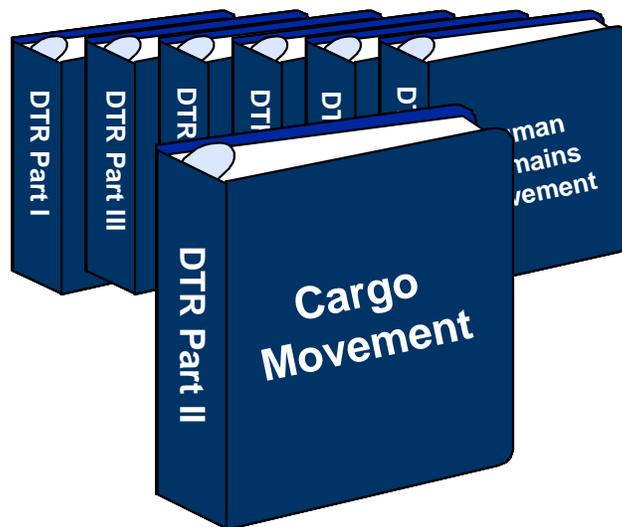


DTR 4500.9-R



# DEFENSE TRANSPORTATION REGULATION PART II

## CARGO MOVEMENT



**June 2008**

(Includes changes through 7 April 2010)

## FOREWORD

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

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

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

The DOD Components may obtain copies of this regulation through their own publication channels and it is approved for public release; distribution unlimited. It is also available on the USTRANSCOM Web at <http://www.transcom.mil/>. Authorized registered users may obtain copies of this publication from the Defense Technical Information Center, 8725 John J. Kingman Road, Fort Belvoir, VA 22060. Other Federal Agencies and the public may obtain copies for a fee from the US Department of Commerce, National Technical Information Services, 5285 Port Royal, Springfield, VA 22161.

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<http://www.dla.mil/dlaps/dod/416021m1/guide.asp>

Department of Defense Regulation 4140.1-R, DOD Supply Chain Material Management Regulation, Appendix 8: <http://www.dtic.mil/whs/directives/corres/pdf/414001r.pdf>

Department of Defense (DOD) Unique Commodity Classification: [https://www-tmds.c2.amc.af.mil/TMDS/DTRdata.xsql?result=&view=V\\_DOD\\_UNQ\\_CMDTY\\_CLASS](https://www-tmds.c2.amc.af.mil/TMDS/DTRdata.xsql?result=&view=V_DOD_UNQ_CMDTY_CLASS)

Department Of Transportation-Exemptions:  
[http://hazmat.dot.gov/sp\\_app/special\\_permits/spec\\_perm\\_index.htm](http://hazmat.dot.gov/sp_app/special_permits/spec_perm_index.htm)

Document Identifier 2<sup>ND</sup> Position: [https://www-tmds.c2.amc.af.mil/TMDS/getdata.xsql?result=&view\\_name=T\\_VIEWS.V\\_DOC\\_ID\\_2\\_DOM&skip=0&max=10&cdi\\_schema=t\\_metadata](https://www-tmds.c2.amc.af.mil/TMDS/getdata.xsql?result=&view_name=T_VIEWS.V_DOC_ID_2_DOM&skip=0&max=10&cdi_schema=t_metadata)

Document Identifier 3rd Position: [https://www-tmds.c2.amc.af.mil/TMDS/getdata.xsql?result=&view\\_name=T\\_VIEWS.V\\_DOC\\_ID\\_3\\_DOM&skip=0&max=10&cdi\\_schema=t\\_metadata](https://www-tmds.c2.amc.af.mil/TMDS/getdata.xsql?result=&view_name=T_VIEWS.V_DOC_ID_3_DOM&skip=0&max=10&cdi_schema=t_metadata)

Electronic Transportation Acquisition: <https://eta.sddc.army.mil/>

Emergency Response Guidebook: <http://hazmat.dot.gov/pubs/erg/gydebook.htm>

Estimated Time of Arrival: [https://www-tmds.c2.amc.af.mil/TMDS/getdata.xsql?result=&view\\_name=T\\_VIEWS.V\\_EST\\_TIME\\_ARRIVAL\\_DOM&skip=0&max=10&cdi\\_schema=t\\_metadata](https://www-tmds.c2.amc.af.mil/TMDS/getdata.xsql?result=&view_name=T_VIEWS.V_EST_TIME_ARRIVAL_DOM&skip=0&max=10&cdi_schema=t_metadata)

Fed-Log: <http://www.dlis.dla.mil/Fedlog/Subscription>

Foreign Clearance Guide: <https://www.fcg.pentagon.mil/>

Global Transportation Network: <https://www.gtn.transcom.mil/>

Government Cargo Recovery Effort (GOCARE) Worldwide:  
<http://www.sddc.army.mil/Public/Global%20Cargo%20Distribution/Domestic/GOCARE/Handbook%2030%20Program%20Manager?summary=fullcontent>

Government-Wide Purchase Card Program: <http://www.acq.osd.mil/dpap/pdi/pc/docs/pcardguidebook-20060120.pdf>

GSA Advantage: [https://www.gsaadvantage.gov/advgsa/advantage/main/start\\_page.do](https://www.gsaadvantage.gov/advgsa/advantage/main/start_page.do)

Helicopter Configuration: [https://www-tmds.c2.amc.af.mil/TMDS/getdata.xsql?result=&view\\_name=T\\_VIEWS.V\\_HELICOPTER\\_CONFIG\\_DOM&skip=0&max=10&cdi\\_schema=t\\_metadata](https://www-tmds.c2.amc.af.mil/TMDS/getdata.xsql?result=&view_name=T_VIEWS.V_HELICOPTER_CONFIG_DOM&skip=0&max=10&cdi_schema=t_metadata)

Helicopter Type: [https://www-tmds.c2.amc.af.mil/TMDS/getdata.xsql?result=&view\\_name=T\\_VIEWS.V\\_HELICOPTER\\_TYPE\\_DOM&skip=0&max=10&cdi\\_schema=t\\_metadata](https://www-tmds.c2.amc.af.mil/TMDS/getdata.xsql?result=&view_name=T_VIEWS.V_HELICOPTER_TYPE_DOM&skip=0&max=10&cdi_schema=t_metadata)

Intelligent Road/Rail Information Server: <https://www.irris.tea.army.mil/>

International Air Tenders: <https://private.amc.af.mil/a3/a34y/tenders/tenders.htm>

Joint Hazard Classification System: <https://www3.dac.army.mil/esidb/login>

Joint Personnel Adjudication System: <https://jpasapp.dsis.dod.mil/JPAS/jsp/JPASLogin.jsp>

Master Transportation Account Code Reference Table:  
[https://www.daas.dla.mil/daashome/daasc\\_home.asp](https://www.daas.dla.mil/daashome/daasc_home.asp)

Military Assistance Program Address Code (MAPAC): <https://www.daas.dla.mil/daasing>

Military Handbook 1791, Designing for Internal Aerial Delivery In Fixed Wing Aircraft

Military Standard-129, Department of Defense Standard Practice, Military Marking for Shipment and Storage (MIL-STD-129): [http://www.acq.osd.mil/log/rfid/r\\_index.htm](http://www.acq.osd.mil/log/rfid/r_index.htm)

Military Surface Deployment And Distribution Command: <https://eta.sddc.army.mil/>

Military Surface Deployment and Distribution Command Freight Traffic Rules Publications:  
<http://www.sddc.army.mil/Public/Global%20Cargo%20Distribution/Domestic/Publications?summary=fullcontent>

Miscellaneous Services: [https://www-tmds.c2.amc.af.mil/TMDS/DTRdata.xsql?result=&view=V\\_D\\_ACSRL\\_SRVC\\_CD](https://www-tmds.c2.amc.af.mil/TMDS/DTRdata.xsql?result=&view=V_D_ACSRL_SRVC_CD)

Munitions Transportation Management System: <https://www6.osc.army.mil/mtms2000/LoginServlet>

National Motor Freight Classification: <http://www.dlis.dla.mil/hcfreight.asp>.

Naval Ordnance Safety and Security Activity: <https://www.aot-dev.com/oesomilalt/content/default.aspx>

Naval Sea Systems Command Detachment: <https://www.raso.navy.mil>

Navy Powertrack: <https://iridium.ois.disa.mil/powertrack>

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

No-Hit Report: <https://amc1g.scott.af.mil/cgi-bin/index.pl?dd=/don/lgtc/no-hit&ti=HQ+AMC/LGTC+Cargo+Management>

Pay Grade Codes: [https://www-tmds.c2.amc.af.mil/TMDS/getdata.xsql?result=&view\\_name=T\\_VIEWS.V\\_D\\_PAY\\_GRADE\\_CD&skip=0&max=10&cdi\\_schema=t\\_metadata](https://www-tmds.c2.amc.af.mil/TMDS/getdata.xsql?result=&view_name=T_VIEWS.V_D_PAY_GRADE_CD&skip=0&max=10&cdi_schema=t_metadata)

Pipeline Shipments: [https://www-tmds.c2.amc.af.mil/TMDS/DTRdata.xsql?result=&view=V\\_D\\_ACSRL\\_SRVC\\_CD](https://www-tmds.c2.amc.af.mil/TMDS/DTRdata.xsql?result=&view=V_D_ACSRL_SRVC_CD)

Powertrack: <https://www.powertrack.usbank.com/powertrack/>

Product Manager Joint-Automatic Identification Technology: <http://www.eis.army.mil/ait/>

Prohibited Items: <http://www.tsa.gov/public/display?content=0900051980049d28>

MT Form 364-R, Department of Defense Standard Tender of Freight Services:

<http://www.sddc.army.mil/Public/Global%20Cargo%20Distribution/Domestic/Publications/Tender%20Related%20Publications?summary=fullcontent>

Routing Instruction Notes: [https://www-](https://www-tmds.c2.amc.af.mil/TMDS/DTRdata.xsql?view=V_RTE_INSTR_NT)

[tmds.c2.amc.af.mil/TMDS/DTRdata.xsql?view=V\\_RTE\\_INSTR\\_NT](https://www-tmds.c2.amc.af.mil/TMDS/DTRdata.xsql?view=V_RTE_INSTR_NT)

Routing Request: <https://eta.sddc.army.mil/default.asp?fa=freight>

School Of Military Packaging Technology: <http://smpt.apg.army.mil/>

Seaports: [https://www-](https://www-tmds.c2.amc.af.mil/TMDS/DTRdata.xsql?result=&view=V_SEAPORT&skip=0&max=10)

[tmds.c2.amc.af.mil/TMDS/DTRdata.xsql?result=&view=V\\_SEAPORT&skip=0&max=10](https://www-tmds.c2.amc.af.mil/TMDS/DTRdata.xsql?result=&view=V_SEAPORT&skip=0&max=10)

Seavan Ownership Codes: [https://www-](https://www-tmds.c2.amc.af.mil/TMDS/getdata.xsql?result=&view_name=T_VIEWS.V_MLSTMP_SVNS_OW)

[tmds.c2.amc.af.mil/TMDS/getdata.xsql?result=&view\\_name=T\\_VIEWS.V\\_MLSTMP\\_SVNS\\_OW\\_DOM&skip=0&max=10&cdi\\_schema=t\\_metadata](https://www-tmds.c2.amc.af.mil/TMDS/getdata.xsql?result=&view_name=T_VIEWS.V_MLSTMP_SVNS_OW_DOM&skip=0&max=10&cdi_schema=t_metadata)

Secure Holding Area List, Transportation Facilities Guide: <https://eta.sddc.army.mil/>, then select General, Transportation Facilities Guide Update, TFG, and TFG Secure Holding Area List

Shipper's Export Declaration: <http://www.aesdirect.gov>

Shipper's Export Declaration Instructions:

<https://business.transcom.mil/applications/customs/dodcustoms.cfm>

Special Assignment Airlift Missions Requirements for Channel Extension or Flag Stop:

<https://www.amcfm.scott.af.mil/filecabinet/docs/fy05/FY05saam.doc>

Special Assignment Airlift Missions Request System:

<https://tacc.scott.af.mil/?action=xoo&XOOpage=SAAM>

Special Permits: <http://phmsa.dot.gov/hazmat/regs/sp-a/special-permits/list>

Spot Bid Business Rules:

<http://www.sddc.army.mil/Public/Global%20Cargo%20Distribution/Domestic/Publications?summary=fullcontent> and select Spot Bid Rules

Standard Carrier Alpha Codes: [https://www-](https://www-tmds.c2.amc.af.mil/TMDS/getdata.xsql?result=&view_name=T_VIEWS.V_STANDARD_CARRIE)

[tmds.c2.amc.af.mil/TMDS/getdata.xsql?result=&view\\_name=T\\_VIEWS.V\\_STANDARD\\_CARRIER\\_ALPHA\\_CODE&skip=0&max=10&cdi\\_schema=t\\_metadata](https://www-tmds.c2.amc.af.mil/TMDS/getdata.xsql?result=&view_name=T_VIEWS.V_STANDARD_CARRIER_ALPHA_CODE&skip=0&max=10&cdi_schema=t_metadata)

Standard Form 362:

<http://www.gsa.gov/Portal/gsa/ep/formslibrary.do?viewType=DETAIL&formId=4BB4F8A433E0E28B85256A3F00035195>

Standard Transportation Commodity Code (STCC): <http://www.railinc.com/view.cfm?cnid=47>

Standardization NATO Agreements: <http://www.nato.int/docu/standard.htm>

Supply Discrepancy Report Procedures: <http://www.dlaps.hq.dla.mil/dlai/i4140.55.htm>

Table Management Distribution System: <https://www-tmds.c2.amc.af.mil/TMDS/>

Transportation Discrepancy Report Tutorial: <http://cfm.eta.sddc.army.mil:8080/tdrtut/index.htm>

Transportation Engineering Agency: [http://www.tea.army.mil/pubs/pubs\\_order.htm](http://www.tea.army.mil/pubs/pubs_order.htm)

Transportation Equipment Type (Air): [https://www-](https://www-tmds.c2.amc.af.mil/TMDS/DTRdata.xsql?result=&view=V_TRAN_EQU_TY)

[tmds.c2.amc.af.mil/TMDS/DTRdata.xsql?result=&view=V\\_TRAN\\_EQU\\_TY](https://www-tmds.c2.amc.af.mil/TMDS/DTRdata.xsql?result=&view=V_TRAN_EQU_TY)

- Transportation Equipment Type (Containers): [https://www-tmds.c2.amc.af.mil/TMDS/DTRdata.xsql?result=&view=V\\_TRAN\\_EQU\\_TY](https://www-tmds.c2.amc.af.mil/TMDS/DTRdata.xsql?result=&view=V_TRAN_EQU_TY)
- Transportation Equipment Type (Motor and TOFC Dimensions Are Outside Dimensions): [https://www-tmds.c2.amc.af.mil/TMDS/DTRdata.xsql?result=&view=V\\_TRAN\\_EQU\\_TY](https://www-tmds.c2.amc.af.mil/TMDS/DTRdata.xsql?result=&view=V_TRAN_EQU_TY)
- Transportation Equipment Type (Other): [https://www-tmds.c2.amc.af.mil/TMDS/DTRdata.xsql?result=&view=V\\_TRAN\\_EQU\\_TY](https://www-tmds.c2.amc.af.mil/TMDS/DTRdata.xsql?result=&view=V_TRAN_EQU_TY)
- Transportation Equipment Type (Rail): [https://www-tmds.c2.amc.af.mil/TMDS/DTRdata.xsql?result=&view=V\\_TRAN\\_EQU\\_TY](https://www-tmds.c2.amc.af.mil/TMDS/DTRdata.xsql?result=&view=V_TRAN_EQU_TY)
- Transportation Equipment Type (Water): [https://www-tmds.c2.amc.af.mil/TMDS/DTRdata.xsql?result=&view=V\\_TRAN\\_EQU\\_TY](https://www-tmds.c2.amc.af.mil/TMDS/DTRdata.xsql?result=&view=V_TRAN_EQU_TY)
- Transportation Facilities Guide Online Tutorial: <https://eta.sddc.army.mil/portal/etaPortal.asp?app=TFG&bhpc=1>
- Transportation Global Edit Table: <https://beis.csd.disa.mil/beis-html/frontpage-pki.html>
- Transportation Hold Delay Codes: [https://www-tmds.c2.amc.af.mil/TMDS/DTRdata.xsql?view=V\\_D\\_CGO\\_LD\\_UNT\\_TY](https://www-tmds.c2.amc.af.mil/TMDS/DTRdata.xsql?view=V_D_CGO_LD_UNT_TY)
- Transportation Method or Type Codes: [https://www-tmds.c2.amc.af.mil/TMDS/getdata.xsql?skip=10&max=10&view\\_name=T\\_VIEWS.V\\_D\\_SHPMNT\\_UNT\\_ARPT\\_AIR\\_SFC&cdi\\_schema=t\\_metadata](https://www-tmds.c2.amc.af.mil/TMDS/getdata.xsql?skip=10&max=10&view_name=T_VIEWS.V_D_SHPMNT_UNT_ARPT_AIR_SFC&cdi_schema=t_metadata)
- Type Pack (Packages Kind): [https://www-tmds.c2.amc.af.mil/TMDS/gettext.xsql?view\\_name=MM\\_VIEWS.V\\_TYPE\\_PACK](https://www-tmds.c2.amc.af.mil/TMDS/gettext.xsql?view_name=MM_VIEWS.V_TYPE_PACK)
- USACE Professional Development Support Center: <http://ulc.usace.army.mil/contactus.aspx>
- United States Army Center for Health Promotion and Preventive Medicine: <https://usachppm.apgea.army.mil/TrainCon/datePage.aspx>
- United States Army Communications-Electronics Command: <http://www.monmouth.army.mil/cecom/safety>
- Vessel Status Terms of Carriage: [https://www-tmds.c2.amc.af.mil/TMDS/DTRdata.xsql?result=&view=V\\_TRM\\_CAR&skip=0&max=10](https://www-tmds.c2.amc.af.mil/TMDS/DTRdata.xsql?result=&view=V_TRM_CAR&skip=0&max=10)
- Voyage Document Number: [https://www-tmds.c2.amc.af.mil/TMDS/getdata.xsql?result=&view\\_name=T\\_VIEWS.V\\_VOYAGE\\_DOC\\_NUM&skip=0&max=10&cdi\\_schema=t\\_metadata](https://www-tmds.c2.amc.af.mil/TMDS/getdata.xsql?result=&view_name=T_VIEWS.V_VOYAGE_DOC_NUM&skip=0&max=10&cdi_schema=t_metadata)
- Voyage Manifest Number: [https://www-tmds.c2.amc.af.mil/TMDS/getdata.xsql?result=&view\\_name=T\\_VIEWS.V\\_VYG\\_MNFST\\_REF\\_DOM&skip=0&max=10&cdi\\_schema=t\\_metadata](https://www-tmds.c2.amc.af.mil/TMDS/getdata.xsql?result=&view_name=T_VIEWS.V_VYG_MNFST_REF_DOM&skip=0&max=10&cdi_schema=t_metadata)
- Water Port Major Geographic Regions. [https://www-tmds.c2.amc.af.mil/TMDS/DTRdata.xsql?result=&view=V\\_D\\_WTR\\_PRT\\_MGR\\_CD&skip=0&max=10](https://www-tmds.c2.amc.af.mil/TMDS/DTRdata.xsql?result=&view=V_D_WTR_PRT_MGR_CD&skip=0&max=10)
- Worldwide Express: <https://public.amc.af.mil/business/www/www.htm>

## DEFINITIONS

1. **Abbreviated Transportation Accounting Classification**. Alphanumeric code used in lieu of a full 23-character line of accounting.
2. **Accessorial Service**. A service performed by a carrier in addition to the linehaul.
  - a. **FOREIGN MILITARY SALES**. Separate charges added to the standard price of materiel for each Foreign Military Sales case. The charges cover the expenses of packing, handling, crating, transportation, and supply operations associated with the preparation and delivery of Foreign Military Sales materiel.
  - b. **LAND**. Charges by a carrier for rendering service in addition to the linehaul. Such services may include sorting, packing, cooling, heating, switching, delivering, storage, and reconsigning.
3. **Accountable Official**. The designated person who ensures that a system of internal procedures and controls for the portion of the entitlement- and/or payment-related process under their cognizance is in place to minimize opportunities for erroneous payments and to ensure that all procedural safeguards affecting proposed payments are observed; the Accountable Official supports their respective certifying officers with timely and accurate data, information, and/or service to ensure proper payments, i.e., payments that are supportable, legal, and computed correctly. Reference: Department of Defense Financial Management Regulation, 7000.14-R, Volume 5, Chapter 33, **Accountable Officials and Certifying Officers**.
4. **Accrual Transaction**. An accounting transaction that adjusts the initial Government obligation that is in the accounting records.
5. **Active Duty**. Full-time duty in the active military service of the United States. This includes members of the Reserve Components serving on active duty or full-time training duty, but does not include full-time National Guard duty.
6. **Actual Expense Transaction**. The actual is the amount disbursed less interest.
7. **Actual Placement**. The placing of a carrier conveyance in an accessible position for loading or unloading or at a place previously designated by the consignor or consignee.
8. **Actual Value Rate**. A rate based on the actual value of the material shipped.
9. **Address Marking**. Applying data obtained from shipping documents to the shipment unit. The data identifies the shipment and directs its movement to the ultimate consignee.
10. **Advance Transportation Control and Movement Document**. The Advance Transportation Control and Movement Document provides a means for processing a shipment through the responsible air or water clearance authority; provides notification to the port of embarkation of impending inbound cargo for further transfer; and facilitates cargo manifesting operations at the port of embarkation.
11. **Aerial Port**. An airfield that has been designated for the sustained air movement of personnel and materiel as well as an authorized port of entrance into or departure from the country where located.
12. **Aerial Port of Debarkation**. A station that serves as an authorized port to process and clear aircraft and traffic for entrance to the country where located.
13. **Aerial Port of Embarkation**. A station that serves as an authorized port to process and clear aircraft and traffic for departure from the country where located.

