

## CHAPTER 205

### TRANSPORTATION PROTECTIVE SERVICE (TPS)

#### A. GENERAL

1. This chapter implements the policies of DOD 5100.76-M, Physical Security of Sensitive Conventional Arms, Ammunition, and Explosives, DOD 5105.38-M, Security Assistance Management Manual (SAMM) Paragraph C.7.17 for transportation of sensitive conventional AA&E and DOD 5200.1-R Information Security Program, for classified shipments. It further includes the transportation-related requirements for Communications Security materials contained in National Training Standard for Security Systems No. 4001, Controlled Cryptographic Items, Committee on National Security Systems Instruction 4005, Safeguarding Communications Security Facilities and Material, and National Security Agency/Central Security Service Manual 3-16, Control of Communications Security Material. It establishes procedures and responsibilities for worldwide shipments requiring a TPS. Implementation of these procedures for commercial Transportation Service Providers (TSPs) will be IAW the following tariff: MFTURP-1, located on the SDDC website at <http://docketing.sddc.army.mil/mfturp2.pdf>. Nothing herein is to be construed to prohibit transportation security responsibilities and procedures as established by the theater CDRs. Department of Energy funded shipments are not included in this regulation.
2. The following types of materiel provide guidelines to assist in determining the applicability of the procedures in this chapter to the transportation of cargo items:
  - a. DOD-funded or funded by other Government agencies participating in the DOD Industrial Security (DODIS) program.
  - b. Classified and sensitive FMS shipments while transiting in the CONUS and OCONUS, to include shipments made under DOD ownership. Shipping requirements are based upon DTC specified in LOA. When the DTC dictates the shipment is moving within the DTS, shippers must apply the appropriate TPS IAW this chapter. See Appendix E for detailed FMS guidelines and requirements.
  - c. Made by or transported to/from a contractor or subcontractor when material is ultimately intended for military purposes. This will include all classified and sensitive items in research, development, testing, and evaluation, even when the item has yet to be delivered to the Government.
  - d. Nuclear Weapons Related Materiel (NWRM). Classified NWRM assemblies, subassemblies, and component parts (containing no fissionable or fissionable material) identified by the Military Departments that comprise or could comprise a standardized war reserve nuclear weapon (including equivalent training devices) as it would exist once separated/removed from its intended delivery vehicle. The term "delivery vehicle" is defined as the portion of a weapon system that delivers a nuclear weapon to its target. This includes cruise and ballistic missile airframes as well as delivery aircraft.
3. TPS guidelines set forth in this chapter are minimum requirements for the movement of sensitive and classified material, including demilitarized and retrograde cargo. TPS guidelines accomplish the following:
  - a. Prescribe procedures for ensuring adequate protection of material requiring TPS and for minimizing freight loss and damage caused by negligence, unauthorized, or illegal acts.

- b. Establish procedures to maintain shipment accountability.
  - c. Provide a means for corrective or compliance action.
4. Force Protection Conditions (FPCON) are defined in JP 1-02, Department of Defense Dictionary of Military and Associated Terms. The FPCON cited herein is the baseline CONUS FPCON as established by the CDR, US Northern Command or declared as FPCON for DOD CONUS transportation, whichever is more stringent. FPCONs discussed in this chapter are those at origin or destination. Where there is a difference between origin and destination, the highest FPCON applies. When the trailer is scheduled to stop in transit, the shipper will also factor in the FPCON of the in transit stop.
- a. FPCON NORMAL describes a situation of no current terrorist activity. The only security forces needed are enough to stop the everyday criminal. The security forces used are most likely civilian police forces.
  - b. FPCON ALPHA. This condition applies when there is an increased general threat of possible terrorist activity against personnel and facilities, the nature and extent of which are unpredictable, and circumstances do not justify full implementation of FPCON BRAVO measures. However, it may be necessary to implement certain measures from higher FPCONs resulting from intelligence received or as a deterrent. The measures in this FPCON must be capable of being maintained indefinitely.
  - c. FPCON BRAVO. This condition applies when an increased or more predictable threat of terrorist activity exists. Sustaining the measures in this FPCON for a prolonged period may affect operational capability and relations with local authorities.
  - d. FPCON CHARLIE. This condition applies when an incident occurs or intelligence is received indicating some form of terrorist action or targeting against personnel or facilities is likely. Prolonged implementation of measures in this FPCON may create hardship and affect the activities of the unit and its personnel.
  - e. FPCON DELTA. This condition applies in the immediate area where a terrorist attack has occurred or when intelligence has been received that terrorist action against a specific location or person is imminent. Normally, this FPCON is declared as a localized condition. FPCON DELTA measures are not intended to be sustained for substantial periods.
5. Following are the emergency and operational contact telephone numbers referenced throughout this chapter:
- a. SDDC DTTS: Commercial: 800 826-0794. For TSPs/drivers emergency, secure holding issues, accidents, delays, and incidents.
  - b. DOD Hazmat Hotline: 800 851-8061 or +011 804 279-3131 (For calls from ships at sea).
  - c. For DOD Hazard Class 1 (Explosives) Only: 703 697-0218/0219 (Collect) or DSN 227-0218 (Watch Officer).
  - d. SDDC Safety: Applications procedures for DOT-SP, COE, CAAs, etc. are described in DTR, Part II, Chapter 204, Paragraph H and DLAD 4145.41 Ch 4.11. Each Service will contact their respective Service focal points for applications, renewals, and questions. AMSSD-SA will provide assistance as a final alternative.
  - e. Driver Security Clearance: To confirm driver's current clearance, Defense Security System (DSS) Defense Industrial Security Clearance Office (DISCO), 888 282-7682.
6. For the intent of this chapter, CONUS represents the 48 contiguous States to include the District of Columbia and Alaska.

7. Shippers are authorized to apply more stringent requirements but are not authorized to prescribe less stringent requirements than in this regulation unless due to operational necessity and approved by the military service HQ.
8. USTRANSCOM maintains a global courier network, the DCD, for the expeditious, cost-effective, and secure distribution of classified and sensitive material. TOP SECRET material is not to be moved under this chapter, but rather under the DCD. Agencies that do not have established USTRANSCOM DCD support can address questions or requests on the USTRANSCOM DCD website at <http://www.transcom.mil/dcd/>.
9. SDDC Customer Service Systems Response Center (SRC) Help Desk number: 800 526-1465. When the SRC number is called the system generates a "help ticket" and refers it to the appropriate branch.
10. For general Rating and Routing questions call 618 220-6359, DSN 770-6359. For general HAZMAT questions: Send questions to: [usarmy.scott.sddc.mbx.omb-for-hazmat-team@mail.mil](mailto:usarmy.scott.sddc.mbx.omb-for-hazmat-team@mail.mil). For general HAZMAT guidance, refer to this Regulation, Chapter 204.

## B. PROCEDURES

1. Shipments of general cargo commodities will not be combined with material requiring TPS if processed for movement on separate shipment documents with different TCNs. TPS shipments must be handled as the first priority with regards to delivery, offloading, and security.
2. Brokers, Defense Transportation Coordination (DTC) TSPs, sub TSPs or freight forwarders, shipper agents, or shipper associations are restricted from handling Class 1, Division 1.1 thru 1.6, sensitive munitions, arms, or shipments requiring PSS, Rail Armed Guard Surveillance Service (ARG), Rail Inspection Service (RIS), DDP, CIS, DCS, and/or SNS-services (See [Paragraph O](#)).
  - a. An exception is granted for the use of brokers, freight forwarders, shipper agents, or shipper associations when utilizing the Surface Transportation Contract (STC) or DTC contract for transport of FAK shipments requiring 675 services (to include shipments identified in this chapter Paragraph [G.3.b](#)).
  - b. However, cleared and approved brokers and freight forwarders may be utilized on a limited basis to perform clearing documentation through customs only but brokers and freight forwarders will not be used in the movement or solicitation of DOD AA&E cargo.
  - c. Use of the term “freight forwarder” in this chapter refers to the role of a third-party in providing transportation services for cargo moving in the DTS. This is distinguished from the FMS freight forwarder in its role as agent for a foreign military customer and as a consignee for the FMS cargo. The role of the FMS freight forwarder is defined in DOD 5105.38-M and in Appendix E of this regulation. Once cargo is received at the FMS freight forwarder facility it is considered to be outside the DTS.
3. When transportation is being performed under a FAR-based contract, all freight must first be offered to all of the awarded contractors/TSPs within the contract/within a lane of traffic before moving the traffic via an alternate method/alternate TSP(s). Voluntary tenders are to be used only during contingency conditions or when the volume exceeds the contractors/TSPs capacity. Only the voluntary tenders of a current contract/TSPs participant will be used; the only exception will be if there are none on file.
4. Canadian-based commercial drivers may transport goods to the US from Canada if all goods to be delivered were loaded in Canada. Canadian TSPs will be allowed to transport shipments of AA&E in the US as long as the Canadian companies have successfully completed the Canadian Level II (SECRET) facility and personnel security clearance requirements and comply with US

Customs' rules and regulations relating to sabotage while in the US and can provide in transit TPS as directed by this regulation. Canadian drivers are also required to comply with US Citizenship and Immigration Services rules and regulations relating to entry into the US and performance of work while in the US. The following key principles apply:

- a. Drivers may be admitted to deliver or pick up cargo traveling in the stream of international commerce.
- b. Drivers may not engage in any activity that qualifies as local labor for hire.
- c. Purely domestic service (point-to-point within the US) is not permitted.
- d. Purely domestic service or solicitation, in competition with US operators, is not permitted.
- e. Stops exceeding two hours for SRC I and II PSS shipments and four hours for SRC III and IV AA&E DDP shipments must notify DTTS for G9 approval determination at Commercial: 618 220-5060, DSN 770-5060.

### C. RESPONSIBILITIES

1. Within the respective AORs, the TCCs, CCDRs, USTRANSCOM, and the Services/Agencies are responsible for:
  - a. Ensuring that the security requirements of this chapter are included in tariffs, tenders, agreements, or contracts for the transportation of sensitive, classified/CCI, and conventional AA&E.
  - b. Establishing and publishing rules and requirements for in transit security of DOD commercial and unit shipments within their area of operations IAW the requirements of this chapter, and Transportation chapters of DOD 5100.76-M.
  - c. Establishing oversight programs to ensure the adequacy of in transit security provided DOD shipments by TSPs.
  - d. Coordinating with USTRANSCOM and its components AMC, SDDC, and MSC, to develop, administer, and maintain joint transportation security requirements for the commercial movement of AA&E via all modes of transport.
  - e. Providing the equivalent or greater protection as that required for CONUS movements to OCONUS AA&E in transit security.
  - f. Providing equivalent compensatory service(s) for in-theater shipments when the TPS required by this chapter is not available.
  - g. Providing transportation security advice and assistance to TOs and TSPs.
  - h. Monitoring TSP compliance with TPS requirements.
  - i. Investigating transportation security incidents and accidents within assigned OCONUS AOR. Report final findings to Service HQs, and USTRANSCOM TCJ3-FP (Commercial 618 229-7711; DSN 779-7711).
  - j. Ensuring that shipping activities comply with DOD transportation security procedures for shipments requiring TPS.
  - k. Ensuring that the GSA's Excluded Parties List System (EPLS) is used in the TSPs approval screening process. Web site at: <https://www.epls.gov/> (\*) **Non-DOD Website**.

2. The TO, Contracting Officer, Ordering Officer, and COR's:
  - a. Conducts advance shipment planning. For all SRC I, II and NWRM shipments covered by this chapter, the TO will notify the Consignee in advance of the shipment and the Consignee will acknowledge the ability to receive the shipment. The TO will await positive acknowledgement from the recipient before the shipment occurs.
    - (1) The TO, acting on behalf of the consignor, will conduct positive advance shipment planning that includes liaison with the POCs representing the consignor (shipper's material prep-for-transport office), the consignee (material receipt personnel and TO), and the TSP's dispatcher to ensure the safe, secure, and cost effective transport of SRC I, II, and NWRM materials. The consignor will review/comply with the destinations consignees TFG special instructions to proper routing and delivery restriction considerations to include delivery hours and secure holding capabilities.
    - (2) The TO will establish written procedural checklists or use Service specific forms for shipment and receipt of AA&E, classified (SECRET and CONFIDENTIAL), sensitive, controlled, and pilferable material IAW the directions of this chapter.
    - (3) Contact the destination activity to confirm they have the ability and intent to receive and secure the shipment. Pre-plan, coordinate, and confirm the shipment delivery location and POC with the destination to include at least one commercial phone number. For International shipments, to include shipments to/from Canada, the TO must complete all documentation associated with clearing foreign customs. For additional guidance on customs clearance, including information on customs brokers, see DTR Part II, Chapter 202, Cargo Routing, or DTR Part V, Customs.
    - (4) Include the following information on the BL: commodity, CIIC or SRC, Tractor, Trailer, Container and DROM numbers and HAZMAT information, required TPS, the shipper and receiving activity emergency contact information, and attach any required supporting documentation to the BL.
    - (5) Communicate with the local installation security or force protection officer to understand local in transit risks that includes risk at origin, in transit, and destination. Minimum standard mitigation measures will be executed IAW FPCON (see [Table 205-1](#)). However, additional mitigating measures that counter assessed threats, vulnerabilities, or criticalities are to be executed by the security or force protection officer in consultation with the TO. Risk assessments will be reviewed and updated as warranted by changing situations.
    - (6) Ensure all personnel who accept, handle, package, or ship classified material have a security clearance equal to or greater than the material being handled. Refer to [Paragraph O.4](#) for exceptions when cleared escorts are used. Any Government employee (civilian or military) assigned duties that include responsibility for the control, accountability, and shipment of AA&E, will undergo security-screening IAW screening requirements developed by the Service. Any Government personnel (civilian or military) operating a vehicle or providing security to all AA&E, classified (SECRET/CONFIDENTIAL), and sensitive shipments requiring PSS/DDP will, as a minimum, have a favorable Advanced National Agency Check with Local Agency Check and Credit Check (NACLIC) and adjudicated to an interim SECRET or final SECRET clearance.
    - (7) Inform the TSP(s) that shipments of the following materials may not be taken into unapproved TSP terminals: classified (SECRET/CONFIDENTIAL), NWRM, and CCI

materials; SRC I-IV AA&E; unclassified ammunition and explosives Hazard Class/Division 1.1, 1.2, 1.3, and 1.4 (1,001 pounds or more).

- (8) Installations Use of TSP Local Drivers:
    - (a) Installations with a high volume of TPS shipments are authorized to develop installation policies allowing the usage of local drivers. That local policy must be reviewed and approved by the Service HQ or the JMC.
    - (b) A local driver is a single driver that meets all of the other applicable provisions to transport TPS freight requiring PSS except the second driver. The local driver is used to benefit both the TSP and the installation by allowing efficient scheduling and use of resources. For shipping installations, the local driver can spot empty equipment, sign for loads, and place them into secure holding. For receiving installations, the local driver can pull loaded equipment from secure holding, and spot the loaded equipment as required. The local driver is not permitted to leave the installation with loads for any reason.
    - (c) The installation policy must detail how the installation will ensure that local drivers do not leave the installation with loaded equipment, and what measures will be taken to ensure that the loads leave the installation only with qualified drivers.
    - (d) TSPs utilizing local drivers are responsible to ensure that over-the-road equipment meets the same DD Form 626, Motor Vehicle Inspection (Transporting Hazardous Materials), [Figure 205-14](#), standards and that the DD Form 1907, Signature and Tally Record, [Figure 205-1](#) is completed legibly and signed by both drivers immediately at any change of custody. Also, the TSP is responsible for ensuring loads are transferred only to qualified drivers IAW other provisions of this publication.
    - (e) These requirements are subject to inspection by SDDC or its Transportation Safety and Security contractor at any time.
    - (f) The installation must verify both signatures from the team on both the DD Form 626 and the DD Form 1907 forms prior to the load departing the installation, at all times.
  - (9) The shipper must proactively coordinate the RDD between the destination and the TSP and will include the RDD, destination operating hours, and any delivery restrictions on the BL. Installations are reminded that it is required that information listed in the TFG is kept current.
  - (10) Arms and ammunition of the same caliber will not be shipped in the same container or conveyance.
- b. Route AA&E shipments as follows:
- (1) The shipper must identify a RDD for TPS AA&E shipments consistent with the standard transit times (see Chapter 202, Tables 202-3 and 202-4). The standard transit times are the maximum times AA&E shipments will be allowed to transit between origin and destination. The RDD will be considered as the date by which AA&E shipments must be delivered by the TSP.
  - (2) The shipper must provide a RDD to identify AA&E shipments that require a transit time shorter than the maximum allowed times (see Chapter 202, Tables 202-3 and 202-4) and request Expedited Services. The RDD will be annotated in the remarks block on the shipping documentation.



- (3) The shipper will verify the operational status of the DTTS prior to carrier departure. Verification will consist of a visual examination of the DTTS message display to ensure the DTTS is enabled. The driver must send an „L’ message that includes the BL, Trailer Number, and DROM Number as applicable. The shipper will also verify possession of two panic buttons (one remote/one on the dash). The munitions TSP driver, when practicable, will position the DTTS message display unit in a manner that allows the shipping inspector or other designated shipper personnel to validate the DTTS is enabled without having to climb aboard the cab of the motor vehicle. The status of the DTTS check will be recorded on page 1 of DD Form 626, Item 14. A DTTS monitoring system found to be defective must be corrected prior to loading. If the DTTS cannot be repaired, shipments will not be loaded on the vehicle.
- (4) Route shipments of TOP SECRET and other sensitive material using courier escort services provided by USTRANSCOM DCD. This may include SECRET, classified/sensitive, or unclassified/sensitive material, both CONUS and OCONUS.
  - (a) The USTRANSCOM DCD can transport up to and including TOP SECRET material.
  - (b) The USTRANSCOM DCD provides secure, worldwide movement of classified and sensitive national security material requiring courier escort in support of the DOD, the Department of State, Federal Agencies, NATO, US Allies, and US government contractors through an international network of couriers and courier stations.
  - (c) Courier stations provide service to areas where SOFAs or similar agreements ensure that border clearance officials admit such material free of duty and without examination. The USTRANSCOM DCD and the Diplomatic Courier Service (under the Department of State) maintain close liaison and interoperability to minimize duplication of service and provide delivery of USTRANSCOM DCD courier material into those areas where the USTRANSCOM DCD cannot provide service.
  - (d) Shipments are transported via various conveyances including, but not limited to, military airlift, US-flag commercial airlift, government-chartered aircraft, and military/commercial vehicles. In all instances, security of material is of paramount importance, maintained through a combination of means, to include restricted handling, use of accredited facilities, and continuous accountability for material in the USTRANSCOM DCD system.
  - (e) Directives govern USTRANSCOM DCD operations are: USTRANSCOM Instruction 10-22, Courier Operations and DODI 5200.33, Defense Courier Operations (DCO), <http://www.dtic.mil/whs/directives/corres/pdf/520033p.pdf>. For customer guidance/DCS Customer Service Guide, go to <http://www.transcom.mil/dcd/> and select Customers.
- (5) Equipment Substitution guidance. The TO may allow the TSP to substitute suitable equipment ordered, provided notification of the substitution is received from the TSP and approved by the TO prior to the TSP furnishing the equipment. When the equipment furnished differs from the equipment ordered, annotate the BL accordingly. When substituting equipment, coordination between shipper and carrier is required prior to shipment release.
  - (a) Equipment substitution for carrier convenience will not result in additional charge to the government.

- (b) If the substitution creates a requirement for additional accessorial and/or TPSs, the TSP will provide those services at no additional charge to the shipper.
  - (c) When authorizing equipment substitutions for SRC I-IV, the TO must ensure all TPS requirements are met.
  - (d) When an equipment substitution creates a situation where Trailer Tracking Service (DCS) is required, the TO must update the equipment code in the shipper system to reflect the equipment provided by the TSP.
- c. Release AA&E, classified and sensitive shipments that require a TPS as follows:
- (1) SECRET shipments must be tendered to TSP(s) that are cleared to transport SECRET shipments and provide TPS(s) prescribed in [Paragraph O](#) and [Table 205-2](#).
  - (2) CONFIDENTIAL shipments must be tendered to TSPs that provide TPS(s) prescribed in [Paragraph O](#) and [Table 205-2](#) and [Table 205-7](#).
  - (3) The DOD BPA awarded-TSP(s) under the GSA multiple award schedule are approved to transport classified (SECRET/CONFIDENTIAL/NWRM) packages using next day only service. The DOD BPA TSP is also approved to move small quantities of arms and ammunition, if that TSP is authorized under the DOD BPA contract (See [Paragraph G](#) for further information).
  - (4) For classified shipments to/from OCONUS locations, the only routing options are AMC, USTRANSCOM DCD. If staying within the APO and FPO mail system, use of USPS, return receipt requested is authorized.
  - (5) Confirm driver current clearance for commercial/contractor drivers prior to releasing classified shipments, arms, ammunition, and explosives (SRC I-IV). The current facility clearance of the commercial TSP may be obtained from the DSS, DISCO, 2780 Airport Drive, Suite 400, Columbus, Ohio 43219-5000, by commercial telephone 888 282-7682 or via the Internet at the DSS Central Verification Authority Web address: [http://www.dss.mil/disco/disco\\_mission.html](http://www.dss.mil/disco/disco_mission.html). To validate a driver's security clearance, request authorized Security Office personnel login to the Joint Personnel Adjudication System (JPAS) at <http://www.dss.mil/diss/jpas/jpas.html> or contact the TSPs FSO.
  - (6) Confirm the presence of an operational two-way communication system capable of obtaining emergency assistance.
  - (7) Secure package material requiring TPS IAW packaging regulations.
  - (8) Mark and label TPS material IAW MIL-STD-129. Marking and labeling information can be found at the following web site: [https://assist.daps.dla.mil/quicksearch/basic\\_profile.cfm?ident\\_number=35520](https://assist.daps.dla.mil/quicksearch/basic_profile.cfm?ident_number=35520). Restrictions on marking are found in [Paragraph I](#).
  - (9) SRC I and II shipments will not be released for movement if the standard transit time or delivery date will place the TSP at the destination during closures, holidays, or weekends.  
  
