “Water Clearance Authority.”

OCONUS. Outside the continental limits of the United States.

Offering. The submission of shipment documentation to a clearance authority for release instructions and to the booking office for ocean transportation to effect shipment or transshipment.

Official Travel. Authorized travel and assignment solely in connection with business of the Department of Defense or the Government.

One-Time-Only Rates. Rates solicited by Headquarters Military Surface Deployment and Distribution Command from individual carriers for the one-time movement of

personal property over a specific origin-destination channel for which rates are not otherwise published.

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. See “ISO Container”.

Operational Support Airlift. Operational support airlift missions are movements of high priority passengers and cargo with time, place, or mission-sensitive requirements. Operational support airlift aircraft are those fixed-wing aircraft acquired and/or retained exclusively for operational support airlift missions, as well as any other Department of Defense-owned or controlled aircraft, fixed- or rotary-wing, used for operational support airlift purposes.

Ordering Officer. The contracting officer of a using activity or a government individual appointed by the contracting officer authorized to order services under the contract.

Organic Airlift. Airlift provided by aircraft owned/operated by each Service.

Organic Asset. Department of Defense, theater, or tactical-owned assets.

Organizational Equipment. Referring to method of use: signifies that equipment (other than individual equipment) used in furtherance of the common mission of an organization. Also see “Equipment”.

Organizational Equipment List (OEL). The OEL is a computerized equipment list of on-hand equipment used to manifest cargo for movements.

Operation Plan (OPLAN). A plan for a single or series of connected operations to be carried out simultaneously or in succession.

Operational Control (OPCON). The authority delegated to a commander to perform those functions of command over subordinate forces involving the composition of subordinate forces, the assignment of tasks, the designation of objectives, and the authoritative direction necessary to accomplish the mission.

Origin. The beginning point of a shipment. This point can be a military, other Government activity, or commercial vendor where deployment or resupply begins.

Other Weapons. Any weapon or device capable of being concealed on the person from which a shot can be discharged through the energy of and explosive; a pistol or revolver having a barrel with a smooth bore designed or redesigned to fire a fixed shotgun shell; and weapons with combination shotgun and rifle barrels that are more than 12 inches or more but less than 18 inches in length, from which only a single discharge can be made from either

barrel without manual reloading, including any such weapon that may be readily restored to fire.

Outsize Cargo. All cargo which due to its physical characteristics exceeds the capabilities (too large or too heavy) of the KC-135, C-130 or KC-10 aircraft and requires a C-5 or C-17 aircraft for air movement. **Outsize (d) Dimensions**. Any dimension of a shipment greater than six feet; a shipment with such a dimension.

Overage. Any article of freight (packaged or loose) which, upon delivery by a carrier, found to be in excess of the quantity recorded on the bill of lading, manifest or other government documentation covering the shipment.

Overpack. An enclosure that is used by a single consignor to provide protection or convenience in handling of a package or to consolidate two or more packages; overpack does not include a transport vehicle, freight container, or aircraft load device. Examples of overpacks are one or more packages:

a. Placed or stacked onto a load board such as a pallet and secured by strapping, shrink wrapping, stretch wrapping, or other suitable means; or

b. Placed in a protective outer packaging such as a box or crate.

Overseas. All locations, including Alaska and Hawaii, outside the continental ed States. For purposes of U.S. Customs and Border Protection (CBP), any location or country outside of the Customs Territory of the United States.

Overseas Theater. An overseas area composed of those elements of one or more of the Armed Services, designated to operate in a specific geographical area (i.e., the Pacific, European, Southern, or other command).

Override. An override occurs when a Transportation Officer manually enters tender information on a bill of lading and selects a carrier, bypassing the Rating and Ranking portion of the automated system.

Oversize Breakbulk or Roll On/Roll Off Ocean Cargo. Cargo with any dimension over 45 feet long, more than 8 feet wide, or over 9 feet 6 inches high. Does not apply to wheeled or tracked vehicles.

