

APPENDIX E

SECURITY ASSISTANCE PROGRAM (SAP) SHIPMENTS: FOREIGN MILITARY SALES (FMS) AND GRANT AID

A. GENERAL

1. The SAP is a United States Government (USG)-sanctioned program that authorizes and controls government-to-government transfer of defense articles and services. Authority and procedures for the program come from several levels of the USG. These include Congressional legislation; Presidential Determinations (PD); and rules, regulations, and procedures published by the Department of State, Department of Commerce, and Department of Defense (DOD). Within the DOD, each of the Services issues its own SAP rules, regulations and procedures. Each Service is identified as an Implementing Agency (IA) or a Sponsoring United States (US) Service when it administers SAP functions. The SAP is divided into two sub-programs, the FMS Program and a collection of Grant or Grant Aid programs.
2. Since 1981, FMS has been the major SAP. In 1981, most Grant recipients began receiving grant funds directly to use for FMS purchases (MAP Merger). MAP Merger has since been replaced by non-repayable credit money for FMS purchases. FMS Customer Countries buy defense articles and services from the DOD or the USG. They may use their own funds for purchases or use credit, either repayable or non-repayable. Regardless of the fund source, US law states that the DOD will not operate the FMS program at a loss.
3. Under FMS, a Customer Country takes possession or custody of its purchases at various points. Custody can change hands at a shipment's continental US (CONUS) or overseas point of origin, at a Customer Country's CONUS-located facility (usually a Purchaser's freight forwarder), or at an overseas Port of Debarkation (POD) or inland point in the Purchaser's Country. FMS materiel can, therefore, move to a Customer Country as totally non-Defense Transportation System (DTS), partially DTS, or totally DTS. Regardless of where custody or control of FMS shipments changes, however, title or ownership almost always passes to the purchaser at its CONUS or overseas point of origin. There are rare exceptions to this policy, but they must be specifically addressed in an FMS Case.
4. Change of custody is identified by Delivery Term Codes (DTCs). The transfer point is agreed to by the Purchaser and the USG in an FMS Case or Letter of Offer and Acceptance (LOA). Even though a DTC is always negotiated in the LOA process, the kind of materiel involved can determine DTCs. For example, Sensitive Arms and Ammunition and Explosives (AA&E) must be controlled by the DOD at least through a DOD-controlled Port of Embarkation (POE). Therefore, a minimum of DTC 8 must be assigned to an LOA for this materiel. Besides the DTC, an LOA contains all the data that is normally needed to process and ship FMS materiel.
5. DTCs, Type Assistance or Finance Codes, address codes, are transferred from an LOA to Military Standard Requisitioning and Issue Procedures (MILSTRIP) requisitions and release documents by IAs. This MILSTRIP data provides DOD/USG shipping activities information needed to release FMS shipments. This data identifies the custody transfer point, the IA, ship-to and mark-for addresses (address codes), FMS Case Codes that are used to construct Transportation Account Codes, and the need to use a US carrier (Type Finance or Assistance code).
6. The Grant Aid Program is actually more than one program; for example, the International Military Education and Training Program. Although technically not part of the Grant Aid Program because Congress does not fund them, PD shipments are processed as Grants. MILSTRIP documentation for Grant Aid releases also provides all of the data needed for

shipment. Unlike FMS, all Grant Aid shipments are moved via the DTS to a recipient country POD (offloaded).

7. Because title or ownership to FMS and Grant Aid materiel passes to a Customer or Recipient Country at its CONUS or overseas point of origin, DOD/USG-procured transportation may be furnished as a reimbursable service for a Customer Country. However, the USG will not be held responsible for damage or loss that may occur in transit, regardless of the mode of transportation used. Customer countries are advised during FMS case preparation to obtain commercial insurance if they want to recover materiel costs for in transit loss or damage. DOD shipping activities or transportation agencies, however, must initiate tracer actions or submit claims against carriers on behalf of Customer Countries for loss or damage that occurs during DOD-sponsored transportation.
8. See Chapter 205 for information on shipments of SECRET, CONFIDENTIAL, CCI, and SENSITIVE material.

B. RESPONSIBILITIES

1. For DTS surface-moved FMS and Grant Aid cargo, the Military Traffic Management Command (MTMC) Operations Center will:
 - a. Determine proper freight classification, rates, charges, rules, and regulations that apply to SAP traffic. Note: DOD tenders also apply to the movement of SAP shipments.
 - b. Negotiate with all commercial for-hire carriers to establish or modify rates, classification descriptions and ratings, charges, rules regulations, or accessorial freight services.
 - c. Ensure that rates and charges that involve accessorial freight services incidental to a linehaul transportation movement under MTMC routing control are solicited as follows:
 - (1) Rates and charges for performance of transportation (does not include accessorial freight services).
 - (2) Rates and charges for performance of transportation plus accessorial freight services.
 - d. Advise appropriate IAs and other DOD agencies of the results of negotiation actions taken.
 - e. Recommend litigation in transportation and traffic management areas to protect and promote the interests of the DOD SAP.
2. Transportation Officers (TOs) and contracting officers will furnish the MTMC Operations Center with all information in connection with negotiations with commercial carriers as far in advance as possible. Ideally, Volume Movement Request (VMR) for DTS-routed SAP-planned volume movements will be submitted at least 60 days in advance of a movement, but not less than 30 days before the date of the movement. If a movement develops within a shorter timeframe, the information must be furnished as soon as possible.
3. Commanding officers, purchasing and contracting officers, inventory managers, TOs at contract administration offices, and other DOD officials having advance information concerning procurement or other actions involving DTS-routed SAP-planned volume movements will furnish such information to the TO or traffic analyst serving the purchasing activity (Federal Acquisition Regulation, Part 42-1402, Volume Movements within the Continental United States). The TO or traffic analyst, in turn, will furnish the required information to the MTMC Operations Center in accordance with (IAW) transmittal instructions as far in advance as possible.

C. PLANNED VOLUME MOVEMENT (See Chapter 201, Paragraph L.13.d)

1. As used in this Appendix, a planned volume movement is any DTS movement of SA freight shipments from one origin point to a single destination will total (in one year) 25 carloads (CLs), or 25 truckloads (TLs), or weighs 500,000 pounds or more.
2. Shippers should consolidate traffic with origin or destination points within the same geographical area whenever possible. Consolidation increases the potential for volume rate negotiation benefits.

D. RATE NEGOTIATIONS (See Chapter 201 Paragraph L)

1. Except as noted, the TO will forward information shown below to the MTMC Operations Center. Furnish copies of Export Traffic Release Requests (ETRRs) instead of VMRs, provided the copies submitted to the MTMC Operations Center are in plain language and identified as a VMR. It is mandatory that VMRs include the information required in Paragraph D.3 below. Submit information when:
 - a. A planned volume movement is scheduled from one origin point to one destination point for which the transportation effected under USG control and charges are paid with a Bill of Lading (BL) or other accepted USG means for reimbursing carriers for their services.
 - b. Shipments from one origin point to a single destination will amount to or exceed 25 CLs, or 25 TLs, or 500,000 pounds within one year.
 - c. Repetitive shipments originate at or are destined to a point with rail disability or inadequate motor service.
 - d. Serve the transportation needs of the activity with trailer-on-flatcar service, container-on-flatcar service, or container service.
 - e. A movement not reportable as listed above, which involves carrier services or unusual characteristics or circumstances that indicate a need for or possibility for freight rate negotiations.
2. An exception to the policy stated in Paragraph D.1 above is for repetitive movements that involve the same commodity and identical origin and destination points that were reported need not be reported again during that same calendar year, or until at least six months have elapsed from the time of the initial report, whichever is later.
3. Report the following information for Paragraph D.1 above to the MTMC Operations Center (Reports Control Symbol MTMC-88):
 - a. Requesting activity identification number.
 - b. Complete description of commodity, including National Stock Number (if assigned), use of article, material from which made, value (if known), and type of inner package. General categories, e.g., Quartermaster Supplies, "Table of Organization and Equipment", "organizational equipment", "Air Force equipment", or "yards and docks equipment" and general stock-list class numbers will not be used, except for shipments that include wide mixtures. For wide-mixture shipments, furnish a description of at least three of the predominant items.
 - c. Governing freight classification and item number or MTMC-authorized classification item number (Standard Transportation Commodity Code).
 - d. Packaging of commodity (box, crate, bundle, loose, set up or knocked down, containerized, or palletized unit loads).

- e. Free on Board contract terms.
- f. Origin point (if a commercial facility, identify railroad(s)) serving the location or the water port nearest the location.
- g. Destination point (if a commercial facility, identify railroad(s)) serving the location or the water port nearest the location.
- h. Purchasing government.
- i. Purchasing government's freight forwarder if the DTC assigned to the shipment is a 5 or H.
- j. Estimated total weight of shipment.
- k. Estimated number of CLs, TLs, or barge loads. (The estimated number of CLs, TLs, or barge loads should be computed on the weight that can be loaded in or on a single transportation conveyance when loaded to full visible capacity or load limit).
- l. Date movement is expected to start.
- m. Date movement is expected to end.
- n. Total origin disability costs for each mode.
- o. Total destination disability costs for each mode.
- p. Accessorial services required.
- q. Data applicable to light and/or bulky shipments and containerized cargo:
 - (1) Number of units loaded per (size) (type) rail car.
 - (2) Number of units loaded per (size) (type) truck.
 - (3) Number of units loaded per (size) (type) container.
 - (4) Number of units loaded per (size) (type) barge.
 - (5) Cube and physical measurement of each commodity unit.
- r. For classified shipments, indicate security classification (for example, SECRET or CONFIDENTIAL). For sensitive AA&E shipments, indicate the AA&E Security Risk Category, e.g., Category I, II, III, or IV. Also, specify the type of transportation protective service required, e.g., DOD Constant Surveillance Service, Satellite Motor Surveillance Service. See Chapter 205.

E. ACCESSORIAL SERVICES

1. When accessorial services, other than those authorized in tenders, are required because of the volume or nature of the traffic, submit a request for negotiation to the MTMC Operations Center. Accessorial services include pickup and delivery, reciprocal switching, terminal services and facilities or extensions thereof, and dismantling and/or reassembly. Adjustments in rates and charges for services already established and questions of policy in connection with these services will also be referred to the MTMC Operations Center. TOs will transmit information to the MTMC Operations Center in one of the following formats:
 - a. Letter Address MTMC Operations Center, Attn: MTOP-G, 661 Sheppard Place, Fort Eustis, VA 23604-1644.
 - b. Message Address: CDRMTMC OPERATIONS CENTER FT EUSTIS VA//MTDCG//

- c. Electronically Transmitted Message. When condition “MINIMIZE” is imposed, information will be transmitted via commercial telephone or telegraph. Classified information will be transmitted under proper security classification and applicable security regulations.
 - d. Facsimile. Commercial: 757 878-8005, DSN: 826-8005, Attn: MTOP-G, Fort Eustis, VA 23604-1644.
2. The MTMC Operations Center will not normally acknowledge receipt of, or furnish any replies to, correspondence received under the provisions of Paragraph E.1 above. However, the TO will advise the MTMC Operations Center of negotiation actions at MTMC Operations Center, Attn: MTOP-G, 661 Sheppard Place, Fort Eustis, VA 23604-1644, Facsimile: 757 878-8005, Commercial: 757 878-8621, DSN: 826-8621.

F. TRANSPORTATION PROCEDURES

1. Shippers must determine whether FMS cargo will move under DOD control (DTS) or Customer Country control (non-DTS). This is identified by a shipment DTC unless an IA issues official instructions to ship under another DTC. MILSTRIP document numbers and their associated Transportation Control Numbers (TCNs) cannot be changed; so a shipper only ships differently from an assigned DTC according to specific written instructions received from an IA. Defense Working Capital Fund (DWCF) materiel includes inland CONUS transportation cost in its materiel prices. Therefore, all inland-CONUS transportation of DWCF is done on a pre-paid basis regardless of the DTC assigned. All sensitive AA&E materiel must move, as a minimum, in DOD-controlled transportation through a DOD-controlled POE into a Customer Country-controlled vessel or aircraft. If a DTC is assigned to an FMS release that does not conform to this policy, the shipper should contact the IA to have the release upgraded to at least a DTC 8. Classified materiel may also require this minimum of DOD control. If DTC 8 is assigned to a non-sensitive AA&E or Unclassified shipment, the IA should also be contacted to have the DTC downgraded.
2. DTCs and other SAP-related codes are found in MILSTRIP requisitioning and release documents placed by material managers on DOD and General Services Administration shipping activities. DOD 4000.25-1-M, Military Standard Requisitioning and Issue Procedures (MILSTRIP) and IA Service regulations provide release procedures for FMS and Grant Aid shipments. They also identify supply documentation needed to properly mark and address the materiel. Codes such as DTCs, Country Codes, Offer/Release Option Codes should be used by shippers to apply the correct release procedures to a SAP shipment. DTCs are defined and described in Paragraphs O and P below. They are located in record position (rp) 34 of a MILSTRIP document or the fifth position of a TCN.
3. Depending on a shipment’s DTC, the source of materiel (i.e., DWCF or non-DWCF items), and the nature of the materiel, e.g., sensitive AA&E or classified items, the following transportation should be arranged by DOD shipping activities for FMS shipments. Grant Aid shipments will be processed in the same way as DTC 9 FMS shipments, i.e., DOD will arrange shipment from point of origin to overseas POD plus overseas carrier offloading.
 - a. Unless a Customer Country or its agent (freight forwarder) makes arrangements for pickup at the shipping activity; DTC 4 and E, non-DWCF and non-sensitive cargo will be shipped to a CONUS ship-to address on a Collect Commercial Bill of Lading (CCBL). Ship-to addresses are identified in the Military Assistance Program Address Directory (MAPAD) as Type Address Code (TAC) 2 addresses. NOTE: Small parcels will be forwarded on a pre-paid basis to the applicable TAC 1 address found in the MAPAD even if they meet all the above requirements for collect shipment. Pre-pay-and-add procedures will be followed to reimburse the USG for this transportation. Also, if a TAC 7, third-party billing address appears in the

MAPAD for a DTC 4 collect shipment, the carrier selected must be willing to follow third-party billing procedures before being given the shipment.

- b. DTC 5, 7, 8, 9, A, B, C, D, F, G, H, and J and all DWCF materiel will be shipped pre-paid to a CONUS location. This location will be a Customer Country's own facility, its freight forwarder's facility, a commercial port facility when directed by a Notice of Availability (NOA) response, or a CONUS POE. Payment for the inland CONUS transportation will be made under a BL or other acceptable DOD method of carrier payment. Shippers must ensure that they cite the applicable DWCF funds for shipments of DWCF materiel and the applicable FMS transportation fund for non-DWCF shipments.

NOTE: Although DTC 5 involves shipment to a Customer Country's freight forwarder, the Customer Country or its freight forwarder cannot designate which carrier a shipper must use. The DOD is furnishing transportation, and DOD carrier selection rules must be followed. Only when shipments are being made on a collect basis can the purchaser or freight forwarder name the carrier. These instructions may come in a NOA response, or be furnished as Special Instructions to an address in the MAPAD.

- c. Deviations from shipment DTCs may occur. Since MILSTRIP document numbers are permanent records, they or their related TCNs will not be amended to reflect these changes. When a change occurs, the shipping activity will be advised in writing by an IA or a materiel manager to process a shipment according to the revised DTC. The materiel manager will use a Transportation Bill Code to advise the Defense Finance and Accounting Service-Denver (DFAS-DE) of the action for billing corrections.
4. Shipment Discrepancies. Customer Country can make claims for deficiencies in materiel that occur prior to shipment, i.e., title transfer. Claims for materiel deficiencies, including non-shipment, are submitted by Customer Countries in Supply Discrepancy Reports (SDRs). Shippers must furnish proof of shipment if a SDR is submitted for non-receipt or damaged materiel. SAP regulations define this proof of shipment as, "Constructive Proof of Delivery". Proof of shipment can be any BL or small parcel carrier pickup register that shows acceptance of the shipment by the carrier. It can also be a US Postal Service Insurance, Certified, or Registered mail form that shows initial movement of the materiel from a DOD shipping activity. In addition to depots, "shipping activity" includes commercial vendors who supply materiel under a DOD contract for the FMS Program. Any cost for loss or damage to materiel while in transit, regardless of where DOD/USG control terminates, must be absorbed by the purchaser. Customers are advised during the LOA process that, due to limited liability by carriers, they should purchase commercial insurance if they wish to obtain full value for shipments that are damaged or lost in transit, including in the DTS. Responsibility for tracer actions or claims against carriers, however, will depend on if shipments are DOD-controlled or Customer Country/freight forwarder-controlled. These responsibilities are described below.
 - a. When the DOD/USG furnishes or procures transportation for FMS shipments, the shipping activity is responsible for initiating a tracer action with a carrier if a request is received from a Customer Country representative. If loss or damage to a shipment while in transit is involved, the shipper will file a claim against the carrier on behalf of the Purchaser. Claim proceeds, if any, will be forwarded to the Customer Country's account held at DFAS-DE. DOD transportation agencies will use TDR procedures for tracers and claims for FMS materiel moving overseas via the DTS.
 - b. When a CCBL is used, DOD will only need to prove shipment. All tracer or claim action is the responsibility of the Customer Country or its freight forwarder.

5. DOD/USG-furnished transportation will for the most part follow normal DTS procedures for carrier selection, routing, and discrepancy reporting. Some special procedures, such as sending NOAs, will apply to some DOD transportation. When a Customer Country or its freight forwarder furnishes transportation, different tracing, claim, and carrier selection responsibilities will apply. Even though the majority of DTC 4 shipments are released to a carrier selected by a DOD shipping activity, a Customer Country or its freight forwarder are technically in control because the BLs are CCBLs. A “no-recourse” clause should be added to every CCBL by a shipper as a precaution against consignee default. An NOA response or Special Instructions in the MAPAD may instruct a shipper to use a carrier of the Purchaser’s or Freight Forwarder’s choice; so shippers must always be especially alert to NOA responses and MAPAD Special Instructions that apply to DTC 4 releases. In addition to these general considerations, SAP shipments require an understanding of several terms that do not apply to DOD shipments. Described below, these terms are used in conjunction with the general transportation procedures found in Chapter 203.
 - a. DTS. When FMS and Grant Aid materiel is transported under DOD control, it is being moved within the DTS. The usual meaning of DTS for DOD cargo is that portion of the worldwide transportation infrastructure that supports the DOD common-user transportation needs across the range of military operations. The DTS consists of those common-user military and commercial assets, services, and systems organic to, contracted for, or controlled by the DOD, except for those that are Service-unique or theater-assigned. Overseas movement via a carrier paid with a GBL, CBL, or Electronic Data Interchange (EDI) that cites a DOD-controlled fund is a DTS movement. Even when FMS cargo is moved to a freight forwarder in the CONUS (DTC 5) or through a DOD port for pickup by an FMS Customer Country (DTC 8), it is in the DTS if the shipment is prepaid from the shipping activity. NOA and other special FMS procedures apply to these shipments, but tracing and claim responsibility belong to the DOD because the transportation has been procured by DOD activities.
 - b. Export Declarations and Licenses.
 - (1) All FMS exports are Export License (Department of State Permit (DSP)-5, Application for the Permanent Export of Unclassified Defense Articles) exempt. However, if FMS Customers take possession of their purchases in the CONUS (i.e., DTCs 4, 5 or 8), they must have their freight forwarders registered with the US State Department Office of Defense Trade Controls and provide the freight forwarder with copies of all LOAs for all exports to be made under the FMS Program. The LOAs serve as FMS Program “Export Licenses.” Also, for each LOA, a freight forwarder must prepare a DSP-94, Authority to Export Defense Articles and Defense Services, Figure E-1, for review by US Customs officials. At the time of export, the purchaser or freight forwarder must prepare a Shippers Export Declaration (SED) (See Figure 202-4) for all items exported. Data for SED preparation is taken from the materiel’s supply release documents, either DD Form 1348-1A, Issue Release/Receipt Documents (See Figure 202-5) for depot-released items or DD Form 250, Materiel Inspection and Receiving Report (See Figure 210-15) for vendor-supplied shipments. Shippers must attach copies of these documents to the exterior of every Shipment Unit (SU) according to MILSTRIP and MIL-STD-129, Department of Defense Standard Practice, Military Marking for Shipment and Storage, procedures. Contract Administration TOs ensure that vendors do this with DD Forms 250 for vendor-sourced shipments. Shippers should retain at least one good copy of release documents. Freight forwarders are not authorized to open containers to get copies from inside of SUs. If exterior copies are lost or damaged, a shipping activity may have to furnish new copies.



UNITED STATES OF AMERICA
DEPARTMENT OF STATE
**AUTHORITY TO EXPORT DEFENSE ARTICLES AND DEFENSE SERVICES SOLD UNDER
THE FOREIGN MILITARY SALES PROGRAM**

This form, when properly executed and accompanied by an authenticated Department of Defense Offer and Acceptance (DD form 15-13), constitutes authority under section 126.6 of the International Traffic in Arms Regulations (ITAR) to export the defense articles and defense services listed thereon. This form may be used in lieu of a Department of State export license to export defense articles and services sold by the Department of Defense under the Foreign Military Sales (FMS) program. This export authority is valid for 2 years from the date shown in item 12 below.

The Department of State may, without prior notice to the exporter, deny, revoke, suspend, or amend this authority consistent with ITAR section 126.7.

Willful violation of the ITAR, making an untrue statement of a material fact, or omission of a material fact required to be stated on this form are subject to prosecution and, upon conviction, fines up to \$100,000 or up to 2 years' imprisonment, or both. (Section 38(c), Arms Export Control

1. PM/DTC Applicant Code	2. Country of Ultimate Destination/Purchaser	3. Port of Exit from U.S.
4. Applicant's Name, Address, ZIP Code, Tel. No.	5. Foreign Military Sales Case Identifier	6. Date of FMS Case Implementation
7. Total Value of Defense Articles and Defense Services of Original FMS Case \$ _____		
8. Only the unshipped balance, valued at \$ _____, of this FMS case is covered by this DSP-94. Previous shipments of this FMS case were covered by a Form DSP-94 dated _____ and/or Department of State license No. _____		

9. Form DSP-94 constitutes an amendment to the value and/or quantity of defense articles and services authorized under this FMS case as shown in the attached-amended DD Form 1513. Yes No

10. If exporter is a freight forwarder acting on behalf of a foreign government or diplomatic mission, provide the name, address, and telephone number of the foreign official in the U.S. familiar with the FMS case.

11. U.S. Munitions List Categories (see section 121.1 of the ITAR). Please check the appropriate categories to indicate the types of defense articles and/or defense services included on this FMS case:

- | | | | | |
|------------|-------------|-------------|--------------|------------|
| I. _____ | VI. _____ | XI. _____ | XVI. _____ | XXI. _____ |
| II. _____ | VII. _____ | XII. _____ | XVII. _____ | |
| III. _____ | VIII. _____ | XIII. _____ | XVIII. _____ | |
| IV. _____ | IX. _____ | XIV. _____ | XIX. _____ | |
| V. _____ | X. _____ | XV. _____ | XX. _____ | |

12. Exporter's Statement

I, _____, hereby exercise the authority to effect the export described described above; warrant the truth of all statements made herein; and acknowledge, understand, and will comply with the provisions of Title 22 CFR Parts 120-130 and any conditions and limitations imposed.

Signature _____ (Authority valid for 24 months from above date.) Date _____

Figure E-1. DSP-94, Authority to Export Defense Articles and Defense Services Sold Under the Foreign Military Sales Program

- (2) Export Licenses and DSP-94s are not required for defense articles exported by an agency of the USG, especially the DOD. DOD exports of FMS materiel via the DTS do not require export licenses, copies of LOAs or DSP-94s. DOD shippers normally do not prepare SEDs. However, they must prepare them for FMS shipments to Canada and FMS shipments shipped to overseas destinations via non-DOD-owned transportation (for example, commercial airlift procured directly by a shipping activity IAW ship-to instructions found in the MAPAD). For Canada FMS shipments, shippers complete SEDs, but Canada Country Representatives have valid DSP-94s and LOAs on file with US Customs Agents at border crossings. These USG/DOD exemptions can never be extended to exports made by a foreign government or its freight forwarder. When materiel is exported in DOD-owned transportation, such as Air Mobility Command Channel (AMC) or Special Assignment Airlift Missions (SAAMs) airlift, SEDs are not required because the export statistics are reported to the Commerce Department by each IA with Census Bureau Shipment Reports.
- c. Annotation of Transportation Documents.
- (1) If FMS cargo is lifted overseas in DOD-owned Transportation, e.g., AMC Channel Airlift or MTMC-arranged overocean lift, shipping activities must annotate the BL (GBLs or CBLs) with the following: “(Applicable Military Department) Sponsored Foreign Military Sales Shipment--No Export Declaration or License Required. 22 CFR 126-4 (a) Applicable.” The signature of the issuing officer on the BL serves as a certification of this statement. This statement must appear in a BL used to ship FMS cargo to a CONUS Water POE/Aerial POE where the cargo will be loaded into MTMC-arranged or AMC transportation, i.e., for DTCs 6, 7, 9, A, D, F, G, or J.

Note: Under no circumstances will this annotation be made on a BL for an FMS shipment to a Customer Country’s facility in CONUS, to an FMS freight forwarder, or to a CONUS POE for a DTC 8 pickup.
 - (2) If an FMS shipment is lifted overseas in DOD-contracted transportation that does not depart CONUS from a DOD ocean or aerial port, e.g., commercial airlift to a Customer Country not serviced by AMC channel service, shipping activities must annotate the BL (GBLs or CBLs) with the following, and prepare a SED: “(Applicable Military Department) Sponsored Foreign Military Sales Shipment -- No Export License Required 22 CFR 126.4(a) Applicable.”
 - (3) Bills of Lading (GBLs, CBLs and CCBLs) for FMS shipments to Canada should contain the following annotation, and the shipping activity must prepare an SED: “(Applicable Military Department) Sponsored Foreign Military Sales Shipment -- No Export License Required 22 CFR 126.5 Applicable.”
- d. NOAs. NOA procedures are explained in Chapter 6 of DOD 4000.25-1-M. However, some basic principles do apply. The following information and precautions will help prevent improper release of FMS shipments:
- (1) NOAs do not apply to DTC 2, 6, 7, 9, A, D, F, G, or J shipments. Except for DTC 2, all shipments made under these DTCs are moved to at least an overseas POD. Under DTC 2, shipment is made from one DOD facility or contractor to another, and internal DOD transportation procedures apply.
 - (2) NOA procedures apply equally to DTCs 4, 5, E, and H. Although DTCs 4 and E involve collect shipment to FMS freight forwarders and DTCs 5 and H involve DOD prepaid shipment, a freight forwarder still needs to be advised that certain types of materiel are ready for shipment.

- (3) For DTC 8, B and C shipments (pickup by Customer Country-arranged transportation at a DOD-controlled POE), NOA procedures are different for ocean pickups and air pickups.
- (a) For ocean pickups, a shipping activity must send an ETRR to the MTMC Operations Center. Chapter 203 procedures of this regulation apply. A NOA is sent to the appropriate NOA addressee with advice that arrangements must be made with the MTMC Operations Center for a DOD ocean port and the date of pickup. The shipper will release cargo to the ocean port only in response to a MTMC Operations Center ETR, not to any direction received from the NOA addressee. NOTE: ETRRs for ammunition items are processed by the DOD Single Manager for Ammunition, the Joint Munitions Command (JMC) at Rock Island. For ammunition and explosives releases, the shipping activity will send the NOA to the NOA addressee, but it will route its ETR request through the JMC TO.
 - (b) For air pickups, two possibilities exist.
 - 1 If the shipping activity is advised before sending an NOA that a pilot pickup will be involved, an NOA is sent to the appropriate NOA addressee and no ETRR is submitted. The Customer Country and its freight forwarder will then make arrangements with the US Air Force or Navy and the State Department to land Customer Country military or chartered aircraft at a CONUS Air Force Base or Naval Air Station. The NOA response will advise the shipper which aerial port to ship the cargo to and when it should arrive. The shipper should confirm this information with aerial port personnel.
 - 2 If a shipping activity is advised after sending an ETRR/NOA that a pilot pickup will be used, it will follow the pilot pickup procedure and cancel the ETRR (or request that the JMC TO cancel the ETRR). For Air Force sponsored FMS munitions shipments, a copy of the NOA should be sent to the Air Force FMS Munitions POC listed in Table E-1.
- (4) The correct NOA addressee is normally the TAC 3 address furnished in the MAPAD for the Military Assistance Program Agency Code (MAPAC) that applies to the materiel being released. However, if classified materiel is involved, whether DTC 5 or 8, the NOA must go to the Country Representative indicated in the MAPAD for the Customer Country. This Country Representative must also respond to the NOA. A shipper should not accept a response from a freight forwarder for classified materiel under any circumstances. Again, NOA procedures do not apply to DTC 2, 6, 7, 9, A, D, F, G, or J shipments.
- (5) The need for an NOA is determined by either the Offer Release Option Code found in rp 46 of the MILSTRIP release document or by the type of materiel involved. Offer Release Option Code Y indicates the shipment can be made if no response is received within 15 days. Offer Release Option Code Z indicates that materiel cannot be released until a response is received. Offer Release Option Code A normally will allow automatic release without an NOA. However, MILSTRIP requires that Offer Release Option Code Z procedures must be followed if any unusual transportation factors apply to a shipment. These factors include oversize or overweight shipments, hazardous materials (HAZMAT) shipments, classified shipments, sensitive shipments or any factor that would require Release Unit (RU) procedures for a DOD shipment. If Offer Release Option Code Z applies to a shipment, but it is a small parcel, it may be released without an NOA.