EXCEPTION. For activities that will be open on a weekend or holiday, shipper will pre-coordinate movement with DTTS, TSP, and final destination.
  - (10) Before releasing a shipment requiring TPS, ensure the driver possesses a valid operator's license with a, medical qualification card, employee record card or similar document with the driver's photograph. Also, if applicable, a route plan as prescribed by 49 CFR 397, a valid HAZMAT endorsement and certification of Hazard Class/Division 1.1, 1.2,



or 1.3 explosives safety training. The TO must be able to verify a driver's affiliation with the TSPs named on the BL. The status of the DTTS check will be recorded on page 1 of DD Form 626, Item 14.

- (11) Submit a REPSHIP IAW [Paragraph L](#).
  - (12) Enter AA&E shipments data moving under SNS into the DTTS before the TSP is released. (See [Paragraph O.5](#))
  - (13) Provide the same degree of TPS for the motor segment of intermodal shipments (such as motor-air taxi-motor) as that required for direct motor movement.
  - (14) Ensure the BL is annotated with DTTS instructions.
  - (15) SRC I and II AA&E will be delivered directly to the destination -- no stop-offs permitted. Exception. Split pickup and delivery at more than one location within the confines of the same installation or facility is permitted.
  - (16) Route SRC I and II AA&E shipments via a single TSP providing door-to-door service.
  - (17) Use of a POV either on or off the installation is prohibited from carrying, moving, or storage of AA&E unless explicitly authorized by the Service. Use of POV to transport AA&E by a TSP is prohibited.
  - (18) The completed BL must be immediately released from the shipper's automated system (GFM, DSS, CMOS) to DTTS prior to the conveyance departing the installation.
  - (19) Inspection of Vehicles. Prior to loading or unloading vehicles, inspect all vehicles used to transport AA&E shipment requiring TPS, SNS, and placarded quantities of HAZMAT IAW 49 CFR and DOD safety regulations using DD Form 626.
  - (20) Dromedary Boxes. Shippers will not allow TSPs to provide a divided trailer or tractor's toolbox as a dromedary.
  - (21) When CIS, DDP, PSS, SEV, or SNS is requested, shippers must confirm that the driver has an identification which verifies their affiliation with the TSP (s) named on the BL. Shippers must ensure that drivers handling such shipments carry a valid driver's license and medical qualification card, employee record card, or similar documents, one of which must contain the driver's photograph. All documents must be in English to be considered adequate.
- d. Receive/receipt AA&E, classified and sensitive shipments as follows:
- (1) The receiver will monitor the in transit status of their inbound AA&E shipments using the available methods identified in [Paragraph O.5](#).
  - (2) After receipt of shipment and completion of the DD Form 1907, [Figure 205-1](#), or a TSP's form, the receiver will furnish the delivery TSP with the original form for their records. Instructions for completing the DD Form 1907 are located in [Figure 205-2](#). In lieu of the DD Form 1907, upon approval, TSPs may offer an Electronic Signature Service that shows the movement of shipments through the TSP's system as recorded by various electronic scans. Payment for the completed security service will be included in Third Party Payment System (TPPS). If the receiver has reason to believe that the security service was not performed, the receiver will notify the TSP in writing and advise the shipper to remove payment for the service. The receiver will implement TDR procedures IAW Chapter 210 and report security for classified shipments IAW the DOD 5220.22-M Chapter 1, Section 3 of the [National Industrial Security Program's Operations Manual](#) to the DSS.

- (3) The receiver must note any and all discrepancies associated with the movement of TPS shipments. A TDR must be executed IAW this Regulation, Chapter 210. The consignee TO will ensure that the local station security office or Provost Marshall is notified in the event of a suspected security breach or compromise when the TDR involves a TPS violation.
  - (4) Those installations reporting TSPs performance issues must be IAW Chapter 207. Installations reporting TSPs performance issues may contact the SDDC Customer Service at 800 526-1465 available seven days a week, 24 hours a day including holidays and weekends.
  - (5) The consignee must notify the TSP and the Service HQ when shipments of the following materials are not received within 12 hours of the ETA: NWRM, classified and CCI materials; SRC I-IV AA&E; uncategorized ammunition and explosives Hazard Class/Division 1.1-1.4. When a TSP cannot give a reasonable explanation for the delay, notify the SDDC Customer Service at 800 526-1465 who will refer the consignee inquiry to the TSP.
  - (6) Refer to the NISPOM for DODIS clearance requirements for the transportation of SECRET and CONFIDENTIAL non-AA&E material by commercial TSPs. Issues pertaining to granting, denying, suspending, revoking, or terminating facility security clearance and DOD Transportation Security Agreement may be directed to DSS HQ, Regional or DISCO offices located on the DSS Web Site: <http://www.dss.mil>.
  - (7) Installations designated in the TFG as Secure Holding locations will afford Secure Holding (See [Paragraph Q](#)). Those installations not identified in the TFG may afford TSPs Secure Holding at the discretion of installation security personnel IAW their installation security plan. Those installations that cannot provide Secure Holding will contact the SDDC Operations Center, 1 Soldier Way, Building 1900 West, Scott AFB IL 62225-5006, at DSN: 770-4262 or commercial 618 220-4262 to assist the carrier with routing to the nearest DOD location that can provide Secure Holding. In the event of a breakdown, accident, National Emergency and elevation to FPCON Delta, etc., installations must comply with directives to secure DOD assets ordered off the highway by providing Safe Haven to get the AA&E out of the public domain. Safe Haven will be provided until such time as movement can be affected to the receiving installation, approved TSP facility, or nearest installation that can provide increased security under FPCON Delta.
  - (8) All CONUS receiving activities are required to confirm delivery of SRC I shipments in the DTTS web site within two hours of offload to: <https://www.iris.tea.army.mil>. If the website is unavailable or inaccessible the TO should contact DTTS via phone at 800-826-0794 to confirm shipment delivery.
- e. Inspection of Vehicles. Prior to loading or unloading vehicles, inspect all vehicles used to transport AA&E shipment requiring TPS, SNS, and placarded quantities of HAZMAT IAW 49 CFR and DOD safety regulations using DD Form 626.

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

1. Material requiring TPS must be shipped IAW at least minimum-security standards and the current FPCON prescribed in the following:
  - a. [Table 205-1](#). Minimum Security Standards for AA&E Shipments (Motor).
  - b. [Table 205-2](#). Minimum Security Standards for Classified Material.

- c. [Table 205-3](#). Examples of AA&E Shipment Security Risk Categories (SRC)
- d. [Table 205-4](#). Minimum Security Standards for AA&E Shipments (Water)
- e. [Table 205-5](#). Minimum Security Standards for AA&E Shipments (Rail)
- f. [Table 205-6](#). Minimum Security Standards for AA&E Shipments (Air)
- g. [Table 205-7](#). Transportation Protective Services (TPS) Chart.
- h. [Table 205-8](#). Protective/Accessorial Service Table Chart
- i. Ensure shipments requiring TPS are only released to approved TSPs that can provide the level of service.
- j. For air shipments, instruct the TSPs to load TPS shipments to prevent access by passengers and crew while in flight.
- k. Request routing instructions from the TCC or theater CDR for all export and import TPS shipments.
- l. Services HQs/Agencies have the authority to increase the level of TPS based on their individual activity FPCON level or as needed.

#### **E. SRC DETERMINATION**

1. FEDLOG or a Service supply automated information system may be used to identify a SRC/CIIC. Refer to DOD 4100.39-M and DOD 5100.76-M for additional information or Service's specific guidance provided below.
2. For Army-Sponsored Shipments:
  - a. POC for HQ JMC managed material. Telephone numbers - Commercial: 309 782-4762 or 309 782-5879, DSN: 782-4762/5879.
  - b. POC for US Army Aviation and Missile Command (AMCOM)-managed material. Telephone numbers - Commercial: 256 876-1155 or DSN: 746-1155.
3. For Navy-Sponsored Shipments: NAVSEA SW020-AC-SAF-010. POC telephone number for the Naval Ordnance Safety and Security Activity (NOSSA) are Commercial: 301 744-6066 or DSN: 354-6066.
4. For Marine Corps-Sponsored Shipments: NAVSEA SW020-AC-SAF-010. POC telephone numbers for Marine Corps are Commercial: 703 695-7930 (ext 2452) or DSN: 225-7930.
5. For Air Force or DLA-Sponsored Shipments: DOD 5100.76-M.
6. Utilize [Table 205-3](#) as a quick reference table for SRCs of AA&E. [Table 205-7](#) provides guidance for required TPS.

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

1. Protection of DOD assets in transportation must be based on a realistic assessment of the associated risks. The goal is to prevent loss, theft, vandalism, or damage in transit. Performing risk analysis allows the user to prioritize assets so that transportation protection can be applied in the most efficient and cost effective manner possible. These recommendations pertain to normal peacetime shipments. During periods of heightened risk, additional security measures may be required to provide adequate in transit protection.

2. DOD asset types described herein and potentially at risk include:
  - a. Ordnance is defined as articles, explosives, substances, chemicals, pyrotechnic, and similar stores (e.g., bombs, guns and ammunition, flares, smoke, napalm).
  - b. Inert ordnance is a condition of munitions or component thereof that contains no explosive, pyrotechnic, or military chemical agent. An inert ordnance asset never has an operational warhead.
  - c. Training ordnance is non-tactical munitions used for military indoctrination and/or training purposes. Training ordnance may be inert or it may contain components that have pyrotechnic and/or explosive content. Part and parcel to the shipment planning process, shippers must consult relevant Service technical manuals to distinguish between inert training ordnance and training ordnance that has pyrotechnic and/or explosive ingredients.
  - d. Sensitive non-ordnance items are those that do not have minimum protection specified in existing regulations but may be sensitive for transportation via commercial TSPs.
3. Risk Management is composed of the factors of criticality, vulnerability and threat to assets and personnel engaged in an operation. Risk Management utilizes mitigating measures to either reduce the risk to assets and personnel engaged in an operation or accept the associated risk.
  - a. Criticality. The value or importance of the asset to the user and the Service, Agency or DOD. The risk level increases with increasing criticality in the risk analysis model.
  - b. Threat. Potential terrorist, criminal or foreign intelligence activities targeting DOD Service personnel, facilities, and/or operations. The risk level increases with increasing threat levels in the risk analysis model.
  - c. Vulnerability. The characteristics of a system that cause it to suffer a definite degradation as a result of having been subjected to a certain level of effects in an unnatural hostile environment. The risk level increases with increasing vulnerability in the risk analysis.
  - d. Mitigation Measures. Programs and related actions taken to manage the risk to assets or personnel involved with supporting an operation. The risk level decreases with increasing focused mitigation measures in the risk analysis model. Risk cannot be avoided with AA&E shipments, but can be managed to achieve the lowest level of acceptable and cost-effective risk.
4. Refer to DOD 5100.76 M for additional information relating to the physical security of DOD sensitive conventional AA&E.

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

1. Regarding small shipments of AA&E, Classified SECRET/CONFIDENTIAL/NWRM), Protected and Sensitive Shipments, and in conjunction with responsibilities listed in this Chapter [Paragraph C](#):
  - a. The origin TO will:
    - (1) Determine which type carrier (FAK Carriers, DOD-approved Commercial TSP Munitions Carriers, DOD BPA Awarded DESPS under the GSA Multiple Award Schedule (BPA), USPS) is most cost effective/best value.
    - (2) Verify serial numbers to maintain accountability IAW DOD 5100.76M.
    - (3) Ensure each small arms requisition is double wrapped, prepared for shipment, packaged and sealed in ways that minimize risk of accidental exposure or undetected deliberate

compromise IAW MIL STD 129 and MIL STD 2073-1, Department of Defense Standard Practice for Military Packaging (<http://www.everyspec.com/>). Shipments will be packaged IAW applicable Special Packaging Instructions.

- (4) Shipping documents (DD Form 1348-1 or the DD Form 1149) will be placed in inner receptacle and all markings not applicable to the shipment on outside shipping container will be obliterated. The container will not bear classification markings or other unusual marks that invite special attention that the contents are weapons.
- b. The destination TO will:
    - (1) Based on advance shipment notification, ensure receipt inspection is expedited. If a discrepancy is noted, the destination TO will immediately initiate a TDR.
    - (2) It is imperative that shipments from OCONUS activities transiting AMC aerial ports must include, at a minimum, NSN and destination POC information level detail on the TCMD to facilitate onward CONUS movement. Absence of this level of detail will delay onward movement to final destination. AMC aerial ports will not transship weapons from OCONUS installations until confirmation is made with destination that they can be received for.
2. Small Arms:
    - a. Small arms are SRC II and SRC IV weapons that do not fire a round greater than .50 caliber.
    - b. Ammunition and small arms weapons must be shipped separately.
    - c. DOD-approved Commercial TSP Munitions Carriers.
      - (1) The shipment must be loaded in a locked container and the size, weight, and safety factors must meet the TSP's requirements. Highway shipments placed in a closed and locked conveyance, locked container/(DROM) or similar equipment do not require over-packing.
      - (2) Small arms weapons, weapons parts (15 or fewer) such as barrels and major subassemblies (i.e., Frame/Receiver/Bolt/Receiver assembly, Trigger assembly group) may be transported by a DOD-approved commercial TSP that provides CIS.
      - (3) Small arms weapons, weapons parts (more than 15) will be shipped according to requirements of the weapon's SRC.
      - (4) DEMILLED barrels, sub assemblies/groups certified inoperable requires 675 services only.
    - d. DESPS BPA
      - (1) Small quantities (15 or fewer) SRC II and SRC IV small arms weapons, weapons parts (CIIC 7 & N), barrels and major subassemblies (including silencers, mufflers, scopes and noise suppression devices) are authorized.

**NOTE:** .50 cal machine guns will not be shipped as a part of this program, unless Military Operational Necessity is authorized, as a minimum, at the Field CDR, Squadron CDR, or Designated Authority level.
      - (2) Component items of .50 cal weapons are authorized to be shipped IAW this program.
      - (3) Next Day Delivery is mandatory and will be ordered and utilized for all shipments.

**NOTE:** For Alaska, Hawaii, and Puerto Rico delivery may not actually occur Next Day.

- (4) Shipments will be shipped and received from any consignee within the CONUS (including Alaska, Hawaii, and Puerto Rico)

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

- (5) Under no circumstances will the DOD approved BPA TSP be used to ship weapons, major subassemblies, or major parts (silencers, mufflers, scopes, and noise suppression devices) to AMC aerial ports for onward movement to OCONUS locations. See [Table 205-7](#) for TPS requirements when shipping those items to an AMC aerial port.
- (6) Requisitions must be shipped to a single consignee. Breaking a requisition of 16 or more arms into multiple packages/shipments in order to utilize this shipping methodology is prohibited.
- (7) No more than one shipment requisition will be sent per conveyance/carrier to destination consignee, per day.
- (8) Verify shipment has electronic signature from receiving activity and proof of delivery/receipt within the receiving activity's normal operating hours.
- (9) Upon receipt of verbal advance shipment notification and REPSHIP on inbound weapons via the selected DOD BPA carrier, immediately coordinate with the ultimate consignee (i.e., Security Forces), Receiving Unit, or Installation Supply to arrange immediate pickup and signature of the weapons to facilitate storage in a secure, approved holding area or base armory.

e. USPS

- (1) For CONUS to CONUS movements, an alternative to the use of CIS for small arms is the USPS Registered Mail (Designated Person/Return Receipt Requested) overnight service when the size and weight of the shipment meets USPS restrictions (70 lbs, girth does not exceed 108 inches). Small arms in small quantities (15 or fewer) may be sent via USPS Registered Mail, Return Receipt Requested, if initiated by a FEDSTRIP/MILSTRIP document, or on a DD Form 250, Material Inspection and Receiving Report, (See this Regulation, Chapter 210, Figure 210-10) or a DD Form 1149, (See this Regulation, Chapter 203, Figure 203-1).
- (2) Do not use the USPS method to move small arms shipments to an AMC APOE for onward channel airlift. Reference ([Table 205-2](#) and [Table 205-6](#)) for seal/lock guidance.
- (3) Federal Standard Requisitioning and Issue Procedures (FEDSTRIP)/MILSTRIP requisitions. SRC IV Small Arms Weapons in small quantity (15 or fewer) may be sent via USPS Registered Mail, Return Receipt Requested, if initiated by a FEDSTRIP/MILSTRIP document, or on a DD Form 250 or a DD Form 1149).
- (4) Non-FEDSTRIP/MILSTRIP requisitions. Handguns shipped directly to an Officer (O6 or above) must meet the following requirements:

**Addressee**

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

**Affidavit Requirements**

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

No marking of any kind that indicates the nature of the contents may be placed on the outside wrapper or container of any mail piece containing firearms. Mailable matter



must be properly and securely packaged within the general packaging requirements in Domestic Mail Manual, Section C010, General Mailability Standards.

3. Ammunition & Explosives (A&E)
  - a. Ammunition and weapons must be shipped separately.
  - b. If transporting less than 1,001 lbs aggregate gross weight (which includes hazard, packaging materials and packaging) of UNCLASSIFIED A&E Hazard Class/Division (HC/Div) 1.4, 1.5 or 1.6 with a Controlled Inventory Item Code (CIIC) of 7, P, or U, FAK Carriers may be utilized.
  - c. FAK Carriers.
    - (1) 675 services or Electronic Signature/Tracing Service is required (See Paragraph [O.6](#) and [Table 205-7](#)).
    - (2) Ensure Commodity Code and CIIC accurately reflect shipment.
    - (3) Refer to 49 CFR, Part 172 for HAZMAT Shipping Papers (Subpart C), Marking (Subpart D), Labeling (Subpart E), Placarding (Subpart F), and Emergency Response Information (Subpart G) requirements.
    - (4) For DD Form 626 requirements see DTR Part II Ch 204 Paragraph F.3.e.
    - (5) Equipment type AV should be used to minimize shipping costs.
  - d. Munitions Carriers.
    - (1) Brokers, freight forwarders, shipper agents, third party logistics providers, etc. are not authorized to transport material under a TPS or 675 services (See [Paragraph B.2.a](#)).
    - (2) Refer to 49 CFR for HAZMAT shipping papers (172.201), Marking (172.300), Labels (172.400), Emergency Response Info (172.602) and Placard (172.504) requirements.
    - (3) Driver must have HAZMAT endorsement when transporting A&E/HAZMAT, if applicable.
    - (4) See [Paragraph N](#) for tarpaulin requirements.
    - (5) For DD Form 626 requirements see DTR Part II Ch 204 Paragraph F.3.e.
    - (6) For SRC IV HC/Div 1.4 greater than 1001 lbs total gross weight (which includes hazard, packaging materials and packaging), DDP and SNS are required. For Trailer Tracking Service (DCS) requirements (See [Paragraph O.15](#) and [Table 205-7](#)).
    - (7) For SRC III and IV HC/Div 1.1, 1.2, 1.3 DDP and SNS are required. For DCS requirements (See [Paragraph O.15](#) and [Table 205-7](#)).
    - (8) Lock and Seal:
      - (a) For International Standards Organization (ISO) containers. Shipment must be placed in a locked and sealed container; the size, weight, and safety factors must meet TSPs requirements. Container must be sealed with a serialized bolt seal (NSN: 5340 01 260 9935//5340-01-542-7347//5340-01-542-7359) at the bottom hasp by the shipper, with a serialized seal meeting the requirements of Federal Specification FF-S-2738, tested and approved by the DOD Lock Program. For additional security, the shipper may employ a cable seal (NSN: 5340-00-084-1570) in figure 8 configuration at the top of the container or vehicle. Seal checks and inspections for evidence of breakage or tampering will be made part of the regular CIS security procedures. All containers destined to the CONUS must be

sealed with a high security seal meeting US Customs-Trade Partnership Against Terrorism (C-TPAT)/ISO/Publicly Available Specifications (PAS) 17712, Freight Containers – Mechanical Seals requirements.

- (b) Shipment must be packaged in a lockable wooden/or hard sided package that can be locked and sealed with a mechanical seal. Seal checks and inspections for evidence of breakage or tampering will be made part of the regular inspection security procedures.
  - (9) Annotations and markings: Shippers will not annotate markings on the outside wrapper or container that indicate the nature of the contents. Request for signature may not be waived for non-MILSTRIP shipments.
  - (10) Exception: Packaging containing HC/Div 1.4 S (UN0012, UN0014, UN0323) ammunition reclassified as ORM-D must be tagged or marked on at least one side with the ORM-D designation immediately following or below the proper shipping name of the HC/Div 1.4S material. ORM-D for CONUS-only may be authorized IAW 49 CFR 173.63 and 172.316, Packagings Containing Materials Classed as ORM-D. Maximum aggregate gross weight (which includes hazard, packaging material and packaging) is limited to 30 kg (66 lbs) per package. All other ammunition/explosives packaging must be marked with EX-number or the national stock number issued by the DOD.
- e. DESPS BPA
- (1) BPA TSPs may be used to transport 150 lbs or less aggregate gross weight (which includes hazard, packaging materials and packaging) of UNCLASSIFIED HC/Div 1.4, 1.5, 1.6 ammunition up to and including .50 caliber ammunition (with no-explosive filled projectiles) (CIIC 4, 7, P, U).  
**NOTE:** For Alaska, Hawaii, and Puerto Rico 300 lbs aggregate gross weight is authorized.
  - (2) 675 services or Electronic Signature /Tracing Service is required (See [O.6](#), and [Table 205-7](#)).
  - (3) The following limitations apply when shipping small quantities of SRC IV HC/Div 1.4 small arms ammunition via BPA TSP:
    - (a) HC/Div 1.1, 1.2, and 1.3 A&E must not be shipped under the DOD BPA/DESPS contract.
    - (b) US Army is prohibited from shipping any .50 caliber ammunition.
    - (c) Ammunition will be packed in unit packages of 4,000 rounds or fewer and each package must not exceed 150 lbs.
    - (d) HC/Div 1.4 ammunition which are classified (SECRET/CONFIDENTIAL) is prohibited.
  - (4) HC/Div 1.4 explosives not considered small arms ammunition are prohibited.
  - (5) Shipments do not require over packing.
  - (6) All other conditions of the DOD BPA for express air small package TSP contract will be adhered to, including requirements associated with the transport of dangerous goods by commercial air published in IATA and ICAO regulations.
  - (7) A list of the qualified DOD BPA TSP for transport of express air small packages is found at: <https://private.amc.af.mil/A4/express/domexpress/>.