Oversize Cargo. All cargo which due to its physical characteristics exceeds the capabilities (too large or too heavy) of the KC-135, C-130 or KC-10 aircraft and requires a C-5 or C-17 aircraft for air movement.

Packaging. The processes and procedures used to protect materiel from deterioration, damage, or both. It includes cleaning, drying, preserving, packing, marking, and utilization.

Pallet. A flat base for combining stores or carrying a single item to form a 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 that accept pallets 88” x 108”. Though designed for airlift, system components may have to move intermodally via surface modes to support geographic Combatant Commander objectives.

c. Warehouse. A two-deck platform, usually wooden, used for handling several packages. Also referred to as a “skid.”

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.

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.

Palletized Load System Flatrack. Topless, sideless container component of palletized load system, some of which conform to International Organization for Standardization specifications.

Partial Loss. Indicates partial loss of contents of shipment s, other than by theft or pilferage. This includes spillage, leakage, or evaporation from the contents of bottles, barrels, or similar containers.

Partial Shipment. A shipment separated at the origin shipping activity into two or more increments with each increment identified and documented separately.
Piece Count. A shipment contained in an equipment list (OEL/UDL). A shipment is one, or more items assembled into one which becomes the basic entity for control within the transportation pipeline. For example, an M1A2 on a lowboy is a piece count of one shipment. If the trailer is offloaded at the port for shipment, it becomes two pieces.

Pilferable Cargo. Items which are vulnerable to theft because of their ready resale potential.

Port of Debarkation (POD). The geographic point (seaport or airport) in the routing scheme where a movement requirement will complete its strategic deployment.

Port of Embarkation (POE). The geographic point (seaport of airport) in the routing scheme where a movement requirement will begin its strategic deployment.

Port of Entry. Any location in the Customs Territory of the United States at which United States Customs and Border Clearance Officers are assigned with authority to enforce the various provisions of United States border clearance laws and regulations. Any location in the Customs Territory of the United States where merchandise is entered and duty collected.

Power Projection. The ability of a nation to apply all or some of its elements of national power , political, economic, informational, or military—to rapidly and effectively deploy and sustain forces in and from multiple dispersed locations to respond to crises, to contribute to deterrence, and to enhance regional stability.

Preclearance. A program allowing Department of Defense personnel, aircraft, vessels, cargo, and equipment returning to the Customs Territory of the United States to fulfill agriculture and/or customs entry requirements by performing the agriculture/customs inspection/examination prior to redeployment.

Preparation for Overseas Movement (POM). A period following post-mobilization training when s prepare for overseas movement. Includes acclimatizing personnel (uniforms), equipment, and supplies, inoculations, and personal concerns (power of attorney, will, storage of personal effects, etc.).

Prepositioned War Reserve Stocks. Stocks of materiel strategically placed in peacetime to meet increased military requirements upon an outbreak of war. These reserves are intended to provide essential support to sustain operations until resupply can be expected.

Priority. Precedence for movement of traffic.

Priority Designator. A two-digit issue and priority code placed in military standard requisitioning and issue procedure requisitions to provide a means of assigning relative rankings to competing demands placed on the Department of Defense supply system.

Protected Cargo. Those items designated as having characteristics which require that they be identified, accounted for, secured, safeguarded or handled in a special manner to ensure their safeguard or integrity. Protected cargo is subdivided into controlled, pilferable and sensitive cargo.

QUADCON. A quadruple container box 57.5 inches long by 96 inches wide by 96 inches high with a metal frame, pallet base, and ISO corner fittings. Four of these boxes can be lashed together to form a 20 foot ANSI/ISO intermodal container.

Qualified Inspector. An individual having within the past 48 months, successfully completed the Intermodal Dry Cargo Container/CSC Re-inspection Course given by DAC, Savannah Army Depot, Savannah, IL.

Rate Cycles. A 6-month period of time during which rates filed by carriers is effective. Normal rate cycles begin 1 May and 1 November for domestic traffic and 1 April and 1 October for international traffic.

Readiness. The ability of U.S. military forces to fight and meet the demands of the national military strategy.