- e. Fund citations and Transportation Account Codes furnish the source of funds for USG-provided transportation. However, funding for movement, especially inland CONUS movement, is not always easy to determine. The following should be considered by a shipping activity before release of a SAP requirement:
- (1) CCBL procedures normally apply to DTC 4 and E shipments of non-DWCF materiel. Unless MAPAD Special Instructions or NOA responses direct use of specific carriers, a shipping activity may select the carrier to be used. However, if the MAPAD contains a TAC 7 address for a MAPAC, the carrier selected must accept third-party billing rather than cash on delivery from the consignee. The shipper must insert a “no recourse” clause into the BL whether collect or third-party billing procedures are followed. DTC 4 or E shipments are only made to Customer Country facilities in CONUS, to FMS Freight Forwarder facilities in CONUS, or to locations in Canada. Even if a MILSTRIP release document contains a DTC 4 in rp 34, the shipment must be processed as a DTC 5 prepaid shipment if DWCF materiel is being shipped.
 - (2) Prepaid Inland CONUS Transportation. Except for DTC 4 and DTC E, all inland CONUS FMS shipments involve pre-paid inland CONUS transportation. Before release of materiel, shipping activities must determine if this transportation will be funded with DWCF money or FMS Trust Fund Transportation Cost Clearing Account money. Supply depots can normally identify DWCF and non-DWCF materiel. However, Contract Administration offices that process direct vendor shipments must examine fund citations in contracts to determine which fund applies. Fund citations for DWCF items usually commence with 97x4930. Procurements for non-DWCF FMS shipments will commence with 9711x8242. Also, certain types of materiel, such as Excess Defense Articles, may involve a fund citation that relates directly to a line in an FMS Case. The materiel manager should furnish these to the shipping activity. However, if any doubt exists, the shipper should contact the applicable materiel manager for assistance. Once the fund source is determined, the BL for DWCF materiel will cite the applicable DWCF. Non-DWCF materiel BLs will cite the FMS Trust Fund Transportation Cost Clearing Account or other account as applicable. See Appendix V, Attachment 7, for instructions regarding construction of fund citations.
 - (3) Pre-Pay and Add. If a DTC 4 non-DWCF shipment consists of a SU that can be moved by a small parcel carrier, it should be shipped to a CONUS located FMS Freight Forwarder, Customer Country facility, or into Canada as a pre-paid small parcel shipment. Depending on local policies, the shipper or the materiel manager funds should be used for these shipments. However, the shipment and its cost must be reported to the materiel manager so that the funds may be recouped from Customer Country accounts held at DFAS-DE.
 - (4) Transportation Account Codes. Transportation Account Codes are four-position abbreviated fund citations used by DOD Transportation Agencies to bill for their services, usually port handling and overocean movement. A complete discussion of SAP Transportation Account Codes is contained in Appendix V of this regulation. However, a few basic factors should be kept in mind when constructing and using Transportation Account Codes for SA shipments:
 - (a) FMS. The first position of a FMS Transportation Account Code identifies the IA or Sponsoring US Service that administers an FMS sale. For a shipping activity, it is identified as the first position of the document number found in a MILSTRIP release document or the first position of the TCN created from one of these documents. For example, B identifies the US Army, D the US Air Force (USAF),

and P the US Navy. The remaining three positions of an FMS Transportation Account Code consist of the FMS case designator applicable to the release. This case designator can be found in rp 48-50 of the applicable MILSTRIP release document.

- (b) Grant Aid. The first position of a Grant Aid Transportation Account Code is identical to the first position of an FMS Transportation Account Code. It is obtained from the same position in a MILSTRIP document or TCN. The second and third positions are the recipient country's Country Code. This Code is made up of the second and third positions of a MILSTRIP document number or a TCN constructed from one of these document numbers. The fourth position is the Type Assistance Code. It is obtained from the fourth position of the MILSTRIP document number/TCN.
 - (c) SAAMs. Unlike other DOD/USG-sponsored transportation of FMS requirements, SAAMs and other premium transportation, are not funded from the FMS Trust Fund Transportation Cost Clearing Account or a DWCF. The DTC for cargo lifted in a SAAM will still be a 9 or a 7 because the movement is under DOD control. However, the funds for a SAAM are part of a case line in an LOA, and a Customer Country reimburses the DOD/USG for the exact cost of the SAAM. The materiel manager or other command that sets up the SAAM with the AMC normally holds their funds and pays the AMC when the total cost of the SAAM has been computed. Because of this special procedure, no Transportation Account Codes are assigned to SAAMs.
- f. IA/Sponsoring US Military Service. The US Army, US Air Force, US Navy, US Marine Corps, Defense Reutilization and Marketing Service (DRMS) and other DOD agencies all process or administer FMS Cases LOAs or Grant Aid Programs. When one of these agencies is responsible for an LOA or Grant Aid Program, it is referred to as an IA or Sponsoring US Military Service. Any question regarding a specific LOA or Grant Aid Program should be referred to its IA. Each IA is identified by the first position of a shipment TCN or the applicable MILSTRIP document number. Air clearances, for example, are the responsibility of an IA. The major IAs and their codes are listed below, Table E-1, along with the SAP Points of Contact (POC) that can be contacted for assistance regarding shipments sponsored by the IAs. Two important factors regarding IAs involve air clearances and proper construction of SAP Transportation Account Codes. If an FMS or Grant Aid shipment is eligible for AMC Channel airlift, i.e., its Issue Priority Designator is 01-08 (Transportation Priority 1), it must be challenged with a Service Air Clearance Authority (ACA) prior to release. The correct ACA is determined by the IA Code. The correct Transportation Account Code is also indicated by the IA Code. Sometimes there is confusion on this point because MILSTRIP release documents and MAPACs also contain a Service code for the Customer or Recipient Country. Since any one Customer Country's Military Service can purchase from any one of the US Services, e.g., the Jordanian Air Force (Service Code D) often purchases helicopters and helicopter parts from the US Army (Service Code B), it is important that shippers and DOD Transportation Agencies realize that Air Clearances and Transportation Account Codes make reference to the supplying IA, not the purchaser's procuring Military Service.

Table E-1. IA, SAP POCs

Service Code	Implementing Agency	Security Assistance POC
B	US ARMY	US ARMY SECURITY ASSISTANCE CENTER ATTN: AMSAC-OL-LS-CS 54 M AVENUE, SUITE 1 NEW CUMBERLAND, PA 17070-5096 TEL: COMMERCIAL 717 770-6843 or 7398 DSN: 771-6843/7398
D	US AIR FORCE	US AIR FORCE SECURITY ASSISTANCE COMMAND ATTN: AFMC/LGRD TRAFFIC MANAGEMENT BRANCH 4375 CHIDLAW ROAD, BUILDING 262, ROOM B 117 WRIGHT-PATTERSON AFB, OH 45433-5006 TEL: COMMERCIAL 937 257-5631, 3422, 2919, or 5389 FOR AIR FORCE FMS MUNITIONS: USAF MUNITIONS CONTROL POINT ATTN: OO-ALC/WMR 6043 ELM LANE HILL AFB, UT 84056-5819 TEL: COMMERCIAL: 801 777-5771; DSN: 777-5771 FAX: COMMERCIAL: 801 777-1089, DSN: 777-1089 MESSAGE: OO-ALC HILL AFB UT//WMR//
P	US NAVY	US NAVY INVENTORY CONTROL POINT PHILADELPHIA, PA 19111-5098 TEL: COMMERCIAL 215 697-5002, 1155, or 1340
K	US MARINE CORPS	COMMANDANT OF THE MARINE CORPS CODE LFT-1 WASHINGTON, DC 20380-0001 TEL: COMMERCIAL 703 695-7930 U.S. NAVY INVENTORY CONTROL POINT PHILADELPHIA, PA 19111-5098 TEL: COMMERCIAL 215 697-5002, 1155, or 1340
T	DEFENSE REUTILIZATION AND MARKETING SERVICE	DRMS 74 WASHINGTON AVENUE NORTH BATTLE CREEK, MI 49017-3092 TEL: COMMERCIAL 616 961-5927 or 5910

- g. MAPACs versus Department of Defense Activity Address Codes (DODAACs). Proper construction and use of MAPACs are discussed in Paragraph G below. The methods used to construct a MAPAC are detailed in Figure E-4 through E-7. MAPACs are FMS and Grant Aid-related. DODAACs are DOD/USG-related. For compatibility with DOD Military Standard systems, MAPACs consist of six positions. Unlike DODAACs, they are not the first six positions of a TCN or MILSTRIP document number. They are also not found in a complete format in the Supplementary Address (SUPPAD) field (rp 45-50) of a MILSTRIP document. MAPACs for FMS requirements are developed from data found in both the document number and SUPPAD fields of a MILSTRIP release document. MAPACs for Grant Aid requirements are developed from data found only in the document number field. The only time that DODAACs should appear in SAP documentation are (1) as a DODAAC that identifies the DOD shipper, (2) in SDR return instructions when they identify a DOD activity as a final destination for discrepant materiel, and (3) to identify a maintenance

activity assigned to perform maintenance on FMS Repair and Return or Return and Replace shipments.

- h. TCNs. A TCN for a SAP shipment is constructed from MILSTRIP requisition/Material Release Order (MRO) document numbers in the same way as TCNs are done for DOD shipments (See Appendix L). The document number appears in DD Form 1348-1A or in DD Form 250. Other forms may be used at times for release of materiel, but they are not recommended. Local TCNs may not be used for SAP shipments. If the available document numbers are not sufficient to produce a unique TCN for each SU, assistance should be requested from the materiel manager for MRO suffixing or for additional requisitions.
- i. Exception Materiel. "Exception Materiel" is a generic name that refers to materiel that may require movement via the DTS or be authorized for movement via the DTS even though the Customer Country has the services of a freight forwarder. This materiel includes sensitive materiel (AA&E), classified items, certain extremely dangerous chemicals or HAZMAT, and air cargo that exceed normal commercial capacity. Freight forwarders can process some types of exception materiel, but all of it receives special consideration for possible or mandatory use of the DTS. Exception materiel items include air cargo that will not fit on a commercial aircraft due to the item size and may be moved in the DTS.

G. MAPAD

1. MAPACs are the SAP equivalent to DODAACs. Just as DODAACs are used to address DOD cargo and documentation, MAPACs are used to address SAP cargo and documentation. MAPACs are also used to address requisition and shipment status for the SAP. Using the data found in a MILSTRIP requisition/release document, MAPACs are constructed IAW Figure E-4 through E-7. After determining a MAPAC, a shipping activity obtains the necessary addressing and shipping information from the MAPAD.
2. The MAPAD is a sole source directory that contains a listing for every country or international organization currently in the SAP. It lists Country Representatives for each Country or Organization. Freight forwarders are listed if they apply. It furnishes ship to, mark for, and documentation and status addresses. Materiel managers, DOD transportation agencies and SAP Agencies release and route FMS and Grant Aid cargo to these addresses. They also use them for distribution of related documentation. The MAPAD is divided into three sections. Policies and procedures for using the MAPAD are published in Section A. Section B lists FMS addresses, and Section C lists Grant Aid addresses. Countries and Organizations are listed alphabetically by Country Code in Sections B and C. Hard copies of the MAPAD have been discontinued. All MAPACs and addresses are now found in the following DOD Web site:
<https://day2k1.daas.dla.mil/dodaaac/mapac.asp>.
3. Every participating Country has a listing of addresses, Country Representatives and Special Instructions (if applicable) in Section B and/or Section C. Address entries are sorted by MAPACs and by TACs. One MAPAC applies to each SAP release (requisition/MRO as identified by a single MILSTRIP document number). Every MAPAC listed in the MAPAD also has a series of TACs assigned to it. The TACs, combined with the MAPAC involved, furnish addresses needed to route materiel, documentation or status concerning a shipment to the proper addresses. Besides MAPAC and TAC, each listing also shows the following: TAC Sequence Code (TSC), Address File Indicator (AFI), Special Instruction Indicator (SII), Water Port of Debarkation (WPOD), Aerial Port of Debarkation (APOD), Freight Forwarder Location Code (FFLC), Change Number (Chgno), Effective Date (Effdate), Deletion Date (Deldate) and a block for a clear text address. The TSC, AFI, FFLC, Chgno, Effdate and Deldate apply to MAPAD maintenance. MAPACs, TACs, SIIs, WPODs, APODs and clear text addresses furnish the

information needed to correctly route cargo, documentation and status. MAPAD data entries are described below:

- a. A TAC defines when to use each of the several addresses listed with a MAPAC. Their complete definitions and when and how to use them are described in Section A of the MAPAD. The following summarizes this information:

TAC **Explanation**

- | | |
|---|---|
| 1 | Unclassified materiel moving by small parcel carrier. Same for FMS and Grant Aid. |
| A | Materiel classified SECRET or CONFIDENTIAL moving by small parcel carrier. |
| C | Materiel classified CONFIDENTIAL only, moving by small parcel carrier. |
| 2 | Unclassified materiel moving by surface or air freight carrier. Same for FMS and Grant Aid. |
| B | Materiel classified SECRET or CONFIDENTIAL moving by surface or air freight carrier. |
| D | Materiel classified CONFIDENTIAL only moving by surface or air freight carrier. |
| 3 | FMS—For sending the NOA for UNCLASSIFIED shipments. Grant Aid-For sending supply and shipment status and for forwarding of release documents and ocean or air documents. |
| 4 | For sending supply and shipment status and for forwarding of release documents and ocean or air documents. |
| 5 | For sending copies of the FMS release documents on TAC 1 shipments. Not entered in MAPAD if identical to TAC 1 address. |
| 6 | For sending copies of the FMS release documents on TAC 2 shipments. Not entered in MAPAD if identical to TAC 2 address. |
| 7 | Identifies address to receive billing from carrier if other than from ship-to addressee upon delivery of materiel (also called third party billing). Used only for shipments that qualify for collect delivery. “No recourse” clause in carrier’s BL must be executed the same as with a commercial collect shipment. |
| 9 | Identifies deleted MAPAC and cross-references to MAPAC to be used in its place. |
| M | Used to identify a clear text “mark for” address for FMS and Grant Aid type freight shipments. Also identifies ultimate consignee on shipping papers and BL. |
- b. FFLC. Assigned if more than one freight forwarder location is listed under the same MAPAC. 1 = East Coast, 2 = West Coast, 3 = Gulf Coast and 0 = only one location. This code applies only to MAPAD maintenance. If multiple freight forwarder locations are involved for a shipment, SII A will apply. The shipper will ship to the address closest to it.
- c. TSC. Assigned only if multiple freight forwarder locations are involved for a MAPAC. This code applies only to MAPAD maintenance.
- d. SII. Provides additional information necessary to document or ship materiel. Complete explanations are detailed in the MAPAD. Special Instructions do not apply to a MAPAC/TAC listing unless a code is actually entered in the SII block. Only two SII codes

can affect release of an SA shipment--A and S. A appears only when more than one freight forwarder location is listed for one MAPAC. A tells the shipping activity to release materiel or an NOA to the freight forwarder located closest to the shipping activity. S appears when clear text instructions apply to release of materiel or documentation. If an S appears in a MAPAD listing, the applicable Special Instructions must be reviewed before releasing cargo. Special Instructions are found by clicking on the following entry found immediately above the MAPAC listing: "Click here for Country Reps and/or Special Instructions for" The instructions are listed by MAPAC and TAC and are self-explanatory.

- e. WPOD and APOD. These entries, when they appear, are three-digit water or aerial port codes taken from the appendices of Part II of the DTR or from the Table Management Distribution System at <https://TMDS03.scott.af.mil/tmlds>. They only apply to TAC 2 addresses, and they are used when SA cargo is lifted to recipient or customer countries via DOD-owned DTS (MTMC-booked ocean lift or AMC channel airlift). These codes will only be used for DTC 6, 9, 7, A, D, F, G, and 7 shipments. WPOD/APOD codes should not appear if Special Instructions indicate shipment to commercial ports by commercial airlift. When used, these codes are the TAC 2 ship to address. A shipping activity should follow air or water booking and clearance procedures to ship materiel to the POD. In-country US Military Representatives (MILREPs) and the Mark for (TAC M) addressee are responsible for movement of the materiel from the POD to its final destination. If a DOD transportation agency determines that an alternate POD is required, it will contact the sponsoring IA/Service SAP Agency before routing cargo.
- f. AFI. Always F or G. This code identifies a MAPAD change as either FMS or Grant Aid. This code applies only to MAPAD maintenance.
- g. Chngno. Sequential identification number assigned to latest change that occurred to MAPAC. First position is year of change. This code applies only to MAPAD maintenance.
- h. Effdate. Date latest change to MAPAC occurred. This code applies only to MAPAD maintenance.
- i. Deldate. Associated only with TAC 9, delete, address. Occurs five years after Change Date implementing deletion. On Deldate, MAPAC is dropped from MAPAD.

H. ADVANCE NOTICES AND OCEAN DOCUMENTATION

1. In most cases, advance notices must be transmitted for all SAP shipments. Likewise, shippers must send NOAs before releasing FMS shipments to CONUS freight forwarders unless specified below. DTS shipments of protected cargo, such as ammunition, require reports of shipment (REPSHIPS). Ocean cargo documentation is required for SAP cargo lifted by DTS ocean transportation. This documentation must be delivered to US MILREPs in recipient countries before ship arrivals. MTMC or MTMC-contracted ports transmit this documentation to preclude Customs and offload problems at destination ports.
2. NOAs. NOA rules are published in MILSTRIP (DOD 4000.25-1-M, Chapter 6) and in the MAPAD. They are sometimes required for DTC 4, 5, or E shipments unless specified below. They are always required for DTC 8, B, or C shipments. They are never required for DTC 2, 7, 9, A, D, G, or J shipments. Shippers transmit NOAs for release of unclassified materiel to MAPAD TAC 3 addresses. They transmit NOAs for classified materiel to a Country Representative listed in the MAPAD. An NOA consists of a DD Form 1348-5, Notice of Availability/Shipment, Figure E-2, and one or more DD Forms 1348-1A or 250. The 1348-5 is not sufficient by itself. The 1348-5 addresses an entire SU and makes reference to the TCN. The other forms address the individual MROs contained in the SU. These forms must contain the applicable MILSTRIP

document numbers, materiel detail such as National Stock Number, price, and FMS Case information. NOAs are required under the following conditions:

NOTICE OF AVAILABILITY/SHIPMENT		FROM (Issuing Activity's complete name and address)				
FOR (Name of Country)		NUMBER OF LINE ITEM(S) IDENTIFIED ON ACCOMPANYING DD FORM(S) 250/1348-1 →				
NOTICE NUMBER	CASE NO.	TYPE PACK	PIECES	WEIGHT (Lbs)	CUBE	SECURITY CLASSIFICATION
AMMUNITION/EXPLOSIVES CLASS		EXTREME DIMENSIONS/WEIGHT				
		WEIGHT (Lbs)	LENGTH (Feet)	WIDTH (Feet)	HEIGHT (Feet)	
TO BE COMPLETED BY ADDRESSEE (Press hard when writing)						
1. After completion detach both copies - retain Copy 2 for your records.				2. Fold Copy 3, place in envelope and mail at once to the Issuing Activity's address.		
CONSIGNEE TO (Enter the complete name and address of Consignee)						
NAME			STREET			
CITY			STATE (Include ZIP Code)			
OTHER INFORMATION						
ADDRESSEE → []						

DD FORM 1348-5, JUN 69 (EF)

Figure E-2. DD Form 1348-5, Notice of Availability/Shipment

- a. If rp 46 in the MILSTRIP release document contains an Offer/Release Option Code of Y or Z, do the following:

If rp 46 entry is

And no response is received within 15 days, shipper should:

- Y Automatically release the shipment as indicated in the MAPAD. NOTE: Process as Offer/Release Option Code Z release if materiel fits description in Paragraph b below.
 - Z Hold the shipment and transmit a second NOA (annotating it as a second notice) to same address as first NOA. If a response is still not received in 15 more days, send third NOA to same address. Now, however, contact sponsoring Service SAP Agency for assistance. Note: 15-day time standards do not apply to DTC 8 sensitive or classified shipments.
- b. If the Offer/Release Option Code is A (Automatic Release), follow Z procedures if materiel is overweight (10,000 pounds or more), outsize (any dimension exceeding 6 feet), hazardous, sensitive, pilferable, or classified or has any other transportation characteristic requiring special preparation by a receiver.
 - c. If the Offer/Release Option Code is Y or Z, but a shipment qualifies as a small parcel, automatic release procedures should be followed.

- d. NOA procedures do not apply to SAP shipments that move from a DOD/USG shipping activity to a DOD/USG storage or maintenance activity, a DOD/USG contractor, or a DOD POE for onward movement under DOD control.
 - e. NOAs for classified materiel must be sent to the Country Representative listed in the MAPAD, not to TAC 3 addresses. The Country Representative must also respond to a NOA for classified items. It cannot be passed to a freight forwarder for response. The ship-to address indicated in the NOA response must match a location identified as TAC A, B, C, or D and provide a POC at that location, including phone number, who will receipt for the cargo.
 - f. NOAs for DTC 8, B, and C shipments will be processed as indicated in Paragraph L below.
 - g. NOAs must be transmitted for non-DTS shipments originating overseas. If a special address is not provided in the Customer Country's Special Instructions in the MAPAD, send NOA to either the TAC 3 Address or Country Representative listed. Materiel cannot be released until a reply is received. Only procured materiel should be released from overseas (offshore procurement). Item managers should not place FMS requirements on overseas depots.
3. REPSHIPS. See Chapter 205, Paragraph L for REPSHIP requirements. If REPSHIP procedures apply to a DTC 7, 9, G, or J or Grant Aid shipment, the shipping activity must send a copy of the REPSHIP to the US MILREP, e.g., SA Officer in the destination Country. Contact the respective IA SAP Agency POC indicated in Table E-1 to obtain a plain language message or electronic mail (e-mail) addresses for the MILREP--if the TAC 4 (FMS) or TAC 3 (Grant Aid) address furnished in the MAPAD is insufficient. The USMILREP will use the REPSHIP to coordinate pickup or onward movement of the shipment with POD personnel. For Air Force FMS munitions shipments, send a copy of the REPSHIP to the Air Force FMS Munitions POC listed in Table E-1.
4. Ocean and Air Documentation. USMILREPs assigned to Customer/Recipient Countries must monitor and coordinate transfer of DTS-routed SAP shipments from DOD/USG to Customer Country control at PODs. Advance notice of incoming shipments plus copies of release documents, manifests, REPSHIPS, Cargo Traffic Messages and BL are needed to carry out these functions. Timely notice and accurate documentation are absolutely necessary for preventing release and Customs problems at PODs.
- a. Release Documents. Copies of DD Form 1348-1A or DD Form 250 must be firmly attached to every SU released to a Freight Forwarder, FMS Customer Country, or Grant Aid recipient. These documents are mandatory for Customs. Although packaging regulations require that copies of these documents be placed inside shipments as well as outside, the ones on the outside are the only ones that freight forwarder or port personnel are authorized to open. Shippers should ensure that the outside copies are properly attached to SUs and that backup copies are available to replace any lost in transit.
 - b. Air. Advance documentation, especially air manifests, is not available for AMC-lifted cargo. Manifests normally travel with cargo, and these should be available for USMILREPs located in destination countries. USMILREPs have access to requisition status; they should make use of this to keep informed of in transit cargo.

- c. Ocean. Following time standards found elsewhere in this regulation, certain notices and documentation should be forwarded to USMILREPs located in destination countries upon the departure of the cargo from CONUS ports. The MTMC Operations Center, port operations contractor designated by MTMC, and the ocean carrier contracted by MTMC for lift are responsible for sending these documents in a timely manner. These notices/documents are as follows:
- (1) Cargo Traffic Messages. These advise USMILREPs that materiel is en route to the country where USMILREP is assigned. Besides weight and cube, it advises, if possible, of any ship changes en route and of any hazardous or sensitive cargo destined for the WPOD in the destination country.
 - (2) Ocean Manifests. Most Customer/Recipient countries do not have access to the Worldwide Port System. Therefore hard copy ocean manifests must be forwarded to USMILREPs located in these countries. These manifests need to be in the hands of USMILREPs in advance of ship arrivals.
 - (3) GBLs. If used, copies must be forwarded to USMILREP in Customer/Recipient countries.
 - (4) Ocean BL (OBL). Originals of these documents are the most important document of all for USMILREPs located in a recipient country. Foreign Customs officials will normally accept nothing else for releasing cargo from a WPOD. Original OBLs should be forwarded by expedited delivery service.
 - (5) The correct address for these USMILREPs is usually identified by a TAC 4 address in the MAPAD. Plain language message or e-mail addresses for these USMILREPs can be obtained from the respective IA SA Agency POC indicated in Table E-1.

I. SPECIAL CONSIDERATIONS

Shippers and other transportation activities or agencies must comply with special considerations when processing SAP shipments. Some of these special considerations are as follow:

1. Labeling. SAP shipments are labeled as outlined in MIL-STD-129. Unique labels, color codes, or other special markings are not authorized. When such requests are received from a Customer Country, they must be advised that such services must be obtained from their freight forwarder.
2. Mandatory Use of US Carriers. FMS materiel sold under non-repayable credit or funded with Grant Aid funds must be transported under certain rules. Overseas ocean lift must be made in US Flag carriers unless waivers are obtained from the US Maritime Administration. First priority must be given to US Flag commercial air carriers for airlifted cargo. FMS shipments that must follow these rules are identified with the following TACs in rp 35 of MILSTRIP requisitions/MROs or sixth position of TCNs: M - Grant Aid/MAP merger, N - Non-repayable credit, Z - DOD direct or guaranteed credit. All Grant Aid shipments must follow these rules.
3. DOD/USG Freight Rates. Special reduced rates for USG shipments also apply to FMS shipments. BLs for FMS shipments are annotated, "This is an FMS shipment, commercial rates do not apply." This policy includes reduced rates under the MTMC Universal Service Contract.
4. Suspensions. Shipments may be held or suspended as outlined in DOD 5105.38-M, Security Assistance Management Manual, and in individual Service directives.
5. When CCBLs are used, shipping activities must ensure that the NO RECOURSE CLAUSE (Section 7) is executed in the bills. This includes third-party bills when TAC 7 addresses apply.

6. Irresolvable Problems. FMS shipment problems that cannot be resolved by the shipper and/or freight forwarder should be referred to the IA/Sponsoring Service SAP Agency. POCs at these agencies are listed in Table E-4.
7. HAZMAT Certifications. FMS HAZMAT shipments must be certified by shipping activities according to international requirements for overseas movement. This also applies for shipments to CONUS freight forwarders. DOD policy states that all HAZMAT certifications may be done only on a Shippers Declaration for Dangerous Goods, International Maritime Organization (IMO) Dangerous Goods Declaration Form is an option, but it is not mandatory. NOA addressees cannot demand this form. NOAs for HAZMAT should request that the addressee clearly state whether the cargo will be exported by air or by surface so the proper certificate can be prepared.
8. Shipments of Hazardous Class 1.4 to freight forwarders. For Air Force sponsored shipments, when a freight forwarder requests to receive Class 1.4 items, OO-ALC/WMR (See Table E-1) will direct the shipment to the freight forwarder, send a copy of the applicable Competent Authority Approval (CAA) letter to the freight forwarder, and ensure the transportation billing is adjusted to reflect the change in delivery.

J. EXPORT ROUTING

The export routing procedures outlined in Chapters 202 and 203 apply to FMS shipments when ocean transportation is to be furnished by the DOD, or when the DOD is responsible for loading and stowing cargo aboard a vessel. This applies whether the use of DOD-furnished transportation or services is dictated by the terms of the sale or the nature of the commodity. This includes classified material (when the purchasing government's freight forwarder or agent is not cleared to handle classified material), sensitive, controlled, or certain HAZMAT. The shipping activity will notify the appropriate materiel management activity or shipper service International Logistics Control Office when FMS shipments are routed IAW DOD export routing procedures.

K. USE OF DOD-CONTROLLED PORTS FOR FMS

1. Most FMS-purchased materiel is exported directly by Customer Countries or their freight forwarders, e.g., DTC 4 or 5. When authorized in an FMS Case, some FMS materiel is exported via the DTS, e.g., DTC 9 or 7. Also, sensitive conventional AA&E, if it does not go DTS, must be routed through a DOD-controlled port (DTCs 8, B, or C). Possession of this cargo passes to the Customer Country only after DOD personnel load it into a Customer's ship or aircraft at the POE. A designated ship's officer or aircraft commander must sign a receipt for the cargo. The ship or aircraft can be either military or military-chartered. Sensitive AA&E materiel can go DTC 4 or 5 to the German Armed Forces facility in Dulles, Virginia, and to locations in Canada. Otherwise, this materiel must be released at no less than DTC 8. The following factors also apply to sensitive conventional AA&E:
 - a. Security Risk Category 1 materiel, e.g., Stinger Missiles, must be shipped as DTC 9 or DTC 7. However, a Customer Country may obtain a waiver to this requirement from DOD Physical Security officials by applying through the appropriate IA and Defense Security Cooperation Agency.
 - b. FMS shipments of Security Risk Category 2, 3, and 4 sensitive conventional AA&E requires, as a minimum, DTC 8 processing. Non-Sensitive (as determined by DOD Materiel Managers) AA&E items may be transported to freight forwarders or to non-DOD commercial ports. These items include DOT Hazard Class/Division 1.3 or 1.4 items or firearms parts that cannot be assembled into a working weapon (e.g., trigger guards). However, NOA procedures must be followed because they are hazardous or pilferable. HAZMAT items must be certified for international movement IAW IMO Dangerous Goods Code or

IATA/International Civil Aviation Organization requirements. For Air Force sponsored shipments going to freight forwarders, OO-ALC/WMR (See Table E-1) will direct the shipment to the freight forwarder, send the applicable CAA letter to the shipper, and ensure the transportation billing is adjusted.

2. Identifying sensitive AA&E. These items are defined and controlled by Department of Defense Manual 5100.76-M, Physical Security of Sensitive Conventional Arms, Ammunition, and Explosives, and identified by a sensitive materiel Controlled Inventory Item Code (CIIC). CIIC 1 = Cat 1, CIIC 2 = Cat 2, CIIC 3 = Cat 3 and CIIC 4 = Cat 4. Federal Catalog products contain these CIICs. The data can be incorrect; so a materiel manager may override the CIIC. The materiel manager should be contacted if there is any doubt.
3. Procedures for routing FMS cargo through a DOD-controlled port - (DTC) 8.
 - a. Procedures for Customer Countries are found in Paragraph R below.
 - b. Shipping activities will do the following when releasing sensitive conventional AA&E as DTC 8 shipments:
 - (1) When materiel is available for release, the shipping activity will do the following:
 - (a) Send a NOA to NOA address indicated in MAPAD for Customer Country. TAC 3 addresses apply to unclassified sensitive conventional AA&E. If the materiel is also classified, the NOA must be sent to Country Representative listed in MAPAD as "Country Representative." See NOA procedures in Chapter 6 of DOD 4000.25-1-M, DOD MILSTRIP. An NOA covers an entire SU, not the individual MROs contained in the SU. Use the SU TCN for the NOA Notice Number. Attach copies of materiel release documents (DD For 1348-1A or DD Form 250) to NOA cover document (DD Form 1348-5) for all items contained in the SU. NOA addressee needs these to plan load and prepare export documentation. NOA will advise addressee that, unless materiel will be picked up at a DOD aerial port (pilot pickup), pickup at a DOD ocean port must be coordinated between the Customer Country or its designated freight forwarder and the MTMC Operations Center at Fort Eustis, VA.
 - (b) Send the ETRR to the MTMC Operations Center. Release shipment to WPOD only as directed by ETR received from the MTMC Operations Center, not as directed by an NOA response, if received. NOTE: ETRRs for ammunition or explosives managed by DOD's Single Manager for Ammunition will be forwarded to the MTMC Operations Center by the JMC TO. When a shipping activity sends an NOA for this materiel, it must also send shipment data to the JMC TO, and it will use the data for its ETRR submissions. The Routing Identifier Code that identifies JMC-managed explosives and ammunition is B14.
 - (c) If Customer Country plans export of shipment by aircraft from a DOD-controlled aerial port (pilot pickup), skip step (b) above. The Customer Country schedules pickup date and aerial port with Headquarters US Air Force. The NOA response will direct the shipment to a designated aerial port to meet the aircraft on the arranged date. Shipping activity should confirm the aerial port and date with the TO at the designated aerial port before releasing the materiel. NOTE: If an ETRR is in process when determination is made to do pilot pickup, shipping activity/JMC should immediately cancel the ETR and follow pilot pickup procedures. For Air Force sponsored shipments, NOA responses should be sent to OO-ALC/WMR (See Table E-1). WMR will work with the shippers and the aerial port to arrange shipments to the port for pickup.