- (8) Prior to tendering a shipment to the DOD BPA contractor for CONUS express small package shipments, the shipper must verify that the DOD BPA contract TSP is approved to tender small arms shipments and can provide next-day delivery. Verification of TSPs approved under the DOD BPA can be found at:  
<https://private.amc.af.mil/A4/express/domexpress/>.
4. Cartridge and Propellant Actuated Devices (CAD/PADs/FSC 1377)
  - a. DOD-approved commercial TSP Munitions Carriers:
    - (1) Munitions Carrier TSPs may be used to transport CADs.
  - b. DESPS BPA:
    - (1) BPA TSPs may be used to transport CAD/PADs/FSC 1377 items weighing 150 lbs or less total gross weight (which includes hazard, packaging materials, and packaging) of UNCLASSIFIED HC/Div 1.4C, 1.4D, 1.4S.
  - c. USPS:
    - (1) No shipments of CADs via the USPS are authorized.
5. Classified (SECRET/CONFIDENTIAL/NWRM) Material
  - a. DOD-approved commercial TSP Munitions Carriers.
    - (1) Munitions Carrier TSPs may be used to transport these shipments.
  - b. DESPS BPA:
    - (1) Classified Communication Security Information, NATO, and foreign government information may not be transmitted under the DOD BPA contract. TOP SECRET shipments must not be moved via the DOD BPA. TOP SECRET shipments can only be moved by the USTRANSCOM DCD, diplomatic pouch, or authorized courier.
    - (2) The classified shipments must be within the DOD BPA TSP's standard small package size and weight limits.
    - (3) The TSP must not be told the classification of the shipment.
    - (4) Shipments which are both Classified and Hazardous are prohibited from being transported under this mode.
    - (5) The shipment must be given to the TSP for next-day delivery. Classified shipments cannot be tendered unless next day service can be provided by the TSP.
    - (6) The delivery address must be a CONUS DOD activity or a CONUS DOD-approved contractor location, to include Alaska, Hawaii, and Puerto Rico. Private residences, hotels/motels, Post Office boxes are not authorized delivery addresses.
    - (7) Do not use this method to move classified/sensitive shipments to an AMC APOE for onward channel airlift.
    - (8) Do not, under any circumstances, release the TSP from having to obtain a delivery signature. Ensure the airway bill, electronic or hard copy requires a delivery signature.
    - (9) Classified shipments will be double wrapped. No classified labels, markings, seals, or bands will be placed on the outside of the TSP's package that would identify the classification of the shipment.

- (10) IAW [Paragraph L.1.](#) of this Chapter, shippers must use an automated means to transmit a REPSHIP for all Army, Navy, Air Force and Marine Corps-sponsored Classified (SECRET/CONFIDENTIAL) shipments made using a DOD BPA TSP(s).
- c. USPS:
- (1) The shipment of Classified Material via the USPS Registered Mail is authorized based upon size and weight limitations. These shipments must be sent via USPS Registered Mail, Return Receipt Requested, if initiated by a FEDSTRIP/MILSTRIP document, or on a DD Form 250 (See this Regulation, Chapter 210, Figure 210-10) or a DD Form 1149 (See this Regulation, Chapter 203, Figure 203-1).
  - (2) TOs are required to comply with the provisions contained in DOD Manual 5200.01, Volume 3, Enclosure 4, "DOD Information Security Program: Protection of Classified Information," when mailing classified (CONFIDENTIAL and SECRET) or sensitive material. DOD Manual 5200.01 can be accessed on the web at: [http://www.dtic.mil/whs/directives/corres/pdf/520001\\_vol3.pdf](http://www.dtic.mil/whs/directives/corres/pdf/520001_vol3.pdf).
  - (3) Under no circumstances will shippers address classified (CONFIDENTIAL AND SECRET) material destined for an OCONUS site to the APOE's "MARK FOR:" address. The "SHIP TO:" address will reflect the APOE and the "MARK For:" address will reflect the customer's delivery address.
6. Protected And Sensitive Shipments
- a. DOD-approved commercial TSP Munitions Carriers.
- (1) Night Vision Devices may be transported by DOD-approved commercial TSPs that provide CIS or comparable commercial services (See [Paragraph O.1](#) for further guidance).
  - (2) DOD approved TSPs offering a voluntary tender of service-including CIS as part of the available commercial services meeting DOD requirements may only be used for CONUS movements.
  - (3) The shipment must be loaded in a locked container and the size, weight, and safety factors must meet the TSP's requirements.
  - (4) If the selected mode is LTL, shipments must be over-packed to a minimum of 150 lbs total gross weight (which includes packaging material and packaging).
  - (5) Highway shipments placed in a closed and locked conveyance, locked container/(DROM) or similar equipment does not require over-packing.
- b. DESPS BPA
- (1) Night Vision Devices (15 or less) may be transported via BPA (TSPs Electronic Signature/Tracing Service/next-day delivery required) ([Paragraph G.3. b](#)).
  - (2) Protected (see [Table 205-7.](#)) shipments may be moved within the CONUS, Alaska, Hawaii, and Puerto Rico, as specified in the DOD BPA/awarded-TSPs under the GSA MAS, provided shippers and recipients comply with Federal law, Service restrictions (if any), and classified material handling processes and the DTR.
  - (3) Next Day delivery service is required to a shipping destination.
  - (4) TOs must adhere to advanced shipping planning requirements.
  - (5) The TSP must not be told the classification of the shipment.

- (6) The shipment must be given to the TSP for next-day delivery. Protected shipments cannot be tendered unless next day service can be provided by the TSP.
- (7) The delivery address must be a CONUS DOD activity or a CONUS DOD-approved contractor location, to include Alaska, Hawaii, and Puerto Rico. Private residences, hotels/motels, Post Office boxes are not authorized delivery addresses.
- (8) Do not use this method to move classified/protected/sensitive shipments to an AMC APOE for onward channel airlift.
- (9) Do not, under any circumstances, release the TSP from having to obtain a delivery signature. Ensure the airway bill, electronic or hard copy requires a delivery signature.
- (10) Classified shipments will be double wrapped. No classified labels, markings, seals or bands will be placed on the outside of the TSP's package that would identify the classification of the shipment.
- (11) IAW [Paragraph L.1.](#) of this chapter, shippers must use an automated means to transmit a REPSHIP for all Army, Navy, Air Force and Marine Corps-sponsored Classified (SECRET/CONFIDENTIAL) shipments made using a DOD BPA TSP(s).

#### **H. SEALING OF MOTOR CONVEYANCES/CONTAINERS**

1. Shippers will apply DOD-approved seals on motor shipments of material requiring TPS when prescribed in [Table 205-1](#) or [Table 205-2](#). An express air TSP motor vehicle transporting shipments on local pickup or delivery service must be locked (seal is not required). Seal application by the shipper does not constitute a request for EXC.
2. The TO/TSP may remove the shipper seal in an emergency or at stop-off points if authorized by the TO or SDDC G9, Business Services. Replacement of the seal must be a DOD approved seal and resealed by the individual removing the seal. Refer to Paragraph H.3 for mandatory entries on the BL. When required by authorized Customs and Border Patrol or the Department of Transportation or if there is an immediate cause for safety or security of the shipment, the seal may be broken under the direction of a TSP or Government official that has the equivalent security clearance as required on the BL. If a seal is broken to conduct an inspection, the DOT Inspector should provide the carrier with a replacement seal. Local/military law enforcement can inspect the load as well as the DOT inspector. The TSP is responsible for having a replacement seal for all other authorized en-route breakages. Munitions involved in an accident or incident requiring DOD EOD personnel will not be moved or trans-loaded until certified by a Quality Assurance Specialist of Ammunition Surveillance, Explosive Safety Officer or Ordnance Officers who have inspected and approved the blocking and bracing of the cargo.
3. When a seal is replaced by a TSP or TO, for any reason, the following information must be entered on the BL:
  - a. Name and, when available, badge number of person requiring seal to be removed.
  - b. Replacement seal number.
  - c. Date and time replacement seal applied.
  - d. Reason for replacement.
4. Containers or vehicles utilized as AA&E conveyances must be sealed with a serialized bolt seal (NSN: 5340-01-260-9935, NSN: 5340-01-542-7347, or NSN: 5340-01-542-7359) at the bottom hasp by the shipper, with a serialized seal meeting the requirements of Federal Specification FF-S-2738, tested and approved by the DOD Lock Program. For additional security, the shipper may employ a cable seal (NSN: 5340-00-084-1570) in figure 8 configuration at the top of the

container or vehicle. Application of a shipper seal does not constitute exclusive use. Seal checks and inspections for evidence of breakage or tampering will be made a part of regular patrol or surveillance procedures and of pier loading procedures. Seals will be tamper resistant and safeguarded while in storage. Seal numbers will be annotated on the BL. Guidance on obtaining seal information may be obtained by calling the DOD Lock Program Technical Support Hotline 805 982-1212 or DSN 551-1212 or visiting their website:

[https://portal.navfac.navy.mil/portal/page?\\_pageid=181,4914415&\\_dad=portal&\\_schema=PORTAL](https://portal.navfac.navy.mil/portal/page?_pageid=181,4914415&_dad=portal&_schema=PORTAL). All containers destined to the CONUS must be sealed with a high security seal meeting C-TPAT/ISO/PAS 17712 requirements.

5. Requirements for hinges and hasps on TSPs provided “closed van”, straight trucks and DROM boxes. IAW language provided in DOD 5100.76M, TSPs provided closed van, straight truck and DROM box door hinges and hasps used to haul AA&E will be installed to preclude removal when doors are closed and locked. Hinges and hasps will be attached to doors by welding bolt nuts or by riveting. For each door hinge, a minimum of one bolt must be either welded or riveted in a manner to preclude easy removal. A bolt may also be turned inward with nut on inside as long as bolt is flush with nut. The use of cotter pin-type fasteners for hinge pins is not acceptable as this device is easily removed. A bolt/nut configuration that is welded offers a better alternative to cotter pins. On each door lever handle, seal plate, pin, and cam guide(s) to the lock shaft, a minimum of one bolt must be either welded or riveted in a manner to preclude easy removal. A bolt may also be turned inward with nut on inside as long as bolt is flush with nut.
6. Security seal in both doors are required on Mil-Vans/ISO Containers designed with the catch plate.
7. Checking shipments. AA&E shipments will be checked upon receipt by the receiving activity to ensure that seals are intact and for any signs of theft, damage or tampering. If there are such signs, an immediate inventory will be performed to determine the extent/loss, tampering or damage.

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

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

## I. PACKAGE MARKINGS

1. Detailed procedures for applying shipment markings are specified in MIL-STD-129, see web site [https://assist.daps.dla.mil/quicksearch/basic\\_profile.cfm?ident\\_number=35520](https://assist.daps.dla.mil/quicksearch/basic_profile.cfm?ident_number=35520).
2. Do not mark exterior containers to indicate the security classification or TPS required. However, when a shipment goes by military airlift, DD Form 1387-2, Special Handling Data/Certification Figure 205-3, must show the TPS required in Block 6.
  - a. When shipments require TPS, enter the degree of protection required (e.g., “Constant Surveillance and Custody Service”) in the Supplemental Information Block of the DD Form 1387-2. Also enter the weight of the shipment, TCN, and destination DODAAC/MAPAC. Attach one copy of the DD Form 1387-2 to each container. Forward three additional copies to the originating air terminal in a waterproof envelope attached to the number one container.
  - b. When shipping material that is classified and none of the entries are classified, prepare and distribute the DD Form 1387-2 in the same manner as for unclassified. When any of the



- entries are classified, complete one copy of the DD Form 1387-2, including essential classified data. Instructions for completing the DD Form 1387-2 are located in [Figure 205-4](#). Instructions for completing DD Form 1387-2 for classified shipments and distribution information are located in [Figure 205-5](#). DD Form 1387-2 examples for small arms shipments are located at [Figure 205-6](#), [Figure 205-8](#), and [Figure 205-10](#).
3. When shipping material that is both classified and hazardous, the shipper prepares and distributes a Shipper's Declaration for Dangerous Goods, (See this Regulation, Chapter 204, Figure 204-8). When any of the entries are classified, the shipper completes one copy of the Shipper's Declaration for Dangerous Goods, including essential classified data. For classified shipments transported via military air, the shipper must:
    - a. Complete the signed original in detail, including essential classified data, and attach to the aircraft CDR's copy of the manifest that is placed on the aircraft. Once the classified information is applied, the Shipper's Declaration for Dangerous Goods must carry the same classification as the highest classification of the entered information. This classification is valid until the classified Shipper's Declaration for Dangerous Goods is detached and handled according to security regulations.
    - b. Complete the station file copy in detail except for the classified information. Enter the following statement in the Additional Handling Information Block: "See aircraft commander's copy of Shipper's Declaration for Dangerous Goods for complete information."
    - c. Place one certification form without classified information in a waterproof envelope and attach it to the number one piece of the shipment.

## **J. REQUEST FOR ROUTING**

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

## **K. BL**

1. When classified or sensitive ammunition or explosives are shipped by a motor TSP and SEV is used, SEV personnel performing the service will be provided with a duplicate copy of the shipping papers and instructed to keep these papers in their custody.
2. The shipper and TSP who received a shipping paper must retain a copy or an electronic image thereof, that is accessible at or through its principal place of business and must make the shipping paper immediately available, upon request, to an authorized official of a Federal, State, or local government agency at reasonable times and locations.
3. BL retention. For HW, a copy of each shipping paper must be retained for three years after the initial TSP accepts the material for shipment. For all other HAZMAT, a copy of each shipping paper must be retained for two years after the initial TSP accepts the material for shipment. For radioactive materials, shipping papers associated with shipments and receipt of radioactive materials must be retained for three years, IAW Title 10 CFR 30, Rules of General Applicability to Domestic Licensing of Byproduct Material. Each shipping paper copy must include the date of acceptance for shipment by the initial TSP. The date on the shipping paper may be the date a shipper notifies the TSP that a shipment is ready for transportation, as indicated on the waybill or BL, as an alternative to the date the shipment is picked up, or accepted, by the TSP. Shipping

papers must also be retained IAW this section or by Service/Agency regulatory requirements if the latter are more stringent than the requirements above. Services/Agencies are not authorized to prescribe less stringent requirements than in this regulation.

4. For shipments consisting of classified and unclassified AA&E, the shipper must:
  - a. Annotate CIIC/SRCs (e.g., CIIC 1, 2, 3, 4, 7, P/SRC: I, II, III, IV, N/A) in the MARKS & ANNOTATIONS block on the BL.
  - b. Correctly identify commodity description(s).
  - c. Apply correct DOD Unique Codes/NMFC/STCC.
  - d. Shippers may register with FED-LOG at <http://www.logisticsinformationservice.dla.mil> or call 877 352-2255 or DSN 661-7766 for a subscription and to order FED-LOG software.
  - e. Shippers must enter the NSN in the FED-LOG database to accurately identify the correct CIIC. The CIIC may also be available in the Service supply automated information system. For addition SRC guidance see [Paragraph E](#). The CIIC and SRC are both critical when identifying the proper TPS.
  - f. General cargo (e.g., circuit cards, sensitive hard drives) moving as classified cargo cannot be transported as FAK.

#### L. REPSHIP REQUIREMENTS

1. TOs must ensure a REPSHIP is submitted for all AA&E, classified, sensitive, protected, and HAZMAT shipments such as those described in Chapter 204, CONUS to CONUS, export from CONUS, and shipments from all OCONUS locations. The transshipment activity for the final CONUS or OCONUS shipment node (e.g., onward shipment from APOD, SPOD) will transmit a REPSHIP to the consignee. This assures carrier and RDD information is known at destination. Where there is no shipment activity associated with the APOD (e.g., Air Force TO, Army Movement Control Center) and the customer will pick up the shipment, the APOD will notify the consignee electronically (e.g., e-mail, fax) to satisfy the REPSHIP requirement. Where there is the requirement to deliver the shipment to the consignee, the applicable shipping activity will transit a REPSHIP to the consignee.
2. For SNS CONUS to CONUS movements: Shippers must use the DTTS website to transmit a REPSHIP to final destination unless both the shipper and destination shipper systems are capable of exchanging REPSHIPS via electronic interchange or electronic means (e.g., e-mail, fax, CMOS, GFM, and DSS).
  - a. Shippers not using CMOS, GFM, and DSS REPSHIP transmittal must request DTTS access via the IRRIS website at <https://www.iris.tea.army.mil/>. Requestors are required to complete and submit a DD Form 2875, [System Authorization Access Request \(SAAR\)](#), [Figure 205-12](#) to IRRIS. Once account is approved, a DTTS User Guide will be e-mailed to the user. Navy shippers must come to the <https://nossa.nmci.navy.mil/nrws3/> to request access to Navy data in DTTS.
3. Shippers executing a REPSHIP must utilize an electronic means (e.g., e-mail, fax, DTTS or via electronic interchange in their shipper system) to transmit the REPSHIP to both the next immediate en route transportation node and the final destination. Receivers executing REPSHIP confirmations and shipment receipts must also utilize an electronic means. Manual REPSHIPS will be prepared IAW the format in [Figure 205-13](#) and sent via message, e-mail or FAX. The origin shipping office must send a REPSHIP (manual or automated) to the POE for OCONUS DTS shipments for all categories of material requiring TPS. Automated REPSHIP process will

be used where possible. For origin or destination without an automated REPSHIP capability, FAX or e-mail processes will be exercised.

4. FMS or Pseudo-FMS shipments: For FMS or Pseudo-FMS deliveries, a REPSHIP will be transmitted to the US Military Representative assigned to the recipient country. (This applies to DTC 9, 7, F, G, and J FMS shipments and all Pseudo-FMS Program.)
5. Consignee (receiver), en route modal nodes and shipment consignee must establish and maintain a suspense list to ensure timely receipt of shipment(s) upon receiving a REPSHIP notification. For audit purposes, the minimum period to maintain a suspense list is 90 days from shipment date.
6. In addition to REPSHIPS, NWRM shipment notifications are mandatory and will be “auditable”. Within two hours (CONUS) and eight hours (OCONUS) of processing or receipt of a shipment, notification (via e-mail or with URL connection to shippers’ records) to the following recipients with shipment information (as appropriate for processing or receiving the shipment): Origin NWRM Accountable Officer or Manager, Origin Shipping POC, Munitions Accountable Supply Officer, Receiving NWRM Accountable Officer or Manager, or Receiving POC.

#### **M. UNIT MOVES**

1. Commercial TSPs will normally be used to transport unit AA&E. However, when training or operational necessity dictates the use of organic vehicles, procedures outlined below will be used. Prior to movement, contact Service HQ and consult Service security and mobility regulations.
  - a. Unit moves will comply with the provisions of this regulation and Part III, Chapters 302, 303, and Appendix C.
  - b. Moves involving MOV not equipped with satellite monitoring will use two qualified drivers equipped with two means of communications capable of obtaining back-up security support during emergencies. For emergencies, driver must adhere to the unit SOP or contact their Command Operations Center.
  - c. Personnel performing unit moves in MOV do not require a security clearance except for those personnel involved in protecting classified items. Personnel providing security for classified items must hold the requisite clearance for the item protected.
  - d. Use of convoy escorts will be as directed by the unit CDR or owning Service.
  - e. Unit movement of AA&E will be IAW policy and standards established by the Services.
  - f. In the absence of Service specific guidance on the use of organic transportation of AA&E, the guidance in this chapter will be used.
  - g. Overseas In-Theater Movements. AA&E in-transit will be provided the equivalent or greater protection as that required for CONUS movements. OCONUS CDRs, based on HN requirements, the local threat situation and personnel staffing, will use discretion in providing adequate security in theater while transporting AA&E cargo. When CONUS requirements cannot be implemented, compensatory measures will be taken to achieve equivalent security standards.
2. When commercial vehicles are used to transport sensitive weapons and ammunition of the same caliber or when they are component parts of the weapon, the following criteria applies:
  - a. The weapons and the ammunition will not be combined in the same package.

- b. Separate packages of weapons and ammunition will not be combined on the same pallet unless:
  - (1) The shipment consists of only one pallet;
  - (2) Only one vehicle is used for the shipment.

#### **N. TARPAULIN REQUIREMENTS**

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

#### **O. TPS/ACCESSORIAL DESCRIPTIONS AND STANDARDS**

This section contains an overview of TPS/Accessorial descriptions and standards. The three digit ANSI X.12 codes for TPS are available on [Table 205-8](#).

1. Constant Surveillance and Custody Service (CIS). CIS requires constant surveillance and custody of a shipment by a qualified TSP representative IAW [Paragraph C.2.a. \(6\)](#). CIS is included as part of DDP and PSS service. When motor transport service or intermodal movements is also provided in connection with air, rail, or water shipments, CIS procedures will apply for the motor segment of the move. Commercial drivers employed to handle shipments moving under CIS transportation protective service are required to carry adequate identification which verifies their affiliation with the TSP(s) named on the BL. From the documents provided, shippers must be able to verify each driver's affiliation with the origin TSPs named on the BL. Drivers must also carry a valid commercial driver's license, medical qualification card and employee record card or similar documents-one of which contains the driver's photograph. Reference [Paragraph C.2. a. \(8\)](#). The shipper must request EXD for shipments exceeding 150 miles. EXD service is not compatible with DDP and PSS shipments.
  - a. For motor shipments, TSPs providing CIS must:
    - (1) Maintain a DD Form 1907, [Figure 205-1](#), or an electronically furnished Signature/Tracing Service for CIS, DDP and PSS shipments.
    - (2) During brief stops, ensure a qualified TSP or terminal representative remains with the vehicle, is awake and not in a sleeper berth, or remains within 25 feet of the vehicle with the vehicle in full, unobstructed view.
    - (3) When motor transport service is also provided in connection with air, rail, or water shipments, CIS procedures will apply for the motor segment of the move.
  - b. For air shipments, TSPs providing CIS must:
    - (1) Maintain a DD Form 1907, [Figure 205-1](#), or an electronically furnished Signature/Tracing Service for CIS, DDP and PSS shipments.
    - (2) For parked aircraft with TPS material on board, ensure the aircraft is parked within the confines of a commercial airport that has access control under FAA rules and guidelines or on a military installation or DOD contractor location. If the aircraft is parked anywhere else, or if the classified/sensitive cargo is removed from the aircraft or awaiting loading or unloading, the shipment must be under required degree of observation by employees of the airline transporting it as required by the terminal

standards for PSS or CIS shipments. As an alternative to observation, the shipment may be placed in a secure holding area IAW [Paragraph T](#).