14. **Agreed Valuation.** The value of articles in a freight shipment agreed upon as the basis on which the freight rate is assessed. This valuation establishes a value beyond which recovery cannot be made in event of loss or damage in transit.
15. **Air Carrier.** A citizen of the United States undertaking by any means, directly or indirectly, to provide air transportation (reference: U.S. Code Title 49) and according to Title 14 Code of Federal Regulation requires Federal Aviation Administration certification.
16. **Air Charter Service.** Air transportation procured under an arrangement with a commercial air carrier for the exclusive use of one or more aircraft.
17. **Airfield.** An area prepared for the accommodation (including any buildings, installations, and equipment), landing, and takeoff of aircraft.
18. **Air Freight Forwarder.** An indirect air carrier that is responsible for the transportation of property from the point of receipt to the point of destination, and utilizes for the whole or any part of such transportation the services of a direct air carrier or its agent, or of another air freight forwarder (reference: Defense Federal Acquisition Regulations).
19. **Airlift Clearance Authority.** A Service activity which controls the movement of cargo (including personal property) into the airlift system under provisions of Defense Transportation Regulation 4500.9-R, Defense Transportation Regulation, Part II, **Cargo Movement.**
20. **Air Mobility Command.** The Air Force component command of the United States Transportation Command.
21. **Air Movement Designator.** An alphanumeric code assigned according to established codes to identify the originating and destination station, priority, type travel, and sponsoring activity in whose interest a passenger is being moved.
22. **Air Taxi Service.** Air transportation in aircraft having a gross takeoff weight of less than 12,500 pounds and operating under the requirements of federal and state bodies.
23. **Allocation.** In a general sense, distribution of limited resources among competing requirements for employment.
24. **Ammunition Basic Load.** Major Command designated quantities of Class V supplies that allow units to initiate combat operations. Basic loads are combat-deployable using organic transportation in a single lift.
25. **Ammunition/Explosives.** A complete device charged with explosives, propellants, pyrotechnics, initiating composition, or nuclear, biological, or chemical material for use in military operations including demolition. Certain suitably modified munitions can be used for training, ceremonial, or nonoperational purposes.
26. **Antiterrorism.** Defensive measures used to reduce the vulnerability of individuals and property to terrorist acts, to include limited response and containment by local military forces.
27. **Appeal.** Procedure that allows reconsideration of a carrier in non-use or disqualified status.
28. **Area Monitoring Office.** The office that is assigned responsibility for monitoring Transportation Discrepancy Report actions in a specific theater or area.
29. **Area of Responsibility.** The geographical area associated with a combatant command within which a geographic combatant commander has authority to plan and conduct operations.
30. **Armed Forces (Military Services).** The military forces of a nation or a group of nations.
31. **Armed Forces of the United States.** A term used to denote collectively all components of the Army, Navy, Air Force, Marine Corps, and Coast Guard. See United States Armed Forces.

32. **Arms, Ammunition, and Explosives.** Arms, ammunition, and explosives are those items within the scope of Department of Defense Manual 5100.76-M, Physical Security of Sensitive Conventional Arms, Ammunition, and Explosives.
33. **Arms Parts.** Arms parts requiring protection in transportation include barrels and major subassemblies of categorized arms and must be afforded at least the same protection as Category IV arms. The frame or receiver of an arm constitutes a weapon, and such parts will be shipped according to the requirements of the category (i.e., the receiver of a .30 caliber machine gun will be protected as a Category II arm).
34. **Army or Air Force Post Office.** A military post office, numerically designated as a branch of the United States Post Office, manned and operated by the Army or Air Force to provide postal services to authorized organizations and personnel.
35. **Assessorial Service.** When the carrier provides any of the services for Assessorial rates, in connection with service provided to government containers, the Carrier rates contained in the Schedule of Rates apply.
36. **Astray Cargo.** Shipments or portions of shipments found in a carrier's possession or delivered to a government activity for which billing (e.g., waybill, freight warrant) is not available or which is being held for any reason except transfer.
37. **Automated Export System.** The Automated Export System is the electronic method to file the Shipper's Export Declaration and ocean manifest information directly to United States Customs.
38. **Automated Message Handling System.** The Automated Message Handling System provides a user-friendly means to send and receive messages via the Automated Digital Network. It provides connectivity to and interoperability with other Government agencies, allies, tactical users, defense contractors and other approved activities external to the Defense Message System community.
39. **Automatic Approval.** Functionality in PowerTrack that automatically approves for payment shipments that meet the Automatic Approval criteria. These criteria include matching of data elements, Maximum Price Thresholds, and Maximum Price Difference tolerances.
40. **Automatic Identification Technology.** A suite of tools for facilitating total asset visibility source data capture and transfer. Automatic identification technology includes a variety of devices, such as bar codes, magnetic strips, optical memory cards, and radio frequency tags for marking or tagging individual items, multi-packs, equipment, air pallets, or containers, along with the hardware and software required to create the devices, read the information on them, and integrate that information with other logistic information. Automatic identification technology integration with logistic information systems is essential to the Department of Defense total asset visibility efforts.
41. **Baggage.** Includes, but is not limited to, personal clothing; professional equipment; essential dishes, pots, pans, linens, and other light housekeeping items; and other items necessary for the health, welfare, and morale of the member/employee.
  - a. **ACCOMPANIED BAGGAGE.** Baggage that accompanies the member/employee while traveling.
  - b. **UNACCOMPANIED BAGGAGE.** That portion of the member's/employee's authorized weight allowance of personal property that does not accompany the member/employee and is normally shipped separately from the bulk of his/her personal property by expedited transportation. Also, hold baggage.
42. **Barge.** A flat-bed, shallow-draft vessel with no superstructure that is used for the transport of cargo and ships' stores or for general utility purposes.
43. **Basic Issue Item.** Accessories and tools necessary to operate an end item (i.e., vehicle).

44. **Berth Term.** The shipper is required to pay for and deliver the cargo alongside the ship. The carrier then becomes responsible for paying for and arranging the loading and securing of the cargo, delivering it to the agreed upon destination, and unloading the cargo onto the pier alongside the ship. All linehaul to/from or beside the ship is the responsibility of the shipper.
45. **Best Value.** Selection of contractors/carriers to support Defense Transportation System requirements will utilize a best value approach based on determining factors such as quality of service, past performance, cost/price, claims experience, ability to perform service within stated requirements, and carrier commitment of transportation assets to readiness support. Under the best value approach, cost is not the only factor in carrier selection. Past performance factors include, but are not limited to, on-time pickup and delivery percentage, lost or damaged cargo percentage, number of claims, and provider availability. Service factors include, but are not limited to, carrier ability to respond, routing, and ability to provide in transit visibility and commitment of transportation assets to readiness support.
46. **Bill of Lading.** The Bill of Lading is the primary document used to procure freight and express transportation and related services from commercial carriers, including freight forwarders.
47. **Block Stowage Loading.** A method of loading whereby all cargo for a specific destination is stowed together. The purpose is to facilitate rapid off-loading at the destination, with the least possible disturbance of cargo intended for other points.
48. **Breakbulk Cargo.** Any commodity that, because of its weight, dimensions, or incompatibility with other cargo, must be shipped by mode other than military van or SEAVAN.
49. **Breakbulk Point.** A transshipping activity to which unitized shipments for various consignees are consigned and from which the shipments are distributed as separate shipment units to the ultimate consignees.
50. **Breakbulk Ship.** A ship with conventional holds for stowage of breakbulk cargo, below or above deck, and equipped with cargo-handling gear. Ships also may be capable of carrying a limited number of containers, above or below deck.
51. **Bypass.** A bypass occurs when a Transportation Officer selects other than the low cost carrier for a transportation movement as provided by the Rating and Ranking portion of the automated system.
52. **Calendar Days.** Consecutive days without regard to weekends or holidays.
53. **Car Carrier (Land).** A container or trailer of open framework designed for carriage of automobiles or other unboxed vehicles.
54. **Cargo.** Supplies, materials, stores, baggage, or equipment transported by land, water, or air.
  - a. **BULK (FREIGHT).** That which is generally shipped in volume where the transportation conveyance is the only external container; such as liquids, ore, or grain.
  - b. **CONTAINERIZEABLE CARGO.** Items that can be stowed or stuffed into a container.
  - c. **NON-CONTAINERIZEABLE CARGO.** Items that cannot be stowed or stuffed into a container, i.e., over-dimensional or overweight cargo.
  - d. **SOURCE STUFFED CARGO.** Cargo that economically fills a container from a single origin point.
55. **Carrier.** An individual, company, or corporation commercially engaged in transporting cargo or passengers between two points.
56. **Carrier, Department of Defense-Approved.** Any carrier, as defined above, approved by the Commander, Military Surface Deployment and Distribution Command.

57. **Carrier Invoicing.** A PowerTrack process used for modes of shipment where carrier rates are not resident in a shipper system (i.e., small package express). The carrier generates all shipment information, which populates both the shipper and carrier side of the PowerTrack record. The shipper has the right to change price/shipment data prior to approval of payment. It is not recommended that Auto-Approval be set in PowerTrack to allow for management controls prior to payment being approved.
58. **Carrier Tariff Rates.** Rates charged the general public by surface, air, or water carriers engaged in the transportation of property.
59. **Case Designator.** A unique code used with a country identification code to identify a particular foreign military sale. It is a three-character designator.
60. **Certification of Equivalency.** A Certification of Equivalency is a certification that the proposed packaging equals or exceeds the requirements of 49 Code of Federal Regulations Parts 100-199.
61. **Certification of Essentiality.** For Highway Movement. A certification by a military authority that the cargo is “essential cargo.” The oversize or overweight shipment cannot be reduced in size or weight and the shipment must be moved via highway.
62. **Certifying Officer.** Responsible for information stated in a voucher, supporting documents, and records; legality of a proposed payment under the appropriation or fund involved; certifies the PowerTrack Summary Invoice. This person must meet the requirements of Department of Defense Financial Management Regulation 7000.14-R, Volume 5, Chapter 33, Accountable Officials and Certifying Officers.
63. **Channel Airlift.** Provides regularly scheduled airlift for movement of sustainment cargo, depending on volume of workload, between designated Aerial Port of Embarkation and Aerial Port of Debarkation over validated contingency or distribution channel routes.
64. **Channel Sequence Listing.** A listing of approved active Air Mobility Command channels prepared annually by the Air Mobility Command.
65. **Channel Traffic.** Passengers and cargo moving over established worldwide routes served by either scheduled Department of Defense aircraft under the control of the Air Mobility Command or commercial aircraft under contract to and scheduled by the Air Mobility Command.
66. **Chassis.** The wheeled platform on which the container is placed for surface/highway transport.
67. **Circuitous Route.** A route from shipment origin point to destination point that is other than the direct route between the points and that is used by carrier for emergency reasons or if required by Federal, state, or local statutes.
68. **Civil Agencies.** All agencies in the federal government other than Department of Defense installations and activities (e.g., General Services Administration).
69. **Civil Post Office.** A United States Post office, branch, station, or money order unit operated by employees of the United States Postal Service or under contract with the United States Postal Service.
70. **Civil Reserve Air Fleet.** A program in which the Department of Defense contracts for the services of specific aircraft, owned by an United States entity or citizen, during national emergencies and defense-oriented situations when expanded civil augmentation of military airlift activity is required. These aircraft are allocated, in accordance with Department of Defense requirements, to segments, according to their capabilities, such as international long range and short range cargo and passenger sections, national (domestic and Alaskan sections) and aeromedical evacuation and other segments as may be mutually agreed upon by the Department of Defense and the Department of Transportation.

71. **Claim**. A written legal demand for payment of goods lost or damaged in shipment.
72. **Claim Office**. The office responsible for filing claims on behalf of the Department of Defense against carriers, contractors, stevedores, or vendors for loss or damage resulting from movement of government-owned property (e.g., the finance center for Continental United States commercial carriers; Military Sealift Command for commercial ocean carriers; the responsible contracting officer for contractors, stevedores, and vendors).
73. **Classification**. See Freight Classification.
74. **Classified Material/Matter**. Official information or matter, in any form or of any nature, which requires protection in the interests of national security. Material is classified CONFIDENTIAL or SECRET under Department of Defense 5200.1-R, **Information Security Program**.
75. **Clean Bill of Lading**. A receipt for goods issued by a carrier with an indication that the goods were received in “apparent good order and condition,” without damages or other irregularities.
76. **Clearance Authority**. The activity that controls and monitors the flow of cargo into the airlift or water transportation system. See Airlift Clearance Authority, Ocean Cargo Clearance Authority, and Water Clearance Authority.
77. **Cleared Carrier**. A commercial carrier who has met the following criteria for handling SECRET shipments:
  - a. Can provide the transportation protective service requirement established by a Transportation Office.
  - b. Has authorization by law or regulation to provide the required transportation protective service.
  - c. Has a SECRET facility clearance issued by the Defense Security Service.
  - d. Has furnished the Military Surface Deployment and Distribution Command with a tender, agreement, or contract that provides for Protective Security Service.
78. **Closed Vehicle or Equipment**. A conveyance that is fully enclosed with permanent sides and top, and with doors that can be locked and sealed.
79. **Codes of Service**. The following are definable types of service under the Through Government Bill of Lading method:
  - a. **DOMESTIC MOTOR VAN (CODE 1)**. The movement of household goods in a motor van from an origin residence in the Continental United States to a destination residence in the Continental United States. Automated systems will use Code 1A for interstate movements and Code 1B for intrastate movements.
  - b. **DOMESTIC CONTAINER (CODE 2)**. The movement of household goods in containers from an origin residence in the Continental United States to a destination residence in the Continental United States. Automated systems will use Code 2A for interstate movements and Code 2B for intrastate movements.
  - c. **INTERNATIONAL DOOR-TO-DOOR CONTAINER (CODE 3)**. Carrier provides origin services, linehaul service from the origin residence to a commercial ocean terminal, ocean transportation using the Universal Service Contract rates for over the ocean portion of the shipment, linehaul to destination residence, and destination services.
  - d. **INTERNATIONAL DOOR-TO-DOOR CONTAINER (CODE 4)**. Movement of household goods in Military Surface Deployment and Distribution Command-approved door-to-door shipping containers (wooden boxes) whereby a carrier provides linehaul service from the origin residence

- to ocean terminal, ocean transportation to port of discharge, and linehaul service to destination residence, all without the rehandling of container contents.
- e. [INTERNATIONAL DOOR-TO-DOOR CONTAINER GOVERNMENT OCEAN TRANSPORTATION \(CODE 5\)](#). Movement of household goods in Military Surface Deployment and Distribution Command-approved door-to-door shipping containers (wooden boxes) whereby a carrier provides linehaul service from the origin residence to military ocean terminal, the government provides ocean Military Sealift Command transportation to designated port of discharge, and the carrier provides linehaul service to destination residence, all without rehandling of container contents.
  - f. [INTERNATIONAL DOOR-TO-DOOR AIR CONTAINER \(CODE 6\)](#). Movement of household goods whereby the carrier provides containerization at the origin residence, surface transportation to the airport nearest origin that can provide required services, air transportation to the airport nearest destination that can provide required services, and transportation to the destination residence.
  - g. [INTERNATIONAL LAND-WATER-LAND BAGGAGE \(CODE 7\)](#). Movement of unaccompanied baggage whereby the carrier provides packing and pickup at the origin, surface transportation to destination, and cutting of the banding and opening of the boxes at the destination residence.
  - h. [INTERNATIONAL LAND-AIR-LAND BAGGAGE \(CODE 8\)](#). Movement of unaccompanied baggage whereby the carrier provides packing and pickup at the origin, transportation to the origin airport, air transportation to the destination airport, surface transportation to destination, and cutting of the banding and opening of the boxes at the destination residence.
  - i. [INTERNATIONAL DOOR-TO-DOOR CONTAINER - AIR MOBILITY COMMAND \(CODE T\)](#). Movement of household goods whereby the carrier provides containerization at the origin residence and transportation to the designated Air Mobility Command terminal. The Air Mobility Command provides terminal services at both origin and destination and air transportation to the designated Air Mobility Command destination terminal. The carrier provides transportation to the destination residence.
  - j. [INTERNATIONAL LAND-AIR-LAND BAGGAGE \(CODE J\)](#). Movement of unaccompanied baggage whereby the carrier provides packing and pickup at the origin and transportation to the designated Air Mobility Command terminal. The Air Mobility Command provides terminal services at both the origin and destination and air transportation to the designated Air Mobility Command destination terminal. The carrier provides transportation to destination from the Air Mobility Command terminal and cutting of the banding and opening of the boxes at the destination residence.
80. [Combatant Command \(command authority\)](#). Nontransferable command authority established by title 10 (“Armed Forces”), United States Code, section 164, exercised only by commanders of unified or specified combatant commands unless otherwise directed by the President or the Secretary of Defense. Combatant command (command authority) cannot be delegated and is the authority of a combatant commander to perform those functions of command over assigned forces involving organizing and employing commands and forces, assigning tasks, designating objectives, and giving authoritative direction over all aspects of military operations, joint training, and logistics necessary to accomplish the missions assigned to the command. Combatant command (command authority) should be exercised through the commanders of subordinate organizations. Normally this authority is exercised through subordinate joint force commanders and Service and/or functional component commanders. Combatant command (command authority) provides full authority to organize and employ commands and forces as the combatant commander considers necessary to accomplish assigned missions. Operational control is inherent in combatant command (command authority).