L. CLASSIFIED SHIPMENTS

1. The primary method of transferring classified (SECRET or CONFIDENTIAL) materiel to an FMS Customer Country is via the DTS from point of origin to a controlled POD in the Customer Country. If a Country proposes to take possession of classified materiel within CONUS, this must be identified in the applicable LOA, and the Customer Country or its Designated Country Representative (not its freight forwarder) must submit a Transportation Plan to the IA processing the FMS case. The IA must have US Service (component) Security Specialists review the plan. If they approve the plan, a copy must be filed with each official copy of the LOA. If a Customer Country's freight forwarder has been approved to receive and handle classified materiel by the Defense Security Service, classified cargo (if it is not also sensitive AA&E) may be routed to that freight forwarder. Otherwise DTC 8 procedures must be followed. The following procedures apply to the release of classified items to CONUS destinations:
 - a. Send a NOA to the Country Representative indicated in the MAPAD for the country involved. NOAs for Classified materiel should not be sent to the TAC 3 (NOA) address.
 - b. Do not release materiel until a response to the NOA has been received from the Country Representative (not from a freight forwarder - - even if the freight forwarder is cleared to receive the materiel itself). The NOA response should contain the following information:
 - (1) A properly cleared "ship-to" location. This location is identified in the MAPAD as a TAC A, B, C, or D address. Do not release SECRET materiel to a TAC C or D address. Do not release freight to a TAC A or C address because these can only receive small parcel classified shipments.
 - (2) Name of the person who will sign for the cargo upon arrival. A phone number must also be given in the response.
 - (3) If the NOA response specifies a carrier, the shipper should try to comply as long as the carrier can provide the necessary transportation protective service. Also, selecting this carrier must not conflict with any other rules or regulations. For example, Customer Countries cannot select carriers for prepaid shipments, e.g., DTC 5 or DWCF shipments.
2. If assistance is needed regarding release of classified materiel, contact the appropriate SA Agency POC indicated in Table E-1.
3. Transportation plan enforcement is done by US Customs Officials in coordination with DOD Security Officials when a Customer Country or its freight forwarder actually exports classified materiel from CONUS. The Country Representative or freight forwarder must have a valid LOA, including Transportation Plan, plus a Department of State Permit (DSP)-85, Application/License for Permanent/Temporary Export or Temporary Import of Classified Defense Articles and Related Classified Technical Data, Figure E-3, available for U.S. Customs officials when classified materiel is being processed for export. Any deficiency in this documentation will keep it from being exported. Shipping activities are not responsible for determining if a freight forwarder's export documentation is complete and correct. They must, however, ensure that NOAs are processed only through properly identified Country Representatives and that shipments of classified materiel are released only to properly identified freight forwarders or to DOD-controlled POEs. Country Representatives are identified as "Country Representatives" in paragraph 1 of each Country's listing in the MAPAD. Cleared freight forwarders are identified by TAC A or B (SECRET and CONFIDENTIAL materiel) or TAC C or D (CONFIDENTIAL only materiel) addresses in the MAPAD.

(U.S. DEPARTMENT OF STATE USE ONLY)

SEAL

SAMPLE

License is hereby granted to the applicant for the described commodity to be permanently exported from the U.S., to be temporarily exported from and returned to the U.S., or to be temporarily imported into the U.S. and returned to the foreign owner, provided shipment is made in accordance with the Department of Defense Industrial Security Manual. This license may be revoked, suspended or amended by the Secretary of State without prior notice whenever the Secretary deems such action advisable.

COPY

LICENSE NO.

LICENSE VALID FOR MONTHS FROM ABOVE DATE

UNITED STATES OF AMERICA DEPARTMENT OF STATE
APPLICATION/LICENSE FOR PERMANENT/TEMPORARY EXPORT OR TEMPORARY IMPORT OF CLASSIFIED DEFENSE ARTICLES AND RELATED CLASSIFIED TECHNICAL DATA

1. Date prepared

2. PM/DTC applicant code

3. Check one:
 Permanent export
 Temporary export
 Temporary import

4. Country of ultimate destination or sojourn

5. Country from which shipped (temporary imports only)

6. Applicant's name, address, ZIP code
 Applicant is: government agent/manufacturer freight forwarder

7. Names, agency and telephone numbers of U.S. Government personnel (not PM/DTC) familiar with the commodity
 Army
 Navy
 Air Force
 Other

8. Name and telephone number of applicant contact if U.S. Government needs additional information.

9. Description of Transaction
 a. This application represents: ONLY completely new shipment; ONLY the unshipped balance of license no. _____
 b. The IDENTICAL commodity was licensed to the country in block 3 under license no. _____; was licensed to other countries under license no. _____; was returned without action; was denied to the country in block 3 under voided license no. _____; was never licensed for this applicant.
 c. If commodity is being financed under Foreign Military Sale (FMS); Foreign Military Financing (FMF) or; Grant Aid Program (GAD), give the case number: _____

10. QUANTITY	11. COMMODITY <input type="checkbox"/> Hardware <input type="checkbox"/> Technical Data	12. CLASS.	13. USML CAT.	14. VALUE

15. TOTAL VALUE: \$

16. Source or Manufacturer of Commodity

17. Name and address of foreign end-user

FSC, level and date of clearance:

18. Name and address of seller in United States

19. Name and address of foreign consignee

FSC, level and date of clearance:

20. Name and address of consignee and/or freight forwarder in United States

21. Specific purpose for which the material is required, including specific program/end item

FSC, level and date of clearance:

22. Name and address of cognizant DIS security office

23. APPLICANT'S STATEMENT (See instructions)
 _____, hereby apply for a license to complete the transaction described above, warrant the truth of all statements made herein, and acknowledge, understand and will comply with the provisions of Title 22, CFR 120 - 130, and any conditions and limitations imposed, and the DOD Industrial Security Manual.
 CHECK ALL THAT APPLY:
 I am a responsible official empowered by the applicant to certify that the conditions of 22 CFR 128.13 and 22 CFR 130 as listed on the reverse of this form have been met in full.
 The applicant, or another party to this export cannot meet one or more of the conditions in 22 CFR 128.13. A request for an exception to policy is attached.
 U.S. consignee(s) and/or freight forwarder list(s) is/are attached.
 Signature: SAMPLE COPY

24. LICENSE COPY TO BE SENT TO: Name, address, ZIP code

FORM 11-82 DSP-85

I - APPLICATION/LICENSE

OMB APPROVAL NO 1405-0022 EXPIRATION DATE: 12-31-88 ESTIMATED BURDEN: 1/2 HOUR

*Public reporting burden for this collection of information is estimated to average 1/2 hour per response, including time required for searching existing data sources, gathering the necessary data, providing the information required, and reviewing the final collection. Send comments on the accuracy of this estimate of the burden and recommendations for reducing it to Department of State (06/RA/OPR) Washington, D.C. 20520-0284, and to the Office of Information and Regulatory Affairs, Office of Management and Budget, Paperwork Reduction Project (1405-0022), Washington, D.C. 20503.

Figure E-3. DSP-85, Application/License for Permanent/Temporary Export or Temporary Import of Classified Defense Articles and Related Classified Technical Data

M. COMMINGLING

Do not commingle FMS material on the same BL with DOD material.

N. CCBL NO RECOURSE CLAUSE

1. If a CCBL is used, the TO (Depot or Defense Contract Management Agency (DCMA)) or a contractor/vendor representative designated by the DCMA will sign the “no recourse” clause that appears on the face of the CCBL. This clause states - Subject to Section 7 of the contract terms and conditions, if this shipment is to be delivered to the consignee without recourse on the consignor, the consignor shall sign the following statement:

“The carrier shall not make delivery of this shipment without payment of freight and all other lawful charges.”

2. If the TO or the DCMA's designated contractor representative does not sign this statement, the USG can be held liable for freight charges when the carrier cannot collect from a consignee. However, if this happens, the USG will recoup the expenditure from the Customer Country.

O. DTCs OUTBOUND ONLY

1. These DTCs define DOD/USG responsibility for custody and transportation of FMS purchases from DOD/USG supply sources (from stock or DOD procurement). FMS shipments can originate from CONUS or from overseas sources (including procurements but excluding shipments from overseas depots). Title/ownership almost always passes from the USG to the foreign customer at origin, even if the materiel comes from a commercial vendor. DTCs describe physical custody or responsibility. They do not necessarily identify the funding used for DOD-furnished or procured transportation. When the USG provides transportation, it is performed as a reimbursable service. Funding may be from the FMS Trust Fund Transportation Cost Clearing Account, from DWCFs if inland CONUS transportation is part of the materiel purchase price, or from some form of direct funding used for very high-cost transportation, such as SAAMs. Paragraph 2 below gives a brief summary of FMS DTCs. NOTE: Zero (0) is not a DTC. It is assigned to Grant Aid type MILSTRIP documents to fill the DTC position. DOD responsibility for Grant Aid shipments is equivalent to DTC 9. Paragraph O.3 gives a detailed explanation of the uses of the DTCs.
2. Summary of DOD responsibility.

DTC DOD Delivers

- 2 From CONUS point of origin to a DOD facility or contractor within CONUS or from an overseas point of origin to an overseas DOD facility or contractor in the same geographic area.
- 3 At the CONUS or overseas POE alongside the ship or aircraft.
- 4 At the point of origin. Usually forwarded to FMS Program freight forwarder on a CCBL. For overseas-sourced materiel, see Paragraph H.2.g regarding NOAs for shipments originating from overseas locations.
- 5 To CONUS-located FMS Program freight forwarder, Customer Country facility or to a commercial port (the commercial port option would be directed by an NOA response), on inland carrier's equipment. Also to overseas-located FMS Program freight forwarder, Customer Country facility or to commercial port as directed by NOA response, on inland carrier's equipment.

DTC **DOD Delivers**

- 6 To the overseas POD on board the ship or aircraft.
 - 7 To an overseas inland destination on board inland carriers equipment.
 - 8 To CONUS DOD-controlled POE on board Customer Country's ship or aircraft. Also to overseas DOD-controlled POE on board Customer Country's ship or aircraft for overseas-sourced materiel.
 - 9 To the overseas POD alongside ship; includes offloading.
3. Detailed explanation of DOD responsibility for CONUS originated FMS shipments. The zero (0) is not a DTC. It is used as filler for any Grant Aid procedure shipment, e.g., PD Drawdown shipments. Materiel management commands should not use this as a substitute for a DTC, such as DTC 9, to avoid complex billing procedures for shipments lifted with special transportation (SAAMs for example). DOD policy is to handle Grant Aid type shipments as DTC 9.

DTC **Explanation**

- 2 DOD/USG delivers to a CONUS inland point (or overseas inland point when a shipment's origin and destination are within the same geographic area). The destination of a DTC 2 shipment will be a DOD facility or DOD contractor. These shipments go to DOD facilities where customer countries may conduct training, perform tests on equipment, or consolidate materiel for subsequent movement as a total package. They can also go to a DOD contractor's facility for equipment testing or rework for a Customer Country. DOD/USG or contractor personnel offload the FMS materiel from the carrier's equipment and route it to or hold it for the purchaser. Offloading and on-facility handling, as with inbound transportation, are reimbursable functions. Funding of onward movement from the facility, if any, is separate from the inbound movement. Normally, a DTC 2 MILSTRIP requisition/MRO will contain "XX" in rp 46 and rp 47, which directs shipment to rp 33 (customer within country code). Shipment will be strictly DTS (i.e., standard inland CONUS DOD procedures will be followed with no requirements for NOAs or other procedures that apply to shipments to FMS Program freight forwarders). NOTE: Sometimes requisitions will be issued with an Offer Release Option Code and Freight Forwarder Code in rp 46 and rp 47. In these instances, the freight forwarder address will indicate a DOD facility and shipment will still be made following DOD inland CONUS procedures.
- 3 Delivery to a point alongside vessel or aircraft at the POE (free alongside POE). The DOD is responsible for transportation to a point within reach of the ship's tackle or alongside the vessel or aircraft. The customer is responsible for loading aboard the vessel or aircraft and subsequent onward movement. Expenses to the DOD for accessorial costs are reimbursable. This code has limited use.
- 4 Delivery at origin. Technically, this means that the materiel is made available to the Customer Country at the point of origin (usually a depot's or vendor's loading dock or a reutilization facility) and that the customer is responsible for taking custody as well as title at that point. In practice, however, a shipper normally implements this policy by shipping the materiel to a FMS program freight forwarder via a CCBL. Completion of the NO RECOURSE CLAUSE in the CCBL by the shipping activity emphasizes the technical point that the customer is responsible for all transportation and related costs

DTC Explanation

from point of origin onward (if a TAC 7 address is listed for the involved MAPAC, a CBL will be issued and “billed to” that address--the No Recourse Clause will still be executed on the CBL). If an individual shipment can be shipped as a small parcel, it will be treated as DTC 5 and shipped prepaid using a small parcel carrier to the TAC 1 address listed. The shipping activity must notify the materiel manager involved so billings to the Customer Country can be adjusted. If a shipper receives a DTC 4 MRO or contract for DWCF materiel, it should be treated as DTC 5 and shipped using the DWCF transportation fund citation. For offshore-sourced materiel, delivery at origin still applies. However, shipping activities (including contract administrators for materiel procured from overseas vendors) must follow the NOA procedures described in Paragraph H.2.g. prior to release of materiel.

- 5 Delivery to a CONUS-located freight forwarder, Customer Country facility, or commercial port (shipment to commercial port would be indicated in an NOA response). The DOD/USG is responsible for movement of materiel to one of these destinations. The customer is responsible for unloading the materiel from the inland carrier’s equipment upon delivery at the inland destination and for all subsequent onward movement. Since BLs or other prepaid transportation is used to move materiel to these places, the shipping activity is responsible for tracing actions with the carrier and for initiating claims against a carrier on behalf of a Customer Country whenever any loss, damage, or total non-delivery occurs. Shipping activities must be careful to identify materiel as DWCF or non-DWCF to ensure that the correct fund citation is used for inland CONUS transportation. DWCF materiel moves under the applicable DWCF transportation fund citation; non-DWCF materiel moves under the FMS Trust Fund Transportation Cost Clearing Account citation. For offshore-source materiel, all the above procedures for inland CONUS movement apply. However, in addition, shipping activities (i.e., contract administrators for materiel procured from overseas vendors) must follow the NOA procedures described in Paragraph H.2.g. prior to release of materiel.
- 6 DOD delivers at the overseas POD on board the vessel or aircraft. The US will effect movement, including overocean transportation, from point of origin to the overseas port of discharge. Purchasing country is responsible for unloading the ship or aircraft, port handling and subsequent onward movement. In today’s transportation environment, this DTC is seldom used. Commercial ocean and air carriers and the AMC all include offload charges in their billings. Since this DTC does not collect overseas port handling from FMS customer countries, the USG experiences a loss in most cases when it is used. NOTE: Under this DTC, shipping activities must identify materiel as DWCF or non-DWCF to ensure that the correct fund citation is used for the inland CONUS portion of transportation. DWCF materiel moves under the applicable DWCF citation; non-DWCF materiel moves under the FMS Trust Fund Transportation Cost Clearing Account citation.
- 7 Delivery to an inland point in the recipient country. The DOD is responsible for transportation, including overocean and inland overseas movement, from point of origin to a specified inland point overseas. The Customer Country is responsible for offloading the shipment from the overseas inland carrier’s equipment for a subsequent onward movement. Use of this DTC is kept to a minimum because it can obligate the USG to procure transportation in geographical areas where inland transportation is difficult to arrange. It is often used for countries that are authorized to use the DTS but

DTC **Explanation**

have no ocean ports (e.g., Bolivia and Austria). It also is applied to shipments routed via an Air Force/Army/Navy Post Office since these shipments are routed to destinations beyond in-country PODs. NOTE: Under this DTC, shipping activities must identify materiel as DWCF or non-DWCF to ensure that the correct fund citation is used for the inland CONUS portion of transportation. DWCF materiel moves under the applicable DWCF citation; non-DWCF materiel moves under the FMS Trust Fund Transportation Cost Clearing Account citation.

- 8 Delivery on board a Customer Country-controlled ship or aircraft at a DOD-controlled POE. The DOD is responsible for transportation from the point of origin to a Customer Country-controlled ship or aircraft at the DOD-controlled POE, including unloading materiel from the inland carrier, port handling and for stowage aboard a Customer Country-controlled ship or aircraft (DOD port personnel must obtain a signature from ship or aircraft officer/commander confirming receipt of materiel). The Customer Country is responsible for all subsequent onward movement. This DTC is used primarily for movement of sensitive conventional AA&E (See DOD 5100.76-M). Customer countries or their freight forwarders are not authorized to receive or handle Sensitive materiel at their facilities. It is sometimes used for classified shipments when a Customer Country does not have its own facilities or freight forwarder facilities cleared to receive classified as identified by a TAC A, B, C or D in the MAPAD.

- 9 Delivery to overseas POD offloaded. The DOD will effect movement of materiel from point of origin to overseas port of discharge, including offload at POD from the ship or aircraft. The Customer Country is responsible for all handling and onward movement of the materiel from the dock alongside the ship or from the air terminal. NOTE: Under this DTC, shipping activities must identify materiel as DWCF or non-DWCF to ensure that the correct fund citation is used for the inland CONUS portion of transportation. DWCF materiel moves under the applicable DWCF citation; non-DWCF materiel moves under the FMS Trust Fund Transportation Cost Clearing Account citation.

P. FMS DTCs FOR MATERIEL MOVING TO CONUS FOR REPAIR AND RETURN OR OTHER MAINTENANCE OR UPGRADE

1. These DTCs define DOD/USG responsibility for transportation of previously purchased materiel that is shipped to and from CONUS-located DOD/USG repair facilities. These movements are effected under Maintenance Support Arrangement (MSA) or Repair and Return FMS cases. These DTCs describe DOD and Customer Country responsibility for getting materiel to and from its correct destinations. Since two-way movement is involved, they are more complex. Also, coordination is required between customer countries and DOD repair facilities for insuring that materiel gets to the facilities for the maintenance required. Regardless of the DTC, the Customer Country always retains title to this materiel. DWCF citations will not apply since new materiel is not involved. Return shipments will either be collect, or the DOD shipper will cite the FMS Trust Fund Transportation Cost Clearing Account. Paragraph 2 below summarizes DOD/USG versus Customer Country responsibilities for these DTCs, and Table E-3 provides a more detailed description.

2. Summary of DOD responsibility.

Table E-2. DOD Responsibility for Transportation and Handling

DTC	From	Through	To
A	Overseas POE	CONUS destination	Overseas POD on board the vessel or aircraft
B	Overseas POE	CONUS destination	CONUS POE on board the vessel or aircraft
C	CONUS POD on board the vessel or aircraft	CONUS destination	CONUS POE on board the vessel or aircraft
D	CONUS POD on board the vessel or aircraft	CONUS destination	Overseas POD on board the vessel or aircraft
E	Customer has complete responsibility		
F	Overseas inland point	CONUS destination	Overseas inland point
G	Overseas POE	CONUS destination	Overseas POD alongside vessel or aircraft
J	CONUS inland point (classified cryptographic materiel)		Overseas inland destination

- Detailed explanation of DOD responsibility for transportation of Customer Country assets moved under an MSA/Repair and Return FMS Case (LOA).

Table E-3. FMS DTCs

DTC	Explanation
A	The DOD is responsible for transportation from a designated overseas POE to a CONUS destination and subsequent return to a designated overseas POD. The customer is responsible for overseas inland transportation of materiel to and from the overseas POE/POD and overseas port handling.
B	The DOD is responsible for transportation from a designated overseas POE to a CONUS destination, return to a CONUS POE, and CONUS port handling. The customer is responsible for overseas inland transportation to the overseas POE, overseas port loading, and all return transportation from the CONUS POE to ultimate destination.
C	The DOD is responsible for CONUS port unloading from the customer-arranged carrier, transportation to and from a designated CONUS destination, and CONUS port loading of a customer-arranged carrier. The customer is responsible for movement of materiel to and from the CONUS POD/POE.
D	The DOD is responsible for CONUS port unloading from the customer-arranged carrier, transportation to a CONUS destination, and return to an overseas designated POD. The Customer Country is responsible for transportation to a CONUS POD, overseas port unloading, and overseas inland transportation to ultimate destination.
E	The customer is responsible for all transportation from the overseas point of origin to the CONUS destination and return to an overseas destination.
F	The DOD is responsible for transportation from an overseas inland location to an overseas POE, overseas port handling, transportation to a CONUS POD, CONUS port handling, inland transportation to a designated CONUS destination, and return to an overseas destination.
G	The DOD is responsible for overseas port handling through an overseas POE, transportation to a CONUS POD, CONUS port handling, inland transportation to a CONUS destination, return to an overseas POD, and overseas port handling. Customer country is responsible for overseas inland transportation to and from the overseas POE/POD.
H	Customer country is responsible for all transportation from overseas point of origin to CONUS repair facility. USG/DOD is responsible for transportation from CONUS repair facility to CONUS POE. Customer country is responsible for CONUS POE port handling and all further movement to overseas destination.
J	Customer country is responsible for all transportation from overseas point of origin to CONUS repair facility. USG/DOD is responsible for all movement from CONUS repair facility to overseas destination.

Q. SECURITY ASSISTANCE DOCUMENTATION RETENTION POLICY

In compliance with International Law (the Government of Iran versus the Government of United States of America), the international court system required the Government of the United States to furnish hard copy Proof of Shipment for the last 30 years or refund the cost of SA material to the Government of Iran. Based on this decision, all FMS shipping documentation (includes GBLs, CBLs, NOAs, Transportation Control and Movement Documents (TCMDs), Issue Release/Receipt Documents (DD Forms 1348-1A, 1149, 250), Inspection and Receiving Reports, Air Bills, Supply Transactions, Transfer to Carrier Documents, Acceptance Data, and any similarly related material used to effect transfer of FMS shipments to carriers) must be retained for a mandatory time frame of 30 years. This normally means keeping the documentation two years at the shipper locations and 28 years in a National Records Archive. This FMS documentation must be maintained in hard copy format.

R. SCHEDULING DTC 8 PICKUPS OF SENSITIVE AA&E

1. Unless the DTS is used, it is DOD policy that FMS purchases of sensitive conventional AA&E be exported from the US through a DOD-controlled POE. The POE can be either an ocean or an aerial port. DOD controls these shipments until loaded into a Customer Country's ship or aircraft at the POE. Only when a ship's captain or first officer or an aircraft commander signs a receipt for them will DOD port personnel allow custody transfer. This movement falls under DTC 8 procedures. DTC 8 in a LOA states that, "DOD delivers at the CONUS POE on board the vessel or aircraft."
2. Two DOD agencies oversee the majority of POEs available for these exports. MTMC administers all DOD ocean ports, and HQ US Air Force controls most military airfields in the US.
3. The MTMC Operations Center Terminal Management Division is the point of contact for an ocean or surface pickup. The phone numbers are Commercial: 757 878-8531; FAX: 757 878-6155. Terminal Management Division personnel will assist either Country Representatives or Freight Forwarder personnel to determine a port and date for a pickup (a Customer Country can designate its Freight Forwarder as its agent for coordinating pickups by making it the NOA addressee in the MAPAD. However, if the materiel is classified, only the Country Representative can arrange pickups). Customer Countries are also responsible for Export Licenses and SEDs needed for the items being exported. These must be available when DOD port personnel are loading a vessel. Berthing requests must be received by the MTMC Operations Center at least 45 days in advance of the intended pickup date. The mailing address for the MTMC Operations Center Terminal Management Division is ATTN: MTOP-DT, MTMC Operations Center, 661 Sheppard Place, Fort Eustis, VA 23604-1644.
4. Pilot pickup procedures depend on what kind of aircraft does the pickup. If the aircraft is a Customer Country military aircraft, a Country Representative, as listed in the MAPAD, must get an Aircraft Landing Authorization Number (ALAN) for the pickup from the USAF Civil and Foreign Government Aviation Office (AF/XOO-CA). The phone number is Commercial: 703 588-8808 or 703 697-1796; FAX: 703 588-2164 or 703 695-7004. Air Force Instruction (AFI) 10-1801, Foreign Governmental Aircraft Landing at United States Air Force Installations, is the guide for processing ALANs. ALANs should be requested at least five days in advance of the pickup date. Freight forwarders are not authorized to make a request. If a Country Representative is not assigned to an Embassy, the requests must be forwarded through the Country Representative's Embassy.
5. If the Customer Country charters a civilian aircraft, the commercial air carrier must apply for a landing permit, not an ALAN. The landing permit also comes from the Civil and Foreign Government Aviation Office. The landing permit phone number is Commercial: 703 697-5967.

The FAX number is 703 695-7004. The air carrier must also furnish the Civil and Foreign Government Aviation Office with Certificates of Insurance and Hold Harmless Agreements for each pickup. AFI 10-1001, Civil Aircraft Landing Permits, is the guide for landing permits. Civil Aircraft Landing Permits must be requested 30 days in advance of the pickup date.

6. In arranging a pilot pickup at an Aerial Port, a Customer Country must have current Export Licenses and SEDs for the materiel. No landing can be made without an overflight clearance from the US State Department. If the aircraft is military, the Customer Country Representative obtains the clearance. If the aircraft is chartered, the civil air carrier obtains the clearance. For explosives, the Customer Country or the carrier must have valid CAA for each shipment. Aerial port personnel will review these when the items are loaded.
7. Waivers to the five or thirty-day advance notice requirement are possible. The USAF Civil and Foreign Government Aviation Office may grant a waiver if a request is submitted in writing. The mailing address for a waiver request is HQ USAF/XOO-CA, 1480 Air Force Pentagon, Washington, DC 20330-1480.
8. Any landing without an ALAN or landing permit is an "Unauthorized Landing." Moreover, a landing is an "Intentional Unauthorized Landing" if the pickup, as it is carried out, does not conform to the information provided in an ALAN or Permit request. One example is a shipment of HAZMAT that cannot be loaded because it is incompatible with other HAZMAT that has been called forward. Another is when too much materiel is called forward to fit into the pickup aircraft. The aerial port Installation Commander must report Unauthorized Landings to HQ USAF, to the Federal Aviation Administration and to the operator's government.
9. Surface pickup of sensitive AA&E will be presumed when a Customer Country gives no advance notice that a pilot pickup is planned. A shipping activity will follow surface release procedures unless advised otherwise. For a surface release, the shipper sends an "information" NOA to the current NOA address in the MAPAD. At the same time, it submits an ETRR to the MTMC Operations Center. The information NOA advises the addressee that it must contact the MTMC Operations Center to start pickup arrangements. When coordination is complete, the MTMC Operations Center will send an ETR to the shipping activity. The ETR informs shippers when and where to ship materiel. For surface pickups, a shipper releases sensitive cargo only in response to a MTMC ETR.
10. ETRs are not for pilot pickups. After receiving an ALAN or a Civil Aircraft Landing Permit, the NOA addressee responds directly to a shipper in response to an NOA. The NOA response tells the shipper which DOD aerial port will receive the materiel and when it must arrive. Shipping activity personnel will coordinate directly with aerial port personnel to confirm that the aerial port and dates are correct. After confirmation, the cargo will be released according to the NOA instructions. If a DTC 8 release starts under surface procedures and then is changed to a pilot pickup, the shipper will cancel the ETR Request. If a pilot pickup is planned and shippers are properly notified, no ETRs will be requested.
11. For ocean pickups only, an extra step is added if the sensitive AA&E is either explosives or ammunition. This extra step adds the JMC to the procedure. The JMC in Rock Island, Illinois, is the DOD Single Manager for ammunition. As the Ammunition Single Manager, the JMC has release authority over all DOD ammunition except missiles and Air Force and Navy-peculiar items. The JMC TO is involved in the ETR process for releases of JMC-managed ammunition and explosives. The "information" NOA for a release of this materiel is still sent by an individual shipping activity. It advises the NOA addressee that materiel is ready for release and that a pickup port and date must be coordinated with the MTMC Operations Center. However, instead of submitting an ETRR, the shipper forwards shipment data to the JMC TO, and it submits the ETRR to the MTMC Operations Center. After a pickup date and port have been

coordinated, the ETR is transmitted to the JMC TO. The shipper receives its release instructions from the JMC TO. If the NOA addressee needs to contact a shipping activity regarding these releases, the JMC TO can be contacted at Commercial: 309 782-5612 or 3270. This procedure does not apply to pilot pickups. It also does not apply if the materiel is arms (weapons) only.

12. Setting up ports and dates are part of the pickup process. Processing lead times and advance notice requirements are firm. Personnel and materiel resources at ports are limited. Scheduling is based on these limits and ships or aircraft must show up as scheduled. A “no-show” wastes resources and manpower. Delayed arrivals cannot always be accommodated. HAZMAT regulations must be followed for all cargo. Ports cannot store HAZMAT materiel, especially sensitive AA&E. Materiel that cannot be loaded at the port will be shipped to DOD storage activities at the expense of a Customer Country’s account. Customer Countries are responsible for keeping their MAPAD addresses current because they are used for transmitting NOAs and misrouted NOAs cause delay. Export Permits (DSP-94 or DSP-85) and their associated LOAs must be available for US Customs personnel at both aerial and ocean ports during loading. CAAs are required for explosives shipments. Customer Countries can use DOD CAAs for export of FMS-purchased ammunition and explosives. However, DOD must authorize their use on a case-by-case basis.