- (3) Observation of CIS and DDP shipments (see Paragraph O.2. below for DDP requirements) is required during loading and unloading operations and at any intermediate stops along the flight route. Observation is not required during the period it is stored in an aircraft in connection with the flight. For PSS shipments (see Paragraph O.3. below for PSS requirements), observation is required during loading and unloading operations and at any intermediate stops along the flight route.
        - (4) CIS is not applicable to Rail, Barge, United States Postal Service (USPS) and the BPA modes.
        - (5) Meet the TPS requirements specified within this chapter.
2. [Dual Driver Protective Service \(DDP\)](#). DDP requires continuous attendance and surveillance of a shipment by a qualified driver. DDP drivers are required to carry adequate identification, which verifies their TSP affiliation as indicated in Paragraph [C.2.a. \(8\)](#). DDP is used for classified CONFIDENTIAL and AA&E shipments as stipulated in [Table 205-1](#), [Table 205-2](#), [Table 205-7](#), and [Paragraph C.2.d. \(2\)](#).
  - a. Clearance requirement: DDP and PSS TPS can only be provided by a TSP holding a valid facility security clearance issued by the DSS. TSP employees (to include drivers, contractors and subcontractors) with access, advance knowledge of, or who may handle Classified or AA&E shipments will have either an Interim or Final SECRET personnel security clearance. DDP is not compatible with Air/Barge/USPS/BPA shipments (see [Paragraph O.1](#). above for CIS requirements).
  - b. Maintain a DD Form 1907, [Figure 205-1](#), (see [Paragraph O.1](#). above for CIS requirements and Paragraph [O.6](#) below for 675 requirements).
  - c. Meet the TPS requirements specified within this chapter.
  - d. Ensure at least one driver remains in the cab of the vehicle, or remains within 25 feet of the vehicle, during brief stops, provided the vehicle is within full, unobstructed view.
  - e. For en route stops of DDP shipments, the following provisions apply:
    - (1) For DDP shipments SRC III and IV AA&E, TSP is permitted en route stops up to four hours. Stops that exceed four hours must notify DTTS for G9 approval determination at 800 526-1465. (See Paragraph O.3. below for PSS requirements).
    - (2) SRC III and IV and uncategorized Division 1.1, 1.2, and 1.3 in-transit stops for temporary parking will be conducted at a SDDC approved and TSP owned secure holding facility or at a DOD secure AA&E holding facility (limited to 100 hours). (See Paragraph O.3. below for PSS requirements).
3. [Protective Security Service \(PSS\)](#). PSS requires continuous attendance and surveillance of a shipment by two qualified drivers. Not applicable to rail, barge, pipeline, USPS and BPA shipments). Drivers are required to carry adequate identification, which verifies their TSP affiliation as indicated in [Paragraph C.2.a. \(8\)](#). PSS is used for classified SECRET or AA&E shipments as stipulated in [Table 205-1](#), [Table 205-2](#), [Table 205-7](#), and [Paragraph C.2.d. \(1\)](#).
  - a. Driver clearance requirement: Both drivers in the same line haul vehicle must possess a SECRET or interim SECRET security clearance under the DODIS program.

- b. Ensure at least one driver remains in the cab of the vehicle, or remains within 25 feet, within full, constant, and unobstructed view of the vehicle. (See [Paragraph O.1.](#) above for CIS requirements).
  - c. Maintain a DD Form 1907 ([Figure 205-1](#)) (see [Paragraph O.1.](#) above for CIS requirements, [Paragraph O.2.](#) above for DDP requirements or [Paragraph O.6](#) below for 675 requirements).
  - d. For classified SECRET shipments, where time or distance does not permit delivery during the same day of pickup, the TSP must comply with the following:
    - (1) If the shipment remains in the transportation conveyance, at least one qualified TSP representative will maintain continuous attendance and surveillance of the shipment to prevent access by unauthorized persons. For air shipments, continuous observation is not required while the aircraft is in flight provided the shipment is in a compartment that is inaccessible to unauthorized persons or is in a secure, sealed, safe-like container.
    - (2) When a shipment is unloaded from a conveyance at a storage site, it must be under the constant attendance and surveillance of a qualified TSP representative or placed in storage in a closed area, vault, or strong room approved by the DSS. Construction standards for closed areas, vaults, and strong rooms are contained in the NISPOM.
  - e. Shipment must move point to point to destination without delay.
  - f. SNS required (See [Paragraph O.5](#)).
  - g. In the event of an incident/accident, the TSP must report the event to DTTS at 800-826-0794.
  - h. SRC I and II AA&E:
    - (1) SRC I and II AA&E will be delivered directly to the destination -- no stop-offs permitted.  
Exception. Split pickup and delivery at more than one location within the confines of the same installation or facility is permitted.
    - (2) TSPs are permitted stops up to two hours. Stops that exceed two hours must notify DTTS for G9 approval determination at 800 526-1465.
    - (3) SRC I and II or SECRET shipments, TSP must provide Exclusive Use of Vehicle/Dromedary (EXC).
  - i. SRC I/CIIC 1, 5, 6 requires SEV (if DCS is not applied).
4. [Security Escort Vehicle Service \(SEV\)](#). When SEV is requested, provide a copy of the BL to SEV personnel. SEV provides enhanced in transit highway safety and security surveillance for DOD shipments of AA&E, sensitive items and HAZMAT originating and terminating at secure DOD/DOD contractor locations. SEV service is not applicable to air, barge, USPS, and BPA shipments. SEV is a TPS consisting of two PSS qualified TPS drivers or government personnel IAW [Paragraph C.2.a. \(6\)](#) both drivers must possess a SECRET or Interim SECRET security clearance.
- a. SEV is not required for shipments that move via closed box van with trailer tracking (DCS) when either origin or destination is at FPCON Normal, Alpha, or Bravo. SEV is required for all SRC I shipments, regardless of whether DCS is included, when either the origin or destination is at FPCON Charlie or Delta. SEV is required for all SRC II, III, and IV shipments, regardless of whether DCS is included, when either the origin or destination is at FPCON Delta (See [Table 205-1](#) and [Table 205-7](#)). SEVs may be utilized above the minimum security standard at the Services' discretion.



- b. The BL will contain emergency response instructions for the cargo and SEV vehicle drivers. DD Form 2890 (See Figure 204-11) will instruct Government owned vehicle drivers in regards to dangerous goods and emergency response information related to HAZMAT shipping. For commercial movement, the BL will be annotated with the statement “Security Escort Vehicle Required”.
- c. Escort vehicles will contain two means of communications, each capable of contacting state and municipal agencies for emergency assistance and for maintaining local two-way communications with other TSP vehicle(s).
- d. Security escort vehicles will be empty of any cargo.
- e. Escort vehicle drivers must possess a valid TSPs-furnished/contractor picture ID that stipulates the TSP’s affiliation. SEV driver clearances can be verified using JPAS.
- f. One SEV can escort one or two load carrying vehicles traveling along the same route in unison from origin to destination. When SEV is provided by a DOD approved munitions TSPs, any other DOD approved munitions TSP can provide SEV service for that TSP. SEV personnel will be in a separate escort vehicle. SEV vehicles will not carry loads unless requirements are met IAW SDDC MFTURP-1, are an approved SDDC AA&E TSPs, and when specifically authorized by the SDDC Business Services Branch or DTTS. Contingency requirements may result in a higher 1:4 ratio of SEV to TSPs vehicle. The SDDC Business Services Branch will authorize all contingency ratios.
- g. Security escort personnel will not be used as a guard force by DOD installations or commercial shippers.
- h. SEV personnel will maintain constant and specific surveillance of the cargo vehicle(s). Constant and specific surveillance of the cargo vehicle(s) is defined as maintaining a safe distance to the rear of the cargo carrying vehicle(s) while keeping the cargo carrying vehicle(s) in continuous and unobstructed view. During en route stops, at least one of the escort vehicle drivers must maintain a constant, unobstructed view of the cargo vehicle(s) while either remaining in the escort vehicle or being within approximately 25 feet of such vehicle. SEV will terminate upon receipt of shipment at a secure holding location or when the shipment is received at destination for off-loading by the consignee.
- i. Both drivers must have a current, valid SECRET or Interim SECRET clearance.
  - (1) Reinvestigation is done at the 10-year anniversary of their last completed investigation.
  - (2) HAZMAT qualified and trained under DOT Rules with a HAZMAT endorsement (initial and annual follow-up).
  - (3) Trained in DOD, DOT, safety, security, and emergency response rules/requirements (initial and annual follow-up).
  - (4) Fully qualified HAZMAT driver over the age of 21 with one year HAZMAT experience.
  - (5) TSPs-furnished picture ID indicating affiliation with the TSPs named on the BL.
- j. SEV qualifications/training:
  - (1) Must have a current, valid SECRET or Interim SECRET clearance.
  - (2) Must be knowledgeable of secure holding locations and DOD/Services procedures.
  - (3) Knowledgeable of hazards, safety precautions, and security aspects of the shipment (see [Paragraph. P.](#)).

- (4) Knowledgeable of emergency response instructions for the specific commodity (ies) in the shipment.
  - (5) Knowledgeable in the operation of satellite monitoring equipment and other emergency communications.
  - (6) Knowledgeable of state police emergency numbers along route.
  - (7) Have the telephone numbers of SDDC, DTTS, and secure holding areas along the approved state permitted route available.
5. Satellite Motor Surveillance Service (SNS). SNS is used for DDP and PSS shipments. It may also be applied to other sensitive and classified shipments as requested by the shipper. The purpose of SNS is for the TSPs to provide the DTTS with periodic position location reports, in transit status changes, and electronic emergency situation notification. SNS shipments are managed by the DTTS. Installations/activities may establish DTTS accounts to monitor inbound and outbound shipments by contacting the DTTS Program Management Office at Commercial: 800 826-0794.
- a. The shipper is required to monitor the intransit status of their outbound AA&E shipments using the methods below:
    - (1) DTTS Generated Reports. To obtain DTTS generated reports, contact the DTTS program manager at: Commercial: 800 826-0794, or e-mail [usarmy.scott.sddc.mbx.dtts-faxes@mail.mil](mailto:usarmy.scott.sddc.mbx.dtts-faxes@mail.mil).
    - (2) DTTS Shipper ITV Web Page: TO web page allows shippers and receivers ITV information on their shipments. The ITV web page requires a Common Access Card.
    - (3) Intelligent Road/Rail Information Server (IRRIS). IRRIS is an online ITV tool for tracking DOD AA&E shipments on a geographical information system. The IRRIS is password protected; a log-in ID and password is required. IRRIS can be accessed through the Internet Explorer unclassified web at <https://www.iris.tea.army.mil/>. If telephone support is required, contact IRRIS at Commercial: 618 256-8021 or DSN 576-8021.
  - b. Shippers ordering SNS for shipments to Alaska must ensure the TSP has properly modified and configured satellite coverage in northwestern Canada. Shippers can request a listing of TSPs with properly modified equipment from [usarmy.scott.sddc.mbx.carrier-registrations@mail.mil](mailto:usarmy.scott.sddc.mbx.carrier-registrations@mail.mil), or by contacting DTTS.
  - c. For all CONUS shipments requiring SNS, shipping activity must verify that shipment information is transmitted within 20 minutes after releasing the shipment from their shipping system (GFM for Army and Navy; CMOS for Air Force and Marines, DSS for DLA). If verifying shipment information in DTTS, access the DTTS BL screen. If the shipment information is not resident in DTTS, the shipment is considered Not-In-System (NIS) and users are required to access the “Add Shipment” feature and manually enter the shipment information.

**NOTE:** Detailed instructions for manually entering shipment information can be found in the DTTS User Guide which can be found by clicking on the icon in the “DTTS Help” section on the IRRIS website at <https://www.iris.tea.army.mil/>.

6. [Signature and Tally Record Service \(675\)](#). DD Form 1907 (675 Service) is required for CIS, DDP, PSS and may be used for other shipments, such as pilferable items or high-value shipments (See [Figure 205-1](#) and [Figure 205-2](#) for example form and instructions). For BPA shipments, TSPs must maintain an electronically furnished Signature/Tracing Service and Tally record
  - a. TSPs offering Electronic Signature/tracing of shipments or the DD Form 1907, [Figure 205-1](#), will meet 675 requirements without the need to provide paper Signature and Tally (ST) Records. However, the consignee may request a paper-copy record of the tracing history that must be made available by the TSP within 24 hours of the request.
  - b. DD Form 1907, [Figure 205-1](#), Distribution:
    - (1) The shipper will print two copies, retain one copy and give one to the origin TSP.
    - (2) The DD Form 1907, with original signatures, will remain with the cargo.
    - (3) The destination TSP will maintain one copy (reflecting all original signatures). A reproduced completed copy of DD Form 1907, [Figure 205-1](#), will be provided to the consignee.
    - (4) The consignee will ensure the destination TSP surrenders a reproduced copy of the completed form with all signatures.
      - (a) Each person responsible for handling the shipment will sign a Signature and Tally Record (DD Form 1907) at specified stages of its transit from origin to destination.
      - (b) Driver(s) must sign DD Form 1907 upon assuming initial responsibility for the shipment. When 675 is part of a protective service requiring more than one driver (e.g., PSS, DDP, and CIS), both drivers are required to sign when they assume initial responsibility for the shipment. Each person responsible for signing the DD 1907 must insure the seal number and the truck, trailer, or container number is correct. When a tractor and/or trailer replaces the original unit, the driver will annotate the new power unit tractor and/or trailer number below the driver (s) signature/s.
  - c. Upon receipt of TPS material, TOs will compare the DD Form 1907, [Figure 205-1](#), or TSP-furnished signature and tally record with routing furnished in the REPSHIP and report any discrepancy noted according to provisions of Chapter 210.
  - d. After receipt of shipment and completion of the DD Form 1907, [Figure 205-1](#), or a TSP form, the TO will furnish the delivery TSP with the original form for their records. Payment for the completed security service will be included in TPPS. If the TO has reason to believe that the security service was not performed, the TO will notify the TSP in writing and advise the shipper to remove payment for the service. The TO will implement transportation discrepancy reporting procedures IAW Chapter 210.
  - e. In approved TSP terminals, DOD secure holding areas, or while in transit, the original driver(s) is responsible for the custody and contents of AA&E shipments from origin to destination, unless properly transferred to new driver(s) or terminal personnel who must sign the DD Form 1907.
  - f. Facility guards at secure holding areas are not required to take custody of the shipment or sign the DD Form 1907. Facility guards will only be responsible for verifying the condition of the conveyance seals and maintaining proper surveillance of shipment. Custody remains with the last driver who signed the DD Form 1907 or until the ultimate consignee accepts the shipment for receipt.

- g. Periodic reviews of shipment documentation to verify that the signature and tally record, DD Form 1907 reflecting the signature of both drivers when transporting shipments small arms.
7. [Expedited Service \(EXP\)](#). EXP is an accessorial service which the shipper can request the TSP to guarantee the delivery before the required Standard Transit Time. (IAW DTR, Part II, Chapter 202). EXC of a transport vehicle or entire motor vehicle does not indicate EXP, which must be requested separately when required. Unlike EXC, the TSP may pick up additional cargo along the travel route. EXP must be ordered if the RDD is less than the Standard Transit Time. EXP service is not applicable to air, barge, USPS and BPA shipments.
8. [Military Traffic Expediting Service \(MTX\)](#). MTX is a tracking service provided by SDDC to keep shippers and receivers informed of the location and status of loaded freight cars during movement from origin to destination. In order for SDDC to provide MTX service, shippers should communicate shipment information to SDDC as soon as a movement is scheduled for loading. The minimum information required is: origin, destination, date of shipment, Standard Carrier Alpha Code (SCAC) of the tendering carrier, the RDD, if any, whether or not the shipment has Clearance (High/Wide) loads, and whether or not the shipment will move as unit train(s). Once the reporting marks and number of each car being shipped are known, a follow up submission with that information is required. To request MTX, shipper must obtain a Shipment Vision Account by emailing [usarmy.scott.sddc.mbx.omb@mail.mil](mailto:usarmy.scott.sddc.mbx.omb@mail.mil) or calling 618-220-6820. After receiving a user name and password, click on “MTX” at the top of the screen and then on “SDDC – MTX Assignment” for the form to complete.
9. [Greater Security Service \(GSS\)](#). GSS is a seal tracing and inspection service performed by rail TSPs for in transit inspection of cargo. Inspection under GSS is external to detect evidence of forced entry or tampering with seals or securing devices. Use in conjunction with Rail shipments only. Reference [Paragraph W](#) and [Table 205-7](#) for shipment TPS requirements and exceptions.
10. [Rail Inspection Service \(RIS\)](#). RIS is a greater security TPS services performed by rail TSPs for in transit inspection of DOD sensitive, classified (CONFIDENTIAL/SECRET) and AA&E shipments. Use in conjunction with Rail shipments only. RIS includes MTX service. Inspection under RIS is external only to assure the integrity of the shipment container or vehicle and the seals and locking devices securing them. Reference [Paragraph W](#) and [Table 205-7](#) for shipment TPS requirements and exceptions. TSP(s) providing RIS must conform to the rules in SDDC MFTURP-1.
11. [Rail Armed Guard Surveillance Service \(ARG\)](#). ARG is a TPS that provides an armed guard to maintain constant and specific 24-hour surveillance on specified rail car(s). Use in conjunction with Rail shipments only. As an alternative, guard(s) may escort the rail movement in a separate motor vehicle, providing surveillance is maintained.
  - a. Surveillance will be maintained at all rail stops, including in yards and terminals. All security seals and/or locks will be checked at all stops.
  - b. Guards will keep the rail car(s) transporting the shipment under observation during all stops.
  - c. Guards will not leave rail car(s) transporting the shipment until properly relieved by another guard or consignee at destination.
12. [Military Guard Personnel \(MGP\)](#). MGP is a TPS performed by Military Police (MP) or Non-MP soldiers used to accompany and protect DOD AA&E cargo, personnel, and sensitive or classified assets as designated by the Installation CDR and approved by SDDC and the Service HQ.
13. [Exclusive Use \(EXC\)](#). EXC requires the TSP to devote the entire motor vehicle or separate cargo-carrying transport vehicle (to include a trailer, a dromedary, etc) exclusively to the transportation of the shipment, without the breaking of seals or locks and without transloading of

cargo for the TSP's convenience. This means the TSP cannot place any additional cargo in the cargo-carrying transport vehicle once EXC is requested. EXC of the cargo-carrying transport vehicle can include a trailer, a dromedary attached to the power unit (tractor) or a single dromedary on a trailer (which can include several other dromedaries). If a shipper requests EXC of the entire motor vehicle, the TSP must be informed and the BL will be annotated "Exclusive Use of Entire Motor Vehicle Requested." EXC of a transport vehicle or entire motor vehicle does not indicate Expedited Service. The shipper must request Expedited Service separately. A transport vehicle and motor vehicle is defined IAW 49 CFR 171.8, Definitions and Abbreviations.

14. Extra Driver (EXD). EXD is used in conjunction with CIS shipments that exceed 150 miles. Extra Driver (Security Clearance not required) may be requested for FAK shipments. EXD service is not compatible with DDP/PSS.
15. Trailer Tracking Service (DCS). DCS augments the SNS used with the DTTS, designed to track the actual trailers carrying the material being shipped, and receive immediate alerts if the trailer is untethered (unhooked) from the power unit or if the box van trailer door is opened while in-transit. It is used for all AA&E SRC I-IV, closed box van shipments requiring SNS. DCS may also be applied to other sensitive, classified, and TPS shipments as requested by the shipper. The purpose of DCS is to provide DTTS with periodic trailer position location reports. DCS is a value-added service that compliments SNS and is managed by the DTTS. Installations/activities may establish DTTS accounts to monitor inbound and outbound shipments by contacting the DTTS Program Management Office, 800-826-0794. DCS is not applicable to air, barge, pipeline, USPS and BPA shipments.
  - a. Shippers are required to request DCS service when all three of the following conditions are met:
    - (1) Shipment is AA&E SRC I, II, III or IV.
    - (2) Shipment requires SNS.
    - (3) Shipment requires closed box van.

## **P. EMERGENCY HOTLINES**

1. Emergency and operational contact telephone numbers are contained in Paragraph A.5.
2. TOs or TSPs may call the SDDC Command Operations Center at 618 220-4262 on a 24-hour basis to obtain any type of DOD safety or security advice and assistance. The SDDC lines will be used to:
  - a. Report information concerning any TSP whose practices may not be consistent with the national interest.
  - b. Request guidance on securing shipments requiring TPS.
  - c. Provide electronic or manually produced passage reports on rail movements.
3. TOs or TSPs may call the SDDC DTTS at 800 826-0794 on a 24-hour basis to:
  - a. Obtain secure holding area assistance or information.
  - b. Report any adverse information concerning movement of shipments requiring TPS.
  - c. Report any incident and obtain emergency response support.
  - d. Report delays en route of two hours or more for SRC I and II shipments.