81. **Combatant Commander.** A commander of one of the unified or specified combatant commands established by the President
82. **Commercial Air Movement.** The movement of a group of persons routed by the Military Surface Deployment and Distribution Command Operations Center in regular or chartered commercial air service.
83. **Commercial Bill of Lading.** A Commercial Bill of Lading designates the receipt of goods shipped on board a transportation conveyance (e.g., truck, rail, ship, airplane) and signed by the carrier (or the carrier's agent) who contracts to carry the cargo. A Commercial Bill of Lading states the terms on which the goods are carried. Carrier documentation used for transportation of shipments, such as that used by small package express carriers. It includes the commercial procedures related to the use of such documentation.
84. **Commodity Category.** Grouping commodities with similar characteristics for purposes of manifesting, billing, cost accounting, contractor payment, and special handling.
85. **Commodity Line Item.** An article identified within a system used to describe material (e.g., an assigned nomenclature, a National Stock Number, a part number).
86. **Common Carrier.** A carrier offering transportation services to the general public for movement of cargo.
87. **Common Servicing.** That function performed by one military Service in support of another military Service for which reimbursement is not required from the Service receiving services.
88. **Common-User Air Terminal.** A facility that regularly provides (for two or more Services) the terminal functions of receipt, transit storage or staging, processing, and loading or unloading of cargo or passengers on aircraft. It may be a military installation, part of a military installation, or a commercial facility operated under contract or arrangement by a Department of Defense Component.
89. **Common-User Land Transportation.** A program managed by a designated single manager for all Department of Defense motor carrier cargo movements in a theater, specific country, or geographic region. The Theater Commander usually designates the predominate Department of Defense Component as the Common-User Land Transportation manager.
90. **Common-User Ocean Terminal.** A military installation, part of a military installation, or a commercial facility operated under contract or arrangement by the Military Surface Deployment and Distribution Command Operations Center that regularly provides for two or more Services terminal functions of receipt, transit storage or staging, processing, and loading and unloading of passengers or cargo aboard ships.
91. **Common-User Transportation.** Transportation and transportation services provided on a common basis for two or more Department of Defense agencies and, as authorized, non-Department of Defense agencies. Common-user assets are under the combatant command (command authority) of the Commander, United States Transportation Command, excluding Service-organic or theater-assigned transportation assets.
92. **Competent Authority Approval.** A Competent Authority Approval is an approval issued by a national agency responsible under its national law for the regulation of hazardous materials transportation. These may also be referred to as "Special Approvals." The United States Competent Authority is the United States Department of Transportation.
93. **Competition in Contracting Act of 1984.** The Competition in Contracting Act states that contracting officers shall provide for full and open competition through use of the competitive

procedure or competitive procedures best suited to the circumstances of the contract action which is the bill of lading for voluntary tenders.

94. **Concealed Damage**. Any damages found after the driver has obtained a clear delivery receipt where the damage could not have been observed during the unloading process, providing that the damage was within the packaging materials and the opening or unwrapping of the items would be cost prohibitive for the receiver and/or the carrier. In accordance with the National Motor Freight Classification Guidelines Item 300135, **Reporting Concealed Damages**, when damage to contents of a shipping container that could not have been determined at the time of delivery is discovered by the consignee, the consignee must report it to the delivery carrier upon discovery and the carrier's representative must make a request for inspection.
95. **Consignee**. The recipient (unit, depot, or person) to whom cargo is addressed or consigned for final delivery. Activity that is receiving the product.
96. **Consignor**. The person or activity that is the supplier or shipper of a product.
97. **Consolidation**. The combining or merging of elements to perform a common or related function or the combining of separate shipments into a single shipment.
98. **Consolidation and Containerization Point**. Consolidates shipments on an air pallet or containerized shipment in a SEAVAN container for transportation overseas.
99. **Constructive Placement**. When a carrier conveyance cannot be placed for loading, unloading, or at a point previously designated by the consignor or consignee, and is placed elsewhere, it is considered as being under constructive placement and subject to tariff rules and charges.
100. **Container**. An article of transport equipment that meets American National Standards Institute/International Organization for Standardization standards that is designed to be transported by various modes of transportation. These containers are also designed to facilitate and optimize the carriage of goods by one or more modes of transportation without intermediate handling of the contents and equipped with features permitting ready handling and transfer from one mode to another. Containers may be fully enclosed with one or more doors, open top, refrigerated, tank, open rack, gondola, flatrack, and other designs.
  - a. **CARGO CONTAINER**. A standardized, demountable, reusable conveyance for transporting cargo on a chassis, rail car, or vessel.
  - b. **DROMEDARY**. A container that can be mounted behind the power unit of a truck or carried on a flatbed trailer or in a van and that can be used to transport less-than-truckload shipments of Arms, Ammunition, and Explosives; SECRET, CONFIDENTIAL, and Controlled Cryptographic Items; or sensitive material.
  - c. **FLATRACK**. Portable, open-topped, open-sided units that fit into existing below-deck container cell guides and provide a capability for container ships to carry oversized cargo and wheeled and tracked vehicles.
  - d. **HALF-HEIGHT**. These containers have sides that are approximately 4 foot high. There is no permanent metal top. If the cargo needs to be covered, then a tarpaulin is provided.
  - e. **INTERNATIONAL ORGANIZATION FOR STANDARDIZATION CONTAINER**. A standardized, demountable container for transporting cargo on a chassis, rail car, or vessel. International Organization for Standardization containers may be 20', 40', or 45' long by 8' wide and 9' 6" high.
  - f. **OPEN TOP CONTAINER**. A container without a permanent metal top. The top is a removable tarpaulin supported by roof bows to protect cargo from the elements.

- g. **QUADCON**. The quadruple container measures 57.50(l) x 96(w) x 82(h) inches. It is a lockable, weatherproof, reusable, prefabricated container with a cargo capacity of 8,200 pounds. It has International Organization for Standardization corner fittings for lifting and restraint and for coupling up to four quadruple containers together to have the same dimensions as a standard 20-foot International Organization for Standardization container.
  - h. **REFRIGERATED (REEFER) CONTAINER**. A weatherproof container for the movement of temperature controlled cargo insulated against external temperatures and equipped with mechanical refrigeration.
  - i. **SEAVAN**. Commercial or Government-owned (or leased) shipping containers that are moved via ocean transportation without bogie wheels attached (i.e., lifted on and off the ship).
  - j. **TANK CONTAINER**. Specialized container that meets International Organization for Standardization and International Maritime Organization requirements for transportation of hazardous and non-hazardous bulk liquids.
  - k. **TRICON**. The triple container measures 77.5(l) x 96(w) x 96(h) inches. It is a lockable, weatherproof, reusable, prefabricated container with a cargo capacity of 12,300 pounds. It has International Organization for Standardization corner fittings for lifting and restraint and for coupling up to three triple containers together to have the same dimensions as a standard 20-foot International Organization for Standardization container.
101. **Container Freight Station**. A receiving, storage, and distribution facility for stuffing and unstuffing containers.
102. **Container Handling Equipment**. Items of materials-handling equipment required to specifically receive, maneuver, and dispatch International Organization for Standardization containers.
103. **Containerization**. The use of containers to unitize cargo for transportation, supply, and storage. Containerization incorporates supply, transportation, packaging, storage, and security together with visibility of a container and its contents into a distribution system from source to user.
104. **Containership**. A ship specially constructed and equipped to carry only containers without associated equipment, in all available cargo spaces, either below or above deck. Containerships are usually non-self-sustaining, do not have built-in capability to load or off-load containers, and require port crane service. A containership with shipboard-installed cranes capable of loading and off-loading containers without assistance of port crane service is considered self-sustaining.
105. **Content Level Detail**. Content level detail includes those data elements that describe the asset plus the data elements necessary to minimally identify each level of a complete shipment entity. For the list of shipment Content Level Detail data elements, see Under Secretary of Defense (Acquisition, Technology and Logistics) RFID Policy memorandum dated 30 July 2004. The most basic entity is a single box or unpacked item marked with a shipment unit identifier.
- a. Asset level detail is the fundamental information necessary to describe an item for content visibility.
  - b. Shipment entity detail describes the accountable characteristics of the included assets, the physical characteristics of the packaged shipment, and the respective handling characteristics of the shipment.
106. **Continental United States**. The 48 contiguous United States and the District of Columbia (Continental United States may be defined differently in specific transportation contracts such as the General Services Administration Small Package Express contract and Worldwide Express contract).
107. **Contingency Channel**. Supports sustainment operations of a Joint Chiefs of Staff-designated contingency and is assigned a 1B1 Joint Chiefs of Staff priority. Combatant Commands or Service

Headquarters (in conjunction with the affected geographic combatant commands) identify contingency airlift channels for United States Transportation Command validation. Contingency channels, once established, will be periodically reviewed to ensure a 1B1 priority code is still warranted.

108. **Contingency Response Program**. Fast reaction transportation procedures intended to provide for priority use of land transportation assets by Department of Defense when required.
109. **Contract**. An agreement between two or more competent parties in which an offer is made and accepted and each party benefits. The agreement can be formal, informal, written, oral, or just plain understood. Some contracts are required to be in writing in order to be enforced. An agreement between two or more parties that creates obligations to do or not do the specific things that are the subject of that agreement.
110. **Contract Carrier**. A person or company that is under contract to transport people or goods for individual contract customers only.
111. **Contract Management Office**. The activity responsible for administering the contract against which the shipment was made.
112. **Contracting Officer Representative**. A Government official appointed in writing by the contracting officer who provides technical direction, clarification and guidance with respect to the contract specifications and statement of work. The Contracting Officer Representative is the technical liaison between the Coordinator and the contracting officer and is responsible for ensuring satisfactory performance and timely delivery as set forth in the contract. The Contracting Officer Representative is appointed by a Contracting Officer Representative appointment letter which sets out roles, responsibilities, limitations and duties from the Contracting Officer.
113. **Controlled Cargo**. Items that require additional control and security as prescribed in various regulations and statutes. See Protected Cargo.
114. **Controlled Cryptographic Item**. Communications Security equipment declassified by the National Security Agency. Controlled Cryptographic Items requires accountability when shipped by commercial transportation by use of paper or electronic signature service. Classified keying material associated with Controlled Cryptographic Items must be separately transmitted according to requirements for its classification.
115. **Continental United States Regional Database**. The Worldwide Port System Continental United States Regional Database is a Military Surface Deployment and Distribution Command maintained database for the submission and tracking of Advance Transportation Control and Movement Document data for breakbulk or container ocean shipments. The Continental United States Regional Database is composed of a centralized database and two regional application hubs located at Headquarters Military Surface Deployment and Distribution Command. The centralized database functions as an integrated repository of all Worldwide Port System Continental United States terminal cargo movement data and the primary source for query responses and cargo traffic reports. The Continental United States Regional Database provides shippers with the capability to enter Advance Transportation Control and Movement Documents online and to query the status of their cargo. It serves as the Continental United States Global Transportation Network interface for cargo data and limited manifest distribution.
116. **Convoy Commander**. The officer or noncommissioned officer in charge of vehicles and operating personnel of a convoy. The convoy commander is designated by the person authorizing movement.
117. **Convoy Movement Order**. A computer-generated movement directive issued to a moving unit to establish convoy route, movement schedule, reporting requirements, and special instructions. This document is generated by the Army National Guard State Movement Control Center in the state

where a convoy originates. During a time of emergency, the State Movement Control Center is authorized to assign convoy movement order numbers to installations. These orders will be based on the DD Form 1265, Request for Convoy Clearance, submitted by the requesting unit and prior emergency procedures established by the State Movement Control Center.

118. **Country Code**. For purposes of this regulation, a two-position code indicating the country, international organization, or account that is the recipient of materiel or services under the Security Assistance Program.
119. **Country Representative/Freight Forwarder Code**. A code employed to identify the designated individual or organization authorized to receive documentation, reports, and shipments for a particular country's Foreign Military Sales transactions. A designated country representative may also be authorized by a foreign government to negotiate, commit, and sign contractual agreements.
120. **Cubic Foot**. One cubic foot is a volume one foot high, one foot wide, and one foot deep; one cubic foot (cu ft) = 1/27 cubic yard = 1,728 cubic inches.
121. **Customer**. Any authorized user of the Defense Transportation System.
122. **Customer Feedback Tool**. A web-based tool located on the Coordinator's website used by Defense Transportation Coordination Initiative shippers, consignees, and the Defense Transportation Coordination Initiative participants desiring to report positive and negative issues to the Coordinator. Issues captured are tracked to resolution. Stakeholders are provided a monthly summary report.
123. **Deck Cargo**. Cargo stowed on open spaces on the vessel deck.
124. **Declared Valuation**. The value of goods, as stated by a shipper, when tendered to a carrier.
125. **Defense Courier System**. The capability to provide secure, worldwide movement of classified and/or sensitive national security material requiring courier escort in support of the Department of Defense, federal agencies, North Atlantic Treaty Organization, United States Allies, and United States government contractors.
126. **Defense Courier System Station**. A collection and control point for carrying on the mission of the Defense Courier System.
127. **Defense Finance and Accounting Service**. The agency responsible for a number of services related to the accounting, internal billing, and payment of selected transportation bills of lading. The Defense Finance and Accounting Service identifies and implements finance and accounting requirements, systems and functions for appropriated and non-appropriated funds, working capital, revolving funds, and trust fund activities.
128. **Defense Freight Railway Interchange Fleet**. A fleet of freight cars built and maintained to the standards established by the Association of American Railroads and the Department of Transportation. These cars are suitable for shipping Department of Defense cargo over the commercial railroad system throughout North America, including Alaska, Canada, and Mexico.
129. **Defense Table of Official Distances**. The distance source for rates, standards, or charges.
130. **Defense Transportation Coordination Initiative**. The Defense Transportation Coordination Initiative Vision is to improve the reliability, predictability, and efficiency of Department of Defense materiel moving within the Continental United States through long-term partnerships with a world-class coordinator of transportation management services.
131. **Defense Transportation System**. The Defense Transportation System is that portion of the worldwide transportation infrastructure that supports Department of Defense transportation needs in peace and war. The Defense Transportation System consists of two major elements: military

(organic) and commercial resources. These resources include aircraft, assets, services, and systems organic to, contracted for, or controlled by the Department of Defense. The Defense Transportation System infrastructure, including ports, airlift, sealift, railway, highway, intransit visibility, information management systems, customs, and traffic management that the Department of Defense maintains and exercises in peacetime, is a vital element of the Department of Defense capability to project power worldwide. It provides for responsive force projection and a seamless transition between peacetime and wartime operations.

132. **Defense Transportation Tracking System**. A joint service in transit safety and security system hosted by the Military Surface Deployment and Distribution Command. The Defense Transportation Tracking System provides 24-hour continuous oversight of the Department of Defense arms, ammunition and explosive shipments moving in the public domain. The primary mission of the Defense Transportation Tracking System is emergency response.
133. **Delivery Term Code**. A code (prescribed in Foreign Military Sales cases) identifying the point at which the responsibility for moving an Foreign Military Sales shipment passes from the United States Department of Defense to the purchasing nation or international organization.
134. **Demurrage**. A charge against a consignor or consignee for holding carrier equipment beyond the allowable free time for loading and unloading, for forwarding directions, or for any other purpose authorized and documented by the consignor or consignee. It may also be a charge to shippers accruing from the time the container is discharged from the vessel. Charges for demurrage are in addition to all other transportation charges. Demurrage charges typically are associated with rail and water port operations.
135. **Density**. The weight of freight per cubic foot or other unit.
136. **Department of Defense Activity Address Code**. A distinct six-position alphanumeric code assigned to identify specific units, activities, or organizations as found in Department of Defense Activity Address Directory. These activities are authorized to ship or receive material and to prepare documentation or billings.
137. **Department of Defense Activity Address Directory**. Publication that lists all Department of Defense activities and their six-position alphanumeric codes called Department of Defense Activity Address Codes.
138. **Department of Defense Aircraft**. An aircraft owned or controlled by any Department of Defense activity or component.
139. **Department of Defense Ammunition Code**. An eight position alphanumeric code composed of the four-position Federal Supply Classification followed by the four position Department of Defense Identification Code.
140. **Department of Defense Blanket Purchase Agreement for Domestic Express Small Package**. Contractor services that provides domestic (to include the continental United States, Alaska, Hawaii, and Puerto Rico) small package service for air eligible shipments from 0 to 150 lbs.
141. **Department of Defense Components**. The Office of the Secretary of Defense (including the organization of the Joint Chiefs of Staff), Department of Army, Department of the Air Force, Department of Navy (including the Marine Corps), Department of Defense Inspector General, and United States Court of Appeals for the Armed Forces; Department of Defense Field Activities: American Forces Information Service, Defense Prisoner of War/Missing Personnel Office, Defense Technology Security Administration, Department of Defense Counterintelligence Field Activity, Department of Defense Education Activity, Department of Defense Human Resources Activity, Office of Economic Adjustments, TRICARE Management Activity, Washington Headquarters Services; Defense Agencies: Defense Advanced Research Projects Agency, Defense Commissary

Agency, Defense Contract Audit Agency, Defense Finance and Accounting Service, Defense Information Systems Agency, Defense Intelligence Agency, Defense Logistics Agency, Defense Security Cooperation Agency, Defense Security Service, Defense Threat Reduction Agency, National Geospatial Intelligence Agency, National Geospatial Intelligence College, National Security Agency/Central Security Service, Missile Defense Agency, Pentagon Force Protection Agency; and Joint Service Schools: Joint Military Intelligence College, Defense Acquisition University, National Defense University, Joint Professional Military Education Colleges, Uniformed Services University of the Health Sciences.

142. **Department of Defense Constant Surveillance Service.** A Transportation Protective Service requiring carriers to provide a qualified driver or other qualified representative who maintains constant visual surveillance of a shipment during transportation.
143. **Department of Defense-Controlled.** Department of Defense-controlled transportation resources are defined as sealift transportation assets leased, or chartered exclusively for Department of Defense use for periods greater than 90 days. For airlift, only those aircraft leased and operated using military crews, or wet leased for exclusive use under long term contracts will be considered Department of Defense-controlled assets.
144. **Department of Defense Foreign Clearance Guide.** A publication containing information pertaining to travel security, country clearances, identification credentials, and other entry requirements for travel into foreign countries.
145. **Department of Defense Identification Code.** A four-position alphanumeric code assigned to items of supply in Federal Supply Groups 13 (ammunition/explosives) and 14 (guided missiles).
146. **Department of Defense Recognized Item Unique Identifier Equivalent.** Unique identification methods in commercial use that have been recognized by the Department of Defense as item unique identifier equivalents, also referred to as Unique Item Identifiers include: The Global Individual Asset Identifier, Global Returnable Asset Identifier, Vehicle Identification Number, and Electronic Serial Number (for cell phones only).
147. **Desired Delivery Date.** A specific date by which delivery of a shipment should be accomplished by a carrier.
148. **Destination.** The place to which a shipment is consigned or where the carrier delivers cargo to the consignee or agent.
149. **Destination Control Statement.** Destination required by the United States Government for export shipments.
150. **Destination Station.** A base or airport where the mission ends as shown in the schedule.
151. **Detention.** A charge made on a carrier conveyance held by or for a consignor or consignee beyond the allowable free time for loading or unloading, for forwarding directions, or for any other purpose authorized and documented by the consignor or consignee. Charges for detention are in addition to all other lawful transportation charges. With respect to vessel charter, it is the amount owed by the charterer to the vessel owner for actions of the charterer for detaining the owner's ship or other equipment beyond the time allowed when demurrage charges are not applied.
152. **Dimensional Weight.** Used to determine commercial air freight rates and charges if the calculation exceeds the actual weight of the freight:
  - a. For domestic air freight shipments:  $L \times W \times H$  (inches) divided by 194.
  - b. For international air freight shipments:  $L \times W \times H$  (inches) divided by 166.