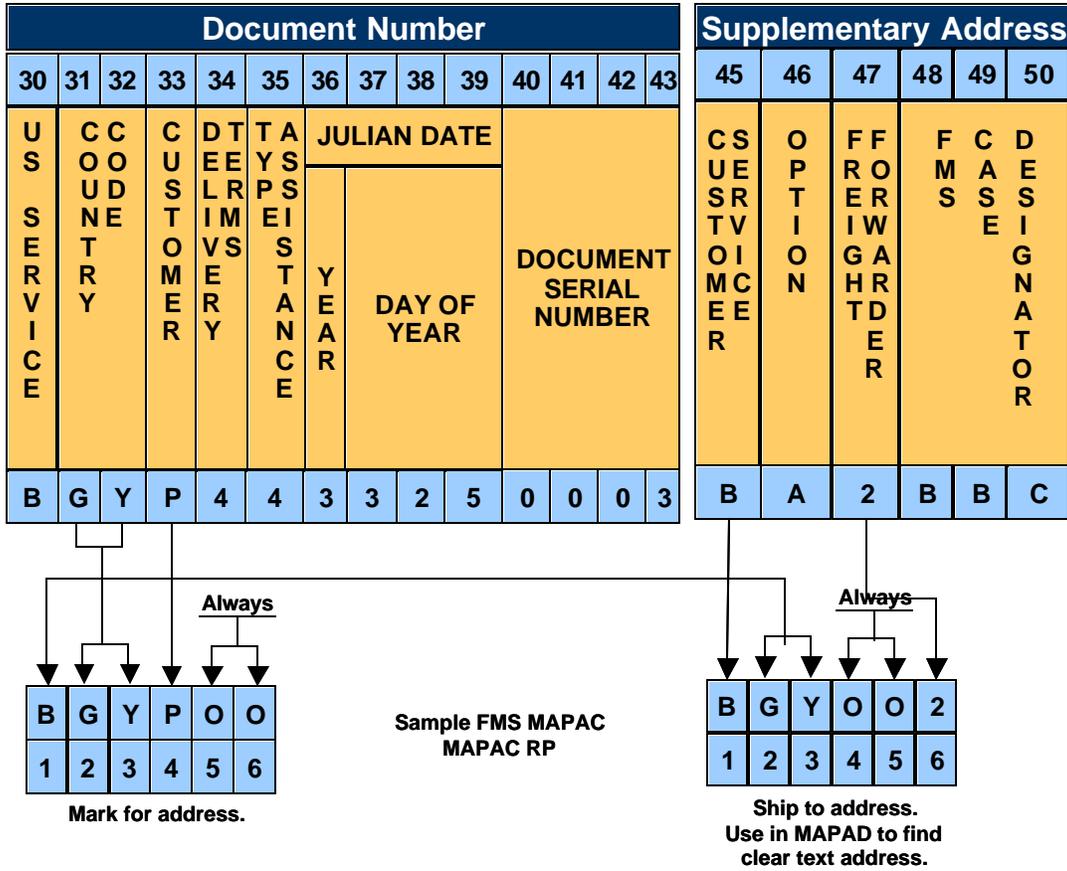


Figure E-5. MAPAC Construction (FMS Shipment to a Freight Forwarder)

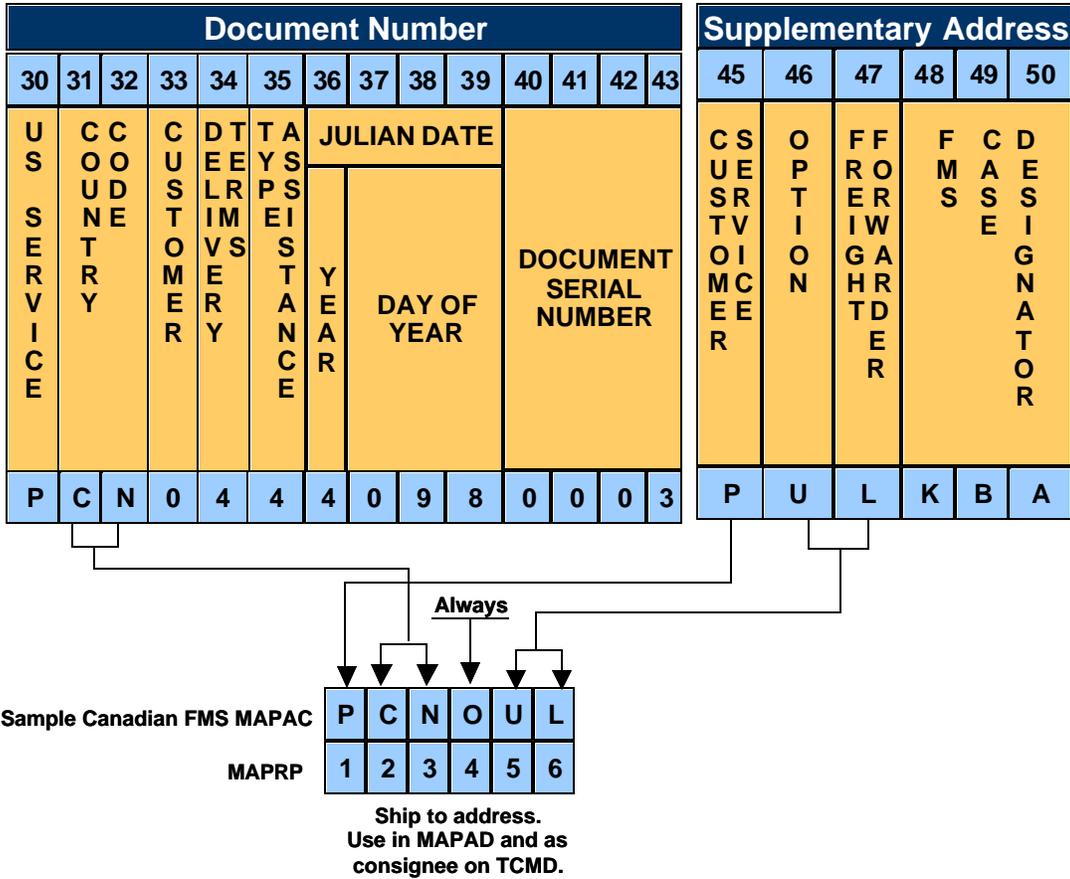


Figure E-6. MAPAC Construction (FMS Shipment to a Canadian customer (Ship Directly))

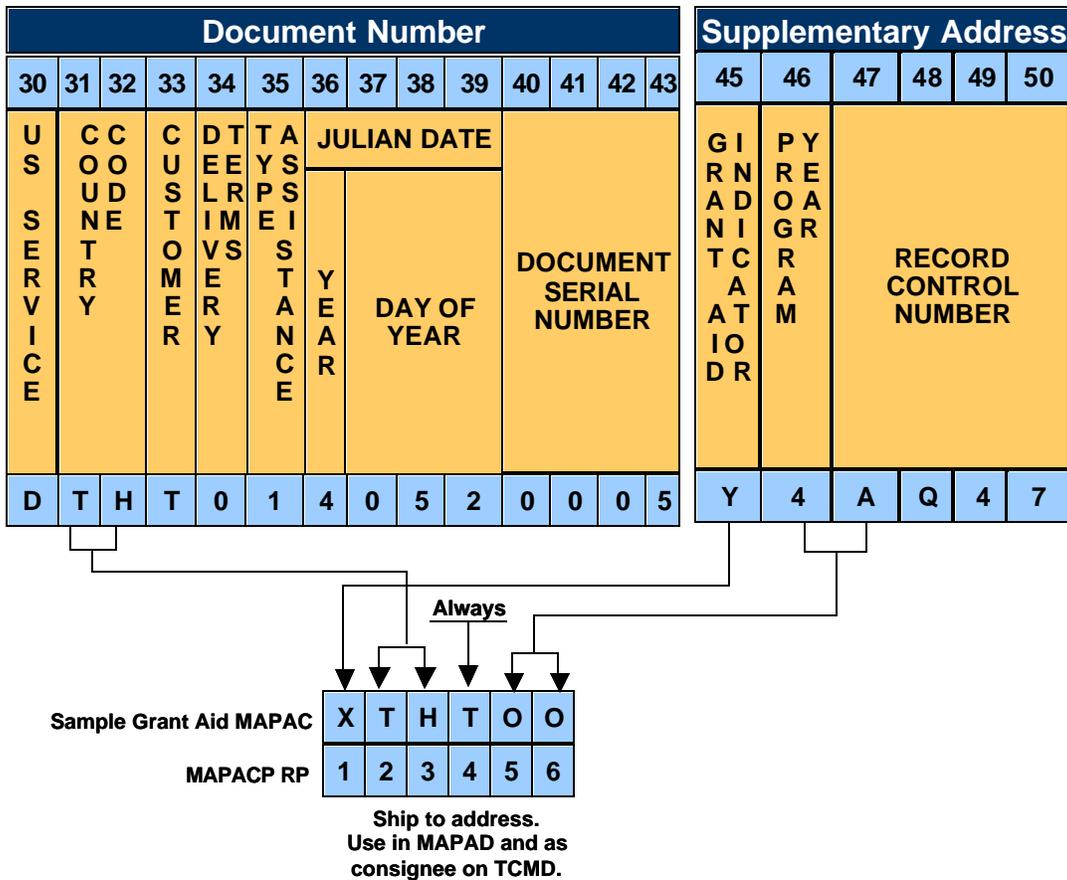


Figure E-7. MAPAC Construction (Grant Aid Shipment)

Table E-4. International Logistics Control Office Freight Forwarder Assistance

Army:	Commander U.S. Army SA Center Attn: AMSAC-OL-LS-CS 54 M Avenue, Suite 1 New Cumberland, PA 17070-5096 Telephone: Commercial: 717 770-6843 or 7398 DSN: 771-6843 or 7398
Air Force:	Air Force Logistics Command Attn: AFMC/LGTT 4375 Chidlaw Road, Bldg 262, RM B117 Wright-Patterson AFB, OH 45433-5006 Telephone: Commercial: 937 257-3422/5631 DSN: 787-3422/5631

<p>Navy:</p>	<p>Navy Inventory Control Point International Program Attn: P764 700 Robbins Ave, Bldg 4B Philadelphia, PA 19111-5095 Telephone: Commercial: 215 697-5002/1155/1340 DSN: 442-5002/1155/1340</p>
<p>Marine Corps:</p>	<p>Commandant of the Marine Corps Code LPD-1 2 Navy Annex Washington, DC 20380-1775 Telephone: Commercial: 703 695-7930 DSN: 225-7930</p>

APPENDIX F

SEALIFT AND AIRLIFT FORECASTING

A. PURPOSE

This appendix establishes procedures for submission of peacetime sealift transportation movement requirements. It assigns responsibilities and prescribes procedures for determining and submitting dry cargo requirements for ocean transportation and for preparing and distributing necessary reports.

B. SCOPE

All ocean cargo authorized for movement in the Defense Transportation System (DTS) during peacetime and eligible to use common user-arranged lift, including privately-owned vehicles (POVs) and all codes of household goods (HHG), is subject to the provisions of this Regulation and will be reported to the United States Transportation Command (USTRANSCOM). Wartime and contingency requirements are excluded and will be handled in accordance with Joint Publication 5-03.1, Joint Operation Planning and Execution System Volume I, Planning Policies and Procedures.

C. SUBMISSION REQUIREMENTS

1. The Services, Defense Logistics Agency (DLA), Defense Commissary Agency (DeCA), Army and Air Force Exchange Service (AAFES), and other DOD Agencies, as designated by USTRANSCOM, are required to submit long-range forecasts for surface cargo movement requirements. Service/Agency billpayers are responsible for the annual Transportation Workload Forecast (TWF) submissions. Shipper, receivers, and theater commanders will support them in this process. The USTRANSCOM Operations Directorate TCJ3 is the TWF process owner. They initiate the long-range TWF process not later than (NLT) 15 November.
2. The Military Traffic Management Command (MTMC) Operations Center negotiates contracts for liner container and breakbulk service. The Military Sealift Command (MSC) provides support for most exercises, ammunition, and shipments not within the capability of liner carriers.
3. NLT 2 January each year, TCJ3 will provide the Services, DLA, DeCA, AAFES, and other DOD Agencies, as designated by USTRANSCOM, in spreadsheet format, data depicting the previous fiscal year (FY) historic movement data. TWF data will be reported by the nearest measurement ton (MTON), by commodity, by Service and/or Agency, and by Unified Command Commanders.
4. The Services, DLA, DeCA, AAFES, and other DOD Agencies, as designated by USTRANSCOM, will review the TWF historic data and adjust as required based on known existing transportation workload. The adjusted TWF historic data becomes the Services, DLA, DeCA, AAFES, and other DOD Agencies, as designated by USTRANSCOM, forecasts and is returned to TCJ3 via electronic mail (e-mail). The steps in the long-range TWF process are detailed below:
 - a. NLT 15 November, TCJ3 initiates the annual long-range surface cargo forecasting process. They task the MTMC Operations Center and MSC Sealift Program (PM5) to review historic movement data from the previous FY and develop in forecast format, actual movement data in MTONs, by commodity, by month, by Service/Agency, and by theater commanders. TCJ3 notifies the Services/Agencies by message and/or e-mail that the process is starting and advises them of significant suspense dates. TCJ3 also advises PM5 of forecasting process initiation.
 - b. Upon receipt of TCJ3 tasking, the MTMC Operations Center and PM5 pull and review previous FY historic movement data from the Requirements Forecasting and Rate Analysis

Module and PM5 from internal cargo movement data tables. PM5 and the MTMC Operations Center format in MTONs, by commodity group, origin and destination trade area, Service/Agency, and theater commanders in a forecast spreadsheet and transmit the data to TCJ3 not later than 15 December. This becomes the baseline for initiation of the forecasting process.

- c. Upon receipt of data from MSC and MTMC, TCJ3 prepares data in forecast format. NLT 2 January, TCJ3 forwards the USTRANSCOM forecast (historic movement data) to the Services, DLA, DeCA, AAFES, theater commanders and other DOD Agencies, as designated by USTRANSCOM.
- d. NLT 15 January, the Services, DLA, DeCA, AAFES, and other DOD Agencies, as designated by USTRANSCOM, return their forecast to TCJ3 via e-mail in the same format as described in C.4.a above. This is their best estimate of requirements for the next FY, next FY + 1, and next FY + 2. It is based on USTRANSCOM actual historic movement data adjusted by the Services/Agencies forecasters for known changes to transportation workload requirements. Forecast format is at Figure F-1.
- e. TCJ3 reviews the Services/Agencies Forecasts and prepares for the TWF Conference. TCJ3 reviews the forecast submitted by the Services, DLA, DeCA, AAFES, and other DOD Agencies, as designated by USTRANSCOM, comparing to the USTRANSCOM historic movement data. The purpose of this review is to note any apparent gross discrepancies. TCJ3 also finalizes preparations for the TWF Conference.
- f. NLT the first week in February, TCJ3 hosts and chairs the TWF Conference. The purpose of this conference is to bring together the providers of lift Transportation Component Commands (TCCs) with the customers of the DTS (Services, DLA, DeCA, AAFES, theater commanders, and other DOD Agencies), as designated by USTRANSCOM, to resolve any forecast issues and produce a final TWF.
- g. Following the TWF Conference, TCJ3 produces the final TWF and sends it to the Services, DLA, DeCA, AAFES, and other DOD Agencies, as designated by USTRANSCOM, for formal coordination and approval. This should occur NLT 15 February.
- h. The appropriate forecasting Point of Contact (POC) within each Service and Agency receives final TWF, coordinates as appropriate, and gets final approval. The approved forecast should be released by a General Officer (GO)/Flag Officer (FO)/Senior Executive Service (SES)-level executive in the chain of command. The approved forecast is released back to USTRANSCOM TCJ3 NLT 15 March.
- i. Upon receipt of the approved forecast from Services/Agencies, TCJ3 releases the forecast to MTMC and MSC for financial and operational use. This must occur NLT 1 April.

FORMAT FOR SUBMITTING LONG-RANGE SURFACE CARGO FORECAST

Reporting Agency	Program	Origin Country	Origin Traffic Area	Destination Country	Dest Traffic Area	Commodity	Mode	MTONs Year 1	FEU Year 1	MTONs Year 2	FEU Year 2	MTONs Year 3	FEU Year 3
Reporting agency	Billpayer												
Program	Major program. Troop support, exercise, Security Assistance Program, Humanitarian assistance, etc.												
Origin country	Country where shipment originates. May not be same as the origin traffic area.												
Origin Traffic area	Area where Port of Embarkation is located.												
Destination Country	Country where shipment is delivered. May not be same as the destination traffic area.												
Dest Traffic Area	Area where Port of Debarkation is located.												
Commodity	Major commodity grouping, to include POV, HHG, General cargo, Reefer, Military Vehicles, Container, or Breakbulk.												
Sealift Mode	Container or breakbulk.												
MTONs Year 1	Forecasted MTONs.												
FEU Year 1	Forecasted number of Forty foot Equivalent Units (FEU). Blank if breakbulk mode.												
Shipments that require transshipment, such as Diego Garcia, should only be reported once. Do not report origin to transshipment port and transshipment port to destination as separate shipments.													

Figure F-1. Format for Submitting Long-Range Surface Cargo Forecast

5. Liner contracts require additional detail to support development of the work statement. MTMC will determine schedules for submitting the supplemental information. Normally, the process of collecting requirements for liner contracts or agreements begins at least eight months prior to the effective date of the new contract/agreement cycle. MTMC will present its schedule for upcoming ocean transportation contracting actions. This will include timelines for submitting contract-level forecasts. Based on the effective date of each contract/agreement, MTMC will notify appropriate DOD Components and other DOD Agencies of time frames for submitting additional information together with any reporting guidance unique to the specific contract/agreement. Consolidated requirements will be presented for review and approval at the annual Transportation Workload Conference (TWC) hosted by USTRANSCOM. The TWC provides a forum for shippers to address future contractual requirements, as well as remedies to performance and operational problems.

D. USE OF FORECAST INFORMATION

1. Liner Contracts. Cargo forecasts become elements of the Statement of Work for transportation contracts. Forecasting at a more detailed level may be required to quantify contract requirements. Additional data not contained in the TWF may be required to support these requirements.
2. MSC-Controlled/Chartered Vessels. Where scheduled commercial service is determined to be inadequate or unavailable to meet DOD forecasted requirements, or a military controlled vessel is required, MTMC will pass these requirements to MSC for special negotiations or assignment of controlled assets. MSC will determine the best contractual approach to meet these lift requirements. Assignment of controlled vessels will be consistent with the policy prescribed by this regulation.
3. Fiscal Operations. MTMC and MSC require forecast information to support their respective budgeting processes. This information provides the basis for determining the level of billing rates necessary to cover anticipated expenses. As mutually agreed between MTMC and MSC, procedures will be established to ensure that forecast information is made available for the budgeting process consistent with the timelines prescribed for this operation.
4. HHG and POV. Forecasts provided in the TWF will support the acquisition processes for these programs.

E. PERFORMANCE REPORTS

MTMC and MSC will assess the accuracy of forecasts and provide reporting activities with periodic assessments comparing actual versus forecast performance. Both MSC and MTMC will prepare the format and frequency of their own reports, which will be developed in coordination with the reporting activities to ensure that they have value in improving the accuracy of forecast information.

F. AIR CARGO FORECAST SUBMISSION REQUIREMENTS

1. The Services, DLA, and DeCA are required to submit both short- and long-range forecasts for air cargo movement requirements. The USTRANSCOM TCJ3 is the TWF process owner. They initiate the long-range TWF process NLT 15 November. By the 15th of each month, TCJ3 receives a short-range forecast revising, as required, the movement requirements for the operating month 110 days out.
2. NLT 2 January each year, TCJ3 will provide the Services, DLA, and DeCA via e-mail in a formatted spreadsheet (see Figure F-2) depicting the previous FY historic movement data. TWF data will be reported by nearest short ton, by month, for those channels listed in the Air Mobility Command (AMC) Sequence Listing for Channel Traffic.

3. The Services, DLA, and DeCA review the TWF historic data and adjust as required based on known existing transportation workload. The adjusted TWF historic data, which becomes the Services, DLA, and DeCA's forecasts, is then returned to TCJ3 via e-mail. The steps in the long-range TWF process are detailed below:
 - a. NLT 15 November, TCJ3 initiates the annual long-range air channel forecast. They task the AMC Tanker Airlift Control Center (TACC)/Global Channel Development and Analysis Branch (XOGD) and AMC/FMBT (Transportation Working Capital Fund Budget Branch) to review actual movement/billing data from the previous FY. At the same time, TCJ3 notifies the Services, DLA, and DeCA by message and/or e-mail that the process is starting and advises them of significant suspense dates.
 - b. TCJ3, using the Global Air Transportation Execution System (GATES) data, inputs previous FY historic movement data into a spreadsheet formatted by short tons, by channel, by month, and by Services, DLA, and DeCA. TCJ3 e-mails this spreadsheet to AMC TACC/XOGD and AMC/FMBT to review and reconcile any data conflicts. AMC TACC/XOGD and AMC/FMBT coordinate any changes to historic movement data with TCJ3.
 - c. NLT 15 December, TCJ3 resolves with AMC TACC/XOG and AMC/FMBT any data discrepancies and prepares an initial USTRANSCOM forecast based on previous FY historic movement data. NLT the first duty day in January, TCJ3 e-mails an initial forecast to the Services, DLA, and DeCA. AMC TACC/XOG and AMC/FMBT also receive the initial forecast via e-mail.
 - d. NLT 15 January, the Services, DLA, and DeCA return their forecast to TCJ3 via e-mail in the same format as described in Paragraph 2 above. This is their best estimate of requirements for next FY, next FY + 1, and next FY + 2. It is based on the USTRANSCOM actual historic movement data adjusted by the Services/Agencies forecasters for known changes to transportation workload requirements.
 - e. TCJ3 reviews the forecast submitted by the Services, DLA, and DeCA comparing it to the USTRANSCOM forecast. The purpose of this review is to note any apparent discrepancies. TCJ3 also finalizes preparations for the TWF Conference.
 - f. NLT first week of February, TCJ3 hosts and chairs the TWF Conference. The purpose of this conference is to bring together the providers of lift (TCCs) with the customers of the Services, DLA, and DeCA to resolve any forecast issues and produce a final TWF.
 - g. Following the TWF Conference, TCJ3 produces the final air channel TWF and sends to the Services, DLA, and DeCA for formal coordination and approval. This should occur NLT 15 February.
 - h. The appropriate forecasting POC within each Service and Agency receives the final TWF, coordinates as appropriate, and gets final approval. A GO/FO/SES-level executive in the chain of command should release the approved forecast. The approved forecast is released back to USTRANSCOM TCJ3 NLT 15 March.
 - i. Upon receipt of approved forecast from the Services, DLA, and DeCA, TCJ3 releases the forecast to AMC TACC/XOGD for operational use and to AMC/FMBT for financial use. The final approved air channel TWF must be available NLT 1 April.
4. A short-range TWF is submitted monthly by each Service and DLA. They should be e-mailed to TCJ3 NLT the 15th of each month. They cover the operating month approximately 110 days out. For example, the short-range forecast for June would be submitted NLT 15 February. The short-range forecast is by channel, by short tons, by cargo, by HHG, by baggage, and by mail.

Although not required by TCJ3, if requirements for oversize, outsize, and hazardous are known, they should be submitted as well. Figure F-3 is a recommended format.

G. DISTRIBUTION OF REPORTS

Each month, AMC TACC/XOGD sends a Movement Versus Forecast and Worldwide Movement report to each Service, DLA, and DeCA. The Movement Versus Forecast report provides actual accumulative movement in tons of cargo, mail, and hold baggage compared to the Services' forecasted tonnage. The Worldwide Movement report shows actual cumulative movement of originating cargo, mail, HHG, and hold baggage from all Aerial Ports of Debarkation (APODs).

H. WARTIME REQUIREMENTS

1. During a contingency or war, when notified by USTRANSCOM, the following additional cargo categories will be broken out. This breakout may be limited to specific channels.
 - a. **Outsize Cargo.** In reporting airlift requirements, report outsize cargo when known; this is a single item of cargo, too large for palletization or containerization, which exceeds 1090 inches long by 111 inches wide by 105 inches high. Requires transport by sea or use of a C-5 or C-17 aircraft for transport by air.
 - b. **Oversize Cargo.** Report oversize cargo when known; this is cargo that exceeds 108 inches long by 88 inches wide by 96 inches high in any dimension (dimensions of the standard 463-L pallet).
 - c. **Hazardous Cargo.** Report hazardous cargo, when known. This is cargo containing any material that is an oxidizing agent or whose properties make it flammable; that is corrosive, combustible, explosive, toxic, or radioactive; or that has magnetic qualities strong enough to cause appreciable deviations to compass-sensing or other navigational devices of an aircraft.

I. JCS REQUIREMENTS

1. The commander of a unified or specified command sends requirements for a JCS-directed or JCS-coordinated exercise directly to USTRANSCOM under procedures established by the JCS. All requirements submitted to USTRANSCOM for the types of cargo listed below are generally reported by one of the Services or DLA, even though the Agency, office, or activity directly served and the sources of funding the airlift vary.
 - a. **Army and Air Force Mail.** The Army reports these requirements.
 - b. **Navy and Marine Corps Mail.** The Navy reports these requirements.
 - c. **Army and Air Force Exchange Services (AAFES).** The Army reports these cargo requirements.
 - d. **Other Agencies, Offices, or Activities.** These cargo requirements are usually reported by the Air Force or as assigned by the Office of the Secretary of Defense or JCS.

Format for Submitting Long-Range Airlift Requirements

SERVICE/AGENCY NEXT FY													
CHANNEL		1 ST QTR FY SHORT TONS			2d QTR FY SHORT TONS			3d QTR FY SHORT TONS			4 th QTR FY SHORT TONS		
APOE	APOD	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP
CHS	ASU												
	BGI												
	BOG												

SERVICE/AGENCY NEXT FY PLUS ONE and FY PLUS TWO													
CHANNEL		1 ST QTR FY SHORT TONS			2d QTR FY SHORT TONS			3d QTR FY SHORT TONS			4 th QTR FY SHORT TONS		
APOE	APOD	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP
CHS	ASU												
	BGI												
	BOG												

Figure F-2. Format for Submitting Long -Range Airlift Requirements

Format for Submitting Short-Range Airlift Requirements

SERVICE/DLA SHORT-RANGE FORECAST (SUBMITTED 110 DAYS PRIOR TO OPERATING MONTH)									
FOR EXAMPLE: OPERATING MONTH OF JUNE IS SUBMITTED NLT 15 FEBRUARY									
CHANNEL	CARGO	HHG	BAGGAGE	MAIL	OVER SIZE	OUT SIZE	HAZMAT		
CHS	ASU								
	BGI								
	BOG								

Figure F-3. Format for Submitting Short-Range Airlift Requirements

APPENDIX G

ELECTRONIC DATA INTERCHANGE (EDI) OPERATING INSTRUCTIONS FOR PREPARATION OF THE BILL OF LADING (BL) FOR SUBMISSION

A. GENERAL

The Defense Transportation Electronic Business (DTEB) web site is located at: <http://nd1.lmi.org/dod/dtediframes.nsf>. After obtaining access to the DTEB Home Page go to the left-hand frame, then select Implementation Conventions (ICs) and ICs Completed for the information previously found in this Appendix.

B. BILLS OF LADING (BL)

The Department of Defense (DOD) is replacing the BL and other commonly used freight payment documents with electronic transfers of information using EDI techniques. References and Points of Contact are at Attachment G1. The use of electronically exchanged information will alter greatly the BL preparation and distribution procedures at all DOD freight shipping activities. DFAS-IN GBL Data Requirements Preparation Format is at Attachment G2, DFAS-IN BL Data Requirements Code lists are at Attachment G3, and Commercial BLs Data Requirements Preparation Format is at Attachment G4.

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ATTACHMENT G1

REFERENCES AND POINTS OF CONTACT

A. FOR ANSWERS TO FREIGHT ELECTRONIC DATA INTERCHANGE (EDI) TECHNICAL QUESTIONS

Commander
Military Traffic Management Command
Attn: MTIM-I (EDI Administrator)
200 Stovall Street.
Alexandria, VA 22332-5000

Telephone: Commercial: 703 428-2545/2933
FAX: Commercial: 703 428-3297

B. FOR INFORMATION CONCERNING THE STANDARD CARRIER ALPHA CODE

National Motor Freight Traffic Association, Inc.
2200 Mill Road
Alexandria, VA 22314-4654

Commercial: 703 838-1831
FAX: Commercial: 703 683-1094

C. FOR GENERAL OR TECHNICAL INFORMATION CONCERNING THE ASC X12 TRANSACTION SETS

Data Interchange Standards Association, Inc.
ANSI X12 Secretariat
333 John Carlyle Street, Suite 600
Alexandria, VA 22314-2852

Telephone: Commercial: 703 548-7005
FAX: Commercial: 703 548-5738

D. FOR PLACING ORDERS FOR ASC X12 TRANSACTION SETS AND CUSTOMER SERVICE

EDI Support Services, Inc.
P.O. Box 203
Chardon, OH 44024-0203

Telephone: Commercial: 440 286-9101
FAX: Commercial: 440 286-6817

E. FOR INFORMATION CONCERNING ELECTRONIC OR PAPER PAYMENT PROCEDURES

Defense Finance and Accounting Service Indianapolis Center
Attn: Transportation Operations Directorate
Systems Management Office
(DFAS-IN-TA)
8899 East 56th Street
Indianapolis, IN 46249-0606

Telephone: Commercial: 317 510-0566
FAX: Commercial: 317 543-7829

F. FOR COMMERCIAL BILLS OF LADING

US Bank – PowerTrack
1010 South 7th Street
Minneapolis, MN 55415

Telephone: PowerTrack Hot Line Commercial: 800 417-1844

G. FOR ASSISTANCE WITH IMPLEMENTING EDI

USTRANSCOM/TCJ5-LOI
508 Scott Drive
Scott AFB, IL 62225

Telephone: Commercial: 618 229-1621 or DSN 779-1621
FAX: Commercial: 618 229-1927

ATTACHMENT G2

DFAS-IN GBL DATA REQUIREMENTS PREPARATION FORMAT

A. PURPOSE

This attachment describes the changes to the GBL document required by the DFAS-IN for input and payment in an electronic operating environment. These GBL requirements represent currently approved guidance and procedures. GBLs are used only for outside Continental United States (OCONUS) movements when required for Customs purposes. The guidance is provided by the block number from the GBL form. Each change is followed with an example. While not mandatory for all GBLs, these requirements must be included when applicable to the shipment.

B. INSTRUCTIONS FOR USING GBL (STANDARD FORM (SF 1103))

BLOCK 1. TRANSPORTATION COMPANY TENDERED TO. The full name of the initial linehaul carrier will be shown. If insufficient space, abbreviations may be used.