4. POC
  - a. For DOD Hazard Class 1 (Explosives) Only:
    - (1) Call Army Operations Center: 703 697-0218/0219 (COLLECT), DSN: 227-0218 Ask for “WATCH OFFICER.”
  - b. FOR DOD NON-EXPLOSIVE HAZMAT ONLY:
    - (1) Call: 800 851-8061
    - (2) At Sea: +11-804 279-3131 (COLLECT)
  - c. DOD RADIOACTIVE MATERIAL ONLY:
    - (1) Army: 703 697-0218 (COLLECT)
    - (2) US Navy/Marine Corps: For Navy/Marine Corps non-Nuclear Propulsion Program Radioactive Material Shipments, use the 24-hour emergency response telephone number provided by the Navy/Marine Corps activity initiating the shipment.
    - (3) DLA: 800 851-8061. At Sea: 804 279-3131
  - d. For Navy Nuclear Propulsion Program Radioactive Material Shipments.
    - (1) Use the 24 hour emergency response telephone number provided by the Navy Nuclear Propulsion program activity initiating the shipment. This number will be annotated on the shipping papers.
  - e. For Oil and Chemical Spills, Reportable Quantities of Hazardous Substances and Marine Pollutants only:
    - (1) Call National Response Center and Terrorist HOTLINE at: 800 424-8802 (Day or Night)
    - (2) At Sea Call: 202 267-2675 (Collect).
  - f. For secure holding area Call DTTS at 800 826-0794. For secure holding area (Non-AA&E shipments):
    - (1) Call DTTS at 800 826-0794.
  - g. For Chemical/Biological Warfare Material:
    - (1) Duty hours: DSN 584-3044, 584-7211, 584-6455, Commercial: 410 436-3044, 410 436-7211, 410 436-6455
    - (2) After Duty hours: DSN 584-2148, Commercial: 410 436-2148 (Ask for TEU S3)

#### **Q. TSP ASSISTANCE**

1. Secure Holding and Safe Haven:
  - a. DOD installations are required to assist commercial TSPs transporting DOD shipments of AA&E, classified materials, and CCI by providing safe holding areas in the interest of public safety and national security. TSPs may seek safe haven during emergencies or other circumstances beyond the TSP’s control, for delivery or awaiting shipment loading, or while in transit. Granting a holding area does not relieve the carrier of liability and it is within the prerogative of the installation CDR or activity as to whether carrier personnel are to remain with the shipment to fulfill security duties. When considering TSP requests for assistance, installation CDRs and contractor facility directors must take into account the current FPCON and the security requirements therein as well as any Quantity Distance (QD) safety



requirements, depending upon the commodity and NEW of any explosives involved. There are three types of secure areas as described below:

- (1) Secure Hold Lot Area for Motor Vehicles Transporting Ammunition, Explosives, and SECRET material. An area designated for the temporary parking of commercial TSPs' motor vehicles transporting DOD-owned AA&E and SECRET material. If the vehicle contains SRC I or II AA&E, a secure holding area with Intrusion Detection System (IDS) or Closed Circuit Television (CCTV) will be required if the driver leaves the load. If such an area is not available, the installation CDR/facility director will make arrangements to post a 24-hour guard in lieu of the IDS or CCTV. To provide secure holding of SRC I and II AA&E and SECRET material, the area must be under Constant Surveillance (CS). CS can be met in either of three ways: (1) the area can be equipped with either an IDS or CCTV. (2) A security guard can be posted to provide dedicated continuous watch over the shipment--the security guard must remain within 25 feet of the shipment, while maintaining full unobstructed view thereof. (3) Subject to the Commanding Officer/Officer in Charge (OIC) as reflected in local directives, driver(s) or other qualified carrier personnel can remain in the cab of the vehicle, if he/she is fully attentive to the task at hand (not in sleeper), or remains within 25 feet of the vehicle while maintaining a fully unobstructed view thereof. Secure explosives holding areas must meet site approval requirements of DODM 6055.09-M-V1. The holding of HC/Division 1.1, 1.2, and 1.3 explosives is permitted at this location and meets the QD requirements at this location. In the event that the HD and NEW of the AA&E on the vehicle is not commensurate with the location's QD-sited secure holding area, the CDR or facility director will provide temporary parking accommodations at an alternate location on the facility that afford maximum QD protection IAW the principle of acceptable risk.
  - (2) Secure Non-Explosives Holding Area. An area designated for the temporary parking of TSPs' motor vehicles transporting DOD Arms, classified CONFIDENTIAL materials, and CCI. This area must meet the requisite security criteria of [Paragraph T](#). The holding of Hazardous Division (HD) 1.4S materials, without regard to QD, is permitted at this location.
  - (3) Safe Haven. Safe Haven is the act of permitting a motor carrier engaged in the act of transporting DOD AA&E and related HAZMAT or other sensitive items to park an impacted motor vehicle in a designated parking area on a DOD activity in response to an emergency situation. Emergency conditions may include civil disturbances, natural disasters, mishaps, vehicle breakdowns, terrorist activity, driver illness, or other emergent contingencies. Under these conditions, the DOD installation in closest proximity to the scene of the emergency will permit the motor vehicle to gain expedited access to the secure area on the installation for temporary parking. In the event that the quantity and the HC/D of the shipment exceeds the Explosive Safety Quantity Distance (ESQD) limits in effect for the sited secure holding area, or if the nearest DOD installation does not have a sited secure holding area, the commanding officer/OIC will provide temporary parking at an alternate site on-station that affords ESQD protection to the maximum possible extent IAW the principle of accepted risk.
- b. Munitions TSP Access to DOD Installations in Response to Emergencies/Contingencies and FPCON BRAVO, CHARLIE, and DELTA. Emergency/contingency and FPCON BRAVO, CHARLIE, and DELTA related situations may arise that will require a motor vehicle transporting DOD-owned AA&E to gain expedited secure holding at the nearest DOD installation or DOD contractor facility. Under these conditions, the AA&E-laden motor vehicle will be allowed access, and that vehicle will be escorted to the safe haven holding

- area for temporary parking. In the event that the HD and NEW of the AA&E on the vehicle is not commensurate with the location's QD-sited secure holding area, the CDR or facility director will provide temporary parking accommodations at an alternate location on the facility that affords maximum QD protection IAW the principle of acceptable risk. If the vehicle contains SRC I or II AA&E, a secure holding area with IDS or CCTV will be required. If such an area is not available, the installation CDR/facility director will make arrangements to post a 24-hour guard in lieu of the IDS or CCTV.
- c. During FPCON NORMAL and ALPHA, if for any reason the installation or facility cannot accommodate the TSP's vehicle, the CDR or director is required to assist the TSP in locating the nearest alternate DOD installation or DOD contractor activity capable of providing secure holding.
  - d. The TSP dispatcher will notify the SDDC DTTS at 800 826-0794 to obtain secure holding for emergencies or assistance. The TSP dispatcher may contact the SDDC DTTS or the installation/contractor facility directly for holding in transit, at origin, or at destination.
  - e. In transit secure holding is mandated where SDDC-approved TSP terminals are not available for the SRC I and II AA&E and for shipments under FPCONs Charlie/Delta, Reference [Table 205-1](#).
  - f. Each TSP whose vehicle is granted secure holding must be apprised by the selected activity orally or in writing of their policies such as the following:
    - (1) Granting of secure holding does not relieve the TSP of liability under the BL contract of carriage.
    - (2) The US Government does not assume responsibility for the shipment or TSP equipment so long as terms and conditions of providing secure holding are not inconsistent with those of the BL contract of carriage.
    - (3) It is within the prerogative of the installation CDR/facility director to require TSP personnel to remain with the vehicle to fulfill TPS requirements or to vacate.
    - (4) The secure holding is strictly temporary in nature and the vehicle must be removed as soon as the installation CDR/facility director or civil authority determines that the shipment is no longer required to remain in the area.
  - g. QD-related safety standards are prescribed in DOD 6055.9-STD, as implemented by Service regulations.
  - h. SECRET shipments will be afforded the same physical security protection as SRC I and II AA&E. CONFIDENTIAL shipments will be provided the same security as SRC IV.
  - i. Consult the TFG for information concerning AA&E holding capabilities of specific activities (<https://eta.sddc.army.mil/portal/etaPortal.asp?app=TFG&bhcp=1>).
  - j. Installation CDRs and DOD contractor facility directors will establish written SOPs for all personnel involved in granting secure holding to TSPs. The SOPs will be reviewed periodically for accuracy and completeness regarding all procedures involved to successfully accommodate TSP requests for assistance.
  - k. Report problems with TSP abuse of secure holding areas using normal TSP performance procedures (See Chapter 207).
2. Other Assistance:
- a. To promote safety and security, expedite transportation, and ensure delivery of AA&E, classified, hazardous, or other shipments requiring special handling, installations or activities

- may extend any technical assistance and aid considered necessary in connection with moving, salvage, demolition, neutralization, or other disposition of Government-owned shipments being transported by TSPs.
- b. Shipper-Service regulations prescribe policies, responsibilities, and procedures for disposal of explosive ordnance material and commercial shipments of explosive-contaminated scrap materials.
  - c. The TSP must be advised in writing of the following:
    - (1) If the TSP requests assistance, the installation and TSP must enter in to a formal or legally binding agreement (signed contract) prior to the installation committing funds for expenses, including salaries and wages paid by the Government.
    - (2) DOD personnel act and perform as a TSP's agent in providing assistance.
    - (3) DOD personnel assigned to assist a TSP will retain their status as DOD employees and, as such, will be entitled to benefits as provided by law.
    - (4) The Government will not recognize or submit to any action for property damage in connection with such assistance furnished when actual labor supervision or other services are performed at the TSP's request.
  - d. Except in an emergency, TOs will advise the TSP in writing of the provisions of Paragraph Q.2.c above. In an emergency, telephonic notification will be followed-up immediately by a FAX or other electronic notification. The TSP will be asked to acknowledge the following:
    - (1) Responsibility for performance of the services requested from the Government.
    - (2) Performance of services will not relieve the TSP of tort liability.
3. Payment for Services:
- a. The providing installation or activity will normally absorb the costs associated with providing secure holding during emergencies and for situations beyond the TSP's control. Charges may be applied for provision of holding areas in other routine situations requiring expenditures beyond the norm, such as additional security.
  - b. If a TSP's equipment substitution creates a requirement for additional accessorial and/or transportation protective services, the TSP will provide those services at no additional charge to the shipper.
  - c. TSPs will not be billed or held responsible for any service performed by DOD personnel that was not requested by the TSP, such as dispatching of representatives to observe lading transfer or to suggest corrective measures in connection with seal breakage, shifting of loads or bracing, accidents, or other adjustments.
  - d. Collection of money for services rendered will be IAW the proper finance office procedures and shipper-Service regulations.

## **R. ROUTE PLANNING**

- 1. TSPs will provide route plans for SRC I and II AA&E to include uncategorized AA&E shipments under FPCON DELTA to the shipper IAW [Table 205-1](#), Note 6. TSPs will be responsible for providing route planning IAW 49 CFR 397.67 (d) and submitting this information to the TO. Coordination will be performed during the normal routing process. The SDDC AA&E Branch may direct a shipper to hold a movement for a period of time.

2. The TO, as part of their normal routing process, will ensure that shippers pre-clear all SRC I and II shipments with the destination activity. Shippers will contact the SDDC Business Services Branch for prior clearance before releasing shipments of all SRCs of AA&E during FPCON DELTA (See [Table 205-1](#)). The goal is to avoid placing the TSPs and the public at undue risk and to ensure prompt delivery of shipments.

#### **S. RETROGRADE SHIPMENTS**

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

**NOTE:** Detailed instructions for manually entering shipment information can be found in the DTTS User Guide which can be found by clicking on the icon in the "DTTS Help" section on the IRRIS website at <https://www.iris.tea.army.mil/>.

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

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

#### **U. SIGHT-SENSITIVE CARGO**

All cargo is subject to inspection at the APOE and by the aircrew. If the cargo is determined by the shipper to be "sight-sensitive" and should be exempt from inspection, prior approval must be obtained from the AMC Director of Operations (AMC/A3) or Director of Logistics (AMC/A4).

#### **V. CONFISCATED WEAPONS**

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

#### **W. TPS REQUIREMENTS FOR AVENGERS, BRADLEYS, STRYKERS, ABRAMS TANKS AND MINE RESISTANT AMBUSH PROTECTED (MRAP) ARMORED VEHICLE SHIPMENTS**

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

EXCEPTION: Strykers completely stripped of all weapon components (e.g., crew-served weapons, or sensitive items contained on the Stryker at the time of movement) and the TO can

confirm and certify in writing that no weapons or sensitive items are contained with the shipment, then 675 is required for the motor movement. GSS is required for the rail movements. Certification must be attached to the BL.

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

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

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

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

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

4. MRAP Armored Vehicles. MRAP armored vehicles are not considered CLASSIFIED/SECRET or sensitive. Prior to acceptance by the shipping activity, units must declare that no CLASSIFIED/SECRET or sensitive items are contained within or attached to an MRAP being transported by commercial TSP (all modes). MRAPs transported by commercial motor carrier require Signature and Tally Record Service (675) (Paragraph O.6). MRAPs transported by commercial rail require no TPS. For assistance on mode determination, TOs should contact HQ SDDC/G9 Special Requirements Branch at [sddc.ops.negotiation@us.army.mil](mailto:sddc.ops.negotiation@us.army.mil) or (618) 220-4513 (DSN 770).

EXCEPTION: TACOM may, on occasion, direct certain facilities (e.g., Space and Naval Warfare Systems Command, Aberdeen Proving Grounds, White Sands) to ship MRAPs containing sensitive items for testing purposes. These shipments will require the TPS afforded to the sensitive item IAW this chapter, Table 205-7. For more information concerning MRAP movements contact SDDC G9 AA&E Team at: [usarmy.scott.sddc.mbx.aa-and-e-team@mail.mil](mailto:usarmy.scott.sddc.mbx.aa-and-e-team@mail.mil).

Transportation activities will use National Motor Freight Classification Code “190450” for MRAP shipment requests. For rail shipments use STTC “371917”. MRAPs will not be moved via brokers, freight forwarders, shipper agents, or shipper associations. Shippers will ensure only DOD-approved carriers are used to transport these shipments.



5. Additional Requirements For Military Tactical Vehicles:
  - a. Shippers cannot reduce the level of TPS required for the above items without the prior approval of the project or item manager. However, shippers can always use protective services above and beyond what is required by the project or item manager.
  - b. Military tactical vehicle shipments requiring a TPS must not be brokered (e.g., carriage obtained through freight forwarders, shipper agents, and shipper associations).
  - c. Installations protect themselves against the use of brokered TSPs by the act of specifying the TPS required by their shipment. Doing so ensures that only DOD-approved TSPs, also authorized to provide TPS, will have access to the bids.
6. DEMILED barrels, sub assemblies/groups certified inoperable requires 675 services only. Certification must accompany shipment.

#### **X. TRANSPORT OF ARMORED TACTICAL VEHICLES CONTAINING CLASSIFIED AND SENSITIVE COMPONENTS IN TRANSIT BY SHIP**

1. The following prescribes minimum security preparations to provide for adequate safeguards of classified and sensitive armored tactical vehicle such as (Avengers, Bradleys, Strykers, Abrams Tank System and MRAP) in transit by ship from the POE to the POD. This applies to shipments originating in CONUS and OCONUS.
  - a. Information pertaining to shipments (i.e., to include plans, exact dates, routes, final destination) is sensitive unclassified information and will be protected IAW DOD 5200.1 R. Under no circumstances will such information be released to the public. Organizations involved in shipments will disseminate such information only on a need-to-know basis. Shipment information will be disseminated only to those personnel requiring it in an official capacity.
  - b. Classified/sensitive shipments will be transported on MSC- chartered or controlled vessels operated on liner terms under USC by a TSP that has operational control of the vessel and holds a valid facility clearance issued by DSS under DOD 5220.22 M. The vessel Master must possess a valid SECRET personnel security clearance in addition to at least one other licensed deck officer on the vessel. Preferably, all officers will possess personnel security clearances. Prior to loading TPS cargo, clearances must be verified in writing to SDDC by the TSP's FSO IAW the provisions of Chapter 6 of DOD 5220.22-M.
  - c. Classified and sensitive and armored tactical vehicles will be under control of the Captain/Master of the ship who will be provided a copy of the security requirements pertaining to the shipment. The shipment will be under the control of an individual cleared for the classification assigned to the shipment. At all times during the voyage, access will be restricted in those areas where the shipments are stowed. If the area cannot be made inaccessible due to the design of the ship or due to regulatory requirements, the area will be made as inaccessible as practical and personnel entering and leaving the space will be required to check in and out with the individual controlling the shipments.
  - d. The escort/supercargo personnel will protect the shipment at all times, through personal observation or authorized storage to prevent inspection, tampering, pilferage, or unauthorized access. Observation of the shipment is not required during sea transit, provided it is loaded into a compartment that is not accessible to any unauthorized persons or in a specialized secure, safe-like container. Supercargo personnel are not required if at least two of the vessel's officers (including the Captain) hold valid personnel security clearances. In the event that a vessel does not have two cleared officers, then two supercargo personnel (E-5 or higher or equivalent civilian grade) must accompany the cargo. If the cargo is classified, both



- supercargo personnel must possess valid personnel security clearances at or above the level of cargo classification.
- e. Voyage will be directed to the DOD-authorized POD to load or discharge DOD cargo and will be booked port to port versus door to door. In case of emergencies or due to DOD operational requirements OCONUS International stops for operational reasons must be preapproved in advance by SDDC G3. An emergency is defined as an event, which threatens the safety and/or security of the vessel, personnel or classified cargoes. Vessel Master/SDDC will ensure that the vehicles/tanks are loaded in such a manner that precludes movement during intermediate stops. When intermediate stops must be made, the shipper (point of origin) will be advised in advance, or during an emergency, as soon as possible. During emergency stops, the shipping company will provide details on the reason for the stops, the location, and security provided. The SDDC COC contact number (618 220-4262) will be included in shipping instructions.
  - f. Shipments will never be off-loaded at intermediate stops except during emergencies. If an emergency requires shipments to be off-loaded, immediate notification will be given to the nearest SDDC facility or to the emergency contact number (618 220-4262), to include location, reason for stop, and type of security provided. Minimum security will include constant surveillance by a cleared individual with the appropriate clearance and is the responsibility of the ship's officers, operating company, and MSC.
  - g. Foreign customs inspectors and other officials will not normally be given access to shipments. If required, however, they may be granted limited access and must be escorted by cleared personnel with the appropriate clearance.
  - h. Specific locations of shipments, with any special considerations, will be indicated on the final stow plan and given to the responsible ship's officers. Shippers (point of origin) will ensure that, to the maximum extent possible, shipments will not have to be moved en-route. Security inspection, to include a review of shipment security procedures and a comparison of the original stow plan with the actual configuration of the shipments, may be made at origin, destination, and any intermediate ports where SDDC has a presence.
  - i. Vehicle preparation for shipment. Upon completion of loading the shipment into the ship, the vehicle/tank will be immobilized by disconnecting and taping the negative cable of the batteries to prevent starting of the engine. All vehicle hatches but one will be secured from the inside when possible. The last hatch will then be secured from the outside with a numbered bolt seal after it is in its final stow location on the vessel IAW provisions in Annex H of the Security Classification Guide for the Abrams Tank System (June 30, 2005). Seal numbers will be noted on DD Form 1907 or other document.
  - j. Pre-movement Inspection. In addition to the normal ship pre-movement inspection, each shipment will receive a security inspection to ensure that all of the required measures to safeguard the shipment have been taken.
  - k. Inspection at Destination. Individual(s) receiving shipments will perform a close examination of all exterior surfaces for damage or penetration of each shipment and determine if any tampering occurred during shipment. The Captain/Master and his/her entire crew will remain on board the vessel until a preliminary inspection of the shipment has been accomplished. This requirement will not be made when supercargo personnel inspect the shipment prior to port entry. Exceptions to the restriction will be made for legal or regulatory requirements with approval. The accepting agency will perform an external inspection to identify any apparent damage to the shipments. If there is evidence of the shipment having been tampered with during shipment, a close examination of the interior must also be made.

- Any evidence of tampering must be reported to SDDC Operations Center (618 220-4262). Any signs or evidence of tampering that would indicate a compromise of classified information/material must be reported immediately by the receiving activity to SDDC Operations Center (618 220-4262) and to the port of origin. All measures must be taken to protect the component from further exposure to unauthorized individuals. Transmission of SECRET information is to be done IAW DOD 5200.1-R, Chapter 7.
- l. CONFIDENTIAL Information. CONFIDENTIAL information may be transmitted by CDRs or Captains/Masters of ships of US registry who are US citizens. CONFIDENTIAL information shipped on vessels of US registry may not pass out of US government control. The CDRs or Captains/Masters must sign a receipt for the material and agree to: Deny access to the CONFIDENTIAL material by unauthorized persons, including customs inspectors, with the understanding that CONFIDENTIAL cargo that would be subject to customs inspection will not be unloaded; and maintain control of the cargo until a receipt is obtained from an authorized representative of the consignee. Alternative or additional methods of transmission approved by the head of the DOD component may be used.
  - m. Only Government and Government contract vehicles including ships of the US Navy, civil service-operated US Naval ships, and ships of US registry are authorized to transport TPS shipments. Cleared operators of vehicles, officers of ships who are US citizens may be designated as escorts provided the control of the (vehicle or vessel) is maintained on a 24-hour basis.
  - n. TSPs must agree that no intermediate port calls will be made overseas for any reason without prior written consent of SDDC Deputy Chief of Staff for Operations (G3). For intermediate port calls made in the US, SDDC G3 must be notified in writing, in advance. If overseas intermediate port calls are required, then requests for exceptions in writing may be considered by SDDC G3. Exceptions will only be considered in the event of an operational requirement to load or discharge DOD cargo, normally in an NATO member nation's port. Further, they will only be loaded on liner vessels that will be sailing direct from POE to POD. The TSP must agree that no intermediate port calls will be made for any reason without prior written consent of SDDC Deputy Chief of Staff for Operations (G3). If intermediate port calls are required for operational reasons, then exceptions may be considered.
  - o. The current security classification guides; Security Classification Guide for the Mine Resistant Ambush Protected Vehicle (May 31, 2007), Security Classification Guide for the Abrams Tank System (June 30, 2005), and Memorandum for Record Clarification of SCG for Abrams (January 31, 2006), for the specific vehicles involved must be consulted prior to loading and all provisions adhered to. The vessel Captain/Master must also be provided a copy prior to sailing.