153. **Direct Procurement Method.** A method of shipment in which the government manages the shipment throughout. Packing, containerization, local drayage, and storage services are obtained from commercial firms under contract arrangements or by the use of government facilities and personnel.
154. **Disability Cost.** Costs other than transportation linehaul and accessorial charges that are considered as part of the aggregate cost of a shipment for purposes of mode and carrier selection. Disability costs include costs resulting from procuring additional labor, materials, material handling, or fire fighting equipment on a temporary “as required” basis; labor charges for loading, unloading, blocking, and bracing; commercial rail switching of a rail car to a loading or unloading site; and drayage.
155. **Disqualification.** Action taken by the Military Surface Deployment and Distribution Command or theater Commander resulting in the exclusion of a carrier from transporting Department of Defense shipments from one or more origin points for specific routes or for all routes. This also includes the exclusion of a carrier or storage firm from participation in the Department of Defense Personal Property Shipment and Storage Program at one or more installations for a definite or indefinite period of time.
156. **Distribution Channel.** A combatant command or Service Headquarters (in conjunction with the affected geographic combatant commands) requested common-user route validated through the United States Transportation Command, based on justification provided and transportation support feasibility.
157. **Diversion.** A change made in the route of a shipment while in transit. See Reconsignment.
158. **Dock Receipt.** A receipt issued by the carrier attesting to the delivery of the goods to the dock prior to their loading aboard the ship.
159. **Drayage.** Movements that originate and terminate within 30 miles of origin. The movement of a container between the carrier terminal where the container is loaded or discharged from a vessel and another place within the commercial or modified zone of a United States port city or within the 10-mile limit of a foreign port city by means other than the carrier vessel, such as by highway or rail.
160. **Drive-Away Service.** The movement of a vehicle under its own power by a driver of an authorized motor carrier. This method also includes the movement of one or more vehicles, including other than self-propelled vehicles, when towed or mounted (either full or saddle mount) upon a vehicle.
161. **Dromedary Box.** A freight box carried on and securely fastened to the chassis of a truck tractor, step deck or flatbed trailer. A dromedary is demountable and can be handled with a forklift truck. It is protected by a Plymetal shield and may be equipped with doors on each side that can be locked with a padlock and sealed. Each dromedary will be considered a separate conveyance.
162. **Dual Driver Protective Service.** Dual Driver Protective Service consists of two drivers, both who are in the process of obtaining, or have obtained, a SECRET clearance.
163. **Dunnage.** Lumber or other material used to brace and secure cargo to prevent damage.
164. **Electronic Bill.** Functionality in PowerTrack that is used to request a debit (from a shipper to a carrier) or a credit (from a carrier to a shipper). The party initiating the Electronic Bill will not be paid until the other party approves the Electronic Bill. Electronic Bills are most commonly used to reconcile or adjust shipment payment amounts for shipments that have already been approved, and prior to the Summary Invoice being generated. An Electronic Bill can be linked to a previous transaction, although this is not required.

165. **Electronic Commerce.** Conducting business transactions and information exchange using automation and telecommunications without paper documents.
166. **Electronic Data Interchange.** A set of standards for structuring information that is electronically exchanged between and within businesses, organizations, government entities and other groups.
  - a. **Electronic Data Interchange 219A DTCI Transportation Service Request**
  - b. **Electronic Data Interchange 220A DTCI Transportation Service Response**
  - c. **Electronic Data Interchange 997 Functional Acknowledgement**
167. **Electronic Export Information.** Electronic Export Information is the electronic export data as filed in the Automated Export System. This data is the electronic equivalent of the export data formerly collected as Shipper's Export Declaration information. This information is now mandated to be filed through the Automated Export System or Automated Export System *Direct*.
168. **Electronic Product Code.** The Electronic Product Code is a product numbering scheme that can provide unique identification for physical objects, assemblies and systems. Information is not stored directly within the code - rather, the code serves as a reference for networked (or Internet-based) information. The Electronic Product Code is considered an extended form of the existing Universal Product Code or European Article Number, currently used by manufacturers to identify products. The standardized Electronic Product Code data consists of an Electronic Product Code (or Electronic Product Code Identifier) that uniquely identifies an individual object, as well as an optional filter value when judged to be necessary to enable effective and efficient reading of the Electronic Product Code tags. In addition to this standardized data, certain classes of Electronic Product Code tags will allow user-defined data. The Electronic Product Code global Inc. Tag Data Specifications define the length and position of this data, without defining its content.
169. **Electronic Product Code (EPC) Class 0 RFID Tag.** Electronic Product Code Class 0 passive Radio Frequency Identification tags meet the Electronic Product Code global Inc. Class 0 Specification.
170. **Electronic Sensitive Device.** An electronic device when in shipment is sensitive to Electrostatic Discharge. If this electrostatic discharge occurs near electronic components, the components are often damaged or destroyed.
171. **Embargo.** To restrict or prohibit an acceptance or movement of freight or passengers.
172. **Equalization.** The equivalent sharing of originating loads from an installation among all eligible carriers.
173. **Escort(s) or Courier(s), Transportation.** United States government military members or civilian employees, or Department of Defense contractor employees responsible for continuous surveillance and control over movements of classified material. Individuals designated as escorts or couriers must possess a Department of Defense-issued security clearance at least equal to the level of classification of the material being transported.
174. **Essential Cargo.** Cargo that is essential to a military mission and is prescribed in Department of Defense Directive 4140.1, **Materiel Management Policy.**
175. **"EX" Number.** The explosive number is a tracking number assigned by the Department of Transportation to identify the final hazard classification was properly submitted and approved in accordance with 49 Code of Federal Regulations.
176. **Exception Codes.** Codes approved by the Government and used by the Defense Transportation Coordination Initiative Coordinator when requesting relief from exceeding a key performance

indicator standard. The Defense Transportation Coordination Initiative Coordinator must submit the request within 24 hours of the occurrence.

177. **Exception Material.** Security Assistance Program materiel which, due to its peculiar nature and increased transportation risks, requires special handling in the transportation cycle and deviation from normal shipping procedures. This includes classified materiel, sensitive materiel, firearms, explosives, lethal chemicals, and other dangerous and hazardous materiel that requires rigid movement control and air cargo of such size that the item exceeds commercial capability.
178. **Excluded Parties List System.** Excluded Parties List System is an electronic, web based system, monitored under the auspices of the General Services Administration that identifies those parties excluded from receiving federal contracts, certain subcontracts, and certain types of federal financial and non-financial assistance and benefits. The Excluded Parties List System keeps the user community aware of administrative and statutory exclusions across the entire government, suspected terrorists, and individuals barred from entering the United States.
179. **Expedited Freight.** Shipments requiring priority handling to ensure delivery faster than the normal transit time for the mode selected. Examples include shipments requiring same day service or before normal delivery hours the following day.
180. **Expedited Handling Shipments.** Items and/or shipment units with an entry of N \_\_, E \_\_, 999, or 777 in the Required Delivery Date field of Military Standard Requisitioning and Issue Procedures requisition and/or Transportation Control and Movement Document normally require expedited transportation. Items and/or shipment units with 555 or 444 in the Required Delivery Date field may also require expedited transportation.
181. **Expediting.** Actions taken to ensure movement to destination in the shortest time possible.
182. **Explosives.** Explosives are any chemical compound, mixture, or device, the primary purpose of which is to function by explosion. This term includes, but is not limited to, individual land mines, demolition charges, blocks of explosives and other explosives consisting of 10 pounds or more. Additionally specific description of explosives is detailed in 49 Code of Federal Regulations, Part 173.59, Description of Terms for Explosives.
183. **Export Cargo Shipments.** Shipments originating from an inland point/Port of Embarkation destined to an overseas destination.
184. **Export Traffic Release.** Shipping instructions, issued by the Military Surface Deployment and Distribution Command Operations Center or Theater Commander in response to an offering, that specify the mode of transportation, carrier(s) to move the shipment, rate, minimum shipment weight, cost favorable terminal, shipment terminal arrival date, and any pertinent Routing Instruction Notes.
185. **Fast Release of Ammunition.** An exception to Export Traffic Release procedures.
186. **Financial and Air Clearance Transportation System.** The Financial and Air Clearance Transportation System clears air cargo for all Services. The four Air Clearance Authorities control their Services' flow of sustainment/resupply cargo into the airlift system during both peace and war. The Financial and Air Clearance Transportation System provides the ability to view the entire flow of Department of Defense sustainment cargo in near real-time and enables decision-makers to control the flow of sustainment material into Aerial Ports of Embarkation. The Financial and Air Clearance Transportation System has an integrated database that uses quick reference files to ensure compliance with this regulation formats and Service unique air-eligible cargo movement criteria. It also provides challenge messages from respective Service Air Clearance Authorities to consignees and consignors on non-compliant Advance Transportation Control and Movement Documents.

187. **Flashpoint**. The minimum temperature at which the substance gives off flammable vapors that will ignite in contact with spark or flame.
188. **Flatrack Container**. See Container.
189. **Fleet Post Office**. A Navy activity established within the Continental United States collocated with the postal concentration center for the purposes of providing a standard mail address for forces afloat, mobile shore-based units and activities overseas, directory assistance for Navy mail, and maintaining liaison with and furnishing mail routing and dispatching instructions to civil and Military postal authorities.
190. **Force Activity Designator**. Numbers used in conjunction with urgency of need designators to establish a matrix of priorities used for supply requisitions. Defines the relative importance of the unit to accomplish the objectives of the Department of Defense.
191. **Force Majeure**. Contract provision that exempts parties for non-fulfillment of obligations due to conditions beyond their control and without fault or negligence of the breaching party. For example, natural disasters or public enemy, freight embargoes, or weather.
192. **Force Protection**. Actions taken to prevent or mitigate hostile actions against Department of Defense personnel (to include family members), resources, facilities, and critical information. These actions conserve the force's fighting potential so it can be applied at the decisive time and place and incorporate the coordinated and synchronized offensive and defensive measures to enable the effective employment of the joint force while degrading opportunities for the enemy. Force protection does not include actions to defeat the enemy or protect against accidents, weather, or disease.
193. **Force Protection Condition**. A Chairman of the Joint Chiefs of Staff-approved program standardizing the Services' identification of and recommended responses to terrorist threats against United States personnel and facilities. This program facilitates inter-Service coordination and support for antiterrorism activities. There are four Force Protection Conditions above normal.
  - a. **FORCE PROTECTION CONDITION ALPHA**. This condition applies when there is a 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 Force Protection Condition BRAVO measures. However, it may be necessary to implement certain measures from higher Force Protection Conditions resulting from intelligence received or as a deterrent. The measures in this Force Protection Condition must be capable of being maintained indefinitely.
  - b. **FORCE PROTECTION CONDITION BRAVO**. This condition applies when an increased and more predictable threat of terrorist activity exists. The measures in this Force Protection Condition must be capable of being maintained for weeks without causing undue hardship, affecting operational capability, and aggravating relations with local authorities.
  - c. **FORCE PROTECTION CONDITION CHARLIE**. This condition applies when an incident occurs or intelligence is received indicating some form of terrorist action against personnel and facilities is imminent. Implementation of measures in this Force Protection Condition for more than a short period probably will create hardship and affect the peacetime activities of the unit and its personnel.
  - d. **FORCE PROTECTION CONDITION 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 likely. Normally, this Force Protection Condition is declared as a localized condition.

194. **Forward Supply Support**. A category of cargo that moves in the Air Mobility Command airlift system that supports Air Mobility Command aircraft.
195. **Foul Bill of Lading**. A receipt for goods issued by a carrier with an indication that the goods were damaged when received.
196. **Free Astray**. A shipment miscounted or unloaded at the wrong station is billed for and forwarded to the correct station, “free of charges as astray.”
197. **Free on Board**. This term is used with the designation of a physical point to determine the responsibility and basis for payment of freight charges and, unless otherwise agreed, the point at which title for supplies passes to the buyer or consignee. The policies on designation of contracts as Free on Board Origin or Free on Board Destination are set forth in the Federal Acquisition Regulation Subpart 47.3, Transportation in Supply Contracts.
  - a. **FREE ON BOARD DESTINATION**. Free on Board at destination, or where the seller or consignor delivers the supplies on the seller’s or consignor’s conveyance to a specified delivery point. In this case, unless the contract provides otherwise, the cost of shipping and the risk of loss are borne by the seller or consignor.
  - b. **FREE ON BOARD ORIGIN**. Free on Board at the place of origin, or where the seller or consignor places the supplies on the conveyance by which they are to be transported. Unless the contract provides otherwise, the cost of shipping and the risk of loss are borne by the buyer or consignee.
198. **Free Time**. Time allowed by tender, tariff, or contract to load and/or unload carrier’s equipment before detention or demurrage is charged.
199. **Freight Classification**. A system of grouping together commodities of like or similar transportation characteristics for the purpose of assigning ratings to be used in applying rates.
200. **Freight Consolidating Activity**. A transportation activity that receives less than carload/truckload shipments of materiel for the purpose of assembling them into carload/truckload lots for onward movement to the ultimate consignee or to a freight distributing activity or other breakbulk point.
201. **Freight Forwarder**. A firm other than a railroad, motor, water, or air carrier that represents itself as a common carrier and undertakes to assemble and consolidate shipments or provide for assembling and consolidating and performing or providing for the performance of breakbulk and distributing. It assumes responsibility for the transportation of such property from point of receipt to point of destination; and uses the services of carriers subject to the governing bodies.
202. **Full Visible Capacity**. A conveyance so filled that no more like material, in the shipping form tendered, can be loaded in or on the conveyance.
203. **Funds Manager**. A person to whom funds have been entrusted, whose specific responsibilities include validating appropriation data, recording commitments and obligations, reviewing obligations and appropriation data, and resolving errors.
204. **Fuse, Fuze, Fusee**. In this regulation the term Fuse includes Fuze and Fusee. For transportation handling, loading, and movement, the definitions of fuse, fuze and fusee are applied as specified in 49 Code of Federal Regulations, International Civil Aviation Organization regulations, and related publications. Fuse/Fuze are two words that have a common origin (French fusee, fusil) and are sometimes considered to be different spellings. It is useful to maintain the convention that fuse refers to a cord-like igniting device, whereas fuze refers to a device used in ammunition and incorporates mechanical, electrical, chemical, or hydrostatic components to initiate a train by deflagration or detonation (49 CFR, Part 173.59, Description of Terms for Explosives).

205. **General Agency Agreement.** A contract between the Maritime Administration and a steamship company that, as general agent, exercises administrative control over a government-owned ship for employment by the Military Sealift Command.
206. **General Cargo.** Cargo that is susceptible for loading in general, nonspecialized stowage areas or standard shipping containers (e.g., boxes, barrels, bales, crates, packages, bundles, and pallets).
207. **Global Transportation Network.** The automated support necessary to enable the United States Transportation Command and its components to provide global transportation management. The Global Transportation Network provides the integrated transportation data and systems necessary to accomplish global transportation planning, command and control, and in transit visibility across the range of military operations. The designated Department of Defense in transit visibility system provides customers with the ability to track the identity, status, and location of Department of Defense units and non-unit cargo, passengers, patients, forces, and military and commercial airlift, sealift, and surface assets from origin to destination across the range of military operations. Global Transportation Network collects, integrates, and distributes transportation information to combatant commanders, Services, and other Department of Defense customers. Global Transportation Network provides the United States Transportation Command with the ability to perform command and control operations, planning and analysis, and business operations in tailoring customer requirements throughout the requirements.
208. **Government Bill of Lading.** A government document used to procure transportation and related services from commercial carriers.
209. **Government Business Day.** A business day (i.e., Monday through Friday) that is not a Federal Holiday.
210. **Government Invoicing Model; also referred to as Self Invoicing Model.** The PowerTrack payment model where the shipping office generates (through a Government shipping system) a priced bill of lading and transmits it electronically to PowerTrack. That data populates both the Government and carrier side of the shipment transaction in PowerTrack.
211. **Government Tractor.** A tractor owned or leased and operated by the government.
212. **Green Sheet Procedures.** A procedure invoked by Department of Defense Components to identify specific cargo requiring precedence over all other cargo from that Department of Defense Component. Cargo of the other Department of Defense Components is not affected.
213. **Gross Weight.** The combined weight of a container and its contents including packing material.
214. **Half-Height Container.** See Container.
215. **Hatch.** An opening in a ship's deck giving access to cargo holds.
216. **Hatch List.** A list showing, for each hold section of a cargo ship, a description of the items stowed, their volume and weight, the consignee of each, and the total weight and volume of material in the hold.
217. **Hazardous Material or Substance.** A substance or material that has been determined by the Secretary of Transportation to be capable of posing an unreasonable risk to health, safety, and property when transported in commerce and that has been so designated. The term includes hazardous substances, hazardous wastes, marine pollutants, elevated temperature materials, materials designated as hazardous under the provisions of 49 Code of Federal Regulations, Parts 172.101 and 172.102, and materials that meet the defining criteria for hazard class and divisions in 49 Code of Federal Regulations, Part 173.

218. **Heavy Lift Cargo.** Any single cargo lift, weighing five short tons or more, and to be handled aboard ship. In Marine Corps usage, individual units of cargo that exceed 800 pounds in weight or 100 cubic feet in volume.
219. **High Value Item.** A cargo shipment that exceeds the carrier's normal liability for loss and damage during transportation and which requires the Transportation Office to request the carrier to purchase additional insurance to ensure liability for full shipment value in the event of loss or damage.
220. **Hold.** A cargo stowage compartment aboard ship.
221. **Holding.** The process of holding a shipment, including a consolidation delay, a wait for export traffic release, an embargo, or another shipper request.
222. **Inadequate Carrier Equipment or Facilities.** Carrier's equipment or facilities that are not sufficient for movement, storage, or protection of material while in carrier's custody. This includes equipment that is not safe (e.g., holes in equipment or equipment that cannot be properly secured to prevent pilferage).
223. **Installation Transportation Officer.** See Transportation Officer.
224. **Integrated Booking System.** A single, worldwide, automated booking system supporting direct booking by shippers of ocean movement cargo and ocean containers.
225. **Intermodal.** Type of international freight system that permits transshipping among sea, highway, rail, and air modes of transportation through use of American National Standards Institute and International Organization for Standardization containers, linehaul assets, and handling equipment.
226. **Intermodal Container or Trailer.** Containers or trailers designed to transport cargo from origin to destination by more than one mode of transportation.
227. **International Air Transport Association.** Association of member airlines and developer of the International Air Transport Association Dangerous Goods Code, which is used as a reference and unofficial guidance for air shipment of hazardous material. The International Air Transport Association Dangerous Goods Code includes special restrictions imposed by its member airlines.
228. **International Civil Aviation Organization.** Official ruling body for commercial air shipment of hazardous material and publisher of the official International Civil Aviation Organization Dangerous Goods Code.
229. **International Maritime Organization.** Official ruling body for commercial maritime shipment of hazardous material and publisher of the International Maritime Dangerous Goods Code.
230. **International Organization for Standardization.** A specified international agency for standardization. This agency is comprised of members from more than 80 countries. The agency's aim is to promote worldwide agreement of international standards.
231. **Inter-Service Support.** Action by one Service or element thereof to provide logistic and/or administrative support to another Service or element thereof. Such action can be recurring or nonrecurring in character on an installation, area, or worldwide basis.
232. **Intertheater.** Between theaters or between the continental United States and theaters. See Intertheater Traffic.
233. **Intertheater Traffic.** Traffic between theaters exclusive of that between the continental United States and theaters.
234. **In-Transit Visibility.** The ability to track the identity, status, and location of Department of Defense units and non-unit cargo (excluding bulk petroleum, oils, and lubricants) and passengers,

medical patients, and personal property from origin to consignee or destination across the range of military logistics operations.