Example: OVERNITE TRANSPORTATION COMPANY

BLOCK 2. SCAC. The Standard Carrier Alpha Code (SCAC) of the linehaul carrier in Block 1 will be shown.

Example: OVNT

BLOCK 3. DATE B/L PREPARED. This date represents the date in which the BL was prepared. The Transportation Office (TO) assigns this date at the time of BL creation.

Example: 031123

BLOCK 4. ROUTE ORDER/RELEASE NUMBER.

- a. The Route Order (RO) or Export Traffic Release (ETR) number will be shown.
- b. Enter the RO number if provided by the MTMC Operations Center. The RO number is a ten position alpha/numeric string and is located on the hard copy DD Form 1085, Domestic Freight Routing Request and Order (See Figure 201-1) or the electronic shipment response for shipments moving under non-contract and non-negotiated rates. The RO number is located on the Tailored Transportation Contract (TTC) award letter for shipments moving under TTC rates and on the negotiated RO for shipments moving under negotiated rates.

BLOCK 5. DESTINATION.

- a. Enter the Department of Defense Activity Address Code (DODAAC) or Contractor and Government Entity (CAGE) on the same line as the block title. The DODAAC should be six characters long. The CAGE should be six characters long, if only five characters, add a 0 or X at the end.

Example:

Name, address, country, and DODAAC/CAGE.

- b. For rail shipments the name of the installation or name of industry will be shown. If there is insufficient space, abbreviations may be used.
- c. Enter the clear text address below the block description. Instructions contained in the automated Transportation Facilities Guide (TFG) (<https://www.mtmc.army.mil/>), according to the mode of transportation utilized, designate the city, town, or point, official post office state abbreviation, and ZIP code to be shown. For OCONUS, require DODAAC Type Address Code 2 (freight

address). For consignees not listed in the TFG and when precise information is not contained in the requisition or other shipping directives, advice and assistance may be obtained from the TO, or the MTMC Operations Center. When there are two or more cities or towns of the same name in a state, the name of the county in which the destination is located must also be shown. If there is insufficient space, abbreviations may be used.

BLOCK 6. SPLC (Dest). Look up the destination Standard Point Location Code (SPLC) in the Continental Directory of Standard Point Location Codes NMF 102. In Block 6 enter the nine-digit SPLC for the point. When the Directory indicates a valid six-digit SPLC, add three zeros to the right of the SPLC to satisfy the nine-digit requirement. Arrangements to obtain a copy of the Directory may be made via <http://www.nmfta.org/>. The SPLC Directory is limited to the North American continent and not applicable for overseas.

Example: MOT Sunny Pt, NC 409469250

Example: Sunny Pt, NC 409469 would be entered as 409469000

BLOCK 7. SPLC (Orig). Look up the origin SPLC in the Continental Directory of Standard Point Location Codes NMF 102. Enter the nine-digit SPLC for the point in Block 7. When the Directory indicates a valid six-digit SPLC, add three zeros to the right of the SPLC to satisfy the nine-digit requirement. Arrangements to obtain a copy of the Directory may be made via <http://www.nmfta.org/>. The SPLC Directory is limited to the North American continent and not applicable for overseas.

Example: Crane AAA, IN 376123250

Example: Crane, IN 376125 would be entered as 376125000

BLOCK 8. ORIGIN.

- a. Enter the DODAAC or CAGE on the same line as the block title. The DODAAC should be six characters long. The CAGE should be six characters long, if only five characters, add a 0 or X at the end.

Example:

Name, address, country and DODAAC/CAGE

(Enter the clear text address below the block description)

- b. For rail shipments, the name of military installation or name of industry will be shown. If there is insufficient space, abbreviations may be used.
- c. Enter the clear text address below the block description. Instructions contained in the TFG, according to the mode of transportation utilized, designate the city, town, or point, official post office state abbreviation, and ZIP code to be shown. For OCONUS, require DODAAC Type Address Code 2 (freight address). For consignees not listed in the TFG and when precise information is not contained in the requisition or other shipping directives, advice and assistance may be obtained from the TO or the MTMC Operations Center. When there are two or more cities or towns of the same name in a state, the name of the county in which the destination is located must also be shown. If there is insufficient space, abbreviations may be used.

BLOCK 9. CONSIGNEE.

- a. Enter the DODAAC or CAGE on the same line as the block title. The DODAAC should be six characters long. The CAGE should be six characters long, if only five characters, add a 0 or X at the end.

Example:

Name, address, country, and DODAAC/CAGE.

- b. Enter the clear text address below the block description. Instructions contained in the TFG, according to the mode of transportation utilized, designate the city, town, or point, official post office state abbreviation, and ZIP code to be shown. For OCONUS, require DODAAC Type Address Code 2 (freight address). For consignees not listed in the TFG and when precise information is not contained in the requisition or other shipping directives, advice and assistance may be obtained from the TO, or the MTMC Operations Center. When there are two or more cities or towns of the same name in a state, the name of the county in which the destination is located must also be shown. If there is insufficient space, abbreviations may be used.
- c. The destination or official title of consignee and the official name of the installation or activity will be shown in accordance with particular shipping instructions. When the consignee's post office address differs from the destination (Block 5), the address will be added in parentheses. Other information, such as government department or whether plant or warehouse delivery, will be shown. When a shipment is consigned for transshipment or final delivery to other than the consignee, the word "For" and appropriate additional information will be shown in Block 15, "Marks and Annotations". If insufficient space, abbreviations may be used.

BLOCK 10. GBLOC (Cons). Enter the appropriate Bill of Lading Office Code (BLOC), formerly GBLOC, assigned to the consignee (Block 9). If no BLOC is assigned to the consignee, enter "IOOI" (eye-o-o-eye). Refer to Chapter 206 of this Regulation for instructions on how to apply for a valid BLOC.

Example: BKAH

BLOCK 11. SHIPPER.

- a. Enter the DODAAC or CAGE on the same line as the block title. The DODAAC should be six characters long. The CAGE should be six characters long, if only five characters, add a 0 or X at the end.

Example:

Name, address, country, and DODAAC/CAGE.

- b. The name of the shipping establishment will be shown, except when a BL is issued to a contractor or other authorized shipper to cover a shipment from another point. In such instances, the name of the actual shipper will be shown following the name of the agency in care of the contractor. If there is insufficient space, abbreviations may be used.
- c. Enter the clear text address below the block description. Instructions contained in the TFG, according to the mode of transportation utilized, designate the city, town, or point, official post office state abbreviation, and ZIP code to be shown. For OCONUS, require DODAAC Type Address Code 2 (freight address). For consignees not listed in the TFG and when precise information is not contained in the requisition or other shipping directives, advice and assistance may be obtained from the TO or the MTMC Operations Center. When there are two or more cities or towns of the same name in a state, the name of the county in which the destination is located must also be shown. If there insufficient space, abbreviations may be used.

BLOCK 12. APPROPRIATION CHARGEABLE. If a GBL is charged to a single appropriation, enter the appropriation number and the total weight charged to that appropriation. If a GBL is charged to multiple appropriations, enter “SEE CONTINUATION SHEET” in BLOCK 12. On the continuation sheet, list each unique appropriation number and its corresponding appropriation chargeable weight. The list should be clearly marked “BLOCK 12 APPROPRIATION CHARGEABLE.” An appropriation may be substituted with a Movement Designator Code, Transportation Account Code (TAC), or Abbreviated TAC, as appropriate.

BLOCK 13. BILL CHARGES TO. Show the official designation and address of the disbursing office responsible for payment of charges. When transportation charges are to be paid directly to a carrier by a Government agency other than the shipper agency, show the name of the department and the office responsible for payment of charges. When more than one office is responsible for payment of charges, the office responsible for the preponderance of weight listed on the GBL will be shown as the disbursing office.

Example:

Defense Finance and Accounting Service
 Indianapolis Center
 Directorate for Transportation Payments
 8899 East 56th Street
 Indianapolis, IN 46249-0611

BLOCK 14. VIA. (NOT USED)

BLOCK 15. MARKS AND ANNOTATIONS.

- a. When required by regulation, directives, carriers’ tenders/tariffs or Federal or State regulations, the following additional information will be shown in this space. If any of the following information does not fit in Block 15, enter “SEE CONTINUATION SHEET” in BLOCK 15, and list the information on the continuation sheet. The list should be clearly marked “BLOCK 15. MARKS AND ANNOTATIONS”.
- b. List accessorial and protective services in BLOCK 15 as shown in table format below. Use the X12 accessorial and protective service codes listed in Attachment G3 of this Appendix.

Example:

<u>Service Code</u>	<u>Units</u>	<u>Qualifier</u>	<u>Information</u>	<u>Service Description</u>
RSS			35 mph	Restricted Speeds
CHN	5	EA		Chains and Binders
MES	3	NV		Escort (standard)
	6	PR		
PUD	4	TH		Pickup/Delivery
	2	DR		

The service code must appear for all services ordered. The units, qualifier, additional information, and service description should be included when applicable and available.

- c. Shipments for Other Than Billed Consignee or For Transshipment. Show the word “For” preceding the designation or name (full name or activity address code) of the ultimate receiver and destination. Enter all applicable information, such as consignee number, shipment number, priority symbol, or requisition number.
- d. Transportation Priority (TP). When a shipment is subject to the Military Standard Requisitioning and Issue Procedures (MILSTRIP), the TP (1, 2, or 3 as applicable) will be shown prefixed with the letters “TP”. The TP shown will be that applicable to the Issue Priority Designator (IPD)

assigned to the shipment or the same Issue Priority Group. When the shipment consists of two or more items or shipment units, the TP to be shown will be for the block of shipment unit requiring the most expeditious service.

- e. Desired/Required Delivery Date (DDD/RDD). Enter either DDD or RDD. The purpose of a DDD is to indicate to the carrier that delivery is desired on the date specified, and to provide a means for evaluating carrier performance. However, the DDD alone neither constitutes a legal implication that delivery must be made on the date specified, nor implies that special carrier services resulting in additional cost to the government will be performed or provided. Show only one DDD. Use the YearYearMonthMonthDayDay (YYMMDD) format. If expedited services are required, enter the RDD and the accessorial for expedited services. Show only one RDD. Use the YYMMDD format.

Example: DDD = 030603, RDD = 030223

- f. Other Information. Other additional information or instructions to be shown, e.g., lighterage, refrigeration, icing, heaters, or similar requirements when service is necessary.
- g. Narcotics. The export permit number issued by Bureau of Narcotics.
- h. Routing Instruction Notes (RIN). Enter all clear text RIN and their corresponding RIN numbers. The RIN number should precede, in parentheses, the clear text instruction of each note.

Example: (111) "Shipper to load and consignee to unload"

BLOCKS 16-19. SHIPMENT DETAIL INFORMATION. Use Blocks 16 through 19 to describe four sets of information. Starting on the cover sheet of the GBL, first enter hazardous material (HAZMAT) certification, second enter shipment totals information, third enter commodity summary information, and finally enter line item information. If there is insufficient space on the cover sheet, continue entering the information on the CONTINUATION SHEET. The information should be clearly marked with the appropriate block number.

BLOCKS 16-19. HAZMAT INFORMATION SET. Applicable only if conveying HAZMAT, the following set of information must appear on the cover sheet of the GBL. If not conveying HAZMAT, go to the Shipment Totals Information Set and begin entering that information on the cover sheet.

Block 16. (NOT USED)

Block 17. The description for HAZMAT in Block 18 will be preceded by an "X" or "RQ".

Block 18. HAZMAT subject to Department of Transportation (DOT) regulations will be described in this Block. The description will be in accordance with regulations and directives governing the movement of HAZMAT on a GBL.

Block 19. (NOT USED)

BLOCKS 16-19. SHIPMENT TOTALS INFORMATION SET. Applicable only if conveying multiple line items. Calculate and enter this information on the cover sheet of the GBL after any HAZMAT information. If there is insufficient space on the cover sheet, continue entering the information on the CONTINUATION SHEET.

Block 16. (NOT USED)

Block 17. (NOT USED)

Block 18. Identify categories for freight, pallet/skid/platform (rail only), net, tare, and gross weights when they apply to the shipment. Carry weights associated with these categories in Block 19 below.

Block 19. List the weights that correspond to the categories identified in Block 18 above.

Example:

18. Description of Articles	19. Weight
Freight =	9,700
Pallet =	50
Net =	9,750

BLOCKS 16-19. COMMODITY SUMMARY INFORMATION SET. Applicable only when conveying multiple line items of mixed commodities, calculate and enter this information immediately following shipment totals information. When possible, this information should appear on the cover sheet of the GBL. If there is insufficient space on the cover sheet, continue entering the information on the CONTINUATION SHEET.

Block 16. (NOT USED)

Block 17. (NOT USED)

Block 18. Enter the commodity summary information. Enter the total freight weight for each commodity. Finally, enter the total pallet/skid/platform weight (rail only) for the entire shipment.

Rail Example:

<u>Commodity Code and Sub-Element</u>	<u>Freight Quantity</u>	<u>Quantity Qualifier</u>
199115	20,000	LBS
Dunnage	500	LBS

Motor Example:

<u>Commodity Code and Sub-Element</u>	<u>Freight Quantity</u>	<u>Quantity Qualifier</u>
999912	3,000	LBS
99991301	8,000	LBS
14570201	70,000	LBS
14570209	500	GAL

Block 19. (NOT USED)

BLOCK 16-19. LINE ITEM INFORMATION. Describe each line item in the shipment. If stop-offs are applicable to the shipment, enter a stop-off address and immediately follow that address with all line items for that stop. When conveying only one line item with a GBL, total all weights of the line item (freight, example pallet/skid/platform) (rail only) and enter the result of that calculation on the cover sheet of the GBL, in place of the shipment totals information set described above.

Block 16. Show the number of packages or containers, kind of package (for example: barrels, boxes, or crates) in the spaces provided. When articles are shipped on strapped pallets, show the number of containers or loose items on each pallet (for example: six pallets of 24 boxes each). Do not show the number of articles or inner containers in any box, barrel, crate, or other receptacle. Except for shipment of bulk freight (such as coal, gravel, scrap, etc.), show the

number of pieces or units in this block when articles are shipped loose. Refer to Attachment G3 for a list of valid package codes.

Example: 20 BX

Block 17. When a line item consists of HAZMAT, the description in Block 18 will be preceded by an "X" in this block.

Block 18.

- a. Line Item Description. Enter the proper freight description and classification item for each article, identified as to Standard Transportation Commodity Code (STCC) National Motor Freight Classification (NMFC), or DOD-unique. The STCC item number will be used to identify articles shipped by rail. The NMFC item number will be used to identify articles shipped by all other modes. DOD-unique classification will be used to identify articles shipped using a DOD-unique commodity code. See Attachment G3 for a list of those commodity codes. When a shipment consists of only one commodity, even when multiple listings of the same STCC, NMFC, or DOD-unique are shown, the freight classification number will be shown in the "Classification Item No." block. Otherwise, the "Classification Item No." should not be utilized. In addition, enter the Transportation Control Number (TCN) for each line item following this Regulation format. Enter the project code for each TCN if applicable.
- b. Cube, Density, and Dimensions. When a carrier's tender rates are dependent on the cube, density, dimension, or type of material, such information will be shown.
- c. Freight All Kinds (FAK). When it is determined that a FAK rate is advantageous to the government, enter the term "Freight All Kinds". Refer to Attachment G3 for a list of valid DOD FAK commodity codes. Except as otherwise provided, for MILSTRIP shipments, supporting documents which show the actual contents of shipments will be adequately identified in this block in lieu of listing and describing each article shipped. The issuing office will retain the supporting documents.
- d. Continuation Sheets. Use continuation sheets whenever the designated space of the basic GBL set is insufficient to list the articles constituting the entire shipment and other required information as prescribed above. Reserve sufficient space on the GBL to show the total number of continuation sheets used, the total weight shown thereon, the total number of units of equipment, and the total weight of the entire shipment. Also show the total weight of pallets and dunnage (rail only).

Block 19. Weight. Enter four types of measurement data in Block 19.

- a. Listing Estimated Weights. When a reliable weight cannot be determined before shipment, an "Estimated" weight will be shown. In this case, the BL will show "Estimated weight; weigh and correct".
- b. Listing Weights on GBLs. Opposite the description of articles and number of packages, there will be shown separately the aggregate weight in pounds of the total number of each different kind of loose piece, package, or container of the different kinds of articles. Do not enter the word "pounds" or any abbreviation or symbol for pounds. Make reference to minimum weights only when specified in ROs or ETRs. When more than one weight is indicated in this block, show the sum of all weights identified by the word "total".
- c. Listing Weight of Pallets, Platforms, Skids, and Dunnage (rail Only). Many tariffs make certain allowances for the transportation of pallets, platforms, skids, and dunnage used in connection with the movement of a shipment. However, to be accorded these allowances, it is necessary that the weight of these items be shown on the BL separately from the weight of the freight being shipped, and also separately from the weight of any dunnage or other similar material.

- d. Cubic Measurement. Always round this measurement up to the nearest whole number.
- (1) Shipments Consigned to Water Ports. When shipments are to be loaded on vessels or consigned to ports for later movement by water, the total measurement of the shipment in cubic feet will be shown on the GBL. When a shipment is made up of a number of items, the cubic measurement for each item, or group of items, and the total cube measurement of all items will be shown. If the number of items in the shipment is insufficient to require continuation sheets, the total cube measurement of all items will be shown in the lower right hand portion of the "Description of Articles" block of the GBL.
 - (2) Shipment by Motor Carrier. In addition to the provision above, when shipments are forwarded by a motor carrier and transportation charges are based on cubic measurement or density per cubic foot, show the total measurement in cubic feet of the material loaded in or on the vehicle on the GBL. When a shipment is made up of a number of items, the cubic measurement for each item, or group of items, and the total number of cubic feet will be shown.
 - (3) Shipments by Air. When shipments are forwarded by air freight or air freight forwarder, show the aggregate cubic measurement and, in addition, list the weight and cubic measurement of each piece or package separately in the "Description of Articles" block. For the purpose of determining cubic measurements, the greatest dimension of length, width, and height will be used.
 - (4) Shipment by Rail. When a car of greater length than ordered is loaded to capacity with a commodity subject to the Standard Transportation Commodity Code and the actual weight does not meet or exceed the minimum weight provided for the car furnished, check the "YES" block in Block 21 (Vehicle Fully Loaded) and show the cubic dimension in the "Description of Article" block on the GBL.

BLOCK 20. TARIFF/SPECIAL RATE AUTHORITY.

- a. Special Rate Authorities. When any shipment, regardless of quantity, is subject to a special rate tender or other special arrangement for free, special, or contract rates, an identifying reference to the tender or contract will be shown on the original and all copies of the BL. When more than one identifying reference is included on the tender or contract, the first listed identifying reference will be shown. Such information will be annotated in the space marked "Tariff/Special Rate Authority" (C/L, T/L, or Volume only). The applicable tender will be identified by entering the appropriate SCAC assigned by the SCAC directory for the authority issuing the tender, followed by the tender number including the supplement number. The SCAC and tender number must be the same as the origin carrier in the SCAC block.
- b. Format. Separate the SCAC and tender/tariff number with space.
Example: CFWY 600250

BLOCK 21. PICKUP SERVICE FURNISHED.

- a. Except as provided below, when pickup service is furnished by the carrier, the block indicated by a "YES" will be checked for all modes of transportation and initialed by any authorized person having knowledge of the facts. EXCEPTION: For rail or piggyback shipments, this block will be checked only when the carrier furnishes a highway vehicle for movement of the shipment from the shipping activity to carrier's terminal.

- b. Required Endorsement. When required pickup service (including multiple pickup) for which a tender or tender charge applies is performed by the carrier at the request of the shipper, place the following additional endorsement on the GBL:

Pickup Service was Requested of and Performed by _____
 (Carrier's Initial)

_____, _____
 (Number) (Stop(s) Made In Accompanying Pickup)

 (Name of Person Ordering Service)

This endorsement will be shown in Block 15, "Marks and Annotations" on the GBL and must be signed by or for the person ordering the pickup service. If additional space is needed, print "SEE CONTINUATION SHEET" and enter this information on the continuation sheet, clearly labeled with the block number.

- c. Vehicle Fully Loaded. When a shipper loads a car or truck to its full visible capacity or to its weight carrying capacity, the block indicated "YES" will be checked and initialed by any authorized person having knowledge of the facts. When this situation arises and multiple cars or trucks are used, the statement "Loaded to Capacity" and the dimensions or cubic measurement of the loaded space of each car or vehicle will be shown in the "Description of Articles" block.

BLOCK 22. CARRIER WAY/FREIGHT BILL NO. AND DATE. If available enter the carrier waybill or freight bill number and the bill date enclosed by parenthesis.

Example: 22605(030603)

BLOCK 23. STOP THIS SHIPMENT AT-STOP-OFF TO COMPLETE LOADING. Enter the stop-off sequence number, stop-off reason code, and the nine-digit SPLC for each address. If the stop-off information does not fit in BLOCK 23, enter "SEE CONTINUATION SHEET" in BLOCK 23, and list the stop-off sequence, stop reason, SPLC, and code on the CONTINUATION SHEET. Clearly mark the information with "BLOCK 23 STOP-OFFS". The stop-off reason code can be UL for unload or LD for load. See Block 16- 19, Line Item Information, for an explanation of line item and stop-offs. Continuation sheet can be used to include "in the clear" addresses for each stop-off.

Example: 1 UL 147225090

BLOCK 24. FURNISH INFORMATION ON CAR/TRUCKLOAD/CONTAINER SHIPMENTS.

- a. Initial and No. When other than a rail car, motor vehicle, or container is used, cross out the words "Car/Truckload/Container" shown in the printed space on the GBL and substitute the appropriate term, such as "plane" or "barge" to fit the mode of transportation. When carrier equipment is not identified by initials and numbers, show the word "NONE".
- b. More Than One Unit of Equipment. Data will be shown separately for each unit of equipment. When so identified, show the initials and number of each unit of equipment preceding such data in "Description of Articles" block.
- c. Planeload Shipments. On planeload shipments show the aircraft initial and number.
- d. Container Shipments. On container shipments also show the seal numbers applied to the container(s).
- e. Seal Numbers. Show the ownership and numbers of seals applied by carriers or shippers to carrier equipment. When more than one transportation unit is covered by the GBL, indicate the identity of seals applied to each unit. If seals are applied to carrier equipment for the primary purpose of denying access to the shipment for security or other special reasons, annotate the GBL

in Block 15: “DO NOT BREAK SEALS EXCEPT IN CASE OF EMERGENCY OR UPON APPROVAL OF THE CONSIGNOR OR CONSIGNEE. IF FOUND BROKEN, OR IF BROKEN FOR EMERGENCY REASONS, CARRIER TO APPLY SEALS AS SOON AS POSSIBLE AND IMMEDIATELY NOTIFY BOTH THE CONSIGNOR AND CONSIGNEE”.

f. Length/Cube.

- (1) For “TYPE OF EQUIPMENT ORDERED,” enter the three-digit equipment code from Attachment G3 of this Appendix. This must be accompanied by either length or cube capacity of the equipment. (Example: Line 1 = AV3, Line 2 = 53’) If the shipment involves more than one piece of equipment, enter “SEE CONTINUATION SHEET” in BLOCK 24 and list the equipment information on the continuation sheet.
- (2) For “TYPE OF EQUIPMENT FURNISHED,” enter the three-digit equipment code from Attachment G3 of this appendix. This must be accompanied by either length or cube capacity of the equipment. (Example: Line 1 = AV3, Line 2 = 53’) If the shipment involves more than one piece of equipment, enter “SEE CONTINUATION SHEET” in BLOCK 24 and list the equipment information on the continuation sheet. Clearly label the information with “BLOCK 24 EQUIPMENT INFORMATION”.

Example:

Initials & Nos	Seal Numbers	Length/Cube		Marked/Capacity Furnished	Date Furnished
		Ordered	Furnished		
CSXT	124688159864	KF1 60'		123,000 8	1 000910

- g. Marked Capacity. When a rail car is ordered and furnished, the capacity ordered and furnished will be shown in the block provided. When a motor vehicle or barge is ordered, these blocks will be completed only when the equipment of a specific capacity is ordered.
- h. Date Furnished. Enter the date the rail car, motor vehicle, aircraft, container, or barge was furnished. Use the YYMMDD format.

BLOCK 25. CARRIER’S PICKUP DATE. Show year, month, and day carrier accepted the shipment. This date serves as the basis for determining when carrier’s responsibility for the shipment begins. Use the YYMMDD format.

Example: 030604

BLOCK 26A. SIGNATURE OF AGENT. Consignor will assure that the individual who accepts the shipment for the line-haul carriers (whether that individual be a designated agent, truck driver, etc.) manually signs the GBL in the space marked “Signature of Agent”, upon acceptance of the shipment.

BLOCK 26B. PER. If the agent’s name is signed by his/her authorized representative, the initials of the representative must appear under the heading “PER”.

BLOCK 27. MODE. Enter the X12 transportation mode code from Attachment G3 in this Appendix.

Example: B

BLOCK 28. ESTIMATE. Enter the estimated transportation charges, rounded to the nearest dollar, for all shipments. This is a required field. If it is left blank, the GBL invoice will be rejected by the DOD payment center until the TO issues a GBL correction notice.

BLOCK 29. NO. OF CARLOADS/TRUCKLOADS. The total number of units of equipment used will be shown. When only one unit of equipment is used, the number “1” will be shown.

BLOCK 30. TYPE RATE. (Optional)

BLOCK 31. PSC. Enter the highest protective service code (PSC) in this block. Shipments requiring transportation protective services during transit must show the appropriate X12 transportation PSC. See Attachment G3 of this appendix for the PSC list.

BLOCK 32. REASON. (NOT USED) BLOCK 33A. ISSUING OFFICE. The official name and address of the installation or activity at which the GBL is issued will be shown. When continuation sheets are used, show the name and location of the issuing office in the space provided for "Department or Establishment and Bureau or Service" and "Location". If there is insufficient space, abbreviations may be used.

BLOCK 33B. GBLOC. The official BLOC of the installation or activity at which the GBL is issued will be shown in this block. For current BLOCs, see Appendix H.

Example: AGSK

BLOCK 33C. ISSUING OFFICER. The name and title of the issuing TO will be shown.

BLOCK 33D. CONTRACT/PURCHASE ORDER NO. When a contract, purchase order, or other procuring document covers a shipment, enter the number of this document in this space.

BLOCK 33E. DATED. Show year, month, and day the contract, purchase order, or other authority must be shown. Use YYMMDD format.

BLOCK 33F. F.O.B. POINT NAMED IN CONTRACT. When the terms of the contract provide that transportation is at Government expense from a specified free on board point, such point and SPLC will be shown.

BLOCKS 34A - 34G. To be completed by delivering carrier.

DELIVERED ON DATE

AT (Actual delivery point)

BY (Name of the delivering Carrier)

DELIVERED THIS CONSIGNMENT COMPLETE & IN APPARENT GOOD ORDER
EXCEPT AS MAY BE INDICATED STORAGE DAMAGED

CARRIER OS&D REPORT ATTACHED

DELIVERY AT DESTINATION FURNISHED

ACCESSORIAL SERVICES CERTIFICATION ATTACHED

NAME OF BILLING CARRIER

SIGNATURE OF AGENT

C. INSTRUCTIONS FOR USING GOVERNMENT BILL OF LADING CORRECTION NOTICE (SF 1200)

1. When distribution of the GBL has been made and an alteration or correction is needed, a SF 1200, Government Bill of Lading Correction Notice, Figure G2-1, will be prepared by the issuing officer or designee, if necessary. The SF 1200 will be prepared to make corrections that affect the transportation charges when the issuing officer (or designee) has determined that there is a recoverable amount. The issuing officer will issue a SF 1200, regardless of the value of the recoverable amount.

2. The blocks on SF 1200, identified below by their title and number, will be completed as follows:

UNNUMBERED. DATE NOTICE PREPARED.

Enter date the SF 1200 is prepared.

Use format YYMMDD.

BLOCK 1. GBL NUMBER. Enter the prefix symbol and serial number of the GBL being corrected. Only one GBL will be corrected on each SF 1200.

BLOCK 2. DATE GBL WAS ISSUED. Enter the issue date shown on the GBL being corrected. Use the YYMMDD format.

BLOCK 3. TOTAL WEIGHT SHOWN ON GBL. Enter total weight shown on GBL. This total will include the weight of the pallets, skids, dunnage, etc., as applicable.

BLOCK 4. ORIGIN. Enter name of shipping point shown on GBL. This will be the point at which the origin transportation company actually took possession of the shipment.

BLOCK 5. DESTINATION. Enter destination information shown in the GBL.

BLOCK 6. ROUTE. NOT USED.

BLOCK 7. ISSUING OFFICE. Enter name of the activity issuing GBL. Enter the BLOC.

BLOCK 8. TO. Enter name and address (including ZIP code) of activity to which the original SF 1200 is to be sent.

BLOCK 9. PAYMENT DATA. Self-explanatory.

BLOCK 10. FROM. Enter name and address (including ZIP code) of activity issuing the SF 1200.

BLOCK 11. BILL OF LADING NOW READS.

- a. Enter information from the GBL, which is to be corrected. If SF 1200 is issued to include information omitted from the GBL, enter the words "Information Omitted" in this block.
- b. If there is a change in the "ESTIMATED CHARGES" for a TTC GBL, enter the original charge.

Example: BLOCK 28 READS: {charge}

BLOCK 12. CORRECT BILL OF LADING TO READ.

- a. Enter information to be shown on the corrected GBL.

- b. If a diversion/reconsignment applies, enter the locations here.

Example: DIVERSION/RECONSIGNMENT:

Diversion/Reconsignment from SPLC = {nine-digit SPLC}

Diversion/Reconsignment to SPLC = {nine-digit SPLC}

Accessorial code 'RC' applies.

- c. If there is a change in the "ESTIMATED CHARGES" for a TTC GBL, enter the adjusted charge.

Example: BLOCK 28 SHOULD READ: {adjusted charge}

BLOCK 13. AUTHORITY FOR CORRECTION. Enter any information that justifies the correction. This may be the applicable tariff, tender or classification item number, regulatory reference, etc. In the absence of specific authority, enter one or more of the paragraph numbers in this section as appropriate.

BLOCK 14. REMARKS. Include TENDERED TO CARRIER SCAC from the original GBL.

- a. When a SF 361 (Transportation Discrepancy Report) has been issued against the GBL being corrected, enter File Reference Number of the SF 361.
- b. This block may be also used for other remarks, as appropriate.

BLOCK 15. INFORMATION COPY. Enter name and address (including ZIP code) of all recipients of SF 1200, excluding addressee shown in the block titled "TO" and the issuing activity shown in block titled "FROM".