<b>SIGNATURE AND TALLY RECORD</b> <i>(See DoD 4500.9-R for guidance)</i> <i>(Use of equivalent carrier-furnished signature and tally record is acceptable.)</i>		<i>OMB No. 0702-0027</i> <i>OMB approval expires</i> <i>Jun 30, 2012</i>		
<p>The public reporting burden for this collection of information is estimated to average 3 minutes per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. Send comments regarding this burden estimate or any other aspect of this collection of information, including suggestions for reducing the burden, to the Department of Defense, Washington Headquarters Services, Executive Services Directorate, Information Management Division, 1155 Defense Pentagon, Washington, DC 20301-1155 (0702-0027). Respondents should be aware that notwithstanding any other provision of law, no person shall be subject to any penalty for failing to comply with a collection of information if it does not display a currently valid OMB control number.</p> <p><b>PLEASE DO NOT RETURN YOUR FORM TO THE ABOVE ORGANIZATION. RETURN COMPLETED FORM AS DIRECTED IN THE DISTRIBUTION INSTRUCTIONS BELOW.</b></p>				
<b>DISTRIBUTION INSTRUCTIONS</b>				
<p>(1) The SHIPPER will print two copies, retain one copy and give one to the Origin Carrier.                  (2) The ORIGIN CARRIER will deliver one copy with original signatures to the Destination Carrier.                  (3) The DESTINATION CARRIER will attach one copy (reflecting all original signatures) and Standard Form 1113, Public Voucher for Transportation Charges, to the original Commercial Bill of Lading and forward for payment. Reproduced completed copy of DD Form 1907 will be delivered to the Consignee and one will be retained.                  (4) The CONSIGNEE will ensure Destination Carrier surrenders a reproduced copy of completed form with all signatures.</p>				
<b>SECTION I - TO BE COMPLETED BY THE SHIPPER</b>				
<b>1a. SHIPPER NAME</b>		<b>b. ORIGIN</b>		
<b>2. PROTECTIVE SERVICE REQUESTED</b>		<b>3. COMMERCIAL BILL OF LADING NUMBER</b>		
<b>4a. CONSIGNEE NAME</b>		<b>b. DESTINATION</b>		
<b>5. PERMIT NUMBER (If any)</b>		<b>6. TRANSPORTATION CONTROL NUMBER</b>		
<b>7. ROUTING</b>		<b>8. WEIGHT</b>	<b>9. CUBE</b>	
<b>10. SPECIAL INSTRUCTIONS</b>			<b>11. DATE SHIPMENT TENDERED TO CARRIER (YYYYMMDD)</b>	
<b>12. NAME OF CARRIER</b>			<b>13. NUMBER OF PIECES</b>	
<b>14. TYPE OF PACKAGE(S) (For unsealed loads only) OR CONVEYANCE IDENTIFICATION AND SEAL NUMBERS (For sealed loads only)</b>		<b>15. FREIGHT CLASSIFICATION DESCRIPTION</b>		
<b>SECTION II - TO BE COMPLETED BY EACH PERSON ACCEPTING CUSTODY OF CLASSIFIED OR PROTECTED MATERIAL REQUIRING THE USE OF TRANSPORTATION PROTECTIVE SERVICE DURING TRANSIT</b>				
<b>16. CUSTODY RECORD</b>				
<b>PRINT NAME OF PERSON AND COMPANY REPRESENTED</b> a.	<b>STATION INTERCHANGE POINT DESTINATION</b> b.	<b>SIGNATURE OF PERSON ACCEPTING CUSTODY</b> c.	<b>TIME ACCEPTED</b> d.	<b>DATE ACCEPTED (YYYYMMDD)</b> e.

DD FORM 1907, OCT 2010

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



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

**Section I**

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

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

**Section II**

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

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

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

**SPECIAL HANDLING DATA/CERTIFICATION**

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

DD FORM 1387-2, NOV 2004

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

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

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



**Instructions for Completing the DD Form 1387-2  
Classified Shipments**

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

2. If none of the information entered in the Blocks on the form is classified, four copies of the form will be completed.
3. If the information to be entered on the form is classified, then prepare and distribute the form as follows. One copy is completed in detail, including essential classified data. This copy will be signed. The completed and signed form will be forwarded to the air terminal IAW security regulations and instructions and will be attached to the air manifest. Three additional copies of the form must be prepared reflecting “See Aircraft Commander’s copy” and “Protective Service Required” in Block 6. Blocks 3, 4, and 5 will also be completed. The remainder of the form will be left blank. The form will be placed in a waterproof envelope and attached to the number one container of the shipment unit.
4. If any of the data entered on the DD Form 1387-2 is classified when the form is attached to the air manifest, then the air manifest takes the same degree of classification. The air manifest remains classified until the classified form is detached and handled IAW security regulations and instructions.
5. If the material shipped is classified, the following procedure applies. All four copies of the form will reflect the degree of TPS protection. (Notes 1 and 2.)

**NOTE 1.** Shipments of classified will include one or more types of sensitive cargo. Block 6 of the DD Form 1387-2 will include one or more of the required accessorial or transportation protective service categories as required by the DTR, for example:

Constant Surveillance and Custody Service (CIS)  
Signature and Tally Record Service (675)

**NOTE 2.** For shipments requiring other special services while in transit, enter the instructions in Block 6, for example:

Protect From Freezing  
Protect From Heat  
Air Ride Equipment Required

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

**SPECIAL HANDLING DATA/CERTIFICATION**

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

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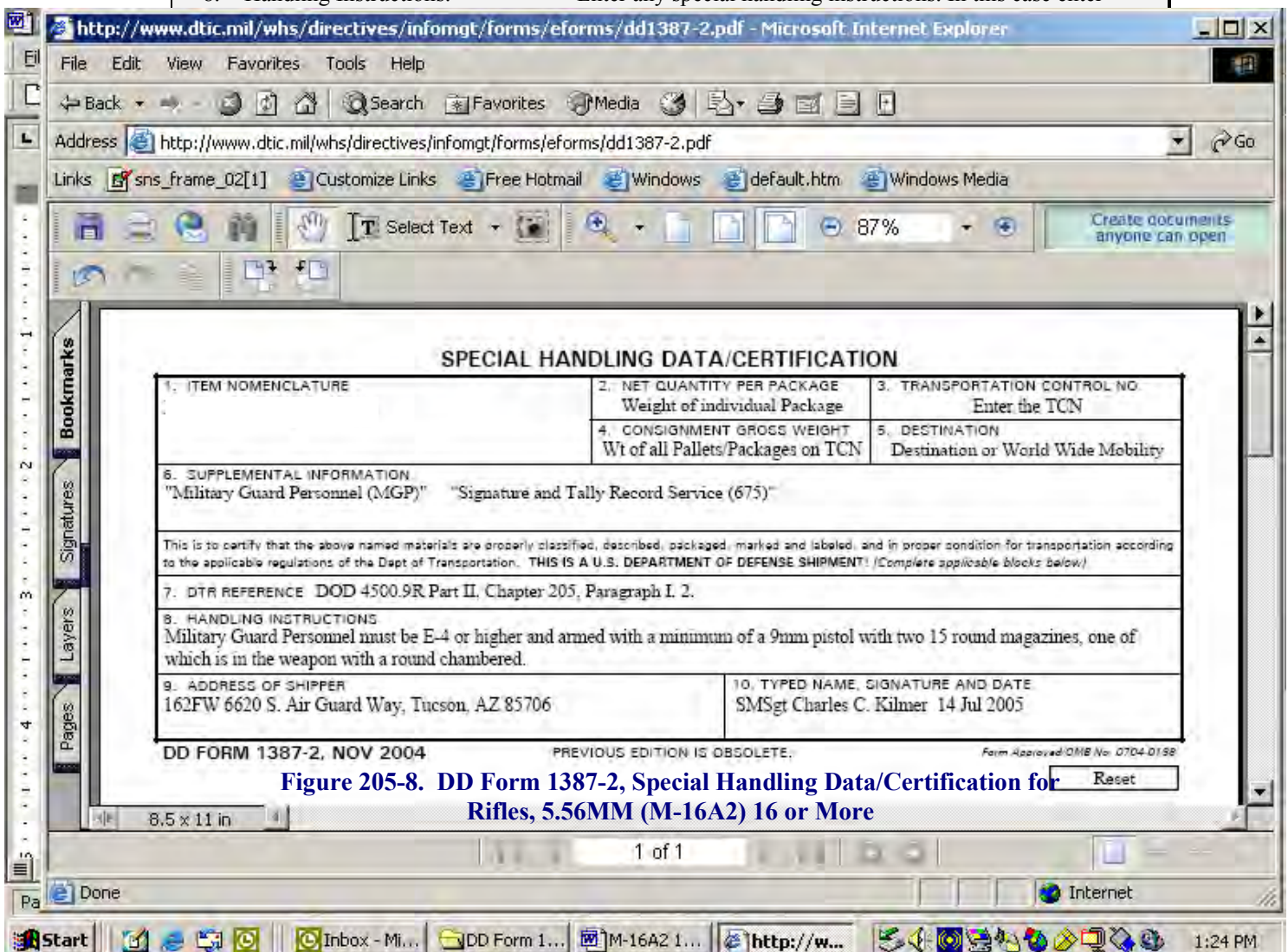
**Figure 205-6. DD Form 1387-2, Special Handling Data/Certification for Rifles, 5.56MM (M-16A2) 15 or Less**

**Instructions for Completing the DD Form 1387-2 Unclassified Shipments for Rifles, 5.56MM (M-16A2) 15 or Less**

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

**Block**

- |                                   |   |
|-----------------------------------|---|
| 1. Item Nomenclature:             | Leave blank.  |
| 2. Net Quantity per Package:      | Enter the gross weight of the package. (This is the weight of the package the form is being placed on.)<br>(The copies for the troop commander, A/C commander, station file, and the four sides of the pallet will be blank if more than one M-16 Weapons container is listed). |
| 3. Transportation Control Number: | Enter the TCN for this package.   |
| 4. Consignment Gross Weight:      | Total Gross Weight of each Pallet/Package shipped under the same TCN (This is the total weight of all M-16 Weapons Packages on the Pallet under the same TCN).  |
| 5. Destination:                   | Address of Consignee in-the clear. (If unknown or classified World Wide Mobility may be used.)  |
| 6. Supplemental Information:      | Enter "Constant Surveillance and Custody Service (CIS)"<br>"Signature and Tally Record Service (675)"   |
| 7. DTR Reference:                 | Cite DTR Chapter 205, Paragraph I.2.  |
| 8. Handling Instructions:         | Enter any special handling instructions. In this case enter   |



**Figure 205-8. DD Form 1387-2, Special Handling Data/Certification for Rifles, 5.56MM (M-16A2) 16 or More**

**Instructions for Completing the DD Form 1387-2 Unclassified Shipments for Rifles, 5.56MM (M-16A2) 16 or More**

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

**Block**

1. Item Nomenclature: Leave blank.
2. Net Quantity per Package: Enter the gross weight of the package. (This is the weight of the package the form is being placed on.)  
(The copies for the troop commander, A/C commander, station file, and the four sides of the pallet will be blank if more than one M-16 Weapons container is listed).
3. Transportation Control Number: Enter the TCN for this package.
4. Consignment Gross Weight: Total Gross Weight of each Pallet/Package shipped under the same TCN (This is the total weight of all M-16 Weapons Packages on the Pallet under the same TCN).
5. Destination: Address of Consignee in-the clear. (If unknown or classified World Wide Mobility may be used)
6. Supplemental Information: Enter "Military Guard Personnel (MGP)" and "Signature and Tally Record Service (675)"
7. DTR Reference: Cite DTR Chapter 205, Paragraph I.2.
8. Handling Instructions: Enter any special handling instructions. In this case enter (Military Guard Personnel must be an E-4 or higher and armed with a minimum of a 9mm pistol with two 15 round magazines, one of which is in the weapon with a round chambered.)
9. Address of Shipper: Complete in-the-clear address of shipping activity. (For this unit it is 162FW 6620 S. Air Guard Way, Tucson, AZ 85706)
10. Typed Name, Signature, and Date: Self-explanatory.

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

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

**Figure 205-9. Instructions for Completing DD Form 1387-2, Unclassified Shipments for Rifles, 5.56MM (M-16A2) 16 or More**

**SPECIAL HANDLING DATA/CERTIFICATION**

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

DD FORM 1387-2, NOV 2004

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**Figure 205-10. DD Form 1387-2, Special Handling Data/Certification for Pistols 9MM**

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

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

**Block**

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

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

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

**Figure 205-11. Instructions for Completing DD Form 1387-2, Unclassified Shipments for  
Pistols 9MM**

<b>SYSTEM AUTHORIZATION ACCESS REQUEST (SAAR)</b>			
<b>PRIVACY ACT STATEMENT</b>			
<b>AUTHORITY:</b>		Executive Order 10450, 9397; and Public Law 99-474, the Computer Fraud and Abuse Act.	
<b>PRINCIPAL PURPOSE:</b>		To record names, signatures, and other identifiers for the purpose of validating the trustworthiness of individuals requesting access to Department of Defense (DoD) systems and information. NOTE: Records may be maintained in both electronic and/or paper form.	
<b>ROUTINE USES:</b>		None.	
<b>DISCLOSURE:</b>		Disclosure of this information is voluntary; however, failure to provide the requested information may impede, delay or prevent further processing of this request.	
TYPE OF REQUEST <input type="checkbox"/> INITIAL <input type="checkbox"/> MODIFICATION <input type="checkbox"/> DEACTIVATE <input type="checkbox"/> USER ID _____			DATE (YYYYMMDD)
SYSTEM NAME (Platform or Applications)		LOCATION (Physical Location of System)	
<b>PART I (To be completed by Requestor)</b>			
1. NAME (Last, First, Middle Initial)		2. ORGANIZATION	
3. OFFICE SYMBOL/DEPARTMENT		4. PHONE (DSN or Commercial)	
5. OFFICIAL E-MAIL ADDRESS		6. JOB TITLE AND GRADE/RANK	
7. OFFICIAL MAILING ADDRESS		8. CITIZENSHIP <input type="checkbox"/> US <input type="checkbox"/> FN <input type="checkbox"/> OTHER	9. DESIGNATION OF PERSON <input type="checkbox"/> MILITARY <input type="checkbox"/> CIVILIAN <input type="checkbox"/> CONTRACTOR
10. IA TRAINING AND AWARENESS CERTIFICATION REQUIREMENTS (Complete as required for user or functional level access.) <input type="checkbox"/> I have completed Annual Information Awareness Training.            DATE (YYYYMMDD) _____			
11. USER SIGNATURE			12. DATE (YYYYMMDD)
<b>PART II - ENDORSEMENT OF ACCESS BY INFORMATION OWNER, USER SUPERVISOR OR GOVERNMENT SPONSOR (If individual is a contractor - provide company name, contract number, and date of contract expiration in Block 16.)</b>			
13. JUSTIFICATION FOR ACCESS			
14. TYPE OF ACCESS REQUIRED: <input type="checkbox"/> AUTHORIZED <input type="checkbox"/> PRIVILEGED			
15. USER REQUIRES ACCESS TO: <input type="checkbox"/> UNCLASSIFIED <input type="checkbox"/> CLASSIFIED (Specify category) <input type="checkbox"/> OTHER _____			
16. VERIFICATION OF NEED TO KNOW I certify that this user requires access as requested. <input type="checkbox"/>		16a. ACCESS EXPIRATION DATE (Contractors must specify Company Name, Contract Number, Expiration Date. Use Block 27 if needed.)	
17. SUPERVISOR'S NAME (Print Name)		18. SUPERVISOR'S SIGNATURE	19. DATE (YYYYMMDD)
20. SUPERVISOR'S ORGANIZATION/DEPARTMENT		20a. SUPERVISOR'S E-MAIL ADDRESS	20b. PHONE NUMBER
21. SIGNATURE OF INFORMATION OWNER/OPR		21a. PHONE NUMBER	21b. DATE (YYYYMMDD)
22. SIGNATURE OF IAO OR APPOINTEE		23. ORGANIZATION/DEPARTMENT	24. PHONE NUMBER
			25. DATE (YYYYMMDD)

DD FORM 2875, AUG 2009

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**Figure 205-12. DD Form 2875, System Authorization Access Request (SAAR)**

26. NAME ( <i>Last, First, Middle Initial</i> )			
27. OPTIONAL INFORMATION ( <i>Additional information</i> )			
<b>PART III - SECURITY MANAGER VALIDATES THE BACKGROUND INVESTIGATION OR CLEARANCE INFORMATION</b>			
28. TYPE OF INVESTIGATION		28a. DATE OF INVESTIGATION ( <i>YYYYMMDD</i> )	
28b. CLEARANCE LEVEL		28c. IT LEVEL DESIGNATION <input type="checkbox"/> LEVEL I <input type="checkbox"/> LEVEL II <input type="checkbox"/> LEVEL III	
29. VERIFIED BY ( <i>Print name</i> )	30. SECURITY MANAGER TELEPHONE NUMBER	31. SECURITY MANAGER SIGNATURE	32. DATE ( <i>YYYYMMDD</i> )
<b>PART IV - COMPLETION BY AUTHORIZED STAFF PREPARING ACCOUNT INFORMATION</b>			
TITLE:	SYSTEM	ACCOUNT CODE	
	DOMAIN		
	SERVER		
	APPLICATION		
	DIRECTORIES		
	FILES		
	DATASETS		
DATE PROCESSED ( <i>YYYYMMDD</i> )	PROCESSED BY ( <i>Print name and sign</i> )	DATE ( <i>YYYYMMDD</i> )	
DATE REVALIDATED ( <i>YYYYMMDD</i> )	REVALIDATED BY ( <i>Print name and sign</i> )	DATE ( <i>YYYYMMDD</i> )	
DD FORM 2875 (BACK), AUG 2009 <span style="float: right; border: 1px solid black; padding: 2px 5px;">Reset</span>			

**Figure 205–12. DD Form 2875, System Authorization Access Request (SAAR) (Cont’)**



**INSTRUCTIONS**

The prescribing document is as issued by using DoD Component.

**A. PART I:** The following information is provided by the user when establishing or modifying their USER ID.

- (1) Name. The last name, first name, and middle initial of the user.
- (2) Organization. The user's current organization (i.e. DISA, SDI, DoD and government agency or commercial firm).
- (3) Office Symbol/Department. The office symbol within the current organization (i.e. SDI).
- (4) Telephone Number/DSN. The Defense Switching Network (DSN) phone number of the user. If DSN is unavailable, indicate commercial number.
- (5) Official E-mail Address. The user's official e-mail address.
- (6) Job Title/Grade/Rank. The civilian job title (Example: Systems Analyst, GS-14, Pay Clerk, GS-5)/military rank (COL, United States Army, CMSgt, USAF) or "CONT" if user is a contractor.
- (7) Official Mailing Address. The user's official mailing address.
- (8) Citizenship (US, Foreign National, or Other).
- (9) Designation of Person (Military, Civilian, Contractor).
- (10) IA Training and Awareness Certification Requirements. User must indicate if he/she has completed the Annual Information Awareness Training and the date.
- (11) User's Signature. User must sign the DD Form 2875 with the understanding that they are responsible and accountable for their password and access to the system(s).
- (12) Date. The date that the user signs the form.

**B. PART II:** The information below requires the endorsement from the user's Supervisor or the Government Sponsor.

- (13) Justification for Access. A brief statement is required to justify establishment of an initial USER ID. Provide appropriate information if the USER ID or access to the current USER ID is modified.
- (14) Type of Access Required: Place an "X" in the appropriate box. (Authorized - Individual with normal access. Privileged - Those with privilege to amend or change system configuration, parameters, or settings.)
- (15) User Requires Access To: Place an "X" in the appropriate box. Specify category.
- (16) Verification of Need to Know. To verify that the user requires access as requested.
- (16a) Expiration Date for Access. The user must specify expiration date if less than 1 year.
- (17) Supervisor's Name (Print Name). The supervisor or representative prints his/her name to indicate that the above information has been verified and that access is required.
- (18) Supervisor's Signature. Supervisor's signature is required by the endorser or his/her representative.
- (19) Date. Date supervisor signs the form.
- (20) Supervisor's Organization/Department. Supervisor's organization and department.
- (20a) E-mail Address. Supervisor's e-mail address.
- (20b) Phone Number. Supervisor's telephone number.

(21) Signature of Information Owner/OPR. Signature of the functional appointee responsible for approving access to the system being requested.

- (21a) Phone Number. Functional appointee telephone number.
- (21b) Date. The date the functional appointee signs the DD Form 2875.
- (22) Signature of Information Assurance Officer (IAO) or Appointee. Signature of the IAO or Appointee of the office responsible for approving access to the system being requested.
- (23) Organization/Department. IAO's organization and department.
- (24) Phone Number. IAO's telephone number.
- (25) Date. The date IAO signs the DD Form 2875.
- (27) Optional Information. This item is intended to add additional information, as required.

**C. PART III:** Certification of Background Investigation or Clearance.

- (28) Type of Investigation. The user's last type of background investigation (i.e., NAC, NACI, or SSBI).
- (28a) Date of Investigation. Date of last investigation.
- (28b) Clearance Level. The user's current security clearance level (Secret or Top Secret).
- (28c) IT Level Designation. The user's IT designation (Level I, Level II, or Level III).
- (29) Verified By. The Security Manager or representative prints his/her name to indicate that the above clearance and investigation information has been verified.
- (30) Security Manager Telephone Number. The telephone number of the Security Manager or his/her representative.
- (31) Security Manager Signature. The Security Manager or his/her representative indicates that the above clearance and investigation information has been verified.
- (32) Date. The date that the form was signed by the Security Manager or his/her representative.

**D. PART IV:** This information is site specific and can be customized by either the DoD, functional activity, or the customer with approval of the DoD. This information will specifically identify the access required by the user.

**E. DISPOSITION OF FORM:**

**TRANSMISSION:** Form may be electronically transmitted, faxed, or mailed. Adding a password to this form makes it a minimum of "FOR OFFICIAL USE ONLY" and must be protected as such.