235. **Intratheater**. Within a theater. See Intratheater Traffic.
236. **Intratheater Traffic**. Traffic within a theater.
237. **Item**. A single hardware article or single unit formed by a grouping of subassemblies, components, or constituent parts.
238. **Item Unique Identification**. A system of marking items delivered to the Department of Defense with unique item identifiers that have machine-readable data elements to distinguish an item from all other like and unlike items. Items are marked with a Data Matrix symbol, the contents of which are encoded in the syntax of International Organization for Standardization/International Electrotechnical Commission 15434 and semantics of International Organization for Standardization/International Electrotechnical Commission 15418 or the Air Transport Association Common Support Data Dictionary. The Data Matrix contents may be either a Unique Item Identifier or a Department of Defense recognized Item Unique Identification equivalent.
239. **Joint Logistics Over the Shore Operations**. Operations in which Navy and Army Logistics Over-The-Shore forces conduct Logistics Over-The-Shore operations together under a joint force commander.
240. **Joint Munitions Transportation Coordinating Activity**. The Joint Munitions Transportation Coordinating Activity was established to perform as the joint Service focal point for munitions export, shipment planning, coordination and execution actions for those munitions moving aboard common user sealift. The Joint Munitions Transportation Coordinating Activity, under command and control of the Commander, Joint Munitions Command, consolidates all Services munitions requirements.
241. **Joint Transportation Board**. Responsible to the Chairman of the Joint Chiefs of Staff, the Joint Transportation Board assures that common-user transportation resources assigned or available to the Department of Defense are allocated as to achieve maximum benefit in meeting Department of Defense objectives.
242. **Julian Date**. This date chain, composed of a four-digit numeric figure, indicates the year and day of the year. This four-digit number is composed of the last number of the year and the day of the year, in that sequence. Example: 15 December 2006 = 6349.
243. **Key Performance Indicator**. Financial and non-financial metric or measurement used to quantify objectives to reflect performance.
244. **Knocked Down**. An article taken apart so as to materially reduce the space it will occupy while being transported.
245. **Lashing**. Ropes, wires, chains, steel straps, or other special devices used to secure cargo.
246. **Less Carload or Less Than Container Load**. A quantity of cargo less than that required for the application of a carload rate. A quantity of cargo less than that that fills the visible or rated capacity of an ocean container.
247. **Less Than Release Unit**. A Less Than Release Unit is a shipment unit of a specific commodity, weight, size, or mode that does not require an export release before shipment. For continental United States, Less Than Release Units are specifically defined in this regulation; for overseas, in theater directives. A Less Than Release Unit shipment generally includes one or more of the following characteristics:
  - a. Weighs less than 10,000 pounds.

- b. Is not classified, explosive, poisonous, or in need of protective or security measures.
  - c. Does not occupy or is not tendered as a full carload or truckload.
  - d. Does not move to the Seaport of Embarkation by driveaway method.
248. **Less Truckload**. A quantity of cargo less than that required for the application of a truckload rate. Also called “less than truckload.”
249. **Letter of Offer and Acceptance**. The Letter of Offer and Acceptance (Defense Federal Acquisition Regulation Supplement, Part 225.7301, **General**):
- a. Lists the items and services, estimated costs, and terms and conditions of the sale.
  - b. Is presented to the customer.
  - c. Provides for signature of the customer to indicate acceptance.
250. **Light and Bulky Articles**. Articles that have a low weight per cubic foot of space occupied. Such articles are usually made subject to the provisions of Rule 34 of the Standard Transportation Commodity Code.
251. **Lighterage**. A small craft designed to transport cargo or personnel from ship to shore. Lighterage includes amphibians, landing craft, discharge lighters, causeways, and barges.
252. **Linehaul**. Transportation of cargo over carrier routes from point of origin to destination, excluding local pick-up, delivery, local drayage, and switching services.
253. **Loaded to Capacity**. A conveyance loaded to its cube or weight-carrying capacity. Also, a conveyance loaded with a quantity of material that is so filled that no more like material, in the shipping form tendered, can be loaded in or on the conveyance.
254. **Local Flight**. A continuous flight performed within the local flying area that terminates at the point of origin.
255. **Logistics Over the Shore Operations**. The loading and unloading of ships without the benefit of deep draft-capable, fixed port facilities in friendly or nondefended territory and, in time of war, during phases of theater development in which there is no opposition by the enemy; or as a means of moving forces closer to tactical assembly areas dependent on threat force capabilities.
256. **Long Ton**. A long ton equals 2,240 pounds. See Ton.
257. **Lowest Overall Cost**. The aggregate of shipment costs known or reasonably estimated (i.e., transportation rate(s), accessorial, drayage, storage in transit, packing and crating, unpacking, and port handling costs).
258. **Mail**. All types of military postal matter.
259. **Mail Equipment**. Sacks, pouches, and bags for the movement of mail and locks and devices for sealing mailbags, pouches, sacks, or containers.
260. **Mandatory Delivery Date**. The date and or date/time (as applicable) that the material must be delivered to the consignee. The Mandatory Delivery Date differs from the Required Delivery Date as the Required Delivery Date closes out the supply requisition or unit movement at the final destination and the Mandatory Delivery Date closes out the Continental United States portion of the transportation function: the date of the Mandatory Delivery Date and the Required Delivery Date may be the same. Applies to Defense Transportation Coordination Initiative shipments only.
261. **Manifest**. A document specifying in detail the passengers or items carried for a specific destination.

262. **Manual Approval.** The process in PowerTrack where the shipper manually reviews a transaction in PowerTrack once the carrier has submitted a Notice of Delivery and invoice. If the invoice amount is correct, the shipper marks the transaction as approved for payment, and US Bank pays the carrier the approved amount.
263. **Marking.** Numbers, nomenclature, or symbols imprinted on items or containers for identification during handling, shipment, and storage.
264. **Matching Criteria.** Data elements that PowerTrack uses to match shipper-submitted data with carrier-submitted data. Matching criteria are used in the Automatic Approval process, where established thresholds and tolerances have been set.
265. **Matching Model.** One of three operating models within PowerTrack. Under this model, both shipper and carrier provide data to populate their respective sides of a single transaction. If the data matches or falls below a previously specified threshold and within a previously specified threshold, the payment is approved automatically.
266. **Materials Handling Equipment.** Mechanical devices for handling of supplies with greater ease and economy.
267. **Measurement Ton.** The unit of volumetric measurement of equipment associated with surface-delivered cargo. Measurement tons equal total cubic feet divided by 40 (1 Measurement Ton = 40 cubic feet).
268. **Metric Ton.** 1,000 kg. (2,204.6 pounds). See Ton.
269. **Military Assistance Program Address Code.** A six-position alphanumeric code constructed from the Military Standard Requisition and Issue Procedures requisition number and the Military Standard Requisition and Issue Procedures supplemental address for Security Assistance Program shipments. The Military Assistance Program Address Code is used to identify the consignee in transportation documents and to obtain clear text address and other shipment information from the Military Assistance Program Address Directory.
270. **Military Assistance Program Address Directory.** A sole source directory for use of the Military Services and Agencies, containing the addresses of freight forwarders, country representatives, or customers in the country required for releasing Foreign Military Sales and Grant Aid shipments and related documentation.
271. **Military Assistance Program.** That portion of the United States security assistance authorized by the Foreign Assistance Act of 1961, as amended, that provides defense articles and services to recipients on a nonreimbursable (grant) basis.
272. **Military Impedimenta.** All equipment owned and controlled by a unit and carried on the Unit Property Books (Table of Organization and Equipment) and moving simultaneously or in conjunction with troops. Military impedimenta consists of material such as weapons, vehicles, tools, housekeeping equipment, records, training aids, and limited quantities of spare parts and other consumables normally in the possession of the unit. May also be referred to as equipment to accompany troops.
273. **Military-Owned Vehicles.** Organic, tactical, or theater-owned vehicles; may include aircraft and sea vessels.
274. **Military Sealift Command.** A major command of the United States Navy, and the United States Transportation Command's component command responsible for designated common-user sealift transportation services to deploy, employ, sustain, and redeploy United States forces on a global basis.

275. **Military Service.** A branch of the Armed Forces of the United States, established by act of Congress, in which persons are appointed, enlisted, or inducted for military service, and which operates and is administered within a military or executive department. The Military Services are: the United States Army, the United States Navy, the United States Air Force, the United States Marine Corps, and the United States Coast Guard.
276. **Military Surface Deployment and Distribution Command.** A major command of the United States Army, and the United States Transportation Command's component command responsible for designated continental United States land transportation as well as common-user water terminal and traffic management service to deploy, employ, sustain, and redeploy United States forces on a global basis.
277. **Military Traffic Expediting Service.** An expediting service provided by the Association of American Railroads for military carload or specialized shipments.
278. **Mobility Officer.** Mobility Officer is the person(s) designated or appointed for planning, coordinating, and/or executing mobility operations for assigned or supported units. This designation also includes: Division Transportation Officer, Unit Movement Coordinator, Unit Movement Officer, Strategic Mobility Officer, Defense Movement Coordinator, Installation Deployment Officer, Embarkation Officer, and Installation Mobility Officer.
279. **Mode Neutral.** The shipper will no longer identify a transportation mode; e.g., truck., rail, air; but instead, the shipper determines when the freight must arrive at the destination using a Mandatory Delivery Date. Based on this date, the Coordinator will select the most efficient transportation mode to meet the shipper requirement. In the event the shipment must be delivered the same day or next day, expedited service will be used. Expedited service does not always mean the shipment must travel by air, a surface transportation, in many instances, may be used to meet the delivery requirement at a reduced cost.
280. **Mode of Transport.** The various modes used for a movement. For each mode, there are several means of transport. They are:
- a. Inland surface transportation (rail, highway and inland waterway).
  - b. Sea transportation (coastal and ocean).
  - c. Air transportation.
  - d. Pipeline.
281. **Munition(s).** A complete device charged with explosives, propellants, pyrotechnics, initiating composition, or nuclear, biological, chemical material, and all similar or related items or components, explosive in nature, for use in military operations, including demolitions. Certain suitably modified munitions can be used for training, ceremonial, or non-operational purposes. Also called ammunition. In common usage, "munitions" (plural) can be military weapons, ammunition, and equipment.
282. **Munitions Carriers.** Munitions carriers are commercial carriers that meet and maintain the Military Surface Deployment and Distribution Command pre-qualification standards to transport arms, ammunition and explosives. They have a current satisfactory rating and meet all Department of Transportation standards. These carriers are Military Surface Deployment and Distribution Command -approved to provide in transit physical security for Department of Defense shipments of classified SECRET, CONFIDENTIAL, or sensitive arms, ammunition, and explosives.
283. **National Motor Freight Classification.** A motor tariff containing freight descriptions of a specific or generic nature under which all commodities moving in motor freight service are "rated" or "classed."

284. **National/North Atlantic Treaty Organization Stock Number**. The 13-digit stock number replacing the 11-digit Federal Stock Number. It consists of the 4-digit Federal Supply Classification code and the 9-digit National Item Identification Number. The National Item Identification Number consists of a 2-digit National Codification Bureau number designating the central cataloging office (whether North Atlantic Treaty Organization or other friendly country) that assigned the number and a 7-digit (xxx-xxxx) nonsignificant number. The number will be arranged as follows: 9999-00-999-9999.
285. **Naval Operational Logistics Support Center**. Provides worldwide transportation/physical distribution services for United States Navy afloat and ashore activities plus pay and accounting services for Navy transportation.
286. **Nuclear Weapons Related Material**. Classified or unclassified assemblies and subassemblies (containing no fissionable or fusionable 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.)
287. **Net Explosive Quantity**. The total quantity of propellant in a tank, drum cylinder, or other container expressed in kilograms.
288. **Net Explosive Weight**. The actual weight in pounds of explosive mixtures or compounds, including the trinitrotoluene equivalent of energetic material, that is used in determination of explosive limits and explosive quantity data arcs.
289. **Net Weight**. The weight of an item being shipped excluding the weight of packaging material or container (does not apply to household goods) or weight of a ground vehicle without fuel, engine oil, coolant, on-vehicle materiel, cargo, or operating personnel.
290. **No Show**.
- a. **CARGO**. Failure of a carrier to pick up a shipment as scheduled or when the government fails to have the cargo available for pickup by the carrier.
  - b. **PASSENGER**. Passengers who fail to show up for a scheduled flight/ride.
  - c. **PERSONAL PROPERTY**. Members/Employees or their authorized agents who fail to show up for scheduled services (packing, pickup, or delivery).
291. **Non-Containerizable Cargo**. See Cargo.
292. **Notice of Availability**. The DD Form 1348-5, Notice of Availability/Shipment, by which the United States shipping installation will provide advance notification to the designated Foreign Military Sales country representative or freight forwarder that the materiel is ready for shipment.
293. **Not to Exceed Rate**. Maximum transportation charges the Government will pay for the movement of a specific transportation request. Transportation Officers may see the actual rate charged is less than the Not to Exceed rate following coordinator consolidation and optimization efforts. Applies to Defense Transportation Coordination Initiative shipments only.
294. **Obligation**. A formal reservation of funds that ensures funds are available for payment of Government contractual obligations. In PowerTrack, the obligation equals the estimated shipping charge identified in the bill of lading.
295. **Ocean Cargo Clearance Authority**. The Military Surface Deployment and Distribution Command Operations activity which books Department of Defense sponsored cargo and passengers for surface movement, performs related contract administration, and accomplishes export/import

surface traffic management functions for Department of Defense cargo moving within the Defense Transportation System. See Water Clearance Authority.

296. **OCONUS**. Outside the continental limits of the United States.
297. **Offering**. The submission of shipment documentation to a clearance authority for release instructions and to the booking office for ocean transportation to effect shipment or transshipment.
298. **Operating Authority**. An authorization issued by the regulatory body for a commercial carrier to perform transportation service, sometimes within specific limitations.
299. **Opportune Airlift**. Any aircraft not on a scheduled channel mission which offers space for passengers, cargo, and/or mail. It is the use of organic aircraft in a secondary role to the primary mission, and the portion of airlift capability available for use after planned mission requirements have been met.
300. **Ordering Officers**. 1) Responsible for distributing and administering orders for services that are placed; 2) the oversight, management, and control of the distributing and administering of orders for services that the staff has placed; 3) establishing controls necessary to ensure that all contract terms and conditions are met and that transportation services ordered conform to contract requirements before acceptance is made or payment authorized; and 4) reporting deficiencies in contractor performance promptly to the Contracting Officer's Representative or the Program Management Office. Ordering Officers may not make any changes in the terms and conditions of any contracts against which orders are placed. The Contracting Officer appoints all Ordering Officers.
301. **Organic Airlift**. Airlift provided by aircraft owned/operated by each Service.
302. **Outsize Cargo (Air)**. Cargo that exceeds the dimensions of oversized cargo and requires the use of a C-5 or C-17 aircraft or surface transportation. A single item that exceeds 1,000 inches long by 117 inches wide by 105 inches high in any one dimension. See also oversized cargo.
303. **Outsize(d) Dimensions**. Any dimension of a shipment greater than 72 inches, a shipment with such a dimension.
304. **Override**. An override occurs when a Transportation Officer manually enters tender information on a bill of lading and selects a carrier, bypassing the Rating and Ranking portion of the automated system.
305. **Oversize Breakbulk or Roll On/Roll Off Ocean Cargo**. Cargo with any dimension over 45 feet long, more than eight feet wide or over nine feet six inches high. Does not apply to wheeled or tracked vehicles.
306. **Oversize Cargo (Air)**.
  - a. Large items of specific equipment such as a barge, side loadable warping tug, causeway section, powered, or causeway section, nonpowered. Requires transport by sea.
  - b. Air cargo exceeding the usable dimension of a 463L pallet loaded to the design height of 96 inches, but equal to or less than 1,000 inches in length, 117 inches in width, and 105 inches in height. This cargo is air transportable on the C-5, C-17, C-141, C-130, KC-10 and most civilian contract cargo carriers. See also outsized cargo.
307. **Overage**. Any article of freight (packaged or loose) which, upon delivery by a carrier, found to be in excess of the quantity recorded on the bill of lading, manifest, or other government documentation covering the shipment.
308. **Overpack**. An enclosure that is used by a single consignor to provide protection or convenience in handling of a package or to consolidate two or more packages; overpack does not include a

transport vehicle, freight container, or aircraft unit load device. Examples of overpacks are one or more packages:

- a. Placed or stacked onto a load board such as a pallet and secured by strapping, shrink wrapping, stretch wrapping, or other suitable means; or
  - b. Placed in a protective outer packaging such as a box or crate.
309. **Overseas**. All locations, including Alaska and Hawaii, outside the continental United States.
310. **Packaging**. The processes and procedures used to protect materiel from deterioration, damage, or both. It includes cleaning, drying, preserving, packing, marking, and unitization.
311. **Pallet**. A flat base for combining stores or carrying a single item to form a unit load for handling, transportation, and storage by materials handling equipment.
- a. **463L PALLET**. An 88" x 108" aluminum flat base used to facilitate the upload and download of aircraft.
  - b. **463L SYSTEM**. Aircraft pallets, nets, tie down and coupling devices, facilities, handling equipment, procedures, and other components designed to interface with military and civilian aircraft cargo restraint systems which accepts pallets 88" x 108". Though designed for airlift, system components may have to move intermodally via surface modes to support geographic Combatant Commander objectives.
  - c. **WAREHOUSE**. A two-deck platform, usually wooden, used for handling several packages as a unit.
312. **Palletized**. A quantity of items, packed or unpacked, which is arranged on a pallet in a specific manner and is secured, strapped, or fastened on the pallet so that the whole palletized load may be handled as a single unit.
313. **Palletized Load System**. A truck with hydraulic load handling mechanism, trailer and flatrack system capable of self-loading and self-unloading. Truck and companion trailer have a 16.5-ton payload capacity.
314. **Palletized Load System Flatrack**. Topless, sideless container component of palletized load system, some of which conform to International Organization for Standardization specifications.
315. **Partial Loss**. Indicates partial loss of contents of shipment units, other than by theft or pilferage. This includes spillage, leakage, or evaporation from the contents of bottles, barrels, or similar containers.
316. **Partial Shipment Unit**. A shipment unit separated at the origin shipping activity into two or more increments with each increment identified and documented separately.
317. **Performance Work Statement**. The Performance Work Statement is the part of the solicitation and contract, which identifies the technical, functional, and performance characteristics of the agency's requirements. The Performance Work Statement is performance-based and describes the Department's needs (the "what"), not the specific methods for meeting those needs (the "how").
318. **Pilferable Cargo**. Items that are vulnerable to theft because of their ready resale potential (i.e., cigarettes, alcoholic beverages, cameras, electronic equipment, computer software). See Protected Cargo.
319. **Pilferage**. The act of stealing in small quantities. Used in reference to missing cargo that is easily converted to money, has intrinsic value, or a commercial use.