BLOCK 16. SIGNATURE AND TITLE OF INITIATING OFFICIAL. Self-explanatory.

BLOCK 17. CARRIER REPRESENTATIVE'S SIGNATURE. Self-explanatory.

GOVERNMENT BILL OF LADING CORRECTION NOTICE		DATE NOTICE PREPARED
1. GBL NUMBER	2. DATE GBL WAS ISSUED	3. TOTAL WEIGHT SHOWN ON GBL
4. ORIGIN (As shown in "Origin" block on GBL.)	5. DESTINATION (As shown in "Destination" block on GBL.)	
6. ROUTE (Complete routing shown on GBL.)	7. ISSUING OFFICE (As shown on GBL under "For use of Issuing Office.")	
8. TO: (Name and address of carrier/activity to which directed, including ZIP Code.)		9. Complete Items 9a, b, and c only when correction is made after transportation charges have been paid. a. D.O. VOUCHER NUMBER b. D.O. VOUCHER DATE c. D.O. SYMBOL
10. FROM:		
11. BILL OF LADING NOW READS (Show the information as it reads prior to correction.)		12. CORRECT BILL OF LADING TO READ (Show how the corrected information should read.)
13. AUTHORITY FOR CORRECTION (Tariff and item numbers; classification and item number; or other authority for making the change.)		
14. REMARKS (Pertinent information not otherwise provided on the form. If more space is required, use reverse side of this form.)		
16. INFORMATION COPY TO (Name and address, including ZIP Code.)		15. SIGNATURE AND TITLE OF INITIATING OFFICIAL
		17. CARRIER REPRESENTATIVE'S SIGNATURE (Require when notice is initiated by shipper and transportation charges are effected.)
NSN 7540-01-140-5524		STANDARD FORM 1200 (8-82) Prescribed by GSA, FPMR (41 CFR) 101-11.3

Figure G2-1. Standard Form 1200, Government Bill of Lading Correction Notice

ATTACHMENT G3

BILLING OF LADING (BL) DATA REQUIREMENTS CODE LISTS

A shipper will use this attachment to determine code values for specific blocks on the BL. Those blocks include:

BLOCK 15 Marks and Annotations (Accessorial and Protective Services)

Tailored Transportation Contract Shipments

Motor

Rail

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BLOCK 16 Packages

BLOCK 18 Description of Articles (DOD Unique Commodity Codes)

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BLOCK 15. MARKS AND ANNOTATIONS - ACCESSORIAL AND PROTECTIVE SERVICE CODES.

1. ACCESSORIAL SERVICES FOR TAILORED TRANSPORTATION CONTRACT SHIPMENTS

<u>Item Number</u>	<u>X12 Code</u>	<u>DOD Definition</u>	<u>Service Unit Qualifier</u>
700	ADL	Advanced Loading Service	NV, DM
205	045	Advancing Charges	EA
220	AAS	Attendants for Rail Shipments	PR
231	BLK	Blocking and Bracing Charge (Vehicle and Army Tractor Tanks) (No costing required)	
350	LIE	Cargo Liability of Carrier	
	ERT	Carrier Performance	TH
255	CHN	Chains and Binders	EA
260	CTR	Circuitous Routing Charge	DM
705	CLN	Cleaning Charge	NV
280	DEM	Demurrage	
725	DEB	Detention with Power-Unit (Bulk)	TH
285	DEP	Detention: Vehicles with Power Units	TH

<u>Item Number</u>	<u>X12 Code</u>	<u>DOD Definition</u>	<u>Service Unit Qualifier</u>
290	DET	Detention: Vehicles Without Power Units	
105	CIS	DOD Constant Surveillance Service	
110	DDP	Dual Driver Protective Service	
300	ECS	Empty Railcars Ordered but Not Used	NC
305	MES	Escort Flagman	NV, PR
305	MEN	Escort Flagman Subsistence	NG, PR
305	MET	Escort Flagman Telephone Service	NV
310	EXC	Exclusive Use of Vehicle	
315	EXP	Expedited Service Charge	
320	EXD	Extra Driver	DR
325	ELS	Extra Lights on Overdimensional Cargo	NV
330	HHB	Handling freight not adjacent to vehicle	LC
730	HOX	Hose (All footage of Chem Solv, etc.)	FT
730	EDD	Hose (Dispatch to Destination)	DM
730	EDO	Hose (Dispatch to Origin)	DM
730	HOS	Hose (Extra o/t Chem Solv, etc.)	FT
338	IDC	Idler Car Charge	NC
340	VIS	Inoperable Vehicles	NV
346	IMS	Intermodal Shipments	EA
355	URC	Loading/Unloading by Motor Carriers	LC
120	MNS	Motor Surveillance Service (12-hour)	
120	MVS	Motor Surveillance Service (8-hour)	
376	DIS	Objective Service Supply Deliveries	EA
385	520	Overdimensional Freight Service	
390	PER	Overweight Shipment	

<u>Item Number</u>	<u>X12 Code</u>	<u>DOD Definition</u>	<u>Service Unit Qualifier</u>
395	PUK	Packing and Unpacking	EA
398	RRR	Percent Refund	PW
400	SPC	Permits and Special Tolls	
410	PUD	Pick-up/Delivery o/t Normal Bus hours	TH, DR
420	PRL	Prelodging	
125	PSS	Protective Security Service	
430	PTS	Protective Tarping for Security Purposes	NV
750	PAJ	Pumping Service	GL
440	RCC	Reconsignment/Diversion	FR
445	RCL	Redelivery	
450	RLS	Relocation of Vehicle	EA
460	RSS	Restricted Speeds	
470	ERS	Return of Empty Trailers	NV
130	SNS	Satellite Motor Surveillance Service	
410	SAT	Saturday Pick-up or Delivery Charge	TH, DR
136	SEV	Security Es cort Vehicle Service	NV
635	SHH	Shipment Holdover (Holidays)	TD
635	SHW	Shipment Holdover (Weekdays)	NG
635	SAS	Shipment Holdover (Weekends)	TD
140	675	Signature and Tally Record Service	FR
485	SDL	Split Delivery	SP
490	SPU	Split Pickup	SP
495	SOC	Stop-off Charge	SP
500	SRG	Storage	TD
935	STO	Stowage Charge	
410	HOL	Sunday or Holiday Pick-up or Delivery	TH, DR
505	SRS	Surveying Routes	DM, PR, NV
530	VFN	Vehicles Furnished But Not Used	NV

<u>Item Number</u>	<u>X12 Code</u>	<u>DOD Definition</u>	<u>Service Unit Qualifier</u>
770	WDS	Waterfront Delivery Charge	TH

2. ACCESSORIAL/PROTECTIVE SERVICES FOR MOTOR SHIPMENTS

<u>Old DOD Code</u>	<u>X12 Code</u>	<u>DOD Definition</u>	<u>Service Units Qualifier</u>
AC	045	Advancing Charges	EA
	PVB	Bonded Privately Owned Vehicle Charge	NV
	TPA	Carrier Equipment Pool Charge	NV
CB	CHN	Chains and Binders	EA
CS	CIS	Constant Surveillance	
DA	DNA	Dunnage Allowance	
DD	DDP	Dual Driver	
DP	DEP	Detention of Conveying Equipment and the Power Unit	TH
DW	DET	Detention of Conveying Equipment Excluding the Power Unit	TH
EF	MEN	Escort Service with Overnight Subsistence	NG, PR
EF	MES	Escort (standard)	DM, NV, PR
EF	MET	Escort (telephones)	NV
EL	ELS	Extra Lights	NV, ST
EM	EMT	Empty Movement	NV
ER	ERS	Empty Return	NV
EU	EXC	Exclusive Use Charge	
EX	EXP	Expedited Service Charge	
	405	Fuel Adjustment	
HF	HHB	Handling Freight not Adjacent to Vehicle	LC
IM	IMP	Impactographs	EA
	LIE	Liability of Carrier Charge	MV
LU	URC	Loading/Unloading	LC
MS	MNS	Motor Surveillance (12-hour calls)	
MS	MVS	Special Motor Surveillance Charge	
	TOW	Motor Towaway Service	EA, NV
OD	520	Overdimension Permit	
OW	PER	Overweight Permit	EA
PD	PUD	Pickup or Delivery Normal Business Days	TH, DR
PD	SAT	Saturday Pickup or Delivery Charge	TH, DR

<u>Old DOD Code</u>	<u>X12 Code</u>	<u>DOD Definition</u>	<u>Service Units Qualifier</u>
PD	HOL	Sunday or Holiday Pickup or Delivery Charge	TH, DR
PR	PRL	Prelodging	NV
PS	PSS	Protective Security (without armed guards)	
PT	PTS	Protective Tarping	NV
RC	RCC	Reconsignment/Diversion	FR
RD	RCL	Redelivery	
RP	RSV	Reservation	CF
RU	RSS	Restricted Speeds	
RV	RLS	Relocation of Vehicle	EA
	HDH	Shipment Holdover Charge for Holiday	TH, DR
	HDW	Shipment Holdover Charge for Weekends	TH, DR
SE	SEV	Security Escort Service	NV
SG	SRG	Storage	
SM	SNS	Satellite Motor Surveillance Service	
SO	SOC	Stop-Off Charge	
	SDL	Split Delivery	SP
SP	SPU	Split Pickup	SP
SR	SRS	Surveying Routes	DM, PR, NV
	SSR	Surveying Routes (Secure holding Refusal)	DM, PR, NB
ST	675	Signature Tally	FR
VF	VFN	Vehicle Furnished, But Not Used	NV
VI	VIS	Vehicles Inoperable	NV
VT	VTS	Vehicles In Truckaway	NV
WV	WTV	Weight Verification Charge	

3. ACCESSORIAL/PROTECTIVE SERVICES FOR RAIL SHIPMENTS

<u>Old DOD Code</u>	<u>X12 Code</u>	<u>DOD Definition</u>	<u>Service Units Qualifier</u>
AA	AAS	Attendants Accompanying	PR
AC	045	Advancing Charges	EA
	BLK	Blocking and Bracing Charge	
CG	CCP	Carrier Caboose Charge	NC
CG	CGC	Carrier Guard Cars Charge	NC
CG	CGR	Government Caboose/Guard Cars Returned	NC

<u>Old DOD Code</u>	<u>X12 Code</u>	<u>DOD Definition</u>	<u>Service Units Qualifier</u>
CG	CSP	Government Caboose Charge	NC
CG	GSP	Government Guard Car Charge	NC
DM	DEM	Demurrage	TD
EC	ECS	Empty Cars Ordered But Not Used	NC
	EXC	Exclusive Use	
GS	GSS	Greater Security Service	
HF	HHB	Handling Freight not Adjacent to Vehicle	LC
HR	HRS	Heater/Refrigeration	NC
	IDC	Idler Car Charge	NC
	IMS	Intermodal Shipment	EA
LU	URC	Loading/Unloading	LC
PD	PUD	Pickup and Delivery (Normal Business Days)	TH, DR
PD	SAT	Saturday Pickup or Delivery Charge	TH, DR
PD	HOL	Sunday or Holiday Pickup or Delivery Charge	TH, DR
PR	PRL	Prelodging	NV
RD	RCL	Redelivery	
RE	RMC	Return of Empty Containers Charge	
RG	ARG	Rail Armed Guard	
RI	RIS	Rail Inspection Service	DM, NC
RP	RMP	Return Movement of Pallets Charge	
RV	RLS	Relocation of Vehicle	NV
SO	SOC	Stop-Off Charge	
SP	SPU	Split Pick-up	SP
SS	SFT	Special Train Service	
SV	SVS	Storage of Vehicles	TD
TM	TMV	Tendering of Multiple Vehicles	TH
VF	VFN	Vehicle Furnished But Not Used	NV
WV	WTV	Weight Verification	

4. BULK FUEL SHIPMENTS

<u>Old DOD Code</u>	<u>X12 Code</u>	<u>DOD Definition</u>	<u>Service Units Qualifier</u>
AC	045	Advancing Charges	EA
AL	SPA	Allowances	NV

<u>Old DOD Code</u>	<u>X12 Code</u>	<u>DOD Definition</u>	<u>Service Units Qualifier</u>
	CTR	Circuitous Routing Charge	
CL	CLN	Cleaning Charge	NV
DP	DEP	Detention With Power Unit	TH
DW	DET	Detention Without Power Unit	TH
EH	EDD	Equipment Hose at Destination Charge	
EH	EDO	Equipment Hose at Origin Charge	
EH	HOS	Equipment Hose (over 36')	FT
EH	HOX	Equipment Hose (special type)	FT
EX	EXP	Expedited Service Charge	
LS	ADL	Advance Loading Charge	TD
PD	HOL	Sunday or Holiday Pickup or Delivery Charge	TH, DR
PD	PUD	Pickup and Delivery (Normal Business Days)	TH, DR
PD	SAT	Saturday Pickup or Delivery Charge	TH, DR
PE	PAJ	Pumping Equipment	GL
RC	RCC	Reconsignment/Diversion	FR
RD	RCL	Redelivery	
SG	SRG	Storage	TD, NV
SO	SOC	Stop-Off Charge	
SP	SPU	Split Pickup	SP
VF	VFN	Vehicle Furnished But Not Used	NV
WD	WDS	Waterfront Delivery Charge	TH

5. PIPELINE SHIPMENTS

<u>Old DOD Code</u>	<u>X12 Code</u>	<u>DOD Definition</u>	<u>Service Units Qualifier</u>
AJ	AIB	Additional Injection/Blending Service Charge	BA
	LAS	Co-mingling/Loss Allowance	
DE	DEL	Delivery Service	BA
FL	FLT	Filtration Service Charge	BA
	ORS	Receipt and Issue Other Than Normal Hours	

6. MISCELLANEOUS SERVICES

<u>Old DOD Code</u>	<u>X12 Code</u>	<u>DOD Definition</u>	<u>Service Units Qualifier</u>
	MSG	Miscellaneous Charge	(X12 code)

**Old
DOD
Code**

X12 Code

DOD Definition

**Service Units
Qualifier**

TPS Third Party

(X12 code)

7. FREIGHT WEIGHT QUALIFIER DEFINITIONS

<u>X12 Code</u>	<u>DOD Definition</u>
AV	Ad Valorum (Per Cent of Value)
FC	Flat Charge
FR	Flat Rate
PI	Hourly Rate Per Vehicle (rail car)
HX	Hundredweight Per Day
XP	Maximum Per Person
MP	Maximum Per Shipment
MN	Minimum
MC	Minimum Per Car
NP	Minimum Per Day Per Person
NV	Minimum Per Day Per Vehicles
ND	Minimum Per Driver
MA	Minimum Per Service
MS	Minimum Per Shipment
MW	Minimum Per Vehicle
P1	Per Advancement
BR	Per Barrel (pipeline/barge only)
PC	Per Car
PA	Per Container
PD	Per Day
DV	Per Day Per Vehicle (Rail Car)
DR	Per Dromedary Service Shipment
ER	Per Each Request
FT	Per Foot
PG	Per Gallon
PY	Per Gallon Per Mile
PR	Per Hour
DH	Per Hundred Dollars
PH	Per Hundred of Basic Unit
CW	Per Hundred Weight
HD	Per Hundredweight Per Dromedary Service Shipment

<u>X12 Code</u>	<u>DOD Definition</u>
DS	Per Hundredweight Per Mile Per Dromedary Service Shipment
IN	Per Inch
MH	Per Man Per Hour
PM	Per Mile
NM	Per Mile Per Person
MB	Per Mile per Service
VT	Per Mile Per Vehicle
MV	Per Mile Per Vehicle (Rail Car) Moved
VU	Per Mile Per Vehicle (Rail Car) Used
PN	Per Night (per person)
PP	Per Piece
VR	Per Rail Car Used
RL	Per Relocation
PS	Per Shipment
ST	Per Short Ton
SP	Per Stops
PV	Per Vehicle
VA	Per Vehicle Moved
VV	Per Vehicle Per State
VH	Per Vehicle Used
PW	Percentage of Charges
HM	Rate Per Hundred Weight Per Mile

BLOCK 16. PACKAGES (Kind)

<u>Old DOD Code</u>	<u>X12 Code</u>	<u>DOD Definition</u>	<u>Service Units Qualifier</u>
AB	MSV	MTMCMVAN	AA, AB, AC, AD, AE, AF, AL, AM, AN, AP, AT, AU, AV, AW, AZ, A3, A4, A5
BD	BDL	Bundle	
BE	BAL	Bale	
BG	BAG	Bag, burlap or cloth	
BL	BBL	Barrel	
BS	BSK	Basket	
BX	BOX	Box	

<u>Old DOD Code</u>	<u>X12 Code</u>	<u>DOD Definition</u>	<u>Service Units Qualifier</u>
CA	CAB	Cabinet	
CB	CBY	Carboy	
CC	CNA	HHG containers, wood	
CL	COL	Coil	
CM	CNB	Container, MAC-ISO, LT, WGT, 8x8x20 foot air	
CN	CAN	Can	
CO	CNT	Container, other than CC, CM, CU, CW, MW, MX	
CR	CRT	Crate	
CS	CAS	Case	
CT	CTN	Carton	
CU	CNC	Container, Navy cargo transporter	
CW	CND	Container, commercial highway lift	
CY	CYL	Cylinder	
DB	DUF	Duffel bag	
DR	DRM	Drum	
EC	CNE	Engine container	
ED	CRD	Engine cradle or dolly	
EN	ENV	Envelope	
FK	TRK	Footlocker (Trunk)	
HA	HPR	Hamper	
KE	KEG	Keg	
UX	UNT	Unitized (use RT for unitized cargo on RORO)	
LS	LSE	Loose, not packed	
MW	CNF	Multiwall container secured to warehouse pallet	
MX	MXD	Mixed	
PC	PCS	Piece	
PL	PAL	Pail	
	PLL	463-L Air Pallet	
PT	PLT	Palletized unit load other than code MW	
RL	REL	Reel	
RO	ROL	Roll	
RT	WHE	RORO (roll off roll on)	
SA	SAK	Sack, paper	
SB	SKE	Skid, box	

<u>Old DOD Code</u>	<u>X12 Code</u>	<u>DOD Definition</u>	<u>Service Units Qualifier</u>
SD	SKD	Skid	
SH	SHT	Sheet	
SL	SPL	Spool	
SW	SCS	Suitcase	
TB	TUB	Tub	
TC	TKR	Tank Car	
TK	TRU	Truck	
TT	TKT	Tank Truck	
TU	TBE	Tube	
VC	VPK	Van chassis	
VE	VEH	Vehicle	
VO	VOC	Vehicle in operating condition	
VS	TBN	SEAVAN – TOTE	
WR	WRP	Wrapped	
X1	CNX	CONEX (government-owned container)	X0-X9
YB	MLV	MILVAN	YA, YB, YC, YD, YE, YF, YL, YM, YN, YP, YT, YU, YV, YW, YZ, Y3, Y4, Y5
ZB	SVN	SEAVAN	ZA, ZB, ZC, ZD, ZE, ZF, ZL, ZM, ZN, ZP, ZT, ZU, ZV, ZW, ZZ, Z3, Z4, Z5

BLOCK 18. DOD UNIQUE COMMODITY CODES.

<u>DOD Code</u>	<u>DOD Definition</u>
014255	Missiles/Rockets w/o warheads, RV NTE \$5.00 per lb or Missile Guide Control System, Electronic Guidance Control Apparatus; or Missile or Rocket Frame Assemblies containing electronic apparatus or mobile missile or rocket guidance control systems.
06430001	Ammo/Explo/Fireworks, Hazard Class 1.1, RV NTE \$2.50 per lb.
06430002	Ammo/Explo/Fireworks, Hazard Class 1.2, 1.3, RV NTE \$2.50 per lb.
06430003	Ammo/Explo/Fireworks, Hazard Class 1.4, RV NTE \$2.50 per lb.
06430004	Missiles/Rockets, guided w/warhead, RV NTE \$5.00 per lb.
10024001	Crated household goods and unaccompanied baggage, RV NTE 10 cents per lb, DPM shipments.

DOD Code**DOD Definition**

12082002	Engines, Int. Comb., RV NTE \$5.00 per lb, radial cyl type or jet prop type, mounted on trailers or wheeled-ship containers.
12082003	Engines, Int. Comb., RV NTE \$5.00 per lb. Radial cyl type or jet prop, O/T mounted on trailers or wheeled-ship containers.
12092004	Engines, Steam or Int. Comb., RV NTE \$5.00 per lb, Not Otherwise Identified by Name (NOIBN), mounted on trailers or wheeled-ship containers.
12082005	Engines, Steam or Int. Comb., RV NTE \$5.00 per lb. NOIBN, O/T mounted on trailers or wheeled-ship containers.
145701	Army Tracked Vehicle Group; with or without guns, vehicle weight less than 40,000 lb RV NTE \$2.50 per lb.
14570101	Mortar Carrier, M106
14570102	Mortar Carrier, M106A1
14570103	Mortar Carrier, M106A2
14570104	Personnel Carrier, M113
14570105	Personnel Carrier, M113A1
14570106	Personnel Carrier, M113A2
14570107	Personnel Carriers, M113A3
14570109	Mortar Carrier, M125A1
14570109	Mortar Carrier, M125A2
14570110	Flame Thrower Carrier, M132
14570111	Flame Thrower Carrier, M132A1
14570112	Anti-Aircraft Gun, M163
14570113	Missile Loader Transporter, M501
14570114	Cargo Carrier, M548
14570115	Cargo Carrier, M548A1
14570116	Reconnaissance Vehicle, M551
14570117	Reconnaissance Vehicle, M551A1
14570118	Command Post Carrier, M577
14570119	Command Post Carrier, M577A1
14570120	Combat Engineering Vehicle, M577A2
14570121	Recovery Vehicle, M806
14570122	Improved Tow Carrier, M901
14570123	Improved Tow Carrier, M901A1
145702	Army Tracked Vehicle Group: with or w/o guns, vehicle weight 40,000 to 59,999 lbs, RV NTE \$2.50 per lb per vehicle.
14570201	Bradley Tank, M2
14570202	Bradley Tank, M2A2
14570203	Bradley Tank, M3

<u>DOD Code</u>	<u>DOD Definition</u>
14570204	Howitzer, M109
14570205	Howitzer, M109A1
14570206	Howitzer, M109A2
14570207	Howitzer, M109A3
14570208	Howitzer, M110
14570209	Recovery Vehicle, M578
14570210	Ammunition Carrier, M992
14570211	Multiple Rocket Launcher, MLRS
145703	Army Tracked Vehicle Group: with or w/o guns, vehicle weight 60,000 lbs or more, RV NTE \$2.50 per lb per vehicle.
14570301	Combat Tank, M1
14570302	Combat Tank, M1A1
14570303	Bradley Tank, M3A2
14570304	Combat Tank, M48A1
14370305	Combat Tank, M48A2
14570306	Bridge Launcher Tank, M48A
14570307	Combat Tank, M48A3
14570308	Combat Tank, M48A5
14570309	Bridge Launcher Tank, M48A5
14570310	Combat Tank, M48C
14570311	Bridge Launcher Tank, M48C
14570312	Combat Tank, M60A1
14570313	Combat Tank, M60A2
14570314	Combat Tank, M60A3
14570315	Bridge Launcher Tank, M60C
14570316	Recovery Vehicle, M88
14570317	Recovery Vehicle, M88A1
14570318	Howitzer, M110A1
14370319	Howitzer, M110A2
14570320	Combat Engineering Vehicle, M728
999910	Second Provision Commodities, as defined in Item 510 MFTRP No. 1C, Rules and Accessorial Services Governing the Movement of Department of Defense Freight Traffic by Motor Carrier, RV NTE \$2.50 per lb.
999911	Freight, All Kinds, including HAZMAT but excluding (1) Personal Property Shipments, included, (2) Hazmat Class 1.1, 1.2, 1.3, Ammo, Explo, Fireworks, (3) Hazmat Class 1.4 Ammo, Explo requiring DOD TPS, etc., RV NTE \$20.00 per lb (RFCC –Regional Freight Consolidation Ctr GT only).
999912	FAK, RV NTE \$1.75 per lb.

<u>DOD Code</u>	<u>DOD Definition</u>
99991201	FAK, RV NTE \$1.75 per lb, including crated household goods and unaccompanied baggage. DPM Shipments.
999913	FAK, RV NTE \$2.50 per lb.
99991301	FAK, RV NTE \$2.50 per lb, including DPM Shipments of crated household goods and accompanied baggage.
999914	FAK, RV NTE \$9.50 per lb, including unaccompanied baggage or personal effects shipments, but excluding Hazmat Class 1.1, 1.2, 1.3, 1.4, Ammo, Explo, Fireworks (AIR SHIPMENTS ONLY).
99991501	Gasoline/Gasohol, Automotive
99991502	Gasoline, Aviation
99991503	Kerosene.
99991504	Turbine Fuel, Aviation, O/T JP-4, 5, 7, 8, 10, or JPS
99991505	Diesel Fuel.
99991506	Fuel Oil, Burner
99991507	Lubricating Oil.
99991508	Turbine Fuel, Aviation JP-4; NMFC155250S DOT Classed Flammable LIQ UN 1863.
99991509	JP5 Aviation Fuel, Turbine, Kerosene-Based, Flash Point 150 degrees Fahrenheit. U.S. DOT Classed Combustible LIQ, UN 1863.
99991510	JP-7 Aviation Fuel Turbine, HYDRO-TREATED Light Distillate, Petroleum, Flash Point 140 degrees Fahrenheit.
99991511	JP-8 Aviation Fuel, Turbine
99991512	JP-10 Aviation Fuel, Turbine
99991513	JPTS Aviation Fuel
999920	Third Proviso Comm, as defined in Item 510, MFTRP No. 1C, RV NTE \$2.50 per lb.
999921	Freight, All Kinds, except Hazmat Class 1.1, 1.2, 1.3, 1.4, Ammo, Explo, Fireworks, or Chemical Munitions, but including other HAZMAT, non-Sensitive Hazmat. Full Common-Carrier Liability. (TTC only)
999925	Perishable Subsistence Requiring Temperature Control Subject to Full Common Carrier Liability.
999926	Third Proviso Commodities, as defined in Item 510, MFTRP No. 1C, Full Common-Carrier Liability. (Base Closure only).
999927	Freight, All kinds, except Hazmat Class 1.1, 1.2, 1.3, 1.4. including certain Hazmat. RV NTE \$9.07 per lb per piece, or \$2.50 per piece, whichever is greater, not exceeding actual value. (Air GT Shipment only)
999928	Heat Exchangers, NOI, RV NTE \$.40 per lb. (Special Req. Shipment DOE/Navy only)
999954	Special Detention.
1991151	Ammo, Explo, or Fireworks, Hazard Class 1.1, RV NTE \$2.50 per lb.
1951154	Ammo, Explo, or Fireworks, Hazard Class 1.2, 1.3, RV NTE \$2.50 per lb.

<u>DOD Code</u>	<u>DOD Definition</u>
1951153	Ammo, Explo, or Fireworks, Hazard Class 1.4, RV NTE \$2.50 per lb.
1925112	Missiles/Rockets, Guided w/warheads, RV NTE \$5.00 per lb.
3722117	Engines, Int. Comb. Radial Cylinder Type or Jet Propulsion-Type mounted on trailers or wheeled-shipping containers, RV NTE \$5.00 per lb.
3722118	Engine, Int. Comb. Radial Cylinder Type or Jet Propulsion Type, other than mounted on trailers or wheeled-shipping containers, RV NTE \$5.00 per lb.
3722119	Engines, Steam or Int. Comb. NOIBN, mounted on trailers or wheeled-shipping containers, RV NTE \$5.00 per lb.
3722120	Engines, Steam, or Int. Comb. NOIBN other than mounted on trailer or wheeled-shipping containers, RV NTE \$5.00 per lb.
3722221	Missiles/Rockets w/o Warhead: RV NTE \$5.00 per lbs, or Missile UID Control Sys. Electronic Guidance Control Apparatus, or Missile or Rocket Frame assemblies containing Electronic Apparatus or Mobile Missile or Rocket Guidance Control Systems.
1931196	Army Tracked Vehicles Group: with or w/o guns, vehicle weight less than 40,000 lbs, RV NTE \$2.50 per lb per vehicle.
1931197	Army Tracked Vehicles Group: with or w/o Guns, vehicle weight 40,000 to 59,999 lbs, RV NTE \$2.50 per lb.
1931198	Army Tracked Vehicle Group: with or w/o guns, vehicle weight 60,000 lbs or more, RV NTE \$2.50 per lb.
4611125	Freight, All Kinds, RV NTE \$1.75 per lb.
4611121	Freight, All Kinds, RV NTE \$1.75 per lb, including DPM shipments of crated household goods and unaccompanied baggage.
4611123	Freight, All Kinds, RV NTE \$2.50 per lb.
4611122	Freight, All Kinds, RV NTE \$2.50 per lb, including DPM shipments of crated household goods and unaccompanied baggage.
2911159	Gasoline/Gasohol, Automotive
2911151	Gasoline, Aviation
2911231	Kerosene.
2911158	Turbine Fuel, Aviation
2911331	Diesel Fuel.
2911330	Fuel Oil, Burner
2991231	Lubricating Oil.
2911153	JP-4 Aviation Fuel Turbine, NAPTHA -Based, flash point less than 0 degrees Fahrenheit. U.S. DOT Classed Flammable LIQ UN 1863
2911154	JP-5 Aviation Fuel, Turbine, Flash Point 150 degrees Fahrenheit. US DOT Classed Co mbustible LIQ UN 1863
2911155	JP-7 Aviation Fuel
2911156	JP-8 Aviation Fuel
2911152	JP-10 Aviation Fuel

<u>DOD Code</u>	<u>DOD Definition</u>
2911157	JPTS Aviation Fuel
4611129	Perishable subsistence requiring temperature control, subject to full common-carrier liability.
U99928	Heat exchangers, NOI, RV NTE \$.40 per lb. (Special Neg DOE/Navy shipments only)

BLOCK 24. INFORMATION ON CAR/TRUCKLOAD/CONTAINER TYPE OF EQUIPMENT.