**FILING:** Original SAAR, with original signatures in Parts I, II, and III, must be maintained on file for one year after termination of user's account. File may be maintained by the DoD or by the Customer's IAO. Recommend file be maintained by IAO adding the user to the system.

**DD FORM 2875 INSTRUCTIONS, AUG 2009**

**Figure 205–12. DD Form 2875, System Authorization Access Request (SAAR) (Cont')**

### REPSHIP Data Requirements

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

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

**NOTES:**

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

**Figure 205-13. REPSHIP Data Requirements**

MOTOR VEHICLE INSPECTION (TRANSPORTING HAZARDOUS MATERIALS)										
<i>(Read Instructions before completing this form.)</i>										
This form applies to all vehicles which must be marked or placarded in accordance with Title 49 CFR.					1. BILL OF LADING/TRANSPORTATION CONTROL NUMBER TCN: W26DDJ54320111XXX					
SECTION I - DOCUMENTATION					ORIGIN a.		DESTINATION b.			
2. CARRIER/GOVERNMENT ORGANIZATION					IHC 1/198 AVN					
3. DATE/TIME OF INSPECTION					DEFAULT TO "TODAY"					
4. LOCATION OF INSPECTION					IHC 1/198th AVN motorpool					
5. OPERATOR(S) NAME(S)					*Check list of qualified operators*					
6. OPERATOR(S) LICENSE NUMBER(S)					*Check driver qualifications*					
7. MEDICAL EXAMINER'S CERTIFICATE*					N/A					
8. <i>(X if satisfactory at origin)</i>					9. CVSA DECAL DISPLAYED ON COMMERCIAL EQUIPMENT*					
a. HAZMAT ENDORSEMENT		<input checked="" type="checkbox"/>		d. ERG OR EQUIVALENT COMMERCIAL:		<input checked="" type="checkbox"/>		YES NO		
b. VALID LEASE*				e. DRIVER'S VEHICLE INSPECTION REPORT*		<input checked="" type="checkbox"/>		a. TRUCK/TRACTOR		
c. ROUTE PLAN		<input checked="" type="checkbox"/>		f. COPY OF 49 CFR PART 397		<input checked="" type="checkbox"/>		b. TRAILER		
SECTION II - MECHANICAL INSPECTION										
<i>All items shall be checked on empty equipment prior to loading. Items with an asterisk shall be checked on all incoming loaded equipment.</i>										
10. TYPE OF VEHICLE(S)					11. VEHICLE NUMBER(S)					
M978, Truck, Tank, 8x8 w/w					K-20					
12. PART INSPECTED <i>(X as applicable)</i>		ORIGIN (1)		DESTINATION (2)		ORIGIN (1)		DESTINATION (2)		COMMENTS (3)
		SAT UNSAT		SAT UNSAT		SAT UNSAT		SAT UNSAT		
a. SPARE ELECTRICAL FUSES		<input checked="" type="checkbox"/>				k. EXHAUST SYSTEM		<input checked="" type="checkbox"/>		
b. HORN OPERATIVE		<input checked="" type="checkbox"/>				l. BRAKE SYSTEM*		<input checked="" type="checkbox"/>		
c. STEERING SYSTEM		<input checked="" type="checkbox"/>				m. SUSPENSION		<input checked="" type="checkbox"/>		
d. WINDSHIELD/WIPERS		<input checked="" type="checkbox"/>				n. COUPLING DEVICES		<input checked="" type="checkbox"/>		
e. MIRRORS		<input checked="" type="checkbox"/>				o. CARGO SPACE		<input checked="" type="checkbox"/>		
f. WARNING EQUIPMENT		<input checked="" type="checkbox"/>				p. LANDING GEAR*				
g. FIRE EXTINGUISHER*		<input checked="" type="checkbox"/>				q. TIRES, WHEELS, RIMS		<input checked="" type="checkbox"/>		
h. ELECTRICAL WIRING		<input checked="" type="checkbox"/>				r. TAILGATE/DOORS*		<input checked="" type="checkbox"/>		
i. LIGHTS AND REFLECTORS		<input checked="" type="checkbox"/>				s. TARPULIN*				
j. FUEL SYSTEM*		<input checked="" type="checkbox"/>				t. OTHER (Specify)		<input checked="" type="checkbox"/>		PUMPING ASSEMBLY
13. INSPECTION RESULTS <i>(X one)</i> ACCEPTED					REJECTED					
<i>(If rejected give reason under "Remarks". Equipment will be approved if deficiencies are corrected prior to loading.)</i>										
14. SATELLITE MOTOR SURVEILLANCE SYSTEM: <i>(X one)</i> ACCEPTED					REJECTED					
15. REMARKS N/A										
16. INSPECTOR SIGNATURE (Origin)					17. INSPECTOR SIGNATURE (Destination)					
SECTION III - POST LOADING INSPECTION										
<i>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.</i>										
		ORIGIN (1)		DESTINATION (2)		COMMENTS (3)				
		SHT UNSAT		SHT UNSAT						
18. LOADED IAW APPLICABLE SEGREGATION/COMPATIBILITY TABLE OF 49 CFR		<input checked="" type="checkbox"/>								
19. LOAD PROPERLY SECURED TO PREVENT MOVEMENT		<input checked="" type="checkbox"/>								
20. SEALS APPLIED TO CLOSED VEHICLE; TARPULIN APPLIED ON OPEN EQUIPMENT		<input checked="" type="checkbox"/>								
21. PROPER PLACARDS APPLIED		<input checked="" type="checkbox"/>								
22. SHIPPING PAPERS/DD FORM 2890 FOR GOVERNMENT VEHICLE SHIPMENTS		<input checked="" type="checkbox"/>								
23. COPY OF DD FORM 626 FOR DRIVER		<input checked="" type="checkbox"/>								
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

Reset

Page 1 of 3 Pages  
Adobe Professional 3.0

Figure 205-14. DD Form 626, Motor Vehicle Inspection  
(Sample-Transporting Hazardous Materials) (Page 1 of 3)

<b>INSTRUCTIONS</b>	
<p><b>SECTION I - DOCUMENTATION</b></p> <p><b>General Instructions.</b></p> <p>All items (2 through 9) will be checked at origin prior to loading. Items with an asterisk (*) apply to commercial operators or equipment only. Only items 2 through 7 are required to be checked at destination.</p> <p>Items 1 through 5. Self explanatory.</p> <p>Item 6. Enter operator's Commercial Driver's License (CDL) number or Military OF-346 License Number. CDL and OF-346 must have the HAZMAT and other appropriate endorsements IAW 49 CFR 383.</p> <p>Item 7. *Enter the expiration date listed on the Medical Examiner's Certificate.</p> <p>Item 8.a. Hazardous Materials Certification. In accordance with applicable service regulations, ensure operator has been certified to transport hazardous materials. Check the expiration date on driver's HAZMAT Certification.</p> <p>b. *Valid Lease. Shipper will ensure a copy of the appropriate contract or lease is carried in all leased vehicles and is available for inspection. (49 CFR 376.12 and 376.11(c)(2)).</p> <p>c. Route Plan. Prior to loading any Hazard Class/Division 1.1, 1.2, or 1.3 (Explosives) for shipment, ensure that the operator possesses a written route plan in accordance with 49 CFR Part 397. Route Plan requirements for Hazard Class 7 (Radioactive) materials are found in 49 CFR 397.101.</p> <p>d. Emergency Response Guidebook (ERG) or Equivalent. Commercial operators must be in possession of an ERG or equivalent document. Shipper will provide applicable ERG page(s) to military operators.</p> <p>e. *Driver's Vehicle Inspection Report. Review the operator's Vehicle Inspection Report. Ensure that there are no defects listed on the report that would affect the safe operation of the vehicle.</p> <p>f. Copy of 49 CFR Part 397. Operators are required by regulation to have in their possession a copy of 49 CFR Part 397 (Transportation of Hazardous Materials Driving and Parking Rules). If military operators do not possess this document, shipper will provide a copy to operator.</p> <p>Item 9. *Commercial Vehicle Safety Alliance (CVSA) Decal. Check to see if equipment has a current CVSA decal and mark applicable box. Vehicles without CVSA, check documentation of the last vehicle periodic inspection and perform DD Form 626 inspection.</p> <p><b>SECTION II - MECHANICAL INSPECTION</b></p> <p><b>General Instructions.</b></p> <p>All items (12.a. through 12.t.) will be checked on all incoming empty equipment prior to loading. All UNSATISFACTORY conditions must be corrected prior to loading. Items with an asterisk (*) shall be checked on all incoming loaded equipment. Unsatisfactory conditions that would affect the safe off-loading of the equipment must be corrected prior to unloading.</p>	<p><b>SECTION II (Continued)</b></p> <p>Item 12.a. Spare Electrical Fuses. Check to ensure that at least one spare fuse for each type of installed fuse is carried on the vehicle as a spare or vehicle is equipped with an overload protection device (circuit breaker). (49 CFR 393.95)</p> <p>b. Horn Operative. Ensure that horn is securely mounted and of sufficient volume to serve purpose. (49 CFR 393.81)</p> <p>c. Steering System. The steering wheel shall be secure and must not have any spokes cracked through or missing. The steering column must be securely fastened. Universal joints shall not be worn, faulty or repaired by welding. The steering gear box shall not have loose or missing mounting bolts or cracks in the gear box mounting brackets. The pitman arm on the steering gear output shaft shall not be loose. Steering wheel shall turn freely through the limit of travel in both directions. All components of a power steering system must be in operating condition. No parts shall be loose or broken. Belts shall not be frayed, cracked or slipping. The power steering system shall not be leaking. (49 CFR 396 Appendix G)</p> <p>d. Windshield/Wipers. Inspect to ensure that windshield is free from breaks, cracks or defects that would make operation of the vehicle unsafe; that the view of the driver is not obscured and that the windshield wipers are operational and wiper blades are in serviceable condition. Defroster must be operative when conditions require. (49 CFR 393.60, 393.78 and 393.79)</p> <p>e. Mirrors. Every vehicle must be equipped with two rear vision mirrors located so as to reflect to the driver a view of the highway to the rear along both sides of the vehicle. Mirrors shall not be cracked or dirty. (49 CFR 393.80)</p> <p>f. Warning Equipment. Equipment must include three bidirectional emergency reflective triangles that conform to the requirements of FMVSS No. 125. FLAME PRODUCING DEVICES ARE PROHIBITED. (49 CFR 393.95)</p> <p>g. Fire Extinguisher. Military vehicles must be equipped with one serviceable fire extinguisher with an Underwriters Laboratories rating of 10 BC or more. (Commercial motor vehicles must be equipped with one serviceable 10 BC Fire Extinguisher). Fire extinguisher must be located so that it is readily accessible for use and securely mounted on the vehicle. The fire extinguisher must be designed, constructed and maintained to permit visual determination of whether it is fully charged. (49 CFR 393.95)</p> <p>h. Electrical Wiring: Electrical wiring must be clean and properly secured. Insulation must not be frayed, cracked or otherwise in poor condition. There shall be no uninsulated wires, improper splices or connections. Wires and electrical fixtures inside the cargo area must be protected from the lading. (49 CFR 393.28)</p>

**Figure 205-14. DD Form 626, Motor Vehicle Inspection  
(Sample-Transporting Hazardous Materials) (Page 2 of 3) (Cont'd)**



INSTRUCTIONS	
<p><b>SECTION II (Continued)</b></p> <p>i. Lights/Reflectors. (Head, tail, turn signal, brake, clearance, marker and identification lights, Emergency Flashers). Inspect to see that all lighting devices and reflectors required are operable, of proper color and properly mounted. Ensure that lights and reflectors are not obscured by dirt or grease or have broken lenses. High/Low beam switch must be operative. Emergency Flashers must be operative on both the front and rear of vehicle. (49 CFR 393.24, 25, and 26)</p> <p>j. Fuel System. Inspect fuel tank and lines to ensure that they are in serviceable condition, free from leaks, or evidence of leakage and securely mounted. Ensure that fuel tank filler cap is not missing. Examine cap for defective gasket or plugged vent. Inspect filler necks to see that they are in completely serviceable condition and not leaking at joints. (49 CFR 393.83)</p> <p>k. Exhaust System. Exhaust system shall discharge to the atmosphere at a location to the rear of the cab or if the exhaust projects above the cab, at a location near the rear of the cab. Exhaust system shall not be leaking at a point forward of or directly below the driver compartment. No part of the exhaust system shall be located where it will burn, char or damage electrical wiring, fuel system or any other part of the vehicle. No part of the exhaust system shall be temporarily repaired with wrap or patches. (49 CFR 393.83)</p> <p>l. Brake System (to include hand brakes, parking brakes and Low Air Warning devices). Check to ensure that brakes are operational and properly adjusted. Check for audible air leaks around air brake components and air lines. Check for fluid leaks, cracked or damaged lines in hydraulic brake systems. Ensure that parking brake is operational and properly adjusted. Low Air Warning devices must be operative. (49 CFR 393.40, 41, 42, 43, 44, 45, 47, 48, 49, 50, 51, 52, 53, and 55)</p> <p>m. Suspension. Inspect for indications of misaligned, shifted or cracked springs, loosened shackles, missing bolts, spring hangers unsecured at frame and cracked or loose U-bolts. Inspect for any unsecured axle positioning parts, and sign of axle misalignment, broken torsion bar springs (if so equipped). (49 CFR 393.207)</p> <p>n. Coupling Devices (Inspect without uncoupling). Fifth Wheels: Inspect for unsecured mounting to frame or any missing or damaged parts. Inspect for any visible space between upper and lower fifth wheel plates. Ensure that the locking jaws are around the shank and not the head of the kingpin. Ensure that the release lever is seated properly and safety latch is engaged. Pintle Hook, Drawbar, Towbar Eye and Tongue and Safety Devices: Inspect for unsecured mounting, cracks, missing or ineffective fasteners (welded repairs to pintle hook is prohibited). Ensure safety devices (chains, hooks, cables) are in serviceable condition and properly attached. (49 CFR 393.70 and 71)</p> <p>o. Cargo Space. Inspect to ensure that cargo space is clean and free from exposed bolts, nuts, screws, nails or inwardly projecting parts that could damage the lading. Check floor to ensure it is tight and free from holes. Floor shall not be permeated with oil or other substances. (49 CFR 393.84)</p> <p>p. Landing Gear. Inspect to ensure that landing gear and assembly are in serviceable condition, correctly assembled, adequately lubricated and properly mounted.</p>	<p><b>SECTION II (Continued)</b></p> <p>q. Tires, Wheels and Rims: Inspect to ensure that tires are properly inflated. Flat or leaking tires are unacceptable. Inspect tires for cuts, bruises, breaks and blisters. Tires with cuts that extend into the cord body are unacceptable. Thread depth shall not be less than: 4/32 inches for tires on a steering axle of a power unit, and 2/32 inches for all other tires. Mixing bias and radial on the steering axle is prohibited. Inspect wheels and rims for cracks, unseated locking rings, broken, loose, damaged or missing lug nuts or elongated stud holes. (49 CFR 393.75)</p> <p>r. Tailgate/Doors. Inspect to see that all hinges are tight in body. Check for broken latches and safety chains. Doors must close securely. (49 CFR 177.835(h))</p> <p>s. Tarpaulin. If shipment is made on open equipment, ensure that lading is properly covered with fire and water resistant tarpaulin. (49 CFR 177.835(h))</p> <p>t. Other Unsatisfactory Condition. Note any other condition which would prohibit the vehicle from being loaded with hazardous materials.</p> <p>Item 14. For AA&amp;E and other shipments requiring satellite surveillance, ensure that the Satellite Motor Surveillance System is operable. The DTTS Message Display Unit, when operative, will display the signal "DTTS ON". The munitions carrier driver, when practical, will position the DTTS message display unit in a manner that allows the shipping inspector or other designated shipping personnel to observe the "DTTS ON" message without climbing aboard the cab of the motor vehicle.</p> <p><b>SECTION III - POST LOADING INSPECTION</b></p> <p><b>General Instructions.</b></p> <p>All placarded quantities items will be checked prior to the release of loaded equipment. Shipment will not be released until deficiencies are corrected. All items will be checked on incoming loaded equipment. Deficiencies will be reported in accordance with applicable service regulations.</p> <p>Item 18. Check to ensure shipment is loaded in accordance with 49 CFR Part 177.848 and the applicable Segregation or Compatibility Table of 49 CFR 177.848.</p> <p>Item 19. Check to ensure the load is secured from movement in accordance with applicable service outload drawings.</p> <p>Item 20. Check to ensure seal(s) have been applied to closed equipment; fire and water resistant tarpaulin applied on open equipment.</p> <p>Item 21. Check to ensure each transport vehicle has been properly placarded in accordance with 49 CFR 172.504.</p> <p>Item 22. Check to ensure operator has been provided shipping papers that comply with 49 CFR 172.201 and 202. For shipments transported by Government vehicle, shipping paper will be DD Form 2890.</p> <p>Item 23. Ensure operator(s) sign DD Form 626, are given a copy and understand the hazards associated with the shipment.</p> <p>Item 24. Applies to Commercial Shipments Only. If shipment is made under DOT Special Permit 868, ensure that shipping papers are properly annotated and copy of Special Permit 868 is with shipping papers.</p> <p>Item 26. Ensure driver/operator signs DD Form 626 at origin.</p> <p>Item 28. Ensure driver/operator signs DD Form 626 at destination.</p>

**Figure 205-14. DD Form 626, Motor Vehicle Inspection  
(Sample-Transporting Hazardous Materials) (Page 3 of 3) (Cont'd)**

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

Mitigating Measures		SRC III, IV UNCAT HC/Div 1.1,1.2,1.3 <sup>(2)</sup>					SRC II <sup>(2)</sup>					SRC I <sup>(2)</sup>							
		Force Protection Condition (FPCON) <sup>(1)</sup>																	
		N	A	B	C	D	N	A	B	C	D	N	A	B	C	D			
1	DDP <sup>(13)</sup>	X	X	X	X														
2	PSS. <sup>(13)</sup>					X		X	X	X	X		X	X	X	X	X	X	X
3	SEV required for shipments that move via closed box van with trailer tracking (DCS) capability included <sup>(4)(16)</sup>					X					X						X	X	
4	SEV required for shipments that do not move via closed box van with trailer tracking (DCS) included <sup>(4)(16)</sup>					X					X		X	X	X	X	X	X	X
5	Satellite Motor Surveillance (SNS) with 2nd Means of Communications. <sup>(3)</sup>	X	X	X	X	X		X	X	X	X	X		X	X	X	X	X	X
6	Direct movement to destination (no stop-off) <sup>(7)</sup>					X		X	X	X	X		X	X	X	X	X	X	X
7	Stops in-transit for a maximum of 100 hours are permitted at SDDC approved munitions carriers' commercial terminals for the temporary holding of DOD owned AA&E or at DOD secure AA&E holding facilities.	X	X	X															
8	En route Stops exceeding four hours must be approved by SDDC DTTS. For stops conducted at a SDDC approved TSP owned secure holding facility, refer to MFTURP-1 Items 91, 93, and 95, Terminal Security Standards for Secure Holding of Arms, Ammunition and Explosives (AA&E) and Terminal Safety Standards for Secure Holding of Arms, Ammunition and Explosives (AA&E) for further guidance. <sup>(5)</sup>	X	X	X	X														
9	Stop exceeding two hours must be approved by SDDC. <sup>(5)</sup>					X		X	X	X	X		X	X	X	X	X	X	X
10	Maximum one escort per two cargo vehicles in convoy.					X			X	X	X				X	X	X	X	X
11	No trip lease authorized.	X	X	X	X	X		X	X	X	X	X		X	X	X	X	X	X
12	Exclusive use of vehicle or container with single line-haul. <sup>(10)</sup>							X	X	X	X	X		X	X	X	X	X	X
13	Dromedary or other authorized LTL shipping container authorized. <sup>(10, 15)</sup>	X	X	X	X	X		X	X	X	X	X		X	X	X	X	X	X
14	Containers or vehicles utilized as AA&E conveyances must be sealed with a serialized bolt seal meeting the requirements of Federal Specification FF-S-2738, tested and approved by the DOD Lock Program. <sup>(8) (12)</sup> See <a href="#">Paragraph H.5.</a>	X	X	X	X	X		X	X	X	X	X		X	X	X	X	X	X
15	Consolidate shipments to maximum extent at SDDC/DOD approved facilities only				X	X		X	X	X	X	X		X	X	X	X	X	X



Mitigating Measures		SRC III, IV UNCAT HC/Div 1.1,1.2,1.3 <sup>(2)</sup>					SRC II <sup>(2)</sup>					SRC I <sup>(2)</sup>				
		Force Protection Condition (FPCON) <sup>(1)</sup>														
		N	A	B	C	D	N	A	B	C	D	N	A	B	C	D
16	Convoy to the same destination				X			X	X	X		X	X	X	X	X
17	Postpone non-essential shipments. <sup>(9)</sup>				X					X						X
18	Shipper will confirm ability of destination, to receive/hold shipment. Identify SDDC-listed secure holding areas along the planned route and receive shipment clearance from destination prior to shipment release. Shippers provides REPSHIP to destination. <sup>(14)</sup>	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
19	TO will coordinate with local installation security or force protection officer to obtain a risk assessment that includes risk at origin, in transit, and destination. See <a href="#">Paragraph C.2.a (3)</a>		X	X	X	X		X	X	X	X	X	X	X	X	X
20	Prior approval for each shipment by Service/DOD Agency Operations Center or other designated crisis response activity. <sup>1)</sup>					X					X					X
21	The TSP must provide the route plan to the SDDC AA&E Branch and shipper. Based on FPCON, SDDC will either approve the route plan or provide an alternate route plan. Carrier route plans will be prepared IAW 49CFR397.67(d) <sup>(6)</sup>					X					X					X
22	In the event of an incident/ accident TSP must report this event to DTTS. <sup>(5)</sup>	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
23	In the event of an incident/accident or additional FPCON requirements, TSP must call SDDC for guidance and instruction. If approved, secure holding must not exceed 24 hours in commercial TSP terminals approved by SDDC for AA&E shipments at DOD Secure Holding facilities.	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X