320. **Port Call File Number**. Sealift identifier generated and assigned by the Integrated Booking System to uniquely identify a booking. This is sometimes referred to as the government’s booking number.
321. **Port of Debarkation**. The geographic point at which cargo or personnel are discharged. This may be a seaport or aerial port of debarkation; for unit requirements; it may or may not coincide with the destination.
322. **Port of Embarkation**. The geographic point in a routing scheme from which cargo or personnel depart. This may be a seaport or aerial port from which personnel and equipment flow to port of debarkation; for unit and nonunit requirements, it may or may not coincide with the origin.
323. **Postal Concentration Center**. A Post Office or Agency of the United States Postal Service at which mail for Armed Forces on maneuvers, afloat or overseas, is concentrated for sorting and delivery or dispatch.
324. **PowerTrack**. PowerTrack is a web-based freight payment system that allows business-to-business trading partners (identified as shippers and carriers) to electronically monitor/report shipment status/receipt information and collaboratively resolve invoice exceptions. PowerTrack permits the capability for electronic carrier payments, following Transportation Officer approval. The PowerTrack System automatically links payments and receipts to a General Ledger Chart of Accounts system, which can provide analysts, visibility of shipment financial information.
325. **PowerTrack Note**. A communication function used in PowerTrack by shippers and carriers to document issues that may impact shipment data or payment. If a “Note” is attached to a transaction, it becomes part of the PowerTrack Record and is identified by an icon appearing in the first column of the Transaction Payment List display; trading partner User ID of the Note originator, appears in the third column (labeled “Notes By”).
326. **Prime Data Entry**. Mandatory data entries that must not be left blank. It is usually listed in the upper portion of the DD Form 1384, Transportation Control and Movement Document, and in all formats is identified by document identifiers T\_0, T\_1, T\_2, T\_3 or T\_4.
327. **Priority**. Precedence for movement of traffic.
328. **Priority Designator**. A two-digit issue and priority code (01 through 15) placed in military standard requisitioning and issue procedure requisitions. It is based upon a combination of factors which relate the mission of the requisitioner and the urgency of need or the end use and is used to provide a means of assigning relative rankings to competing demands placed on the Department of Defense supply system.
329. **PRO Number**. The abbreviation of the word progressive and is usually prefixed to an agent’s record numbers on freight bills.
330. **Proof of Delivery**. The date and signature of the designated receiver listed on the delivery manifest, certifying the item was received. The proof of delivery establishes transfer of custody and liability to the receiver.
331. **Proper Shipping Name**. The name of a hazardous material as shown in 49 Code of Federal Regulations and related or similar publications.
332. **Protected Cargo**. Items designated as having characteristics requiring them to be identified, accounted for, secured, segregated, or handled in a special manner to ensure their safety or integrity. It is divided into sensitive, pilferable, and controlled cargo. See Controlled Cargo, Pilferable Cargo, and Sensitive Cargo.
333. **Protective Security Service**. A Transportation Protective Service which requires a cleared commercial carrier to provide qualified dual drivers who are SECRET-cleared or have an interim

SECRET clearance under the Department of Defense Industrial Security program to maintain constant surveillance of a shipment at all times during transportation to include stops en route.

334. **Public Highway**. Any public street, road, or highway used by the general public for vehicular traffic or other than Department of Defense controlled. A road is considered Department of Defense controlled, and not a public highway, if the road is restricted at all times through the use of gates and guards. Uncontrolled roads, even on government property, are considered public highways.
335. **Pure Pallet**. A single 463L airlift pallet from a Consolidation and Containerization Point (CCP) that contains shipments for a single designated destination Department of Defense Activity Address Code or Supply Support Activity) or unit. The pure pallet expedites shipments to improve shipment velocity by precluding breakbulk operations at the theater distribution center. With Radio Frequency Identification, it reduces distribution process time and enhances intransit visibility.
336. **QUADCON**. See Container.
337. **Qualified Carrier Representative**. A designated person employed by a carrier or terminal management involved in handling Department of Defense shipments under Transportation Protective Service.
338. **Quality Assurance Surveillance Plan**. The Quality Assurance Surveillance Plan identifies the methods the Government will use to measure the performance of the service provider against the requirements of the Performance Work Statement. Applies to Defense Transportation Coordination Initiative shipments only.
339. **Radio Frequency Identification**. A family of technologies that enables hands-off processing of material transactions for cargo deploying through the Defense Transportation System. Radio Frequency Identification provides operators a means to remotely identify, categorize, and locate material automatically within relatively short distances. Data is digitally stored on Radio Frequency Identification transponder devices, such as tags or labels. Remote interrogators (located a few inches to 300 feet from the transponder device) electronically retrieve the data via electromagnetic energy (radio or microwave frequency) and send the data to the Automated Information Services. The technology is divided into two categories of data storage and retrieval systems – passive and active. Active Radio Frequency Identification systems are omni-directional and require moderately expensive high-capacity transponder devices. Active devices are effective portable databases and facilitate the rapid transfer of data to Automated Information Services with standoff capability. Passive systems generally require line-of-site interrogation of powerless, inexpensive, low capacity transponder devices. Passive devices are adaptable for use at the item, case, and pallet level.
340. **Radio Frequency Identification Layer**. Items/cargo/carriers marked with Radio Frequency Identification tags are identified as layers of logistic units in order to identify the type of Radio Frequency Identification tag format and data specification that may be required. They are defined as:
- a. **RADIO FREQUENCY IDENTIFICATION LAYER 0**: The item itself with no packaging.
  - b. **RADIO FREQUENCY IDENTIFICATION LAYER 1**: The unit pack for an item or similar items – see Military Standard-129.
  - c. **RADIO FREQUENCY IDENTIFICATION LAYER 2**: The case or transport package (i.e., either the external container in a palletized unit load, or a shipping container) – see Military Standard - 129.
  - d. **RADIO FREQUENCY IDENTIFICATION LAYER 3**: The palletized unit load (i.e., a loaded warehouse pallet) – see Military Standard -129.

- e. **RADIO FREQUENCY IDENTIFICATION LAYER 4:** The freight container which is an article of transport equipment (e.g., a SEAVAN, a 463L System pallet, or a reusable large container):
    - (1) Of a permanent character and accordingly strong enough to be suitable for repeated use.
    - (2) Specially designed to facilitate the carriage of goods by one or more modes of transport, without intermediate reloading.
    - (3) Fitted with devices permitting its ready handling, particularly its transfer from one mode of transport to another.
    - (4) Designed for easy fill and empty.
    - (5) Having an internal volume/capacity of one cubic meter or more.
  - f. **RADIO FREQUENCY IDENTIFICATION LAYER 5:** The movement vehicle/conveyance (e.g., truck, plane, ship, train).
341. **Radio Frequency Identification Tag.**
- a. **ACTIVE RADIO FREQUENCY IDENTIFICATION TAG.** Active Radio Frequency Identification tags allow low-level radio frequency signals to be received by the tag and they can generate high-level signals back to the reader/interrogator. Active Radio Frequency Identification tags can hold relatively large amounts of data, are continuously powered, and are normally used when a longer tag read distance is desired.
  - b. **PASSIVE RADIO FREQUENCY IDENTIFICATION TAG.** Passive Radio Frequency Identification tags reflect energy from the reader/interrogator or receive and temporarily store a small amount of energy from the reader/interrogator signal in order to generate the tag response.
342. **Rail Armed Guard Surveillance Service.** A Transportation Protective Service that requires the carrier to provide an armed guard to maintain constant surveillance of shipment and rail car specific 24-hour surveillance while in transit. Rail Armed Guard Surveillance Service may also be performed by guards escorting the rail movement in a separate motor vehicle, provided surveillance of the rail car is maintained.
343. **Rail Intermodal Equipment.** A unit for transporting trailers or containers on flat cars from point to point.
344. **Receiver.** The activity or agency at which the Defense Transportation Service shipment terminates. The activity is usually the ultimate consignee, but may also be the agent for the ultimate consignee (e.g., a central receiving point or a temporary storage point for the ultimate consignee).
345. **Reconsignment.** A change made in the consignment of a shipment before its arrival at the billed destination. Also, a change made in the consignment of a shipment after its arrival at the billed destination, when the change was accomplished under conditions which make it subject to a carrier's diversion or reconsignment rules and charges. See Diversion.
346. **Reefer Cargo.** Perishable commodities that require refrigerated (chill and freeze) stowage at prescribed temperatures while in transit (excludes cargo-authorized storage in ventilated holds).
347. **Refrigerated Cargo.** Straight or mixed loads of cargo requiring enclosed temperature controlled transportation and storage.
348. **Release Unit.** A shipment unit of a specific commodity, weight, size, or mode that requires an export release from the authority before shipment. A Release Unit generally contains one or more of the following characteristics:
- a. Cargo in lots of 10,000 pounds or more.
  - b. Cargo in lots of 800 cubic feet or more.

- c. Cargo is classified, explosive, poisonous, or in need of protective or security measures.
  - d. Cargo occupies or is tendered as a full carload or truckload.
  - e. Vehicles by driveaway service.
349. **Released Value Rate.** A rate applied to a shipment that specifically limits carrier liability in case of loss or damage.
350. **Reportable Quantity.** The amount of material (as listed in 49 Code of Federal Regulations or Air Force Manual 24-204(I)) that results in its designation as a hazardous substance. Hazardous substances (in reportable quantities) are significant if they are discharged (accidentally or intentionally) into or upon navigable waters or adjoining shorelines.
351. **Report of Shipment.** An advance notification of shipment provided by a shipper to the consignee not later than 24 hours prior to the shipment arrival. For ammunition shipments, notification must be made not later than two hours after shipment departure.
352. **Required Availability Date.** Date that end items and concurrent spare parts are committed to be available for transportation to a recipient.
353. **Required Delivery Date-Cargo.** The calendar date when material is required by the requisitioner. Required Delivery Date field may contain 999, E\_ \_, N\_ \_, 444, 555, or 777 to indicate expedited handling required.
354. **Requirement Channel.** Air Mobility Command channel that services two points on a recurring basis, with actual movements dependent on volume of traffic.
355. **Retrograde Cargo.** Cargo evacuated from a Theater.
356. **Roll On/Roll Off.** Loaded on or discharged from a vessel by rolling or driving instead of lifting. Can be either cargo on trucks or trailers, or the vehicles themselves.
357. **Route Order (Domestic, International, Standing, and Passenger Standing).** Shipping instructions issued by the Military Surface Deployment and Distribution Command Operations or Theater Commander that specify the mode of transportation, carrier(s) to move the shipment, rate, minimum shipment weight, tariff or tender authority, and any pertinent Routing Instruction Notes.
358. **Routing Authority.** An activity that designates modes and/or provides routing instructions for shipments requiring clearance prior to movement.
359. **Routing Instruction Note(s).** Codes used on Route Orders to identify conditions and stipulations required.
360. **Satellite Motor Surveillance.** Transportation Protective Service that requires carriers to provide vehicle location reports to the Defense Transportation Tracking System and for two-way communications devices to provide truck status changes and emergency situation notification.
361. **Sealift Enhancement Program.** Special equipment and modifications that adapt merchant-type dry cargo ships and tankers to specific military missions. They are typically installed on Ready Reserve Force ships or ships under Military Sealift Command control. Sealift enhancements fall into three categories: productivity, survivability, and operational enhancements.
362. **Seaport of Debarkation.** An authorized point of arrival from a foreign country or the United States located at a seaport.
363. **Seaport of Embarkation.** An authorized point of departure from a foreign country or the United States located at a seaport.
364. **SEAVAN.** See Container.

365. **Secure Holding**. Assistance provided by an installation to a carrier's vehicle transporting sensitive or classified cargo that arrives after hours or provided at the discretion of an installation commander to a vehicle in transit when no emergency exists.
366. **Security Classification**. A category to which national security information and material are assigned to denote the degree of damage that unauthorized disclosure would cause to national defense or foreign relations of the United States and to denote the degree of protection required. There are three such categories:
- a. **TOP SECRET**. National security information or material that requires the highest degree of protection and the unauthorized disclosure of which could reasonably be expected to cause exceptionally grave damage to the national security. Examples of "exceptionally grave damage" include armed hostilities against the United States or its allies; disruption of foreign relations vitally affecting the national security; the compromise of vital national defense plans or complex cryptologic and communications intelligence systems; the revelation of sensitive intelligence operations; and the disclosure of scientific or technological developments vital to national security.
  - b. **SECRET**. National security information or material that requires a substantial degree of protection and the unauthorized disclosure of which could reasonably be expected to cause serious damage to the national security. Examples of "serious damage" include disruption of foreign relations significantly affecting the national security; significant impairment of a program or policy directly related to the national security; revelation of significant military plans or intelligence operations; and compromise of significant scientific or technological developments relating to national security.
  - c. **CONFIDENTIAL**. National security information or material that requires protection and the unauthorized disclosure could reasonably be expected to cause damage to the national security.
367. **Security Escort Vehicle Service**. A Transportation Protective Service which requires a carrier to provide two unarmed drivers riding in a single escort vehicle to maintain constant surveillance of a vehicle containing a shipment of Category I or Category II material for the purpose of obtaining law enforcement assistance or assist during other emergencies.
368. **Sensitive Arms, Ammunition and Explosives**. A term that describes conventional weapons, ammunition and explosives that need special protection and security to keep them out of the hands of criminals and terrorists. The majority of portable weapons is sensitive and will include their ammunition and parts. The Department of Defense has grouped Sensitive Arms, Ammunition, and Explosives into five Categories. These Categories range from Category I (highest) through IV and U (lowest). Category I includes man-portable rockets and missiles in a ready to fire configuration (carrier or launcher tube with the explosive rounds are jointly stored together). Category I examples include AT-4, 66MM LAW Rockets, Stingers & Javelins. Category II includes missiles and rockets that are crew-served or require platform mounted launchers or other equipment to function. Light automatic weapons, such as machineguns, WP and fragmentation grenades (high explosive or WP grenades), AT or AP mines, C-4, TNT or military dynamite, fall into Category II. Category III includes launch tubes and gripstocks for Stingers, mortar tubes up to and including 81MM, incendiary grenades, and blasting caps. Category IV includes shoulder-fired weapons if they are not fully automatic. It also includes handguns, ammunition with non-explosive projectiles smoke, illumination or CS grenades, and smoke grenades. The lowest Category includes all other Controlled Item Inventory Codes not otherwise identified to Categories I through IV. DOD and Federal Catalogs identify Sensitive Arms, Ammunition and Explosives items with Controlled Item Inventory Codes.

369. **Sensitive Cargo.** Cargo whose nature and presence if viewed by personnel without proper level of clearance could impact mission accomplishment and affect national security.
370. **Sensitive Cargo/Material.** Arms, ammunition, and explosives that are a definite threat to public safety and can be used by militant, revolutionary, criminal, or other elements for civil disturbances, domestic unrest, or criminal actions. See Protected Cargo.
371. **Sensitive Material.** Sensitive, conventional Arms, Ammunition, and Explosives as defined in Department of Defense 5100.76-M, Physical Security of Sensitive Conventional Arms, Ammunition, and Explosives.
372. **Serial Shipping Container Code.** A Serial Shipping Container Code is an eighteen digit number used to identify logistics units such as shipments. The unique identification of logistics units is achieved in the European Article Number Uniform Code Council System by the use of the Serial Shipping Container Code. The uniqueness of the data structure is ensured through the use of the European Article Number Uniform Code Council organization Prefix that is supplied by the Uniform Code Council European Article Number. This prefix, when combined with the serial number that is assigned by the member company, acts as an identifier or “license plate” and provides access to information stored in computer files, which are transferred through electronic business transactions.
373. **Service Failure.** Carrier non-compliance with tenders, tariffs, contracts, laws, regulations, commercial bill of lading instructions, or commitments to the shipper(s).
374. **Service Organic Transportation Assets.** Transportation assets that are:
- a. Assigned to a Military Department for functions of the Secretaries of the Military Departments set forth in Sections 3013(b), 5013(b), and 8013(b) of Title 10 of the United States Code, including administrative functions (such as motor pools), intelligence functions, training functions, and maintenance functions.
  - b. Assigned to the Department of the Army for the execution of the missions of the Army Corps of Engineers.
  - c. Assigned to the Department of the Navy as the special mission support force of missile range instrumentation ships, ocean survey ships, cable ships, oceanographic research ships, acoustic research ships, and naval test support ships; the naval fleet auxiliary force of fleet ammunition ships, fleet stores ships, fleet ocean tugs, and fleet oilers; hospital ships; Marine Corps intermediate maintenance activity ships, Marine Corps helicopter support to senior Federal officials; and, prior to the complete discharge of cargo, maritime pre-positioning ships.
  - d. Assigned to the Department of the Air Force for search and rescue, weather reconnaissance, audiovisual services, aeromedical evacuation functions, and transportation of senior Federal officials.
375. **Shipment Container-Cargo.** A receptacle of sufficient strength, by reason of material, design, and construction, to be shipped safely without further packing (e.g., wooden boxes or crates, fiber and metal drums, and corrugated and solid fiberboard boxes).
376. **Shipment Planning.** Concurrent or coordinated decisions between the warehousing, consolidating, packing, and transporting functions of shipping activities as to the composition of shipment units and their method of transportation.
377. **Shipment Unit.** One or more items of compatible commodities or items assembled into one unit, which becomes the basic entity for control throughout the transportation cycle.

378. **Shipper**. A Service or agency activity (including the contract administration or purchasing office for vendors) or vendor that originates shipments. The functions performed include planning, assembling, consolidating, documenting, and arranging material movement.
379. **Shipper Service Control Office**. The Shipper Service Control Office is the official clearance agency for shipments planned for lift to overseas points. It coordinates movement to the Port of Embarkation with both shippers and project managers. The Shipper Service Control Office is responsible to maintain visibility over cleared cargo and to provide shipment status to tracer requests. In addition, the Shipper Service Control Office will work with Port of Embarkations and shippers to ensure advance movement data are at the ports prior to arrival of materiel.
380. **Shipping Instructions**. Commercial document specifying, in detail, the items carried on a transportation conveyance for a specific destination. Shipping instructions contain primarily the same data that is found on a Transportation Control and Movement Document.
381. **Shipping/Item Discrepancies**. Any variation in quantity or condition of goods received from that shown on the covering authorized shipping documents, purchase orders, or other authorized shipping document. This includes lost or damaged parcel post shipments or other discrepancies not the result of a transportation error.
382. **Shipping Papers**. The term “shipping paper,” as used by the transportation industry, means the piece of paper or document used for billing, accountability and day-to-day activities of transporting cargo. As used in the Hazardous Materials Regulations, “shipping paper” means the documentation or paper containing the hazardous materials information required by the regulations.
383. **Shortage**. The condition that exists when the number of pieces of freight (packaged or loose) received is less than the number recorded on the bill of lading or governing document.
384. **Short Ton**. 2,000 pounds. See Ton.
385. **Signature Tally Record**. A written record designed to provide continuous accountability and custody of a shipment from point of pickup to delivery to consignee.
386. **Single Manager**. A military department or agency designated by the Secretary of Defense to be responsible for management of specified commodities or common-Service activities on a Department of Defense-wide basis.
387. **Small Arms**. Man portable, individual, and crew-served weapon systems used mainly against personnel and lightly armored or unarmored equipment including handguns; shoulder-fired weapons; and light automatic weapons. Included in small arms are comparable foreign arms, United States prototype arms, and illegally manufactured weapons retained in inventory for training, familiarization, and evaluation.
388. **Small Arms Ammunition**. A cartridge or family of cartridges intended for use in various types of hand-held or mounted weapons through 50 mm. Within a caliber designation, these weapons may include one or more of the following: rifles (except recoilless), carbines, pistols, revolvers, machineguns, and shotguns. The explosives effects are largely confined to the package. No projection of fragments of appreciable size or range is to be expected and does not significantly hinder emergency response efforts or the effects of explosion are completely confined within the article itself.
389. **Soft-Sided Trailers**. Commercial trailers which are typically 40’ long x 8’ wide x 8.5’ high and which differ from other trailers only in that the sides are flexible and/or made of water and fire resistant material.
390. **Space Available Traffic**. Passenger and cargo traffic eligible for space that is surplus after all space-required traffic has been accommodated.