1. MOTOR AND TOFC (DIMENSIONS ARE OUTSIDE DIMENSIONS).

<u>DOD/ASC Code</u>	<u>DOD Definition</u>
A5	Tractor, air ride.
A6	Tractor, other than air ride.
A7	Flat bed, 30 ft and less, hooked in tandem as one unit.
A8	Van, air ride, w/temperature and humidity control.
A9	Van, closed, padded, w/air ride suspension, 2nd & 3rd Proviso only.
A10	410 Dromedary, 102"L x 75 1/2"H x 92"W, 410 cubic feet.
A11	Van, air ride, 45 ft or 48 ft, padded, equipped with electric hydraulic powered crane loading/unloading system or hydraulic powered.
A16	Special Dromedary with MRO.
A20	Motor vehicle transport trailer.
A30	Removable gooseneck.
A40	Flat bed trailer, hot shot, 40 ft and over.
A50	Van, closed, padded/logistics type, freight only, w/air ride suspension, 40 ft and over.
AA1	Van, closed air ride, 30 ft and less.
AA2	Van, closed air ride, 31-40 ft.
AA3	Van, closed air ride, over 40 ft.
AB0	Lowboy, level deck, 10 axles and over.
AB2	Lowboy, level deck, 2 axles.
AB3	Lowboy, level deck, 3 axles.
AB4	Lowboy, level deck, 4 axles.
AB5	Lowboy, level deck, 5 axles.
AB6	Lowboy, double drop, air ride, w/outriggers, 3 or more axles.
AB7	Lowboy, level deck, 7 axles.
AB9	Lowboy, level deck, 9 axles.
AC2	Expandable low bed trailer, 2 axles.
AC3	Expandable low bed trailer, 3 axles.

**DOD/ASC
Code**

DOD Definition

AC4	Expandable low bed trailer, 4 axles.
AD	Regular Dromedary.
AD6	Dromedary with Mechanical Restraining Device (MRD).
AE0	Lowboy, double drop, 10 axles and over.
AE2	Lowboy, double drop, 2 axles.
AE3	Lowboy, double drop, 3 axles.
AE4	Lowboy, double drop, 4 axles.
AE5	Lowboy, double drop, 5 axles.
AE6	Lowboy, double drop, w/outriggers, 3 or more axles.
AE7	Lowboy, double drop, 7 axles.
AE9	Lowboy, double drop, 9 axles.
AF1	Flat bed, 30 ft and less.
AF2	Flat bed, 31-40 ft.
AF3	Flat bed, over 40 ft.
AG1	Van, open, 30 ft and less.
AG2	Van, open, 31-40 ft.
AG3	Van, open, over 40 ft.
AG4	Tautliner Van w/side Tarps, 30' or less.
AG5	Tautliner Van w/side Tarps, 31' to 40'.
AG6	Tautliner Van w/side Tarps, over 40'.
AH2	Drop frame trailer, drop/step deck, 2 axles.
AH3	Drop frame trailer, drop/step deck, 3 axles.
AI2	Drop frame trailer, drop/step deck, air ride, 2 axles.
AI3	Drop frame trailer, drop/step deck, air ride, 3 axles.
AJ0	Lowboy, level deck, air ride, 10 axles and over.
AJ2	Lowboy, level deck, air ride, 2 axles.
AJ3	Lowboy, level deck, air ride, 3 axles.
AJ4	Lowboy, level deck, air ride, 4 axles.
AJ5	Lowboy, level deck, air ride, 5 axles.
AJ6	Lowboy, level deck, air ride, w/outriggers, 3 or more axles.
AJ7	Lowboy, level deck, air ride, 7 axles.
AJ9	Lowboy, level deck, air ride, 9 axles.
AK	Van, refrigerated, perishable food.
AL2	Extendable flat bed trailer, 2 axles.
AL3	Extendable flat bed trailer, 3 axles.

**DOD/ASC
Code**

DOD Definition

AL4	Extendable flat bed trailer, 4 axles.
AM0	Lowboy, double drop, air ride, 10 axles and over.
AM2	Lowboy, double drop, air ride, 2 axles.
AM3	Lowboy, double drop, air ride, 3 axles.
AM4	Lowboy, double drop, air ride, 4 axles.
AM5	Lowboy, double drop, air ride, 5 axles.
AM6	Lowboy, double drop, air ride, w/outriggers, 3 or more axles.
AM7	Lowboy, double drop, air ride, 7 axles.
AM9	Lowboy, double drop, air ride, 9 axles.
AN	Adjustable tilt bed trailer.
AO	Driveaway/truckaway.
AO1	Straight truck, enclosed van, 12 ft, 5,000 lb, maximum cargo capacity.
AO2	Straight truck, enclosed van, air ride, 20 ft. 13,000 lb, maximum cargo capacity.
AO3	Straight truck, enclosed van, air ride, 12 ft, 5,000 lb, maximum cargo capacity.
AO4	Straight truck, enclosed van, air ride, 20 ft. 13,000 lb, maximum cargo capacity.
AO5	Straight truck, enclosed van, 20 ft, 13,000 lb, maximum cargo capacity, padded/logistics type, w/air ride suspension.
AO6	Pickup truck, with cap, 18 ft. long, 5000 lbs maximum cargo capacity.
AO7	Econo van, 17 ft long, 2,000 lbs maximum cargo capacity.
AO8	Dump trailer, 28 ft long, 2 axle, hydraulic powered lift.
AP	Aft steering unit.
AR	Van, refrigerated, other.
AS	Livestock transporter.
AT1	Tank, 5001-8000 gallons.
AT2	Tank, over 8000 gallons.
AU	Container, shipper-owned, environmental, temperature and humidity controlled.
AV1	Van, closed, 30 ft and less.
AV2	Van, closed, 31-40 ft.
AV3	Van, closed, over 40 ft.
AV4	Van, closed, Roller-bed, 40 ft. fixed rollers.
AV5	Van, closed, Roller-bed, 40 ft. retractable rollers.
AV6	Van, closed, Roller-bed, 45 ft. and over, fixed rollers.
AV7	Van, closed, Roller-bed. 45 ft. and over, retractable rollers.
AV8	Van, closed, 45 to 48 ft, 12' 4" high.
AX	Flat bed, all lengths (twist lock).

**DOD/ASC
Code**

DOD Definition

AY1	Van, closed, 30 ft and less, double type single unit.
AY2	Van, closed, 30 ft and less, hooked in tandem as one unit.
AZ1	Flat bed, air ride, 30 ft and less.
AZ2	Flat bed, air ride, 31-40 ft.
AZ3	Flat bed, air ride, over 40 ft.

2. RAIL

**DOD
Code**

DOD Definition

KA	Box, automobile.
KB1	Flat, bi-level, not enclosed.
KB2	Flat, bi-level, enclosed.
KC	Box, nuclear waste, DODX w/racks permanently affixed.
KD	Gondola, drop ends.
KE	Box, end door.
KF1	Flat, any other type, not over 70'.
KF2	Flat, any other type, over 70' but not over 90'.
KG1	Gondola, any other type, 52' hi capacity.
KG2	Gondola, any other type, 65' hi capacity.
KH1	Hopper, open-top, 80 tons and less.
KH2	Hopper, open-top, 100 tons, 2000 cubic feet.
KH3	Hopper, closed-top, 70 tons, 2000 cubic feet.
KH4	Hopper, closed top, 100 tons, 2929 cubic feet.
KH5	Hopper, closed-top, 100 tons, 4000 cubic feet.
KH6	Hopper, closed-top, 100 tons, 4600 cubic feet.
KK1	Refrigerator, perishable foods, not over 53' mechanical.
KK2	Refrigerator, perishable foods, over 53', but not over 61' mechanical.
KL1	Flat, tri-level, not enclosed.
KL2	Flat, tri-level, enclosed.
KO1	Box, any other type, not over 52' 6".
KO2	Box, any other type, over 52' 6", but not over 60' 9".
KO3	Box, any other type, over 60' 9".
KP	Box, damage prevention type.
KR1	Refrigerator, any other type, not over 53' mechanical.
KR2	Refrigerator, any other type, over 53', but not over 63' mechanical.
KS	Stock.

<u>DOD Code</u>	<u>DOD Definition</u>
KT1	Tank, 10,000 gallons.
KT2	Tank, 20,000 gallons.
KT3	Tank, 30,000 gallons.
KU	Caboose, DODX armed guard.
KW1	TOFC car.
KW2	COFC car.
KX	Box, missile, DODX w/refrigeration.
KY	Flat, heavy duty.
KZ1	Flat, DODX, not over 60'.
KZ2	Flat, DODX, over 60'.
KZ3	Locomotive under own power, on own wheels.
KZ4	Locomotive not under own power, on own wheels.
KZ5	Locomotive not under own power, not on own wheels.

3. CONTAINERS

<u>DOD/ASC Code</u>	<u>DOD Definition</u>
QA1	Non-MILVAN, 20 feet and less.
QA2	Non-MILVAN, 24 feet.
QA3	Non-MILVAN, 27 feet.
QA4	Non-MILVAN, 35 feet.
QA5	Non-MILVAN, 40 feet.
QA6	Non-MILVAN, 45 feet and over.
QM	MILVAN

4. WATER

<u>DOD/ASC Code</u>	<u>DOD Definition</u>
WA	Stearn ship.
WE	Covered Barge.
WG	Cylinder Tank Barge.
WI	Flush Deck Oil Barge.
WK	Liquid Covered Barge.
WM	Open Barge.
WP	Special Auto Barge.

5. AIR

<u>DOD/ASC Code</u>	<u>DOD Definition.</u>
QQ	Freight (Other than Freight Forwarder).
QU	Taxi.
SS	Charter.
TT	Freight Forwarder.

6. OTHER

<u>DOD/ASC Code</u>	<u>DOD Definition</u>
8X	Pipeline.
EE	Bus.
MF	Freight Forwarder (Surface).

BLOCK 27. MODE.

<u>Old DOD Code</u>	<u>X12 Code</u>	<u>DOD Definition</u>
K	AF	Air Freight.
M	AH	Air Taxi.
	B	Barge.
A	BU	Bus.
S	DA	Driveaway.
U	DW	Driveaway/Truckaway/Towaway Service.
	ED	Air Mobility Command (AMC) Transportation Method/Type Code.
L	FA	Air Freight Forwarder.
	IP	Intermodal (Personal Property).
B	J	Motor.
	LA	Military Air.
	LD	Local Delivery.
	MP	Motor (Package Carrier)
	MS	Military Sealift Command (MSC) Controlled, Contract, or Arranged Space
D	PL	Pipeline.
E	R	Rail.
	RO	Ocean (Roll on-roll off).
Q	SB	Shipper Agent.
	SC	Shipper Agent (Truck).
P	SD	Shipper Association.
N	SF	Surface Freight Forwarder.

Old DOD Code	<u>X12 Code</u>	<u>DOD Definition</u>
T	TA	Towaway Service.
R	U	Package Express.
O	W	Inland Water Way.
V	WP	Water/Pipeline Intermodal Movements.
	X	Rail Intermodal Piggyback (TOFC/COFC).

ATTACHMENT G4

COMMERCIAL BILL OF LADING (CBL) DATA REQUIREMENTS PREPARATION FORMAT

This attachment describes the CBL document required for input and payment in an electronic operating environment. These CBL requirements represent currently approved guidance and procedures. The guidance is provided by the block name on the CBL form. Each change is followed with an example. While not mandatory for all CBLs, these requirements must be included when applicable to the shipment costing.

A. INSTRUCTIONS FOR USING CBL

TRANSPORTATION COMPANY TENDERED TO BLOCK. The full name of the initial line-haul carrier will be shown. If there is insufficient space, abbreviations may be used.

Example: OVERNITE TRANSPORTATION COMPANY

SCAC BLOCK. The Standard Carrier Alpha Code (SCAC) of the linehaul carrier will be shown in this Block to correspond with the Transportation Company Tendered To block.

Example: OVNT

DATE B/L PREPARED BLOCK. This date represents the date in which the CBL was prepared. The Transportation Office (TO) assigns this date at the time of the CBL creation.

Example: 001123

ROUTE ORDER/RELEASE NUMBER BLOCK.

1. The Route Order (RO) or Export Traffic Release (ETR) number will be shown.
2. Enter the RO number if provided by the Military Traffic Management Command (MTMC) Operations Center. The RO number is a ten position alpha/numeric string and is located on the hard copy DD Form 1085 (See Figure 201-1) or the electronic shipment response for shipments moving under non-contract and non-negotiated rates. The RO number is located on the Tailored Transportation Contract (TTC) award letter for shipments moving under TTC rates and on the negotiated RO for shipments moving under negotiated rates.

DESTINATION BLOCK.

1. Enter the Department of Defense Activity Address Code (DODAAC) or Commercial and Government Entity (CAGE) on the same line as the block title. The DODAAC should be six characters long. The CAGE should be six characters long; if only five characters, add a 0 or X at the end.

Examples:

CONUS: Name, address, and Zone Improvement Plan (ZIP) code W15LPQ

OCONUS: Name, address, country and DODAAC

2. For rail shipments, the name of military installation or name of industry will be shown. If there is insufficient space, abbreviations may be used.
3. Enter the clear text address below the block description. Instructions contained in the automated Transportation Facilities Guide (TFG) (<https://www.mtmc.army.mil/>) according to the mode of transportation utilized, designate the city, town, or point, official post office state abbreviation, and ZIP code to be shown. For OCONUS, require DODAAC Type Address Code 2 (freight

address). For consignees not listed in the TFG and when precise information is not contained in the requisition or other shipping directives, advice and assistance may be obtained from the TO or the MTMC Operations Center. When there are two or more cities or towns of the same name in a state, the name of the county in which the destination is located must also be shown. If there is insufficient space, abbreviations may be used.

SPLC (Dest) BLOCK. Look up the destination Standard Point Location Code (SPLC) in the Continental Directory of Standard Point Location Codes NMF-102. In this block enter the nine-digit SPLC for the point. When the Directory indicates a valid six-digit SPLC, add three zeros to the right of the SPLC to satisfy the nine-digit requirement. Arrangements to obtain a copy of the Directory may be made via <http://www.nmfta.org>. The SPLC Directory is limited to the North American continent. A SPLC is not applicable for overseas.

Example: MOT Sunny Pt., NC 409469250

Example: Sunny Pt., NC 409469 would be entered as 409469000

SPLC (Orig) BLOCK. Look up the origin SPLC in the Continental Directory of Standard Point Location Codes NMF-102. Enter the nine-digit SPLC for the point in this block. When the Directory indicates a valid six-digit SPLC, add three zeros to the right of the SPLC to satisfy the nine-digit requirement. Arrangements to obtain a copy of the Directory may be made via <http://www.nmfta.org>. The SPLC Directory is limited to the North American continent. A SPLC is not applicable for overseas.

Example: Crane AAA, IN 376123250

Example: Crane, IN, 376125 would be entered as 376125000

ORIGIN BLOCK.

1. Enter the DODAAC or CAGE on the same line as the block title. The DODAAC should be six characters long. The CAGE should be six characters long; if only five characters, add a 0 or X at the end.

Example:

CONUS: Name, address, and ZIP code N67004

OCONUS: Name, address, country, and DODAAC

(Enter the clear text address below the block description)

2. For rail shipments, the name of military installation or name of industry will be shown. If there is insufficient space, abbreviations may be used.
3. Enter the clear text address below the block description. Instructions contained in the TFG (<https://www.mtmc.army.mil/>), according to the mode of transportation utilized designate the city, town, or point, official post office state abbreviation, and ZIP code to be shown. For OCONUS, require DODAAC Type Address Code 2 (freight address). For consignees not listed in the TFG and when precise information is not contained in the requisition or other shipping directives, advice and assistance may be obtained from the TO or the MTMC Operations Center. When there are two or more cities or towns of the same name in a state, the name of the county in which the destination is located must also be shown. If there is insufficient space, abbreviations may be used.

CONSIGNEE BLOCK.

1. Enter the DODAAC or CAGE on the same line as the block title. The DODAAC should be six characters long. The CAGE should be six characters long; if only five characters, add a 0 or X at the end.

Example:

CONUS: Name, address, and ZIP code W15IPQ
OCONUS: Name, address, country and DODAAC

2. Enter the clear text address below the block description. Instructions contained in the TFG, according to the mode of transportation utilized, designate the city, town, or point, official post office state abbreviation, and ZIP code to be shown. For OCONUS, require DODAAC Type Address Code 2 (freight address). For consignees not listed in the TFG and when precise information is not contained in the requisition or other shipping directives, advice and assistance may be obtained from the TO or the MTMC Operations Center. When there are two or more cities or towns of the same name in a state, the name of the county in which the destination is located must also be shown. If there is insufficient space, abbreviations may be used.
3. The destination or official title of consignee and the official name of the installation or activity will be shown in accordance with particular shipping instructions. When the consignee's post office address differs from the destination block, the address will be added in parentheses. Other information, such as government department or whether plant or warehouse delivery, will be shown. When a shipment is consigned for transshipment or final delivery to other than the consignee, the word "For" and appropriate additional information will be shown in the "Marks and Annotations" block. If there is insufficient space, abbreviations may be used.

BLOC (Cons) BLOCK. Enter the appropriate Bill of Lading Office Code (BLOC) assigned to the consignee block. If no BLOC is assigned to the consignee, enter "IOOI" (eye-o-o-eye). Refer to Chapter 206 of this Regulation for instructions on how to apply for a valid BLOC code.

Example: BKAH

SHIPPER BLOCK.

1. Enter the DODAAC or CAGE on the same line as the block title. The DODAAC should be six characters long. The CAGE should be six characters long; if only five characters, add a 0 or X at the end.

Example:

CONUS: Name, address, and ZIP code W15IPQ
OCONUS: Name, address, country and DODAAC

2. The name of the shipping establishment will be shown, except when a CBL is issued to a contractor or other authorized shipper to cover a shipment from another point. In such instances, the name of the actual shipper will be shown following the name of the agency in care of the contractor. If there is insufficient space, abbreviations may be used.
3. Enter the clear text address below the block description. Instructions contained in the TFG, according to the mode of transportation utilized, designate the city, town, or point, official post office state abbreviation, and ZIP code to be shown. For OCONUS, require DODAAC Type Address Code 2 (freight address). For consignees not listed in the TFG and when precise information is not contained in the requisition or other shipping directives, advice and assistance may be obtained from the TO or the MTMC Operations Center. When there are two or more cities or towns of the same name in a state, the name of the county in which the destination is located must also be shown. If there is insufficient space, abbreviations may be used.

APPROPRIATION CHARGEABLE BLOCK. If a CBL is charged to a single appropriation, enter the appropriation number. If a CBL is charged to multiple appropriations, enter "SEE CONTINUATION SHEET" in the Appropriation Chargeable block. On the continuation sheet, list each unique appropriation number with each line item. The list should be clearly marked

“APPROPRIATION CHARGEABLE BLOCK.” An appropriation may be substituted with a Movement Designator Code, Transportation Account Code (TAC), or Abbreviated TAC, as appropriate.

BILL CHARGES TO BLOCK. Show the official designation and address of the office responsible for payment of charges.

US Bank – Powertrack
 1010 South 7th Street
 Minneapolis MN 55415

VIA BLOCK. (NOT USED)

MARKS AND ANNOTATIONS BLOCK.

1. When required by regulation, directives, carrier’s tenders, or Federal or State regulations, the following additional information will be shown in this space. If any of the following information does not fit in this block, enter “SEE CONTINUATION SHEET” in Marks And Annotations block, and list the information on the continuation sheet. The list should be clearly marked “MARKS AND ANNOTATIONS BLOCK”.
2. List accessorial and protective services in the Marks And Annotations block as shown in table format below. Use the accessorial and protective service codes listed in Attachment G3 of this appendix. The service code must appear for all services ordered. The units, qualifier, additional information, and service description should be included when applicable and available.

Example:

<u>Service Code</u>	<u>Units</u>	<u>Qualifier</u>	<u>Information</u>	<u>Service Description</u>
RSS			35 mph	Restricted Speeds
CHN	5	EA		Chains and Binders
MES	3	NV		Escort (standard)
	6	PR		
PUD	4	TH		Pickup/Delivery
	2	DR		

3. Shipments for Other Than Billed Consignee or For Transshipment. Show the word “For” preceding the designation or name (full name or activity address code) of the ultimate receiver and destination. Enter all applicable information, such as consignee number, shipment number, priority symbol, or requisition number.
4. Transportation Priority (TP). When a shipment is subject to the Military Standard Requisitioning and Issue Procedures, the TP (1, 2, or 3 as applicable) will be shown prefixed with the letters “TP”. The TP shown will be that applicable to the Issue Priority Designator assigned to the shipment or the same Issue Priority Group. When the shipment consists of two or more items or shipment units, the TP to be shown will be for the block of shipment unit requiring the most expeditious service.
5. Desired/Required Delivery Date (DDD/RDD). Enter either DDD or RDD. The purpose of a DDD is to indicate to the carrier that delivery is desired on the date specified, and to provide a means for evaluating carrier performance. However, the DDD alone neither constitutes a legal implication that delivery must be made on the date specified, nor implies that special carrier services resulting in additional cost to the government will be performed or provided. Show only one DDD. Use the YearYearMonthMonthDayDay (YYMMDD) format. If expedited services

are required, enter the RDD and the accessorial for expedited services. Show only one RDD. Use the YYMMDD format.

Example: DDD = 030603
RDD = 030223

6. Other Information. Other additional information or instructions to be shown, e.g., lighterage, refrigeration, icing, heaters, or similar requirements when service is necessary.
7. Narcotics. The export permit number issued by Bureau of Narcotics.
8. Routing Instruction Notes (RIN). Enter all clear text RIN and their corresponding RIN numbers. The RIN number should precede, in parentheses, the clear text instruction of each note.

Example: (111) "Shipper to load and consignee to unload"

9. Commercial Bill of Lading (CBL). Enter the CBL number.

Example: CBL123456

SHIPMENT DETAIL INFORMATION. Use blocks (labeled Packages (No, Kind), HM, Description of articles, and Weight) to describe three sets of information. Starting on the cover sheet of the CBL, first, enter hazardous material (HAZMAT) certification, second, enter shipment totals information, and finally, enter line item information. If there is insufficient space on the cover sheet, continue entering the information on the CONTINUATION SHEET. The information should be clearly marked with the appropriate block name.

HAZMAT INFORMATION SET. Applicable only if conveying HAZMAT, the following set of information must appear at the beginning of each HM line item of the CBL. If not conveying HAZMAT, go to the Shipment Totals Information Set and begin entering that information on the cover sheet.

Packages (No, Kind). (NOT USED)

HM. The description for HAZMAT in Description of Articles Block will be preceded by an "X" or "RQ".

Description of Articles. HAZMAT subject to Department of Transportation regulations will be described in this Block. The description will be in accordance with regulations and directives governing the movement of HAZMAT on a CBL.

Weight. (NOT USED)

SHIPMENT TOTALS INFORMATION SET. (Blocks labeled Packages (No, Kind), HM, Description of articles, and Weight.) Applicable only if conveying multiple line items. Calculate and enter this information on the cover sheet of the CBL after any HAZMAT information. If there is insufficient space on the cover sheet, continue entering the information on the CONTINUATION SHEET.

Packages (No, Kind). (NOT USED)

HM. (NOT USED)

Description of Articles. Identify categories for freight, pallet/skid/platform (rail only), net, tare, and gross weights when they apply to the shipment. Carry weights associated with these categories in Weight Block below.

Weight. List the weights that correspond to the categories identified in Description of Articles Block above.

Example 1.

<u>Description of Articles</u>	<u>Weight</u>
Freight =	9,700
Pallet =	50
Net =	9,750

LINE ITEM INFORMATION. Block labeled Packages (No, Kind), HM, Description of Articles, and Weight.) Describe each line item in the shipment. If stop-offs are applicable to the shipment, enter a stop-off address and immediately follow that address with all line items for that stop. When conveying only one line item with a CBL, total all weights of the line item (freight, example pallet/skid/platform (rail only)) and enter the result of that calculation on the cover sheet of the CBL, in place of the shipment totals information set described above.

Packages (No, Kind). Show the number of packages or containers, kind of package (for example: barrels, boxes, or crates) in the spaces provided. When articles are shipped on strapped pallets, show the number of containers or loose items on each pallet (for example: six pallets of 24 boxes each). Do not show the number of articles or inner containers in any box, barrel, crate, or other receptacle. Except for shipment of bulk freight (such as coal, gravel, scrap, etc.) show the number of pieces or units in this block when articles are shipped loose. Refer to Attachment G3 for a list of valid package codes.

Example: 20 BX

HM. When a line item consists of HAZMAT, the description in the Description of Articles Block will be preceded by an "X" in this block.

Description of Articles.

1. Line Item Description. Enter the proper freight description and classification item for each article, identified as to Standard Transportation Commodity Code (STCC) National Motor Freight Classification (NMFC), or DOD-unique. The STCC item number will be used to identify articles shipped by rail. The NMFC item number will be used to identify articles shipped by all other modes. DOD-unique classification will be used to identify articles shipped using a DOD-unique commodity code. See Attachment G3 for a list of those commodity codes. When a shipment consists of only one commodity, even when multiple listings of the same STCC, NMFC, or DOD-unique are shown, the freight classification number will be shown in the "Classification Item No." block. Otherwise, the "Classification Item No." should not be utilized. In addition, enter the Transportation Control Number (TCN) for each line item following this Regulation format. Enter the project code for each TCN if applicable.
2. Cube, Density, and Dimensions. When a carrier's tender rates are dependent on the cube, density, dimension, or type of material, such information will be shown.
3. Freight All Kinds (FAK). When it is determined that a FAK rate is advantageous to the Government, enter the term "Freight All Kinds". Refer to Attachment G3 for a list of valid DOD FAK commodity codes. Supporting documents will be retained by the issuing office.
4. Continuation Sheets. Use continuation sheets whenever the designated space of the basic CBL set is insufficient to list the articles constituting the entire shipment and other required information as prescribed above. Reserve sufficient space on the CBL to show the total number of continuation sheets used, the total weight shown thereon, the total number of units of equipment, and the total weight of the entire shipment. Also show the total weight of pallets and dunnage (rail only).
5. Weight. Enter four types of measurement data in this block.

- a. Listing Estimated Weights. When a reliable weight cannot be determined before shipment, an “Estimated” weight will be shown. In this case, the CBL will show “Estimated weight; weigh and correct”.
 - b. Listing Weights on CBLs. Opposite the description of articles and number of packages, there will be shown separately the aggregate weight in pounds of the total number of each different kind of loose piece, package, or container of the different kinds of articles. Do not enter the word “pounds” or any abbreviation or symbol for pounds. Make reference to minimum weights only when specified in ROs or ETRs. When more than one weight is indicated in this block, show the sum of all weights identified by the word “total”.
 - c. Listing Weight of Pallets, Platforms, Skids, and Dunnage (rail only). Many tenders make certain allowances for the transportation of pallets, platforms, skids, and dunnage used in connection with the movement of a shipment. However, to be accorded these allowances, it is necessary that the weight of these items be shown on the CBL separately from the weight of the freight being shipped, and also separately from the weight of any dunnage or other similar material.
6. Cubic Measurement. Always round this measurement up to the nearest whole number.
- a. Shipments Consigned to Water Ports. When shipments are to be loaded on vessels or consigned to ports for later movement by water, the total measurement of the shipment in cubic feet will be shown on the CBL. When a shipment is made up of a number of items, the cubic measurement for each item, or group of items, and the total cube measurement of all items will be shown. If the number of items in the shipment is insufficient to require continuation sheets, the total cube measurement of all items will be shown in the lower right hand portion of the “Description of Articles” block of the CBL.
 - b. Shipment by Motor Carrier. In addition to the provision above, when a motor carrier forwards shipments and transportation charges are based on cubic measurement or density per cubic foot, show the total measurement in cubic feet of the material loaded in or on the vehicle on the CBL. When a shipment is made up of a number of items, the cubic measurement for each item, or group of items, and the total number of cubic feet will be shown.
 - c. Shipments by Air. When shipments are forwarded by air freight or air freight forwarder, show the aggregate cubic measurement and, in addition, list the weight and cubic measurement of each piece or package separately in the “Description of Articles” block. For the purpose of determining cubic measurements, the greatest dimension of length, width, and height will be used.
 - d. Shipment by Rail. When a car of greater length than ordered is loaded to capacity with a commodity subject to the Standard Transportation Commodity Code and the actual weight does not meet or exceed the minimum weight provided for the car furnished, check the block “Vehicle Fully Loaded” and show the cubic dimension in the “Description of Article” block on the CBL.

TARIFF/SPECIAL RATE AUTHORITY BLOCK.

1. Special Rate Authorities. When any shipment, regardless of quantity, is subject to a special rate tender or other special arrangement for free, special, or contract rates, an identifying reference to the tender or contract will be shown on the original and all copies of the BL. When more than one identifying reference is included on the tender or contract, the first listed identifying reference will be shown. Such information will be annotated in the space marked “Tariff/Special Rate Authority” (C/L, T/L, or Volume only). The applicable tender will be identified by entering

the appropriate SCAC assigned by the SCAC directory for the authority issuing the tender, followed by the tender number including the supplement number. The SCAC and tender number must be the same as the origin carrier in the SCAC block.

2. Format. Separate the SCAC and tender number with space.

Example: CFWY 600250

PICKUP SERVICE FURNISHED BLOCK.

1. Except as provided below, when pickup service is furnished by the carrier, the Block will be checked for all modes of transportation and initialed by any authorized person having knowledge of the facts. **EXCEPTION:** For rail or piggyback shipments, this Block will be checked only when the carrier furnishes a highway vehicle for movement of the shipment from the shipping activity to carrier's terminal.
2. Required Endorsement. When required pickup service (including multiple pickup) for which a tender or tender charge applies is performed by the carrier at the request of the shipper, place the following additional endorsement on the CBL:

Pickup Service was Requested of and Performed by _____
(Carrier's Initial)

_____, _____
(Number) (Stop(s) Made In Accompanying Pickup)

(Name of Person Ordering Service)

This endorsement will be shown in the "Marks and Annotations" block on the CBL and must be signed by or for the person ordering the pickup service. If additional space is needed, print "SEE CONTINUATION SHEET" and enter this information on the continuation sheet, clearly labeled with the block name.

3. Vehicle Fully Loaded. When a shipper loads a car or truck to its full visible capacity or to its weight carrying capacity, this block will be checked and initialed by any authorized person having knowledge of the facts. When this situation arises and multiple cars or trucks are used, the statement "Loaded to Capacity" and the dimensions or cubic measurement of the loaded space of each car or vehicle will be shown in the "Description of Articles" block.

CARRIER WAY/FREIGHT BILL NO. AND DATE BLOCK. If available enter the carrier waybill or freight bill number.

Example: 22605

STOP THIS SHIPMENT AT-STOP-OFF TO COMPLETE LOADING BLOCK. Enter the stop-off sequence number, stop-off reason code, and the nine-digit SPLC for each address. If the stop-off information does not fit in this block, enter "SEE CONTINUATION SHEET" in this block, and list the stop-off sequence, stop reason, SPLC, and code on the CONTINUATION SHEET. Clearly mark the information with "STOP-OFFS" block. The stop-off reason code can be UL for unload or LD for load. See Line Item Information, for an explanation of line item and stop-offs. Continuation sheet can be used to include "in the clear" addresses for each stop-off.