**Footnotes to Table 205-1**

- (1) FPCON referenced herein is defined in [Paragraph A.4](#), a thru e. FPCON NORMAL (N), FPCON ALPHA (A), FPCON BRAVO (B), FPCON CHARLIE (C), FPCON DELTA (D)
- (2) See [Paragraph G](#), Small shipments of AA&E for exception instructions and TPS requirements when shipping small quantities of small arms and 1.4, 1.5 and 1.6 small arms ammunition. See SDDC MFTURP-1, Items 43 and 45, for instructions concerning FAK shipping criteria. Full Truck Load shipment of non-SRC Division 1.4 will be afforded at least DDP/SNS. Shipments weighing less than 1001 lbs aggregate gross weight (which includes hazard, packaging materials and packaging), of 1.4 small arms ammunition will be shipped as stipulated in [Paragraph G](#), and [Table 205-7](#). Ammunition and explosives items assigned CIIC C (CONFIDENTIAL) will be afforded at least DDP/SNS (Exception: Redeye Tactical Missile System CIIC C will be afforded at least PSS/SNS/EXC/SEV).
- (3) The second means of communication may be a cellular phone, Citizen Band radio, or radiotelephone network.
- (4) SEV qualifications/training/general requirements are described in [Paragraph O.4./Paragraph C.2.a\(6\)](#).
- (5) Carriers may conduct stops in transit or at destination. Stops at other than approved carrier terminals or DOD installations/activities (according to SRC and FPCON requirements) must be limited to two hours and conducted IAW 49CFR for operational reasons such as fueling, minor maintenance, or driver amenities. Shipments will depart origin-shipping activities and arrive at the destination point without delay. Stops will be planned in advance to preclude placing drivers in untenable situations regarding secure holding of shipments. A DOD contractor location is defined as a private industrial facility performing AA&E work or services per the terms of an acquisition agreement with the DOD. The facility must have a sited, Procurement Contracting

Officer-approved holding area to accommodate parking of AA&E-laden motor vehicles per DOD 4145.26-M, DOD Contractors' Safety Manual for Ammunition and Explosives. A commercial carrier terminal is defined as a SDDC-approved, privately owned freight terminal used to temporarily park commercial motor vehicles loaded with DOD AA&E. The terminal may also be used to transload DROM containers per SDDC MFTURP-1, Item 97, (Transloading Arms, Ammunition, Explosives)

- (6) For SRC I, II, III, IV, and UNCAT DIV 1.1, 1.2, 1.3 under FPCON DELTA: Carrier route plans will be prepared IAW 49CFR397.67(d) and will be provided by the driver or the carrier's dispatcher by e-mail to the SDDC at [nvvhazmat@us.army.mil](mailto:nvvhazmat@us.army.mil) or by phone 800 826-0794 in advance of the carrier's departure from origin. Route plans for SRC III and IV Non-sensitive/UNCAT Division 1.1, 1.2, and 1.3 ammunition and explosives may be amended by the carrier in transit to pick up additional shipments or in response to operational contingencies. The carrier dispatcher will provide advance telephonic notice to the SDDC DTTS prior to making a diversion from the original route plan.
- (7) Carriers may not conduct intermediate "stop-off" to deliver shipments.
- (8) Refer to [Paragraph H.5](#) for Hinges and Hasps requirements
- (9) Service operations center or designated crisis response activity points of contact as directed by the Service will determine essential shipments. Essential shipments may include those that relate to force generations, training, contingency-related operations, Force Activity Designator (FAD), or are otherwise deemed critical by the requisitioner or inventory control point based on mission requirements.
- (10) General packaging requirements for AA&E are defined in 49 CFR 173.60, General Packaging Requirements for Explosives, MIL-STD-129, and DOD or Service regulatory packaging requirements.
- (11) Service operations center or designated crisis response activity points of contact as directed by the Service.
- (12) Application of a shipper seal does not constitute exclusive use. Exclusive use must be annotated on the BL when required.
- (13) Commercial Driver qualifications/training requirements. See [Paragraph O.2.a](#) for DDP or [Paragraph O.3.a](#) for PSS for further guidance.
- (14) A description of the REPSHIP requirement along with instructions on how to send a REPSHIP is located in [Paragraph L](#).
- (15) LTL and Drom are permitted as long as the conveyance is EXC.
- (16) SEVs may be utilized above the minimum security standard at the Services' discretion.

**Table 205-2. Minimum Security Standards for Classified Material**

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

**NOTES:**

1. Classified material is not normally transported by rail or water. In the event such movement is required, refer to [Table 205-7](#).
2. Shipments weighing less than 150 lbs aggregate gross weight (which includes hazard, packaging materials and packaging) may be shipped by a BPA approved TSP. Air carrier providing pickup and delivery service by motor vehicle must comply with all security requirements during the motor phase. Refer to [Table 205-7](#). Transportation/Traffic Management Offices are prohibited from shipping classified material, which is also hazardous, sensitive, arms or Ammunition & Explosives HC/Div (1.1, 1.2, and 1.3) via the DOD Blanket Purchase Agreement (DOD BPA) for Domestic Express Small Package Service under GSA schedule. Refer to [Paragraph W](#) for additional requirements
3. Specific criteria for construction of classified material air containers are contained in Chapter VIII, DODR 5200.1-R.
4. Contact AMC for CONUS and International PSS shipments at 618 229-1530/1528 DSN: 779.
5. Reference [Paragraph V](#) and [Paragraph W](#).
6. For CIIC 9 items ref to [Table 205-7](#).

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

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

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

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

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

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



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

**Footnotes for Table 205-5**

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

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

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

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

**Table 205-7. Transportation Protective Services (TPS) Chart**

CONTROLLED INVENTORY ITEM CODE (CIIC)				MODE					
				AIR <sup>11,31</sup>		MOTOR		BARGE	RAIL
				DOD BPA TSP <sup>11</sup>	AIR	GROUND	USPS		
#	SRC	CIIC	1. Classified Items <sup>3</sup> (Examples)	TPS/ 675 Requirements					
1	N/A	A, B, C	A: CONFIDENTIAL Formerly Restricted Data B: CONFIDENTIAL Restricted Data C: CONFIDENTIAL	Note <sup>11</sup>	CIS <sup>2,9</sup>	DDP/SNS <sup>8,9,12</sup>	Note <sup>11</sup>	Notes <sup>2,4,6,11</sup>	RIS <sup>2,30</sup>
2	N/A	G, H, S	G: SECRET Formerly Restricted Data H: SECRET Restricted Data S: SECRET	Note <sup>11,35</sup>	CIS <sup>2,9,11</sup>	PSS/SNS/EXC <sup>8,9,13</sup>	Note <sup>11</sup>	Notes <sup>2,4,6,11</sup>	Forbidden
3		D	D: CONFIDENTIAL Crypto	Forbidden	CIS <sup>2,9,11</sup>	DDP/SNS <sup>8,9,12</sup>	Note <sup>11</sup>	Notes <sup>2,4,6,11</sup>	RIS <sup>2,30</sup>
4		E	E: SECRET Crypto	Forbidden	CIS <sup>2,9,11</sup>	PSS/SNS/EXC <sup>8,9,13</sup>	Forbidden	Notes <sup>2,4,6,11</sup>	Forbidden
5	N/A	F, K, L, T	F: TOP SECRET Crypto K: TOP SECRET Formerly Restricted Data L: Restricted Data T: TOP SECRET	Forbidden	DCD <sup>25</sup>	DCD <sup>8,13,25</sup>	Forbidden	Forbidden	Forbidden
6	N/A	O	UNCLASSIFIED Naval Nuclear Propulsion Information <sup>40</sup> and for	Note <sup>11</sup>	CIS	CIS/SNS <sup>8,13,26</sup>	Note <sup>11</sup>	Notes <sup>2,4,6,11</sup>	RIS <sup>2,30</sup>
7	N/A	U	UNCLASSIFIED	675 (See Note 4 for 1.4 Ammunition)					
8	N/A	7	DEMIL- Retrograde Arms, Tanks,	Forbidden	CIS	DDP/SNS <sup>8,12,13</sup>	Note <sup>11</sup>	SNS <sup>2,4,6,11</sup>	RIS <sup>2,28,30</sup>
SRC	CIIC	2. Sensitive Items <sup>3</sup> (Examples)		TPS/675 Requirements					
9	I	1, 5, 6	1: Man-Portable Missiles 5: Weapons w/SECRET Guidance System 6: Weapons w/CONFIDENTIAL Guidance System	Forbidden	CIS <sup>38</sup>	PSS/SNS/EXC/SEV <sup>1,8,11,12,13,40,41</sup>	Forbidden	SNS <sup>2,4,6,11</sup>	NOTE <sup>29,30</sup>
10	N/A	9	Controlled UNCLASSIFIED Cryptographic Item (CCI)	Note <sup>7,11</sup>	CIS <sup>7</sup>	CIS <sup>26</sup>	Note <sup>11</sup>	Notes <sup>2,4,6,11</sup>	Notes <sup>2,30</sup>
11	II	2, 8	2: Auto Weapons, Landmines, HE Grenades 8: Weapons w/CONFIDENTIAL Guidance Systems	Note <sup>11</sup>	CIS <sup>38,11</sup>	PSS/SNS/EXC <sup>1,8,11,12,13,40,41</sup>	Note <sup>10</sup>	SNS <sup>2,4,6,11</sup>	RIS <sup>2,28,30</sup>
12	III/IV	C	Sensitive CONFIDENTIAL AA&E, Bombs, Torpedoes	Forbidden	CIS <sup>39</sup>	DDP/SNS <sup>4,8,10,11,12,13,41</sup>	Note <sup>10</sup>	SNS <sup>2,4,6,11</sup>	RIS <sup>2,28,30</sup>
13	II, III	2, 3	Small Arms	Note <sup>11</sup>	CIS <sup>11,39</sup>	DDP/SNS <sup>4,8,10,11,12,13,40,41</sup>	Note <sup>10</sup>	SNS <sup>2,4,6,11</sup>	RIS <sup>2,28,30</sup>
14	IV	4	Small Arms, Small Arms Ammunition, Night Vision Devices; and Retrograde arms	Note <sup>2,11</sup>	CIS <sup>11,39</sup>	DDP/SNS <sup>1,4,8,10,11,12,13,40,41</sup>	Note <sup>10</sup>	SNS <sup>2,4,6,11</sup>	RIS <sup>2,28,30</sup>
15	N/A	7	Unclassified Ammunition and Explosives	Note <sup>2</sup>	CIS <sup>11,39</sup>	NOTES <sup>4,11,40,41</sup>	Note <sup>10</sup>	SNS <sup>2,4,6,11</sup>	RIS <sup>2,28,30</sup>
16	N/A	R	R: (Precious Metal/Drug) Controlled	Note <sup>11</sup>	CIS <sup>2</sup>	DDP/SNS <sup>8,13</sup>	Note <sup>10</sup>	SNS <sup>2,4,6,11</sup>	RIS <sup>2,28,30</sup>

CONTROLLED INVENTORY ITEM CODE (CIIC)				MODE					
				AIR <sup>11, 31</sup>		MOTOR		BARGE	RAIL
				DOD BPA TSP <sup>11</sup>	AIR	GROUND	USPS		
17	N/A	<b>Q</b>	Q: Drug/Controlled Substance	Note <sup>11</sup>	CIS <sup>2</sup>	CIS <sup>26</sup>	Note <sup>10</sup>	SNS <sup>2, 4, 6, 11</sup>	GSS <sup>2, 28, 30</sup>
18	N/A	<b>U</b>	Unclassified (HC/Div. 1.1, 1.2, 1.3) Ammunition & Explosives, Bombs, Torpedoes	Forbidden	Note <sup>2</sup>	DDP/SNS <sup>8, 11, 12, 13</sup>	Forbidden	SNS <sup>2, 4, 6, 11</sup>	RIS <sup>2, 30</sup>
	<b>SRC</b>	<b>CIIC</b>	<b>3: Pilferable Items (Examples)</b>	<b>TPS/675 Requirements</b>					
19	N/A	<b>I, J, M, V, W, X, Y, Z</b>	Communications, Electronics, High Value Items (Non-sensitive, Unclassified Items), Aircraft Engine Equip/Parts, Hand tools, Shop Equip/Parts, Clothing, Office Machines, Photograph Equip/Parts	No TPS	No TPS	No TPS	No TPS	No TPS	No TPS
20	N/A	<b>N</b>	Firearms Piece Parts and Nonlethal Firearms	Note <sup>11</sup>	No TPS	No TPS	Note <sup>17</sup>	Notes <sup>2, 6</sup>	Notes <sup>2, 30</sup>
21	N/A	<b>P</b>	Ammunition & Explosives (A&E)	Note <sup>11</sup>	CIS <sup>2, 11</sup>	NOTES <sup>8, 12, 13, 40</sup>	Forbidden	Notes <sup>2, 6</sup>	Notes <sup>2, 30</sup>
<b>INERT, NON-ORDNANCE ITEMS, TACTICAL VEHICLES AND OTHER ITEMS</b>									
	<b>SRC</b>	<b>CIIC</b>	<b>Div/Examples</b>	<b>TPS/675 Requirements</b>					
22	N/A	<b>N/A</b>	Inert, Training Ordnance, Non-Ordnance	Note <sup>24</sup>					
23	III	<b>3</b>	Strykers	Forbidden	Note <sup>39</sup>	DDP/SNS <sup>8, 12, 13, 20, 40</sup>	Forbidden	SNS <sup>2, 4, 6, 11</sup>	RIS <sup>2, 20, 30</sup>
24	I, II	<b>1, 2</b>	Avengers, Bradleys	Forbidden	Note <sup>23</sup>	PSS/SNS/EXC <sup>1, 8, 12, 13, 23, 40</sup>	Forbidden	SNS <sup>2, 4, 6, 11</sup>	RIS <sup>2, 29, 30</sup>
25	N/A	<b>S</b>	M1A1 ABRAMS	Forbidden	Note <sup>21, 22</sup>	PSS/SNS/EXC <sup>8, 12, 13, 21, 22</sup>	Forbidden	SNS <sup>2, 4, 6, 11</sup>	RIS <sup>2, 21, 29, 30</sup>
26	N/A	<b>C</b>	Classified (CONFIDENTIAL) US Navy submarine class 688 propellers, Trident Class 726 propellers, and Virginia and Sea Wolf Class propulsion assemblies	Forbidden	Note <sup>2</sup>	DDP/SNS <sup>28</sup>	Forbidden	SNS <sup>2, 4, 6, 11, 28</sup>	RIS <sup>2, 28, 30</sup>
27	N/A	<b>7</b>	Non AA&E	N/A					

**FOOTNOTES FOR TABLE 205-7**

1. When either the origin or destination is at FPCON Normal, Alpha, or Bravo, SEV is not required for SRC I shipments that move via closed box van with trailer tracking (DCS) capability included. SEV is required for all SRC I shipments, regardless of whether DCS is included, when either the origin or destination is at FPCON Charlie or Delta. SEV is required for all SRC II, III, and IV shipments, regardless of whether DCS is included, when either the origin or destination is at FPCON Delta (See [Table 205-1](#)). SEVs may be utilized above the minimum security standard at the Services' discretion. See Paragraph [O.4.a](#).
2. Refer to Mode Motor Ground for Intermodal TPS Requirements.
3. Description/Examples are not all inclusive.
4. For 1.1, 1.2 or 1.3: DDP/SNS is required. For 675: Signature & Tally Record required or Electronic Signature/Tracing Service provided by the TSP is required. See [Paragraph O.6](#). Brokers not authorized (See Paragraph [B.2.a](#) for exception).
5. Reserved for future use.
6. When supercargo support is required by the shipper or required based on mode and TPS requirements, shippers may provide or request that this service be provided by the TSPs.

FOOTNOTES FOR TABLE 205-7

7. For Unclassified CCI 9 items use of the DOD BPA "Next Day Delivery" for domestic movements is authorized if the size and weight of the shipment meets the BPA restrictions. For OCONUS shipments of Unclassified CCI 9 items use of the WWX contract is authorized if the size and weight of the shipment meets the WWX contract restrictions.
8. When applicable, shipper must request Protective Tarpaulin Service (PTS). Ref [Paragraph N](#)
9. For classified Materials and CCI TL/LTL refer to [Table 205-2](#) for shipment-packing, sealing, and TPS requirements.
10. An alternative to the use of CIS, DESPS BPA for small arms and missile components is the USPS Registered Mail™ (Designated Person/Return Receipt Requested) when the size and weight of the shipment meets USPS restrictions. Freight forwarders, brokers, and expeditors may not be used to transport any quantity of AA&E IAW [Paragraph B.2](#).
11. Refer to [Paragraph G](#) for further requirements. For a list of approved Express Small Package Carriers under the DOD BPA, go to: <https://private.amc.af.mil/A4/express/domexpress/>.
12. Refer to 49 CFR, Part 172 for HAZMAT Shipping Papers (Subpart C), Marking (Subpart D), Labeling (Subpart E), Placarding (Subpart F), and Emergency Response Information (Subpart G) requirements.
13. SDDC Approved TSPs selected must be able to provide the TPS. When required, the driver must also have a HAZMAT Endorsement when transporting AA&E/HAZMAT.
14. Reserved for future use.
15. Reserved for future use.
16. Reserved for future use.
17. May be shipped by USPS FIRST CLASS or PRIORITY MAIL, Registered Mail (Return Receipt Requested).
18. Reserved for future use.
19. Reserved for future use.
20. Stryker: If the vehicles are completely stripped of all weapon components (e.g., crew-served weapons, or sensitive equipment contained on the Stryker at the time of movement) and the TO can confirm and certify in writing that no weapons or sensitive items are contained with the shipment, then the Stryker vehicles that are completely stripped are subject to negotiation or spot bid, CIS is required for the motor movement. Shippers must request an extra driver (EXD) when distance exceeds 150 miles and GSS for rail movement. The TO must attach the certification to the BL. If shipped with battle damage shipments must be Tarped.
21. M1A1-series Abrams tanks completely stripped of all weapon components (e.g., crew-served weapons), sensitive equipment such as fire control equipment or materials and without turrets; the TO must verify and certify in writing that no turrets are contained with the shipment; and the TO must attach the signed certification to the BL; then, the M1A1-series Abrams tanks are subject to negotiation or spot bid. CIS is required for the motor movement. Shippers must request an extra driver (EXD) when distance exceeds 150 miles. GSS is required for the rail movements of excepted shipments. If shipped with battle damage shipments must be Tarped.
22. The US Army Tank-Automotive and Armaments Command item manager has declassified the ABRAM Tank Reactive Tiles (skirts). Skirts may be shipped by any mode of transportation.
23. Avengers and Bradleys shipped with mountable weapons or classified SECRET components require a TPS dependent upon the SRC of the contents. For Secret and SRC I shipments, PSS, SNS, and EXC are required. For SRC II, PSS, SNS, and EXC are required (Army SRC II delivering or leaving a FPCON Delta requires PSS, SNS, EXC, and SEV. RIS is required for rail movement. If stripped of all weapons, classified and sensitive items then CIS is required for the motor movement. Shippers must request an extra driver (EXD) when distance exceeds 150 miles and GSS for rail movement. All armored vehicles with battle damage must be shipped Tarped.
24. Refer to [Table 205-2](#) Risk Assessment Table for further guidance (TPS prescribe in that table are optional during FPCON Normal through BRAVO but are required during FPCON CHARLIE and DELTA.)
25. Shippers may access the Defense Courier Division (DCD) link: <http://www.transcom.mil/dcd/>.
26. Extra Driver (EXD) services required, applies to CIS shipments (motor) when travel distance exceeds 150 miles. DDP/SNS may be more cost effective.
27. Reserved for future use.
28. Must have Tarp cover during transport.
29. Rail SRC I shipments are not authorized. Exceptions must be coordinated with JMC/Military Services and approved by SDDC.
30. MTX is required for rail movements. To request MTX see instructions in [Paragraph O.8](#).
31. Items requiring a TPS cannot move via WWX.
32. Reserved for future use.
33. Reserved for future use.
34. Reserved for future use.



FOOTNOTES FOR TABLE 205-7

35. CIIC D and E Forbidden
36. Reserved for future use.
37. Reserved for future use.
38. For PSS shipments, when motor transport service or intermodal movements is also provided in connection with air, rail, or water shipments, CIS procedures will apply for the motor segment of the move.
39. For DDP/SNS shipments, when motor transport service or intermodal movements is also provided in connection with air, rail, or water shipments, CIS procedures will apply for the motor segment of the move.
40. Navy Unclassified Naval Nuclear Propulsion Information (U-NNPI) material -- Navy material identified with Special Material Identification Code X1, X2, X3, X4, X5 or X6 may contain unclassified Naval Nuclear Propulsion Information (U-NNPI). UNCLASSIFIED Navy material containing U-NNPI, as defined in OPNAVINST N9210.3, is not subject to CIS or SNS requirements. Below is specific shipping guidance for Navy shipments consisting of UNCLASSIFIED NNPI material:
  - a. For CONUS shipments of Navy material containing U-NNPI, DOD BPA, or commercial carrier transport is authorized.
  - b. For OCONUS shipments of Navy material containing U-NNPI use AMC airlift, or WWX, and if the foregoing cannot satisfy the RDD, commercial air counter-to-counter is authorized for shipments of 300 lbs or less. For OCONUS shipments of UNCLASSIFIED Navy material containing U-NNPI in excess of 300 lbs, use AMC for channel airlift transport. If AMC-TACC is unable to provide transport or meet RDD, contact the Naval Operational Logistics Support Center at : [Naval Operational Logistics Support Center](#) which will assist in providing air clearance and coordination with AMC to obtain an approved commercial tender of service contact number (757 443-5434 or DSN 646-5434).
41. Trailer Tracking Service (DCS). DCS is required for all SRC I-IV closed box van shipments requiring SNS. DCS may also be applied to other sensitive, classified, and TPS shipments as requested by the shipper. See [Paragraph O.15](#) for further guidance.

**Table 205-8. Protective/Accessorial Service Table**

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