Ready-To-Load-Date. The date when cargo will be ready to move from the origin, i.e., mobilization station.

Red line. A reference line on the load card which distinguishes cargo to be offloaded at the MFGI from that which is transported on that same vehicle all the way to the POE. The cargo listed below the red line on the load card is transported from the HS to MFGI and permanently offloaded at the MFGI. The cargo listed above the red line is transported from the HS to the MFGI to the POE on the same vehicle. If the cargo remains the same from the HS to the MFGI to the POE no red line is required. There is no relationship between it and cargo height restrictions in TB 55-46-1. (RC only)

Redeployment. The transfer of an individual, or supplies deployed in one area to another area, to another location within the area, or to the zone of interior for the purpose of further employment.

Refrigerated (Reefer) Container. A weatherproof container for the movement of temperature controlled cargo insulated against external temperatures and equipped with mechanical refrigeration. See “ISO Container.”

Regional Support Command. An Army Reserve Command assigned a geographical area of responsibility.

Release. A shipment of a specific commodity, weight, size, or mode that requires an export release from the authority before shipment. A Release generally contains one or more of the following characteristics:

a. Cargo in lots of 10,000 pounds or more

b. Cargo in lots of 800 cubic feet or more

c. Cargo is classified, explosive, poisonous, or in need of protective or security measures

d. Cargo occupies or is tendered as a full carload or truckload

e. Vehicles by driveaway service.

Requested Delivery Date. The date the member/employee desires delivery of property.

Required Availability Date. Date that end items and concurrent spare parts are committed to be available for transportation to a recipient.

Required Delivery Date. The date that a force must arrive at the destination and complete unloading.

Reserve Components (RC). The Reserve Components of the Armed Forces of the United States are the Army National Guard, Army Reserve.

Retrograde. The process for the movement of non- equipment and materiel from a forward location to a reset (replenishment, repair, or recapitalization) program or to another directed area of operations to replenish stocks, or to satisfy stock requirements.

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.

Route Order (Domestic, International, Standing, and Passenger Standing). Shipping instructions issued by the Military Surface Deployment and Distribution Command Operations or Theater Commander that specify the mode of transportation, carrier(s) to move the shipment, rate, minimum shipment weight, tariff or tender authority, and any pertinent Routing Instruction Notes. **Routing Authority.** An activity that designates modes and/or provides routing instructions for shipments requiring clearance prior to movement.

Routing Instruction Note(s). Codes used on Route Orders to identify conditions

Safe Haven. 1. Designated area(s) to which noncombatants of the United States Government's responsibility and commercial vehicles and materiel may be evacuated during a domestic or other valid emergency. (JP 3-68) 2. A protected body of water or the well deck of an amphibious ship used by small craft operating offshore for refuge from storms or heavy seas. (JP 4-01.6)

Satellite Motor Surveillance. Transportation Protective Service that requires carriers to provide vehicle location reports to the Defense Transportation Tracking System and for two-way communications devices to provide truck status changes and emergency situation notification.

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.

Seaport of Embarkation. An authorized point of departure from a foreign country or the United States located at a seaport.

Seaport of Debarkation. An authorized point of arrival from a foreign country or the United States located at a seaport.

Seashed. An oversized, open-top structure used as a ship insert, with a hinged work-through floor, used to adapt commercial containerships to carry military vehicles and outsized break-bulk cargo.

Secondary Loads. Equipment, supplies, and major end items, which are transported in the beds of organic vehicles.

Secure Holding. Assistance provided by an installation to a carrier's vehicle transporting sensitive or classified cargo that arrives after hours or provided at the discretion of an installation commander to a vehicle in transit when no emergency exists.

Security Classification. A category to which national security information and material is assigned to denote the degree of damage that unauthorized disclosure would cause to national defense or foreign relations of the United States and to denote the degree of protection required. There are three such categories: Top Secret, Secret, and Confidential.

Self-Deploying. Includes any assets that can carry its own personnel and equipment to the deployment location (i.e., an air refueling tanker).

Self-Sustaining Containership. A containership with shipboard-installed cranes capable of loading and offloading containers without assistance of port crane service.