391. **Space Required Travel**. Mission essential traffic as identified in Department of Defense 4515.13-R, Air Transportation Eligibility.
392. **Special Air Mission**. Presidential-directed special missions.
393. **Special Assignment Airlift Mission**. A mission performing special assignment airlift. Special assignment airlift missions are defined as airlift requirements for special pickup or delivery by the Air Mobility Command at points other than established Air Mobility Command routes, and which require special consideration because of the number of passengers involved, the weight or size of the cargo, the urgency or sensitivity of movement, or other special factors.
394. **Special Assignment Airlift Requirements**. Airlift requirements, including Chairman of the Joint Chiefs of Staff -directed or -coordinated exercises, that require special consideration due to the number of passengers involved, weight or size of cargo, urgency of movement, sensitivity, or other valid factors that preclude the use of channel airlift.
395. **Special Train Service**. The expedited movement of rail cars in unscheduled service between specified points under special arrangements with the American Association of Railroads.
396. **Split Shipment Unit**. A whole or partial shipment unit separated at a transshipment point into two or more increments with each increment identified and documented separately.
397. **Sponsoring Service**. Department of Defense Component that validates initial requirements and is sponsoring a particular activity, movement, or operation.
398. **Standard Delivery Date**. A pre-determined date used to reflect availability of a requisitioned item. Lack of availability by the Standard Delivery Date causes an advice code to re-requisition the item.
399. **Standard Transportation Commodity Code**. Code that describes the product or commodity to be shipped by rail and is used to determine the tariff.
400. **Standing Route Order**. A route order issued that covers repetitive movements (two or more shipments per month) of specific items between points in the continental United States or intratheater by any mode of transportation when the origin, destination, commodity(ies), and frequency of shipments constitute a repetitive traffic pattern.
401. **Status of Forces Agreement**. An agreement that defines the legal position of a visiting military force deployed in the territory of a friendly state. Agreements delineating the status of visiting military forces may be bilateral or multilateral. Provisions pertaining to the status of visiting forces may be set forth in a separate agreement, or they may form a part of a more comprehensive agreement. These provisions describe how the authorities of a visiting force may control members of that force and the amenability of the force or its members to the local law or to the authority of local officials. To the extent that agreements delineate matters affecting the relations between a military force and civilian authorities and population, they may be considered as civil affairs agreements.
402. **Stopoff**. An authorized stop to load or off-load partial shipments.
403. **Storage**. A shipment held in a carrier's custody or stored by the carrier in a public or licensed warehouse at the request of the consignee.
  - a. **TEMPORARY STORAGE**. Storage in connection with a line-haul movement of personal property that is acquired either by Personal Property Government Bill of Lading or contract. Such storage is cumulative and may accrue at origin, in transit, at destination, or any combination thereof.

- b. **NONTEMPORARY STORAGE.** Storage that is not used in connection with a linehaul movement of household goods and is acquired under the terms of a Basic Ordering Agreement entered into by the storage firm and the Government.
- 404. **Stowage Diagram.** A scaled drawing included in the loading plan of a ship for each deck or platform showing the exact location of all cargo.
- 405. **Stowage Plan.** A completed stowage diagram showing what material has been loaded and its stowage location in each hold, between-deck compartment, or other space in a ship, including deck space. Each port of discharge is indicated by colors or other means. Deck and between-deck cargo normally is shown in perspective, while cargo stowed in the lower hold is shown in profile, except that vehicles usually are shown in perspective regardless of stowage.
- 406. **Strategic Airlift.** The common-user airlift linking theaters to the Continental United States and to other theaters as well as the airlift within Continental United States. These airlift assets are assigned to the Commander, United States Transportation Command. Due to the intertheater ranges usually involved, strategic airlift is normally comprised of the heavy, longer range, intercontinental airlift assets, but may be augmented with shorter-range aircraft.
- 407. **Strategic Distribution System.** Over 500 information management systems designed to support the flow of materiel through the Department of Defense's supply chain.
- 408. **Stuffing/Stowing.** Packing or containerizing cargo or household goods into a container.
- 409. **Supercargo.** Personnel that accompany cargo on board a ship for the purpose of accomplishing en route maintenance and security.
- 410. **Sustainment.** The provision of logistics and personnel services required to maintain and prolong operations until successful mission accomplishment.
- 411. **Switching Agreement.** An agreement between an installation and a railroad that defines responsibilities for railcar switching services on or adjacent to the installation, including switching on military-owned trackage and use of military assets (e.g., locomotives on railroad-owned trackage).
- 412. **Tally or Tally and Count.** Record of actual count of shipment pieces or containers.
- 413. **Tare Weight.** The weight of a container deducted from gross weight to obtain net weight or the weight of an empty container.
- 414. **Tariff.** A publication containing rates, rules, regulations, and charges applying to commercial/military transportation and accessorial services.
- 415. **Tariff Weight.** Weight standard agreed upon in tariffs.
- 416. **Tender.** A paper or electronic voluntary or negotiated offer by a qualified carrier to provide transportation service to the United States Department of Defense at specified rates or charges and submitted by the carrier to a central authority (the Military Surface Deployment and Distribution Command is the central authority for Department of Defense domestic and United States territory tenders) for official acceptance and authorization for use to route traffic.
- 417. **Terminal.** A facility designed to transfer cargo from one means of conveyance to another.
  - a. **AIR.** A facility for loading and unloading aircraft and the in transit handling of traffic (passengers, cargo, and mail) moved by air.
  - b. **SEA.** A facility for loading and unloading vessels and the in transit handling of traffic (passengers, cargo, and mail) moved by sea.

418. **Theater**. The geographic area outside the continental United States for which a commander of a combatant command has assigned responsibility.
419. **Theater-Assigned Transportation Assets**. Transportation assets that are assigned under the combatant command (command authority) of a geographic combatant commander.
420. **Theater Commander**. The commander of a unified command having responsibility and control for military operations in a designated geographical area.
421. **Third-Party Logistics Provider**. A third-party logistics provider is a firm that provides "third party" logistics services to companies for part, or sometimes all of their supply chain management. Third party logistics providers typically specialize in transportation services that can be scaled and customized to customer's needs based on market conditions and the demands and delivery service requirements for their products and materials.
422. **Threshold**. A maximum or minimum value (such as price) used in the automatic approval process of PowerTrack. If the value of a shipment is above a maximum approval threshold, it must be approved manually. If the value of a shipment is at or below the approval threshold, and the carrier's invoice matches the Government's estimated price or falls within a previously specified tolerance, payment is approved automatically.
423. **Through Government Bill of Lading**. A bill of lading that is issued by a United States Government activity to document overseas, intermodal through movement of cargo from initial point of origin to final destination.
424. **Time-Definite Delivery**. The delivery of requested logistics support at a time and destination specified by the receiving activity.
425. **Tolerance**. A percentage or maximum variance of a value that governs the automatic approval of a shipment payment, under the Matching Model only. If the difference between the shipper-submitted value and the carrier-submitted value is within a specified percentage, or within plus or minus the maximum variance, then payment will be approved at the carrier-submitted price.
426. **Ton**. A measurement of weight.
- a. Long Ton (L/T) (LTON) 2,240 pounds.
  - b. Metric Ton (M.T.) 1,000 kilograms (2,204.6 pounds).
  - c. Short Ton (S/T) (STON) 2,000 pounds.
427. **Traceable Means**. A transportation service that provides accountability for a shipment.
428. **Tracing**. Action to determine the location of a shipment.
429. **Trackage Agreement**. An agreement between an installation and a railroad which outlines the responsibilities of each party for usage and fees for use of track and for maintenance of way to include rails, ballast, switches, crossings, signaling and signage.
430. **Tractor**. Motor vehicle designed for hauling containers or trailers.
431. **Traffic**. Cargo, mail, passengers, patients, security courier material, accompanied baggage, and human remains. Outbound traffic is that which originates in the Continental United States and is destined for an area outside of the Continental United States. Inbound traffic is that which originates outside of the Continental United States and is destined to or moving in the general direction of the Continental United States.
432. **Traffic Management**. The direction, control, and supervision of all functions incident to the procurement and use of freight and passenger transportation.

433. **Trailer**. Vehicle without power drawn by a tractor.
434. **Transloading**. Cargo removed from one conveyance and directly reloaded on another conveyance for movement.
435. **Transportation Account Code**. A four-digit alphanumeric code by which the Service, Agency, or contractor identifies the account to be charged for transportation.
436. **Transportation Agent/Assistant**. Person(s) (military or civilian) designated or appointed by the transportation officer to perform traffic management functions.
437. **Transportation Component Command**. The three component commands of United States Transportation Command: Air Force Air Mobility Command; Navy Military Sealift Command; and Army Military Surface Deployment and Distribution Command. Each transportation component command remains a major command of its parent Service and continues to organize, train, and equip its forces as specified by law. Each transportation component command also continues to perform Service-organic missions.
438. **Transportation Control and Movement Document**. A form used to control the movement of cargo while in the Defense Transportation System and performs functions similar to bill of lading in the commercial transportation system.
439. **Transportation Control Number**. A 17-position alphanumeric character set assigned to control a shipment throughout the transportation cycle of the Defense Transportation System.
440. **Transportation Discrepancies**. Any deviations of shipment received (i.e., quantity, condition, documentation, or deficiencies).
441. **Transportation Discrepancy Report**. A form used to report loss and damage to material.
442. **Transportation Officer**. Person(s) designated or appointed to perform traffic management functions. The official at an activity that is appointed as Installation Transportation Officer, Traffic Manager, Traffic Management Officer, Passenger Transportation Officer, Movement Control Team, or Branch Movement Control Team.
443. **Transportation Priority**. A number assigned to a shipment that establishes its movement precedence by air, land, or sea within the Defense Transportation System.
444. **Transportation Protective Service**. A commercial carrier service performed according to Department of Defense standards that provides in transit physical security for shipments of Secret, Confidential, or sensitive material.
445. **Transportation Service Provider**. Transportation service provider means any party, person, agent, or carrier that provides freight or passenger transportation and related services to an agency. For a freight shipment this would include packers, truckers, and storers. For passenger transportation this would include airlines, travel agents and travel management centers. (Federal Management Regulation (FMR), Sub-chapter D, Section 102-118.35, Definitions)
446. **Transportation Tracking Number**: The Transportation Tracking Number is an application generated number based on a unique Transportation Tracking Account Number generated for each Unit Line Number created in an Operation Plan declared by the Combatant Command for execution.
447. **Transportation Working Capital Fund**. Transportation Working Capital Fund is the United States Transportation Command portion of the Working Capital Funds transportation business area. See Working Capital Fund.
448. **Transshipment Point**. A location where material is transferred between vehicles.

449. **Transshipper**. Any transportation activity, other than the shipper or receiver, that handles or documents the transfer of a shipment between conveyances. A transshipper is usually a Consolidation and Containerization Point, air or sea Port of Embarkation, air or sea Port of Debarkation, or breakbulk point. A transshipper may perform more than one type transshipment.
450. **TRICON**. See Container.
451. **Trip Leased**. A vehicle lease of 30 days or less in duration between a carrier and a leasing agent involving the power unit of a vehicle.
452. **Truck-Away Service**. A method of transporting vehicles, including other-than-self-propelled vehicles, whereby the vehicles are loaded into or upon carrier's equipment.
453. **Truckload**. A quantity of cargo required for the application of a truckload rate. Also, a motor vehicle loaded to its carrying capacity.
454. **Uniform Materiel Movement and Issue Priority System**. Department of Defense Directive 4140.1, Supply Chain Materiel Management Policy, Chapter 5 and 8, specifies incremental time standards for requisition, issue, and movement of materiel for Department of Defense. The time standards apply to all transportation modes in peace and war and vary according to the priority and ultimate destination of the shipment.
455. **Uniformed Services**. The Army, Navy, Air Force, Marine Corps, Coast Guard, National Oceanic and Atmospheric Administration, and Public Health Service.
456. **Unique Item Identifier**. The set of globally unique and unambiguous Item Unique Identification data elements marked on an item. The Unique Item Identifier may also be a concatenated string of Item Unique Identification data elements or a Department of Defense recognized Item Unique Identification equivalent identifier.
457. **Unit Load**. A pallet, module, or vehicle.
458. **United States Armed Forces**. Used to denote collectively only the regular components of the Army, Navy, Air Force, Marine Corps, and Coast Guard.
459. **United States Transportation Command**. The unified command with the mission to provide strategic air, land, and sea transportation for the Department of Defense, across the range of military operations.
460. **United States Transportation Command Transportation Component Commands**. The three component commands of the United States Transportation Command are the Air Force Air Mobility Command, the Navy Military Sealift Command, and the Army Military Surface Deployment and Distribution Command. Each Transportation Component Command remains a major command of its parent Service and continues to organize, train, and equip its forces as specified by law. Each Transportation Component Command also continues to perform Service-organic missions.
461. **Unitized Load**. A single item or a number of items packaged, packed, or arranged in a specified manner and capable of being handled as a unit. Unitization may be accomplished by placing the item or items in a container or by banding them securely together.
462. **Universal Service Contract**. Military Surface Deployment and Distribution Command-negotiated contract for the provision of commercial ocean containers, related services and over-ocean movement.
463. **Unstuffing**. Removal of cargo or household goods from container.
464. **Urgency of Need Designator**. A term accompanied by a capital letter (A through D) that establishes the pressure of necessity for the acquisition of a resource. Urgency of need (A)

represents a compelling necessity, the lack of which has caused or will cause a mission failure; urgency of need (B) denotes a need that has or will cause mission impairment; urgency of need (C) is used to represent those resource requirements needed sooner than routine handling will permit; and urgency of need (D) establishes routine time frames. Consignee must authenticate all urgency of need demands. Urgency of need designators are used in conjunction with the assigned force/activity designators to establish a positive resource demand-based mission importance and the pressure of necessity.

465. **Verified Shipping Instructions.** Shipping instructions in which key shipping details have been verified against the original booking details. The verified shipping instructions are submitted to the ocean carrier prior to lift of cargo and serves as the ultimate document for shipping details.
466. **Vessel Papers.** Abbreviated manifest showing Transportation Control Numbers of breakbulk shipments loaded aboard a vessel. It can be generated electronically or manually. If the cargo includes hazardous cargo (dangerous goods), a dangerous goods cargo list must accompany the abbreviated manifest. Vessel papers are given to the vessel master in lieu of the manifest.
467. **Volume Movement Report.** Means used by a Transportation Officer or other shipper to inform the Military Surface Deployment and Distribution Command Operations Center or theater Commander of cargo movement having sufficient volume and/or characteristics for potential negotiations with carrier industry for special transportation rates and service.
468. **Voluntary Intermodal Sealift Agreement.** The objective of the Voluntary Intermodal Sealift Agreement is to provide the Department of Defense with assured access to United States flag assets, both vessel capacity and intermodal systems, to meet the Department of Defense contingency requirements. The Voluntary Intermodal Sealift Agreement is modeled after the Department of Defense Civil Reserve Air Fleet program. Carriers contractually commit specified portions of their fleet to meet time-phased Department of Defense contingency requirements. The worldwide intermodal system provided by these carriers provides extensive and flexible capabilities to the Department of Defense.
469. **Water Clearance Authority.** An activity that controls and monitors the flow of cargo into ocean terminals. See Ocean Cargo Clearance Authority.
470. **Working Capital Fund.** A revolving industrial fund concept for a large number of defense support functions, including transportation, using business-like cost accounting to determine total cost of business activity. See Transportation Working Capital Fund.
471. **WorldWide Express.** Contractor service that provides worldwide international commercial express small package service for the United States federal government. Express service includes time-definite, door-to-door pickup and delivery, transportation, in transit visibility, PowerTrack capability, expedited customs processing and clearance of extremely urgent letters and small packages weighing up to 150 pounds.
472. **Worldwide Port System.** An automated information system designed to support the cargo documentation and tracking at common user ocean terminals.