Sensitive Arms, Ammion and Explosives. Those conventional AA&E items designated as SRC I-IV, as described and categorized in Department of Defense Manual 5100.76-M, Physical Security of Sensitive Conventional Arms, Ammion, and Explosives, which have the characteristics that require they be identified, accounted for, segregated, or handled in a special manner to ensure a high degree of protection and control.

Sensitive Cargo. Small arms, ammion, and explosives which 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.

Sensitive Cargo/Material. Arms, ammion, 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.”

Sensitive Material. Sensitive, conventional Arms, Ammion, and Explosives as defined in Department of Defense 5100.76-M, Physical Security of Sensitive Conventional Arms, Ammion, and Explosives.

Serial Shipping Container Code. A Serial Shipping Container Code is an eighteen digit number used to identify logistics s such as shipments. The unique identification of logistics s is achieved in the European Article Number Uniform Code Council System by the use of the Serial Shipping Container Code. The uniqueness of the data structure is ensured through the use of the European Article Number Uniform Code Council organization prefix that is supplied by the Uniform Code Council European Article Number. This prefix, when combined with the serial number that is assigned by the member company, acts as an identifier or “license plate” and provides access to information stored in computer files, which are transferred through electronic business transactions.

Shipment. Property tendered by one shipper and accepted by the carrier, at one place of origin, and at one time, for one consignee, to one destination, and covered by one Bill of Lading. The name of only one shipper and one consignee will appear on the Bill of Lading, but the Bill of Lading may also specify the name of a party to notify of the arrival of the shipment at destination.
Shipment. One or more items of compatible commodities or items assembled into one, which becomes the basic entity for control throughout the transportation cycle.

Shipment Number. An OEL generated "D", "E", "F", or "G" alphanumeric identifier used to document cargo. It is contained in the TCN.

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.

Shipping Configuration. The manner in which an item is prepared for shipment.

Shipping Instructions. Commercial document specifying, in detail, the items carried on a transportation conveyance for a specific destination. Shipping instructions contain primarily the same data that is found on a Transportation Control and Movement Document.

Shipping/Item Discrepancies. Any variation in quantity or condition of goods received from that shown on the covering authorized shipping documents, purchase

orders, or other authorized shipping document. This includes lost or damaged parcel post shipments or other discrepancies not the result of a transportation error.

Significant Change. As applied to UMD, a significant change is one which materially affects the movement problem or solution.

Shortage. The condition that exists when the number of pieces of freight (packaged or loose) received is less than the number recorded on the bill of lading or governing document.

Short Distance Move. See “Local Move.”

Short TON. 2,000 pounds

Sortie. An operational flight by one aircraft.

Space Available Travel. The specific program of travel authorized by Department of Defense 4515.13-R, Air Transportation Eligibility, allowing authorized passengers to occupy Department of Defense aircraft seats that are surplus after all space required passengers have been accommodated.

Space Required Travel. Mission essential traffic as identified in Department of Defense 4515.13-R, Air Transportation Eligibility.

Split Shipment. A whole or partial shipment separated at a transshipment point into two or more increments with each increment identified and documented separately.

State Area Command (STARC). A mobilization entity within the ARNG state headquarters and headquarters detachment that is ordered to active duty when ARNG s in that state are alerted for mobilization.

State Movement Control Center. The agency responsible for performing the convoy movement control responsibilities of the Adjutant General of each state.

Status of Forces Agreement. A bilateral or multilateral agreement that defines the legal position of a visiting military force deployed in the territory of a friendly state. Also called SOFA.

Sterile Area. An enclosed or protected area at origin or enroute stations in which passengers, crew members, baggage, or cargo is held to eliminate and prevent contact with, or intrusion by unauthorized personnel and plant and animal products and pests after border clearance inspection, but prior to boarding or re-boarding (or loading or reloading), an aircraft or a ship.

Strategic Transportation. Movement between theaters or between the continental United States and a theater.

Stop-off. An authorized stop to load or off-load partial shipments.

Storage. A shipment held in a carrier's custody or stored by the carrier in a public or licensed warehouse at the request of the consignee.

a. Temporary Storage. Storage in connection with a line-haul movement of personal property that is acquired either by Personal Property Bill of Lading/Bill of Lading or contract. Such storage is cumulative and may accrue at origin, in transit, at destination or any combination thereof.

b. Non-temporary Storage. Storage of Household Goods. Long-term storage of household goods in lieu of transportation. Non-temporary Storage includes necessary packing, crating,

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.

Stowage Plan. 115 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.

Strategic Airlift. The continuous or sustained movement of s, personnel, and material in support of all Department of Defense agencies between area commands or between the continental United States and overseas areas.

Stuffing. The packing of cargo into a container.

Supercargo. Personnel that accompany cargo on board a ship for the purpose of accomplishing enroute maintenance and security.

Supplies. All items necessary for the equipment, maintenance, and operation of a military command, including food, clothing, equipment, arms, ammion, fuel, Materials, and machinery of all kinds.

Supported Command. A command receiving and exercising operational control over contingency forces.

Supporting Command. A command deploying forces to or providing other support to a supported command in a contingency operation.

Supporting Installation. An installation or activity that provides specified types of support to off-post s and activities within a specific geographic area.

Surface Deployment and Distribution Command (SDDC). SDDC is a major command of the U.S. Army and USTRANSCOM's component command responsible for designated CONUS land transportation, common user water terminals and traffic management for global movement by US forces.

Sustainment. The provision of logistics and personnel services required to maintain and prolong operations until successful mission accomplishment.

System 463L Assets. Aircraft pallets and nets, tie-down and coupling devices, facilities, handling equipment, procedures, and other components designed to interface with military and civilian aircraft cargo restraint systems. Though designed for airlift, system components may have to move intermodally via surface to support geographic combatant commander objectives.

T-1 Carnet. A commercial customs form used and recognized in most of Europeto transport bonded cargo.

Table of Distribution and Allowances (TDA). An authorization document prescribing organization, personnel, and equipment for s which are generally support of training base s. It may contain civilian positions whereas a TOE or MTOE will not.

Table of Organization and Equipment (TOE). Prescribes the organization, personnel, and equipment required for a particular type of Equipment. Fielded to operate in terms of a modification TOE, or MTOE.

Tank Container. Specialized container that meets International Organization for Standardization and International Maritime Organization requirements for transportation of hazardous and non-hazardous bulk liquids. See "ISO Container."

Tanker Airlift Control Element Cadre. All personnel permanently assigned to an Air Mobility Control Squadron/Air Mobility Control Flight/Airlift Control Squadron or Airlift Control Flight to support airlift operations.

Tanker Airlift Control Element. A mobile command and control organization deployed to support strategic and theater air mobility operations at fixed, enroute, and deployed locations where air mobility operational support is nonexistent or insufficient. A Tanker Airlift Control Element provides on-site management of air mobility airfield operations to include command and control, communications, aerial port services, maintenance, security, transportation, weather, intelligence and other support functions, as necessary. The Tanker Airlift Control Element is composed of mission support elements from various s and deploys in support of peacetime, contingency, and emergency relief operations on both planned and "no notice" basis.

Tare Weight. The weight of a container deducted from gross weight to obtain net weight or the weight of an empty container.

Tariff. A publication containing rates, rules, regulations, and charges applying to commercial/military transportation and accessorial services.

Tariff Weight. Weight standard agreed upon in tariffs.

TCMD Accuracy. The prime or trailer data entry with the correct value that is in compliance with the booking and movement of the cargo and payment process and with the applicable guidance as outlined in DTR Part II, Appendices M and N.

TCMD Completeness. A TCMD is complete if it has all the required prime and trailer data at a given point in the process (e.g., booked, cleared, and transported).

Tender. A paper or electronic voluntary or negotiated offer by a qualified carrier to provide transportation service to the United States Department of Defense at specified rates or charges and submitted by the carrier to a central authority (the Military Surface Deployment and Distribution Command is the central authority for Department of Defense domestic and United States territory tenders) for official acceptance and authorization for use to route traffic.