## ABBREVIATIONS AND ACRONYMS

2D	Two Dimensional
3PL	Third Party Logistics
675	Signature and Tally Service
A&E	Arms and Explosives
AA&E	Arms, Ammunition, and Explosives
AACA	Army Airlift Clearance Authority
AAFES	Army and Air Force Exchange Service
AAR	Association of American Railroads
ACA	Airlift Clearance Authority
ACL	Allowable Cabin Load
ACO	Administrative Contracting Office
ADSN	Accounting Disbursing Station Number
AES	Automated Export System
AF	Air Force
AFB	Air Force Base
AFI	Air Force Instruction
AFI	Address File Indicator
AFMAN	Air Force Manual
AFMC	Air Force Material Command
AFWCF	Air Force Working Capital Funds
AIREVAC	Aeromedical Evacuation
AIS	Automated Information Systems
AIT	Automated Information Technology
ALAN	Aircraft Landing Authorization Number
ALOA	Alternate Line of Accounting
ALOC	Air Lines of Communication
ALSC	American Lumber Standards Committee
AMC	Air Mobility Command
AMCOM	Army Aviation and Missile Command
AMDF	Army Master Data File
AMHS	Automated Message Handling System
AMO	Area Monitoring Office
ANG	Air National Guard
ANSI	American National Standards Institute
AO	Action Officer
AOR	Area of Responsibility
APC	Aerial Port Code
APO	Army Post Office
APOD	Aerial Port of Debarkation
APOE	Aerial Port of Embarkation
AR	Army Regulation
ARG	Rail Armed Guard Surveillance Service
ARSC	Aircraft Repair and Supply Center
ASN	Advance Shipment Notice
AT/FP	Anti-Terrorism/Force Protection
ATAC	Abbreviated Transportation Accounting Classification
ATAC	Advanced Traceability and Control

ATCMD	Advance Transportation Control and Movement Document
ATM	Air Terminal Manager
ATTLA	Air Transportability and Test Loading Activity
AUEL	Automated Unit Equipment List
BB	Breakbulk
BBP	Breakbulk Point
BCN	Bureau Control Number
BEIS	Business Enterprise Information Services
BII	Basic Issue Item
BL	Bill of Lading
BLOC	Bill of Lading Office Code
BPA	Blanket Purchase Agreement
BPAP	Billing, Payment, and audit Tool
BPRP	Biological Personnel Reliability Program
BRAC	Base Realignment and Closure
BSAT	Biological Select Agents and Toxins
C2	Command and Control
C4S	Command, Control, Communications, and Computer Systems
CAA	Competent Authority Approval
CAD	Cartridge Activated Devices
CADS	Containerized Ammunition Distribution System
CAGE	Commercial and Government Entity
CAL	Caliber
CASREP	Casualty Report
CBCP	Customs and Border Clearance Program
CBL	Commercial Bill of Lading
CBP	Bureau of Customs and Border Protection
CBSA	Canada Border Services Agency
CCBL	Collect Commercial Bill of Lading
CCDR	Combatant Commander
CCI	Controlled Cryptographic Items
CCP	Consolidation and Containerization Point
CCTV	Closed Circuit Television
CDL	Commercial Drivers License
CDMC	Continental United States Distribution Management Cell
CDR	Commander
CFR	Code of Federal Regulations
CFT	Customer Feedback Tool
CGES	Coast Guard Exchange Service
CHGNO	Change Number
CICA	Competition in Contracting Act
CIIC	Controlled Inventory Item Code
CIM	Corporate Information Management
CIS	Constant Surveillance Service
CJCS	Chairman Joint Chiefs of Staff
CL	Carload
CM	Committee Member
CMO	Contract Management Office
CMOS	Cargo Movement Operations System

CO	Certifying Officer, Contracting Officer
COB	Close of Business
COC	Command Operations Center
COCOM	Combatant Command
COMDTINST	Commandant Instruction
COE	Certificate of Equivalency
COFC	Container on Flat Car
COG	Cognizance Code
COMALOC	Commercial Air Lines of Communication
CONUS	Continental United States
COR	Contracting Officer's Representative
CORS	Cargo Outturn Reporting System
CPP	Carrier Performance Program
CRAF	Civil Reserve Air Fleet
CRE	Contingency Response Element
CRDB	Continental United States Regional Data Base
CRIF	Cargo Routing Information File
CSB	Customer Service Branch
CTO	Commercial Travel Office
C-TPAT	US Customs-Trade Partnership Against Terrorism (
CVSA	Commercial Vehicle Safety Alliance
DD	Delivery Date
DAAS	Defense Automatic Addressing System
DCD	Defense Courier Division
DCMA	Defense Contract Management Agency
DCS	Defense Courier System, Trailer Tracking Service
DCSS	Defense Courier Service Station
DDAC/DODAC	Department of Defense Ammunition Code
DDC	Defense Logistics Agency Distribution Centers
DDD	Desired Delivery Date
DDJC	Defense Distribution Depot, San Joaquin, CA
DDN	Defense Data Network
DDOC	Deployment Distribution Operations Center
DDP	Dual Driver Protective Service
DDSP	Defense Distribution Depot, Susquehanna, Pennsylvania
DeCA	Defense Commissary Agency
DEI	Data Element Identifier
DELDATE	Deletion Date
DESPTS	Domestic Express Small Package Service
DEMIL	Demilitarization
DFAS	Defense Finance and Accounting Service
DFRIF	Defense Freight Railway Interchange Fleet
DHS	Department of Homeland Security
DI	Document Identifier
DI	Data Identifier
DIC	Document Identifier Code
DIS	Discrepancy Identification System
DISCO	Defense Industrial Security Clearance Office
DLA	Defense Logistics Agency
DLAI	Defense Logistics Agency Instruction

DLAR	Defense Logistics Agency Regulation
DLMS	Defense Logistics Management System
DLSS	Defense Logistics Standard Systems
DND	Canadian Department of National Defense
DOC ID	Document Identification
DOD	Department of Defense
DODAAC	Department of Defense Activity Address Code
DODAAD	Department of Defense Activity Address Directory
DODD	Department of Defense Directive
DODDS	Department of Defense Dependent Schools
DODI	Department of Defense Instruction
DODIC	Department of Defense Identification Code
DODIS	Department of Defense Industrial Security
DODM	Department of Defense Manual
DODR	Department of Defense Regulation
DOE	Department of Energy
DODFMR	Department of Defense Financial Management Regulation
DOT	Department of Transportation
DOT-SP	Department of Transportation-Special Permit
DPM	Direct Procurement Method
DRMS	Defense Reutilization and Marketing Service
DRO	Domestic Route Order
DROM	Dromedary (Box Behind Cab of Trailer on Tractor/Trailer Combination)
DROR	Domestic Route Order Request
DSN	Defense Switched Network
DSR	Defense Subsistence Region
DSS	Distribution Standard System
DSS	Defense Security System
DSSN	Disbursing Station Symbol Number
DTC	Delivery Term Code
DTCI	Defense Transportation Coordination Initiative
DTEB	Defense Transportation Electronic Business
DTPS	Defense Transportation Payment System
DTR	Defense Transportation Regulation
DTS	Defense Transportation System
DTTS	Defense Transportation Tracking System
DUSD (L&MR)	Deputy Under Secretary of Defense (Logistics and Material Readiness)
DVD	Direct Vendor Delivery
DWCF	Defense Working Capital Fund
eBills	Electronic Bills
EC	Electronic Commerce
EDA	Excess Defense Articles
EDI	Electronic Data Interchange
EEI	Electronic Export Information
EFFDATE	Effective Date
EFT	Electronic Funds Transfer
e-mail	Electronic Mail
ELC	Engineering Logistics Center
ENTAC	Entrance National Agency Check
EOD	Explosives Ordnance Disposal

EPA	Environmental Protection Agency
EPC	Electronic Products Code
EPLS	Excluded Parties List System
e-QIP	Electronic Questionnaires for Investigations Processing
ETA	Estimated Time of Arrival
ETA	Electronic Transportation Acquisition
ETMP	Emergency Traffic Management Plan
ETR	Export Traffic Release
ETRR	Export Traffic Release Request
EX	Explosives
EXC	Exclusive Use of the Vehicle
EXD	Extra Driver
FAA	Federal Aviation Administration
FACTS	Financial and Air Clearance Transportation System
FAD	Force Activity Designator
FAK	Freight All Kinds
FAR	Federal Acquisition Regulation
FAST	Freight Acquisition Shipping Tool
FAX	Facsimile
FCG	Foreign Clearance Guide
FCRP	Freight Carrier Registration Program
FDT	First Destination Transportation
FFLC	Freight Forwarder Location Code
FEDSTRIP	Federal Standard Requisitioning and Issue Procedures
FILDR	Federal Item Logistics Data Record
FISC	Fleet and Industrial Supply Center
FM	Funds Manager
FMS	Foreign Military Sales
FO	Flag Officer
FOB	Free on Board
FOIA	Freedom of Information Act
FPCON	Force Protection Condition
FPO	Fleet Post Office
FRB	Functional Requirements Board
FSC	Federal Supply Class
FSG	Federal Supply Group
FSS	Forward Supply Support
FY	Fiscal Year
GBD	Government Business Day
GBL	Government Bill Of Lading
GFM	Global Freight Management System
GFM	Government Furnished Materiel
GMT	Greenwich Mean Time
GO	General Officer
GOCARE	Government Cargo Recovery Effort
GPC	Government Purchase Card
GPMRC	Global Patient Movement Requirements Center
GSS	Greater Security Service
GSA	General Services Administration

GTN	Global Transportation Network
HAZCLASS	Hazard/Class
HAZMAT	Hazardous Materials
HC	Hazard Class
HD	Hazard Division
HHG	Household Goods
HHI	Hand Held Interrogator
HMIRS	Hazardous Materials Information Resource System
HMR	Hazardous Materials Regulations
HN	Host Nation
HND	Highways for National Defense
HQ	Headquarters
HW	Hazardous Waste
IA	Implementing Agency
IATA	International Air Transport Association
IAW	In Accordance With
IBS	Integrated Booking System
ICAO	International Civil Aviation Organization
ICP	Inventory Control Point
ICSS	Interim Contractor Supply Support
ID	Identification
IDS	Intrusion Detection System
IEC	International Engineering Consortium
IHX	International Heavyweight Express
ILCO	International Logistics Control Office
IM	Item Manager
IMDGC	International Maritime Dangerous Goods Code
IMET	International Military Education and Training
IP	Internet Protocol
IPD	Issue Priority Designator
IPPC	International Plant Protection Convention
IRCS	International Radio Call Sign
IRO	International Route Order
IRRIS	Intelligent Road/Rail Information Server
ISO	International Standards Organization
ISPM	International Standards for Phytosanitary Measures
ITN	Internal Tracking Number
ITV	In-Transit Visibility
JCS	Joint Chiefs of Staff
JDDOC	Joint Deployment Distribution Operations Center
JHCS	Joint Hazardous Classification System
JICTRANS	Joint Intelligence Center-Transportation
JLIN	Joint Line Item Number
JLOTS	Joint Logistics Over the Shore
JMC	Joint Munitions Command
JMCG	Joint Mobility Control Group
JMTCA	Joint Munitions Transportation Coordinating Activity
JOPES	Joint Operation Planning and Execution System

JOSAC	Joint Operational Support Airlift Center
JS	Joint Staff
JSPS	Joint Strategic Planning System
KPI	Key Performance Indicator
L/T	Long Ton
LASH	Lighter Aboard Ship
lbs	Pounds
LCL	Less-Than-Car-Load
LIN	Line Item Number
LOA	Letter of Offer and Acceptance
LOA	Line of Accounting
LOGSA	Army Logistics Support Activity
LRD	Logistics Readiness Division
LRS	Logistics Readiness Squadron
LRU	Less-than-Release Unit
LTL	Less-than-Truckload
MAPAC	Military Assistance Program Address Code
MAPAD	Military Assistance Program Address Directory
MARAD	Maritime Administration
MAS	Multiple Award Schedules
MCA	Movement Control Agency
MCO	Marine Corps Order
MDD	Mandatory Delivery Date
MFTRP	Military Freight Traffic Rules Publication
MGP	Military Guard Personnel
MH	Materials Handling
MHE	Materials Handling Equipment
MHIA	Material Handling Industry of America
MIE	Major Items of Equipment
MILREP	Military Representative
MILSTD	Military Standard
MILSTRIP	Military Standard Requisitioning and Issue Procedures
MLC	Maintenance and Logistics Command
MMHS	Military Message Handling System
MNS/MVS	Motor Surveillance Service
MO	Mobility Officer
MOA	Memorandum of Agreement
MOM	Military Ordinary Mail
MORD	Miscellaneous Obligation/Reimbursement Document
MOU	Memorandum of Understanding
MOV	Military-Owned Vehicle
MP	Military Police
MRM	Management Reform Memorandum
MRP	Materiel Returns Program
MRO	Material Release Order
MS	Multi-Service
MSA	Maintenance Support Arrangement
MSC	Military Sealift Command

MSL	Military Shipping Label
MSL	Military Shipment Label
MTMS	Munitions Transportation Management System
MTON	Measurement Ton
MTX	Military Traffic Expediting Service
MVS	Motor Surveillance Service
MWR	Morale, Welfare, and Recreation
NA	North America
NAC	National Agency Check
NAF	Nonappropriated Funds
NALC	Navy Ammunition Logistics Code
NATO	North Atlantic Treaty Organization
NAVAIR	Naval Air
NAVFAC	Naval Facilities Engineering Command
NAVICP	Navy Inventory Point
NAVSEA	Naval Sea Systems Command
NAVSUP	Naval Supply
NCSC	National Customer Service Center
NDHQ CD	National Defense Headquarters Canada Forces
NDRF	National Defense Reserve Fleet
NEQ	Net Explosive Quantity
NEW	Net Explosive Weight
NEX	Navy Exchange
NEXCOM	Navy Exchange Command
NFMS	Navy Foreign Military Sales
NICP	National Inventory Control Point
NIS	Not-in-system
NISPOM	National Industrial Security Program Manual
NMCS	Not-Mission-Capable Supply
NMFC	National Motor Freight Classification
NMWR	Navy Morale, Welfare, and Recreation
NNSA	National Nuclear Security Administration
NOA	Notice of Availability
NOLSC	Naval Operational Logistics Support Center
NOOCL	No Ocean Carrier Liability
NOS	Not Otherwise Specified
NOSSA	Naval Ordnance Safety and Security Activity
NRFI	Not Ready for Issue
NRSO	Navy Resale System Office
NSA	Navy Stock Account
NSN	National Stock Number
NTE	Not-To-Exceed
NWCF	Navy Working Capital Fund
NWRM	Nuclear Weapons Related Material
O&M	Operational and Maintenance
OADUSD (TP)	Office of the Assistant Deputy Under Secretary of Defense for Transportation Policy
OCBO	Ocean Cargo Booking Office
OCCA	Ocean Cargo Clearance Authority

OCONUS	Outside Continental United States
OO	Ordering Officer
OPCON	Operational Control
OPLOC	Operating Location
OPNAVINST	Office of the Chief of Naval Operations Instruction
ORM-D	Other Regulated Material-Domestic
OSD	Office of the Secretary of Defense
OSHA	Occupational Safety and Health Administration
OTO	One-Time-Only
PAL	Parcel Airlift Mail
PARA	Paragraph
PAS	Publicly Available Specifications
PC	Personal Computer
PCC	Postal Concentration Center
PCFN	Port Call File Number
PCH&T	Packaging, Crating, Handling, and Transportation
PCS	Permanent Change of Station
PD	Presidential Determination
PDF	Portable Data Files
PEO-EIS	Program Executive Office Enterprise Information Systems
PER	Performance Evaluation Report
PIH	Poisonous by Inhalation
PM	Program Manager
PM5	Military Sealift Command Sealift Program
PM J-AIT	Product Manager, Joint Automatic Identification Technology
PMO	Program Management Office
POC	Point of Contact
POD	Port of Debarkation
POD	Proof of Delivery
POE	Port of Embarkation
POV	Privately Owned Vehicle
PP&A	Prepay & Add
PPCIG	Personal Property Consignment Instruction Guide
PPPO	Personal Property Processing Offices
PPSO	Personal Property Shipping Office
PRU	Proposed Release Unit
PSC	Protective Service Code
PSN	Proper Shipping Name
PSS	Protective Security Service
PWS	Performance Work Statement
QD	Quantity Distance
RAD	Required Availability Date
RAM	Radioactive Material
RAS	Remote Area Support
RCO	Regional Certification Official
RDD	Required Delivery Date
RDM	Reference Data Management
RDO	Redistribution Order

RDT&E	Research, Development, Test, and Evaluation
REPSHIP	Report of Shipment
RF	Radio Frequency
RFI	Request for Information
RFID	Radio Frequency Identification
RF-ITV	Radio Frequency-Intransit Visibility
RIC	Routing Identifier Code
RIN	Routing Instruction Note
RIS	Rail Inspection Service
ROC	Rail Operation Center
RO/RO	Roll-on/Roll-off
RP	Record Position
RQ	Reportable Quantity
RRF	Ready Reserve Force
RTD	Required Terminal Delivery Date
RU	Release Unit
§	Section
SAAM	Special Assignment Airlift Mission
SAM	Space Available Mail
SAO	Security Assistance Officer
SARSS	Standard Army Retail Supply System
SAV	Staff Assistance Visit
SCAC	Standard Carrier Alpha Code
SCP	Security Cooperation Program
SCN	Shipment Consolidation Notice
SDD	Standard Delivery Date
SDDC	Military Surface Deployment and Distribution Command
SDN	Standard Document Number
SDR	Supply Discrepancy Report
SDT	Second Destination Transportation
SDT/CMA	Second Destination Transportation/Centrally Managed Allotment
SEABEE	Sea Barge
SEAVAN	Commercial/Government owned/leased shipping container, Sea Van
SECDEF	Secretary of Defense
SECNAVINST	Secretary of the Navy Instruction
SECTRANS	Secretary of Transportation
SES	Senior Executive Service
SEV	Security Escort Vehicle Service
SF	Standard Form
SI	Shipping Instructions
SII	Special Instruction Indicator
SMCA	Single Manager Conventional Ammunition
SNS	Satellite Motor Surveillance Service
SOFA	Status of Forces Agreement
SOP	Standard Operating Procedures
SPLC	Standard Point Location Code
SPOD	Seaport of Debarkation
SPOE	Seaport of Embarkation
SRC	Security Risk Category
SRO	Standing Route Order

SRS	Special Assignment Airlift Mission Request System
SSA	Supply Support Activity
SSCC	Serial Shipping Container Code
SSLO	Shipper Service Liaison Office
ST	Signature and Tally Service
STANAG	Standard/Standing North Atlantic Treaty Organization Agreement
STATCO	Statistical Collection of Passenger Travel
STBF	Standard Transportation Billing Format
STC	Set Copy
STC	Said To Contain
STCC	Standard Transportation Commodity Code
SU	Shipment Unit
SUN	Shipment Unit Number
SUPPAD	Supplementary Address
TA	Transportation Agent
TAC	Transportation Account Code
TAC	Type Address Code
TACOM	United States Army Tank-automotive and Armaments Command
TBN	To Be Named
TCC	Transportation Component Command
TCMD	Transportation Control and Movement Document
TCN	Transportation Control Number
TCSP	Theater Consolidation and Shipping Point
TDD	Time-Definite Delivery
TDR	Transportation Discrepancy Report
TDY	Temporary Duty
TEU	Technical Escort Unit
TEA	Transportation Engineering Agency
TFG	Transportation Facilities Guide
TGBL	Through Government Bill of Lading
TGET	Transportation Global Edit Table
TGS	Turkish General Staff
TL	Truckload
TM	Technical Manual
TMA	Transportation Management Advisory
TMDS	Table Management Distribution System
TO	Transportation Officer
TO	Technical Office
TO	Technical Order
TP	Transportation Priority
TP-1	Expedited Transportation
TP-2	Expedited Transportation
TP-3	Routine Transportation
TP-4	Deferred Air Freight Shipments
TPPS	Third Party Payment System
TPS	Transportation Protective Service
TSC	Type Address Code Sequence Code
TSP	Transportation Service Provider
TTAN	Transportation Tracking Account Number
TTC	Tailored Transportation Contract

TTN	Transportation Tracking Number
TTS	Trailer Tracking Service
TWC	Transportation Workload Conference
TWCF	Transportation Working Capital Fund
TWF	Transportation Workload Forecast
UB	Unaccompanied Baggage
UDD	Un-cleared Drivers
UIC	Unit Identification Code
ULN	Unit Line Number
UMMIPS	Uniform Materiel Movement and Issue Priority System
UN	United Nations
UNCAT	Uncategorized
UNCLAS	Unclassified
US	United States
USAPA	United States Army Publishing Agency
USC	United States Code
USC	Universal Service Contract
USCG	United States Coast Guard
USCENTCOM	United States Central Command
USDAT&L	Under Secretary of Defense (Acquisition, Technology, and Logistics)
USEUCOM	United States European Command
USG	United States Government
USML	United States Munitions List
USPS	United States Postal Service
USTRANSCOM	United States Transportation Command
UTC	Coordinated Universal Time
VDN	Voyage Document Number
VISA	Voluntary Intermodal Sealift Agreement
VLP	Vehicle Level of Processing
VMR	Volume Movement Request
WCA	Water Clearance Authority
WPC	Water Port Code
WRM	War Reserve Materiel
WWW	Worldwide Web
WWX	Worldwide Express
YYMMDD	YearYearMonthMonthDayDay
ZIP	Zone Improvement Plan