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.

Terminal Management Team (TMT). The TMTs are integral teams within the DDSB; they manage vessel load-out operations in ocean terminals, ensuring that the deploying unit's equipment is properly loaded and stowed. They do this by managing the contracted labor which performs the operational work associated with loading or off- loading a ship

Terminal – 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.

Termination. Onward movement of a shipment is stopped at a designated point. Termination may be for the convenience of the government or due to the fault of the carrier.

Theater. The geographic area for which a commander of a geographic combatant commander has been assigned responsibility.

Theater-Assigned Transportation Assets. Transportation assets that are assigned under the combatant command (command authority) of a geographic combatant commander.

Theater Commander. The commander of a unified command having responsibility and control for military operations in a designated geographical area.

Theater Container Manager (TCM). Appointed by the Geographic Combatant Commander (GCC). The responsible organization/person ISO container control functions within the Area of Responsibility and establishes a management structure and processes within the assigned theater to monitor and track all the DoD-owned, -leased, or -controlled ISO containers moving into, within, and out of that theater.

Theater Operations (TOPS) TC-AIMS II. TC-AIMS II Theater Operations (TOPS) functionality enables movement control elements to manage and coordinate transportation services during Joint Reception, Staging, Onward Movement, and Integration (JRSOI) and sustainment operations.

Third-Party Logistics Provider. A third-party logistics provider is a firm that provides “third-party” logistics services to companies for part, or sometimes all of their supply chain management. Third-party logistics providers typically specialize in transportation services that can be scaled and customized to customer’s needs based on market conditions and the demands and delivery service requirements for their products and materials.

Third-Party Service. A service that, because of the carrier’s inability to perform, must be contracted to a third party—in lieu of the carrier performing. This service must be preapproved by the Personal Property Shipping Office. The carrier will then pay the third party for the service performed and provide a paid invoice to the Personal Property Shipping Office, which will then give approval for the Defense Finance and Accounting Service to reimburse the carrier. If the Personal Property Shipping Office feels that the third-party charge is excessive, the Personal Property Shipping Office must call to get estimates to ensure the charge is fair.

Threshold. A maximum or minimum value (such as price) used in the automatic approval process of the Third Party Payment System. If the value of a shipment is above a maximum approval threshold, it must be approved manually. If the value of a shipment is at or below the approval threshold, and the carrier’s invoice matches the Government’s estimated price or falls within a previously specified tolerance, payment is approved automatically.

Through Government Bill of Lading. Issued by a United States Government activity to document through movement from initial point of origin to final destination.

Time-Definite Delivery. The consistent delivery of requested logistics support at a time and destination specified by the receiving activity.

Time-Phased Force and Deployment Data (TPFDD). The computer-supported data base portion of an operation plan; it contains time-phased force data, non-related cargo and personnel data, and movement data for the operation plan

Times. All days, including C-Day, M-Day, and D-Day for deliberate planning are assumed to be 24-hours long.

Tolerance. A percentage or maximum variance of a value that governs the automatic approval of a shipment payment, under the Matching Model only. If the difference between the shipper-submitted value and the carrier-submitted value is within a specified percentage, or within plus or minus the maximum variance, then payment will be approved at the carrier-submitted price.

Ton. A measurement of weight.

a. Long Ton. (L/T) (LTON) 2,240 pounds.
b. Metric Ton. (M.T.) 1,000 kilograms (2,204.6 pounds).
c. Short Ton. (S/T) (STON) 2,000 pounds.

Traceable Means. A transportation service that provides accountability for a shipment.

Tracing. Action to determine the location of a shipment.

Trackage Agreement. An agreement between an installation and a railroad that outlines the responsibilities of each party for the usage and fees for the use of track and for the maintenance of way, to include rails, ballast, switches, crossings, signaling, and signage.

Traffic. Cargo, personal property, 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.

Traffic Distribution List. A method of distributing personal property shipments to commercial Transportation Service Providers.

Traffic Management. The direction, control and supervision of all functions incident to the procurement and use of freight and passenger transportation services, and the movement of a member's/employee's personal property.

Transit Time. The established time for the movement of a shipment from origin to destination. This time is determined by counting the day after pickup as the first day. Saturdays and Sundays are counted as part of the transit time.

Transloading. Cargo removed from one conveyance and directly reloaded on another conveyance for movement.

Transportation Component Command (TCC). There are three components of USTRANSCOM. The Army component is SDDC. The Air Force and Navy components are AMC and MSC, respectively.

Transportation Control and Movement Document (TCMD). DD Form 1384. Provides the Airlift Clearance Authority and AMC with advanced information on all shipments entering the AMC system, and provides internal processing and onward movement tracking.

Transportation Control Number (TCN). The TCN is a 17-character data element assigned to control and manage every shipment throughout the transportation pipeline. The TCN for each shipment is unique and not duplicated.

Transportation Coordinators' Automated Information for Movement System II (TC-AIMS II). An automated transportation system being developed to replace TC-AIMS II. It is being designed for use by all the Services and will include most transportation functions required at the and installation level for movement.

Transportation Discrepancies. Any deviations of shipment received (i.e., quantity, condition, documentation, or deficiencies).

Transportation Discrepancy Report. A form used to report loss and damage to material.

Transportation Equipment. The term Transportation Equipment in this regulation applies to, but is not limited to, the following; aircraft, rail cars, buses, trucks, etc.

Transportation Global Edit Table. A table of established Lines of Accounting, Transportation Account Codes, and an edit logic supporting the Service/Agency Line of Accounting requirements. This logic is used to validate segmented Lines of Accounting and Transportation Account Codes within the shipper systems prior to the

shipper systems transmitting the data to Defense Finance and Accounting Service accounting systems and the Third Party Payment System.

Transportation Group (Trans Gp). Trans Gps augment active SDDC Groups or activate strategic expansion ports, as directed by the SDDC Commander. Trans Gps serve as port commanders at established SPOEs/SPODs, under the direction of strategic port managers, and activate expansion ports when directed by the SDDC Commander

Transportation Officer. Person(s) designated or appointed to perform traffic management functions. The official at an activity that is designated or appointed as Installation Transportation Officer, Traffic Manager, Traffic Management Officer, Passenger Transportation Officer, Personal Property Transportation Officer, Movement Coordinator, or Department of State General Service Officers.

Transportation Operational Personal Property Standard System. A standard Automated Information System designed to support the worldwide Personal Property Movement and Storage Program.

Transportation Priorities. Indicators assigned to eligible traffic that establish its movement precedence. Appropriate priority systems apply to the movement of traffic by sea and air. In times of emergency, priorities may be applicable to continental United States movements by land, water, or air.

Transportation Tracking Account Number (TTAN). The Transportation Tracking Account Number is a unique 13 position data field generated in the classified Joint Operation Planning and Execution System domain that represents the association of the Operation Plan identifier and Line Number within a Joint Operation Planning and Execution System record.

Transportation Tracking Number (TTN). The 17-position Transportation Tracking Number is an application generated number based on a unique Transportation Tracking Account Number for each shipment.

Transportation Terminal Brigade/ Battalion (TTB). TTBs augment active SDDC major port commands, medium port commands and detachments, or activate strategic expansion ports, as directed by the SDDC Commander. TTBs serve as port operators at established SPOEs/SPODs, under the direction of strategic port managers, and activate expansion ports when directed by the SDDC Commander.

TRICON. The container measures 77.5(1) x 96(w) x 96(h) inches. It is a lockable, weatherproof, reusable, prefabricated freight container with a cargo capacity of 12,300 pounds. It has International Organization for Standardization corner fittings for lifting and restraint and for coupling three TRICONs together to have the same dimensions

as a standard 20-foot International Organization for Standardization container. See “ISO Container.”

Truckload. A quantity of cargo required for the application of a truckload rate. Also, a motor vehicle loaded to its carrying capacity.

Unaccompanied Baggage. (See the Joint Travel Regulations, Appendices A for complete definition.) That portion of the member’s/employee’s authorized weight allowance of personal property that is not transported free on a ticket used for personal travel and which is shipped separately from the bulk of the household goods. This shipment may be shipped by the expedited transportation mode. Examples are personal clothing; professional books and equipment needed on arrival for performance of official duties; pots, pans, linens, and other light housekeeping items; collapsible cribs, playpens and baby carriages; small radios, portable televisions and small tape recorders; special equipment required for patients; and other items required for the health, comfort, and morale of the member/employee. (In addition, refer to individual Service/Agency Regulations for specific definition of unaccompanied baggage.)

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.

Deployment List (UDL). A UDL is an OEL tailored specifically to an operational/ exercise scenario.

Identification Code (UIC). A six-character alphanumeric code that uniquely identifies each active, reserve, and National Guard of the Army Forces.

Load. A pallet, module, or vehicle.

Line Number (ULN). A seven-character alphanumeric code that describes a unique increment of a deployment, i.e., advance party, main body, equipment by sea and air, reception team, or trail party in a JOPES TPFDD.

Move Cargo. Cargo includes all equipment, accompanying supplies, Military Service pre-positioned forces and afloat pre-positioned equipment, and war reserve stocks. -related supplies and equipment include as organic equipment, basic load, and accompanying supplies.

Movement Coordinator (UMC). Installation appointed primary and alternate civilian or military personnel to serve as the installation's transportation Office (ITO) point of contact for installation deployment transportation support and instructions.

Movement Data (UMD). UMD is an equipment/supply listing containing corresponding transportability data. Tailored UMD has been modified to reflect a specific movement requirement.

Owned Container. Containers that have been identified as owned and controlled. These containers are listed on the property books are to ensure these containers are on their OEL and certified in accordance with DTR 4500.9-R, Part VI, Management and Control of Intermodal Containers.

United States Army Reserve (USAR). A federal force consisting of individual reinforcements and combat, combat support, combat service support, and training type units organized and maintained to provide military training in peacetime and a reservoir of trained s and individual Reservists to be ordered to active duty in the event of national emergency.

United States Property and Fiscal Officer (USPFO). A National Guard officer in each State on active duty for the purpose of receiving and accounting for all federal funds and property in possession of the National Guard of that State.

United States Transportation Command (USTRANSCOM). A unified command with the mission to provide global air, land, and sea transportation services for DOD.

Training Equipment Site (UTES). A consolidation of ARNG organizational equipment at, or serving an authorized weekend training site.

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 unitization may be accomplished by placing the item or items in a container or by banding them securely together.

Type code (UTC). A JCS developed and assigned code consisting of five characters which uniquely identify a "type ".

Unstuffing. The removal of cargo from a container (also referred to as stripping).

Verified Shipping Instructions. Shipping instructions in which key shipping details have been verified against the original booking details. The verified shipping instructions are submitted to the ocean carrier prior to lift of cargo and serves as the ultimate document for shipping details.

Volume Movement Report. Means used by a Transportation Officer or other shipper to inform the Military Surface Deployment and Distribution Command Operations Center or theater Commander of cargo movement having sufficient

volume and/or characteristics for potential negotiations with carrier industry for special transportation rates and service.

Voluntary Intermodal Sealift Agreement. An agreement that provides 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.

Water Clearance Authority. An activity that controls and monitors the flow of cargo into ocean terminals. See “Ocean Cargo Clearance Authority.”

Waiting Time. Chargeable time that the carrier (at carrier’s convenience) is requested to wait. This time is either beyond the initial “allowable” waiting time or time that is necessary and out of carrier’s control such as due to a member’s/employee’s over-dimension article. Charges are applied to the vehicle(s) and driver(s), and possibly the helpers.

Yellow TAT. Cargo which must accompany troops and which must be accessible during the voyage. For personnel traveling via commercial air, this is generally only that baggage that would fit under the seat. Yellow TAT will not be palletized for shipment.