Example: 1 UL 147225090

FURNISH INFORMATION ON CAR/TRUCKLOAD/CONTAINER SHIPMENTS BLOCK.

1. Initial and No. When other than a rail car, motor vehicle, or container is used, cross out the words "Car/Truckload/Container" shown in the printed space on the CBL and substitute the

appropriate term, such as “plane” or “barge” to fit the mode of transportation. When initials and numbers do not identify carrier equipment, show the word “NONE”.

2. **More Than One Unit of Equipment.** Data will be shown separately for each unit of equipment. When so identified, show the initials and number of each unit of equipment preceding such data in “Description of Articles” block.
3. **Planeload Shipments.** On planeload shipments show the aircraft initial and number.
4. **Container Shipments.** On container shipments also show the seal numbers applied to the container(s).
5. **Seal Numbers.** Show the ownership and numbers of seals applied by carriers or shippers to carrier equipment. When more than one transportation unit is covered by the CBL, indicate the identity of seals applied to each unit and the equipment breakout. If seals are applied to carrier equipment for the primary purpose of denying access to the shipment for security or other special reasons, annotate the CBL in the Marks And Annotations Block: “DO NOT BREAK SEALS EXCEPT IN CASE OF EMERGENCY OR UPON APPROVAL OF THE CONSIGNOR OR CONSIGNEE. IF FOUND BROKEN, OR IF BROKEN FOR EMERGENCY REASONS, CARRIER TO APPLY SEALS AS SOON AS POSSIBLE AND IMMEDIATELY NOTIFY BOTH THE CONSIGNOR AND CONSIGNEE”.
6. **Length/Cube.**
 - a. For “TYPE OF EQUIPMENT ORDERED,” enter the three-digit equipment code from Attachment G3 of this appendix. This must be accompanied by either length or cube capacity of the equipment. (Example: Line 1 = AV3, Line 2 = 53’) If the shipment involves more than one piece of equipment, enter “SEE CONTINUATION SHEET” in Furnish Information on Car/Truckload/Container Shipments block and list the equipment information on the continuation sheet.
 - b. For “TYPE OF EQUIPMENT FURNISHED”, enter the three-digit equipment code from Attachment G3 of this appendix. This must be accompanied by either length or cube capacity of the equipment. (Example: Line 1 = AV3, Line 2 = 53’) If the shipment involves more than one piece of equipment, enter “SEE CONTINUATION SHEET” in Furnish Information on Car/Truckload/Container Shipments block and list the equipment information on the continuation sheet. Clearly label the information with Furnish Information on Car/Truckload/Container Shipments block.

Example:

Initials & Nos.	Seal Numbers	Length/Cube		Marked/Capacity		Date Furnished
		Ordered	Furnished	Ordered	Furnished	
CSXT	124688	KF1	KF2			030910
	159864	60'	89'	123,000	155,000	

- c. **Marked Capacity.** When a rail car is ordered and furnished, the capacity ordered and furnished will be shown in the block provided. When a motor vehicle or barge is ordered, these blocks will be completed only when the equipment of a specific capacity is ordered.
- d. **Date Furnished.** Enter the date the rail car, motor vehicle, aircraft, container, or barge was furnished. Use the YYMMDD format.

CARRIER’S PICKUP DATE BLOCK. Show year, month, and day carrier accepted the shipment. This date serves as the basis for determining when carrier’s responsibility for the shipment begins. Use the YYMMDD format.

Example: 030604

SIGNATURE OF AGENT BLOCK. Consignor will assure the individual who accepts the shipment for the linehaul carriers (whether the individual be a designated agent, truck driver, etc.) manually signs the CBL in the space marked "Signature of Agent", upon acceptance of the shipment.

PER BLOCK. If his/her authorized representative signs the agent's name, the initials of the representative must appear under the heading "PER".

MODE BLOCK. Enter the transportation mode code from Attachment G3 in this appendix.

Example: B

ESTIMATE BLOCK. Enter the estimated transportation charges, rounded to the nearest dollar, for all shipments. This is a required field.

NO. OF CARLOADS/TRUCKLOADS BLOCK. The total number of units of equipment used will be shown. When only one unit of equipment is used, the number "1" will be shown.

TYPE RATE BLOCK. OPTIONAL.

PSC BLOCK. Enter the highest protective service code (PSC) in this block. Shipments requiring transportation protective services during transit must show the appropriate X12 transportation PSC. See Attachment G3 of this appendix for the PSC list.

REASON BLOCK. (NOT USED)

ISSUING OFFICE BLOCK. The official name and address of the installation or activity at which the CBL is issued will be shown. When continuation sheets are used, show the name and location of the issuing office in the space provided for "Department or Establishment and Bureau or Service" and "Location". If there is insufficient space, abbreviations may be used.

BLOC BLOCK. The official BLOC of the installation or activity at which the CBL is issued will be shown in this block. For current authorized BLOCs, see Appendix H.

Example: AGSK

ISSUING OFFICER BLOCK. The name and title of the issuing TO will be shown.

CONTRACT/PURCHASE ORDER NO BLOCK. When a contract, purchase order, or other procuring document covers a shipment, enter the number of this document in this space.

DATED BLOCK. Show year, month, and day the contract, purchase order, or other authority must be shown. Use YYMMDD format.

F.O.B. POINT NAMED IN CONTRACT BLOCK. When the terms of the contract provide that transportation is at Government expense from a specified free on board point, such point and SPLC will be shown.

The following blocks are to be completed by delivering carrier.

DELIVERED ON DATE
AT (Actual delivery point)
BY (Name of the delivering Carrier)
DELIVERED THIS CONSIGNMENT COMPLETE & IN APPARENT GOOD ORDER
EXCEPT AS MAY BE INDICATED STORAGE DAMAGED
CARRIER OS&D REPORT ATTACHED
DELIVERY AT DESTINATION FURNISHED
ACCESSORIAL SERVICES CERTIFICATION ATTACHED

NAME OF BILLING CARRIER
SIGNATURE OF AGENT

B. INSTRUCTIONS FOR CORRECTION NOTICE TO CBLs

1. When a shipment has been picked up by the carrier and an alteration or correction is required to the documentation, the destination TO (or designee) will forward by e-mail or fax to the issuing TO the required correction to be incorporated prior to payment. Confirm the issuing TO has received the correction notice and annotated its records. Corrections that affect transportation charges or the actual freight charge can be made in PowerTrack prior to carrier payment. If carrier is paid, a correction notice cannot be done. An eBill must be done in PowerTrack.
2. The correction notice will include no less than the following:
 - a. CBL NUMBER. Identify the prefix, serial number, and suffix of the CBL being corrected. Limit correction notice to one CBL at a time.
 - b. DATE CBL WAS ISSUED. Identify the issue date shown on the CBL being corrected in the generated format.
3. Identify in the correction notice as applicable when an alteration is required:
 - a. TOTAL WEIGHT SHOWN ON CBL. Enter total weight shown on CBL. This total will include the weight of the pallets, skids, dunnage, etc., as applicable.
 - b. ORIGIN. Enter name of shipping point shown on CBL. This will be the point at which the origin transportation company actually took possession of the shipment.
 - c. DESTINATION. Enter destination information shown in the CBL.
 - d. ISSUING OFFICE. Enter name of the activity issuing CBL. Enter the BLOC.
 - e. TO. Enter name and address (including ZIP code) of activity to which the correction notice is to be sent.
 - f. PAYMENT DATA. Self-explanatory.
 - g. FROM. Enter name and address (including ZIP code) of activity issuing the correction notice.
 - h. BILL OF LADING NOW READS.
4. Enter information from the CBL, which is to be corrected. If correction notice is issued to include information omitted from the CBL, enter the words "Information Omitted" in this block.
5. If there is a change in the "ESTIMATE" charges block for a TTC CBL, enter the original charge.
Example: ESTIMATE BLOCK READS: {charge}
CORRECT BILL OF LADING TO READ.
6. Enter information to be shown on the corrected CBL.
7. If a diversion/reconsignment applies, enter the locations here.
Example:
DIVERSION/RECONSIGNMENT:
Diversion/Reconsignment from SPLC = {nine-digit SPLC}
Diversion/Reconsignment to SPLC = {nine-digit SPLC}
Accessorial code 'RC' applies.
8. If there is a change in the "ESTIMATE" charges for a TTC CBL, enter the adjusted charge.

Example: ESTIMATE BLOCK SHOULD READ: {adjusted charge}

- a. **AUTHORITY FOR CORRECTION.** Enter any information that justifies the correction. This may be the applicable tender or classification item number, regulatory reference, etc. In the absence of specific authority, enter one or more of the paragraph numbers in this section as appropriate.
 - b. **REMARKS.** Include TENDERED TO CARRIER SCAC from the original CBL.
9. When a SF 361 (Transportation Discrepancy Report) has been issued against the CBL being corrected, enter File Reference Number of the SF 361.
 10. This Block may be also used for other remarks, as appropriate.

INFORMATION COPY. Enter name and address (including ZIP code) of all recipients of this correction notice, excluding addressee shown in the block titled "TO" and the issuing activity shown in block titled "FROM".

SIGNATURE AND TITLE OF INITIATING OFFICIAL. Self-explanatory.

CARRIER REPRESENTATIVE'S SIGNATURE. Self-explanatory.

APPENDIX H

BILL OF LADING OFFICE CODE (BLOC) LISTING

NOTE: The most current versions of the following codes are available at the Table Management Distribution System website at: <https://TMDS03.scott.af.mil/tmds/>.

Table H-1. BLOC Listing (Continental United States Order)

BLOC	DODAAC	NAME/TFG RECORDS	CITY	ST
ALABAMA				
FGAJ	W31LPY	USPFO ALABAMA (W31LPY)	MONTGOMERY	AL
FGAP	W31XNJ	USACE MOBILE DIST (W31XNJ)	MOBILE	AL
FGAQ	W31G1Z	ANNISTON AD (W31G1Z)	ANNISTON	AL
FGFL	FB6011	ALABAMA ANG (FB6011)	BIRMINGHAM	AL
FGPS	Z36239	USCG GROUP MOBILE (Z36239)	MOBILE	AL
FGPT	Z65100	USCG AVN TRAINING CEN MOBILE (Z65100)	MOBILE	AL
FGSK	S0101A	DCMA BIRMINGHAM (S0101A)	BIRMINGHAM	AL
FGUA		FED PRISONS IND INC TALLADEGA	TALLADEGA	AL
FGUV		NASA MARSHALL SP FLT CTR	HUNTSVILLE	AL
FHAT	W31R4Z	FT RUCKER (W31R4Z)	FORT RUCKER	AL
FHMI	M14340	MC BATTERY B 1 ST BN 14 TH MARINES (M14340)	BESSEMER	AL
FIAM	W31P38	REDSTONE ARS (W31P38)	REDSTONE ARS	AL
FIAP	W31RY0	USACE HUNTSVILLE SUP CTR (W31RY0)	HUNTSVILLE	AL
FJFL	FB6012	ALABAMA ANG (FB6012)	MONTGOMERY	AL
FKFL	FB3300	MAXWELL AFB (FB3300)	MAXWELL AFB	AL
FLSQ	SW3120	DEF DIST DEP ANNISTON (SW3120)	ANNISTON	AL
ALASKA				
MAAJ	WC1JTW	USPFO ALASKA CP DENALI (WC1JTW)	FT RICHARDSON	AK
MAAP	WC1JUW	USACE ALASKA DIST (WC1JUW)	ANCHORAGE	AK
MAAS	WC1JTH	FT RICHARDSON (WC1JTH)	FT RICHARDSON	AK
MAAT	WC1JUR	FT GREELY (WC1JUR)	DELTA JUNCTION	AK
MAFL	FB5004	354 LGS (FB5004)	EIELSON AFB	AK
MAPK	Z71117	USCG ISC KETCHIKAN-JUNEAU (Z71117)	JUNEAU	AK
MAPL	Z20280	CGAS SITKA (Z20280)	SITKA	AK
MAPS	Z46000	USCG ISC KODIAK (Z46000)	KODIAK	AK
MASQ	SJ0628	DEF ENERGY SUP CTR ANCHORAGE (SJ0628)	ELMENDORF AFB	AK
MBAT	WC1JH5	FT WAINWRIGHT (WC1JH5)	FORT WAINWRIGHT	AK
MBFC	FY4401	DEF COURIER SERVICE STA ANCHORAGE (FY4401)	ELEMENDORF AFB	AK
MBFL	FB5000	3LG (FB5000)	ELMENDORF AFB	AK
MBPS	Z47700	USCG ISC KETCHIKAN (Z47700)	KETCHIKAN	AK
MKFK	FB6521	168 ARW ALASKA ANG (FB6521)	EIELSON AFB	AK
MKFL	FB6520	176LS KULIS ANGB (FB6520)	ANCHORAGE	AK
ARIZONA				
KDAJ	W61LQA	DOL USPFO ARIZONA (W61LQA)	PHOENIX	AZ
KDAK	W61DEL	INTEL CTR & FT HUACHUCA (W61DEL)	FT HUACHUCA	AZ
KDAQ	W80T6L	NAVAJO AD (W80T6L)	BELLEMONT	AZ
KDAV	W61R67	YUMA PG (W61R67)	YUMA	AZ
KDFT	FB6022	162 FW ARIZONA ANG (FB6022)	TUCSON	AZ
KDML	M62974	MCAS YUMA (M62974)	YUMA	AZ
KDSK	S0302A	DCMA PHOENIX (S0302A)	PHOENIX	AZ
KDUA		FED PRISONS IND INC SAFFORD	SAFFORD	AZ
KEFL	FB4887	LUKE AFB (FB4887)	LUKE AFB	AZ
KEUA		FED PRISONS IND INC TUCSON	TUCSON	AZ
KFFL	FB6021	161 ARG ARIZONA ANG (FB6021)	PHOENIX	AZ

BLOC	DODAAC	NAME/TFG RECORDS	CITY	ST
KGFL	FB4877	355 SUPS LGS (FB4877)	DAVIS-MONTHAN AFB	AZ
ARKANSAS				
HSAJ	W41RAA	USPFO AR CP ROBINSON (W41RAA)	LITTLE ROCK	AR
HSAM	W41G27	PINE BLUFF ARS (W41G27)	PINE BLUFF	AR
HSAP	W41XDE	USACE LITTLE ROCK DIST (W41XDE)	LITTLE ROCK	AR
HTFL	FB6032	188FG ARKANSAS ANG (FB6032)	FT SMITH	AR
HUFL	FB6031	ARKANSAS ANG (FB6031)	LITTLE ROCK AFB	AR
HVFL	FB4460	314 TRNS (FB4460)	LITTLE ROCK AFB	AR
CALIFORNIA				
LDAK	W81EYN	USACE LOS ANGELES DIST (W81EYN)	LOS ANGELES	CA
LDAM	W62H0T	RIVERBANK AAP (W62H0T)	RIVERBANK	CA
LDAP	W62A2B	USACE SAN FRANCISCO DIST (W62A2B)	SAN FRANCISCO	CA
LDAQ	W62G2X	SIERRA AD (W62G2X)	HERLONG	CA
LDFK	FB2816	LOS ANGELES AFS (FB2816)	EL SEGUNDO	CA
LDFL	FB4427	60 APS (FB4427)	TRAVIS AFB	CA
LDMI	M87247	MC IST BTO CO 4 TH LSB 4 TH FSSG (M87247)	SAN JOSE	CA
LDMQ	M62204	MCLB BARSTOW (M62204)	BARSTOW	CA
LDMT	M33610	MC MT WARFARE TRNG CTR (M33610)	BRIDGEPORT	CA
LDNP	N69232	NAV CONSTRUCTION BN CEN (N69232)	PORT HUENEME	CA
LDPL	Z20180	CGAS SAN FRANCISCO (Z20180)	SAN FRANCISCO	CA
LDPS	ZJ7171	USCG MLC PACIFIC ALAMEDA (ZJ7171)	ALAMEDA	CA
LDPT	Z61200	USCG TRAINING CEN PETALUMA (Z61200)	PETALUMA	CA
LDUA		FED PRISONS IND TERMINAL IS	SAN PEDRO	CA
LDUQ		GENERAL SERVICES ADMIN OAKLAND	OAKLAND	CA
LEAK	W62N6M	USACE SACRAMENTO DIST (W62N6M)	SACRAMENTO	CA
LEFL	FB6044	CALIFORNIA ANG (FB6044)	FRESNO	CA
LEFS	FY2503	21 SOPS ONIZUKA AS (FY2503)	SUNNYVALE	CA
LENL	N60042	NAV AIR FAC (N60042)	EL CENTRO	CA
LENM	N47618	NWS SEAL BEACH DET FALLBROOK (N47618)	FALLBROOK	CA
LENV	N60530	NAVWPNSCEN CHINA LAKE (N60530)	CHINA LAKE	CA
LEPK	Z47500	USCG ISC ALAMEDA (Z47500) (FRT ONLY)	ALAMEDA	CA
LEPL	Z20170	USCG AIRSTA SAN DIEGO (Z20170)	SAN DIEGO	CA
LEPS	Z36269	USCG GROUP SAN FRANCISCO YERBA BUENA ISL (Z36269)	SAN FRANCISCO	CA
LESK	S0513A	DCMA SANTA ANA (S0513A)	SANTA ANA	CA
LEUA		FED PRISONS IND INC SAN DIEGO	SAN DIEGO	CA
LEUQ		GSA (ROUGH&READY ISLAND)	STOCKTON	CA
LFAH	W62P4E	834TH TRANS BN (W62P4E)	CONCORD	CA
LFFL	FB6041	129 LS CALIFORNIA ANG (FB6041)	MOFFETT FIELD	CA
LFMT	M00681	MCB CAMP PENDLETON (M00681)	CAMP PENDLETON	CA
LFNT	N62271	NAV POST GRAD SCHOOL (N62271)	MONTEREY	CA
LFNV	N64267	NWAD FISC CORONA (N64267)	CORONA	CA
LFPS	Z47720	USCG ISC SAN PEDRO (Z47720)	SAN PEDRO	CA
LFUA		FED PRISONS IND INC LOMPOC	LOMPOC	CA
LGAJ	W81LHA	1106TH AVCRAD USPFO CA (W62M5P)	FRESNO	CA
LGFL	FB4610	30 TRNS (FB4610)	VANDENBERG AFB	CA
LGMT	M34000	MC RECRUIT DEP (M34000)	SAN DIEGO	CA
LGNL	N63042	NAS LEMOORE (N63042)	LEMOORE	CA
LGNV	N66001	SPAWAR SYSCEN (N66001)	SAN DIEGO	CA
LGNZ	N46575	NAV PRIORITY MATERIAL OFFICE DET (N46575)	SAN DIEGO	CA
LGPL	Z36266	USCG AIRSTA HUMBOLDT BAY (Z36266)	MCKINLEYVILLE	CA
LGUA		FED PRISONS IND INC PLEASANTON	PLEASANTON	CA
LHAP	W81F6W	USACE SOUTH PACIFIC DIV (W81F6W)	SAN FRANCISCO	CA

BLOC	DODAAC	NAME/TFG RECORDS	CITY	ST
LHAT	W62R65	DLIFLC (W62R65)	PRESIDIO OF MONTEREY	CA
LHMI	M14640	MC HQ BATTERY 5 TH BN 14 TH MARINES (M14640)	SEAL BEACH	CA
LHNM	N47615	NWS SEAL BEACH (N47615)	SEAL BEACH	CA
LIFL	FB4686	BEALE AFB (FB4686)	BEALE AFB	CA
LIMT	M67399	USMC AIR GRD TASK FORCE TRNG COM (67399)	TWENTYNINE PALMS	CA
LINC	N44399	NAVTRANS SUPDET (N44399)	FAIRFIELD	CA
LINF	N44943	NAVMAG PEARL HARBOR DET (N44943)	SAN DIEGO	CA
LISQ	SW3215	DEF DIST DEP BARSTOW (SW3215)	BARSTOW	CA
LJML	M67865	MC AIR STA MIRAMAR (M67865)	SAN DIEGO	CA
LJNC	N47273	NAV VERTICAL LAUNCH SYSTEM SUPPORT FACILITY (N47273)	VENTRUA	CA
LJNL	N63126	NAVAIRWPNSTA (N63126)	POINT MUGU	CA
LISK	S0514A	DCMA SAN DIEGO (S0514A)	SAN DIEGO	CA
LKAJ	W62M49	USPFO CALIFORNIA (W62M49/W62M5P)	SAN LUIS OBISPO	CA
LKAT	W80S4X	NATIONAL TRAINING CENTER (W80S4X)	FORT IRWIN	CA
LKFL	FB6042	163 ARW CA ANG (FB6042)	MARCH ARB	CA
LKNQ	N00244	FISC NORTH ISLAND (N00244)	SAN DIEGO	CA
LKSK	S0507A	DCMA SAN FRANCISCO (S0507A)	SUNNYVALE	CA
LLSK	S0512A	DCMA VAN NUYS (S0512A)	VAN NUYS	CA
LMFL	FB4664	452 LSS (FB4664)	MARCH ARB	CA
LMNQ	N66857	NAVY REG PLAN EQ OFC (N66857)	SAN DIEGO	CA
LMSQ	SJ0606	DEF ENERGY SUP CTR LOS ANGELES (SJ0606)	SAN PEDRO	CA
LNFL	FB2805	95 TRNS (FB2805)	EDWARDS AFB	CA
LNSQ	SW3218	DEF DIST DEP SAN DIEGO (SW3218/SW3205)	SAN DIEGO	CA
LOSQ	SW3224	DEF DIST DEP SAN JOAQUIN (SW3224/SW3200/SW3225/W62G2T/W62N2A)	STOCKTON	CA
LPFC	HL0006	DEFENSE MICROELECTRONICS ACTIVITY (HL0006)	MCCLELLAN	CA
LQNQ	N46433	FISC ATAC NAS NORTH ISL (N46433)	SAN DIEGO	CA
LRNF	N31980	MILITARY SEALIFT COMMAND PACIFIC (N31980)	SAN DIEGO	CA
LSFL	FB6043	CHANNEL ISL CA ANG STA (FB6043)	PORT HUENEME	CA
LUAT	W81W0X	CA OFF-POST SPT BR DSS (W81W0X)	OAKLAND	CA
LUNK	N63394	NAVSURFWARCEN DIV (N63394)	PORT HUENEME	CA
COLORADO				
KIAJ	W81LJT	USPFO COLORADO (W81LJT)	GOLDEN	CO
KIAM	W51G2F	ROCKY MTN ARS (W51G2F)	COMMERCE CITY	CO
KIAQ	W51G2B	PUEBLO CHEMICAL DEPOT (W51G2B)	PUEBLO	CO
KIAT	W51HUN	FT CARSON (W51HUN)	FT CARSON	CO
KIDK	HQ0107	DFAS DENVER CTR (HQ0107)	DENVER	CO
KIFL	FB6061	140 LS CO ANG BUCKLEY ANGB (FB6061)	AURORA	CO
KISK	S0602A	DCMA DENVER (S0602A)	ENGLEWOOD	CO
KIUA		FED PRISONS IND INC LITTLETON	LITTLETON	CO
KIUQ		GENERAL SERVICES ADMIN DENVER	DENVER	CO
KJFL	FB7000	10 ABW AIR FORCE ACADEMY (FB7000)	USAF ACADEMY	CO
KJUA		FED PRISONS IND INC FLORENCE	FLORENCE	CO
KKAK	W81EUD	USAR SPACE COMMAND (W81EUD)	COLORADO SPRS	CO
KKFL	FB2500	21 LSS (FB2500)	PETERSON AFB	CO
CONNECTICUT				
AMAJ	W11M93	USPFO CONNECTICUT (W11M93)	HARTFORD	CT
AMNF	N62789	SUPSHIP CONV REPAIR (N62789)	GROTON	CT
AMNS	N00129	NSB NEW LONDON (N00129)	GROTON	CT
AMPT	Z60100	USCG ACADEMY NEW LONDON (Z60100)	NEW LONDON	CT
AMSK	S0701A	DCMA HARDFORD (S0701A)	EAST HARDFORD	CT
ANAF	W11M91	1109TH AVCRAD USPFO CT (W11M91)	GROTON	CT
ANFL	FB6071	103 FW CONNECTICUT ANG (FB6071)	EAST GRANBY	CT

BLOC	DODAAC	NAME/TFG RECORDS	CITY	ST
ANSK	S0702A	DCMA HARTFORD-STRATFORD (S0702A)	STRATFORD	CT
DELAWARE				
ASAJ	W21LRB	USPFO DELAWARE (W21LRB)	NEW CASTLE	DE
ASFL	FB4497	DOVER AFB (FB4497)	DOVER AFB	DE
ATFL	FB6081	DELAWARE ANG (FB6081)	NEW CASTLE	DE
DISTRICT OF COLUMBIA				
BEAB	W74MYG	WALTER REED AR MED CTR (W74MYG)	WASHINGTON	DC
BEAP	96311M	USACE WASHDC CIVIL WORKS (96311M)	WASHINGTON	DC
BEMC	M54900	MC BARRACKS WASH (M54900)	WASHINGTON	DC
BENK	N00171	FISC NORF DET WASHINGTON (N00171)	WASHINGTON	DC
BENV	N00173	NAV RESEARCH LAB (N00173)	WASHINGTON	DC
BEUQ		GENERAL SERVICES ADMIN WASH	WASHINGTON	DC
BFAJ	W81KJK	USPFO DIST OF COLUMBIA (W81KJK)	WASHINGTON	DC
BFDQ		DEF PRINTING SVC	WASHINGTON	DC
BFMK	M95425	HQ USMC NAVY ANNEX (M95425)	WASHINGTON	DC
BFUQ		GOVT PRINTING OFFICE WASH	WASHINGTON	DC
FLORDIA				
CLAH	W32QLR	954TH TRANS CO (W32QLR)	CAPE CANAVERAL	FL
CLAP	W32RY2	USACE JACKSONVILLE DIST (W32RY2)	JACKSONVILLE	FL
CLAJ	W32MUV	USPFO FL (W32MUV/W32RRX)	ST AUGUSTINE	FL
CLFY	FB4417	16 TRNS/LGTTH (FB4417)	HULBURT FIELD	FL
CLFZ	FB6091	FLORIDA ANG (FB6091)	JACKSONVILLE	FL
CLMC	M92502	BLOUNT ISLAND PORT (M92502)	JACKSONVILLE	FL
CLNF	N62670	SUPSHIP CONV REPAIR (N62670)	JACKSONVILLE	FL
CLPK	Z71107	7 th CG DIST MIAMI (Z71107)	MIAMI	FL
CLPL	Z20140	USCG AIRSTA MIAMI (Z20140)	OPA LOCKA	FL
CLPS	Z46900	USCG ISC MIAMI (Z46900)	MIAMI	FL
CLSK	S1002A	DCMA ORLANDO (S1002A)	ORLANDO	FL
CLUA		FED PRISONS IND INC TALLAHASSEE	TALLAHASSEE	FL
CLUV		NASA JFK SP CTR CAPE CANAVERAL	KENNEDY SP CTR	FL
CMAZ	W90H0F	US SOUTHCOM ACT (W90H0F)	MIAMI	FL
CMFL	FB2520	45 TRNS (FB2520)	PATRICK AFB	FL
CMMI	M21405	MC C CO 8 TH TANK BN (M21405)	TALLAHASSEE	FL
CMNL	N00207	NAS JACKSONVILLE (N00207)	JACKSONVILLE	FL
CMPL	Z20150	USCG AIRSTA CLEARWATER (Z20150)	CLEARWATER	FL
CMPS	Z36293	USCG GROUP ST PETERSBURG (Z36293)	ST PETERSBURG	FL
CMUA		FED PRISONS IND INC (MARIANNE)	MIAMI	FL
CNFL	FB6648	482 LSS LGS (FB6648)	HOMESTEAD ARB	FL
CNNQ	N68836	FISC JACKSONVILLE (N68836)(PP ONLY)	JACKSONVILLE	FL
CNPS	Z36298	USCG GROUP KEY WEST (Z36298)	KEY WEST	FL
CONT	N00204	NAS PENSACOLA (N00204)	PENSACOLA	FL
CONV	N61331	NAVSURFWARCEN (N61331)	PANAMA CITY	FL
CPFL	FB4819	TYNDALL AFB (FB4819)	TYNDALL AFB	FL
CPMI	M21628	MC 4 TH ANGLICO MARINE FOR RES (M21628)	WEST PALM BEACH	FL
CPPS	Z36237	USCG GROUP MAYPORT (Z36237)	ATLANTIC BEACH	FL
CPNT	N61339	NAVAIRWARCENTRASYS DIV (N61339)	ORLANDO	FL
CQNL	N00213	NAS KEY WEST (N00213)	KEY WEST	FL
CRSQ	SW3122	DEF DIST DEP JACKSONVILLE (SW3122)	JACKSONVILLE	FL
CSFL	FB4814	6 TRNS (FB4814)	MACDILL AFB	FL
CTFL	FB2823	96 LGS (FB2823)	EGLIN AFB	FL
CVNF	N45928	ISSOT MAYPORT (N45928)	ATLANTIC BEACH	FL
CVNZ	N3326A	NAV TASK FORCE 43 NAV STA (N3326A)	MAYPORT	FL
GEORGIA				
CFAJ	W33QW7	USPFO GA (W33QW7/W33MNC/W33MNG)	ATLANTA	GA

BLOC	DODAAC	NAME/TFG RECORDS	CITY	ST
CFAK	W33FRS	FT MCPHERSON/FT GILLEM (W33FRS/W33NYU)	FOREST PARK	GA
CFAP	W80YH2	USACE SOUTH ATLANTIC DIV (W80YH2)	ATLANTA	GA
CFAT	W33APT	FT BENNING (W33APT)	FORT BENNING	GA
CFFQ	FB2065	78 ABW (FB2065)	ROBINS AFB	GA
CFFY	FB6103	GEORGIA ANG CRTS (FB6103)	GARDEN CITY	GA
CFFZ	FB6101	116 BW GA ANG (FB6101)	ROBINS AFB	GA
CFMQ	M67004	MC LOGISTICS BASE ALBANY (M67004) (PP ONLY)	ALBANY	GA
CFNF	N44466	TRIDENT REFIT FAC (N44466)	KINGS BAY	GA
CFSK	S1103A	DCMA ATLANTA (S1103A)	MARIETTA	GA
CFSQ	SW3121	DEF DIST DEP ALBANY (SW3121)	ALBANY	GA
CFUA		FED PRISONS IND INC ATLANTA	ATLANTA	GA
CFUQ		GENERAL SERVICES ADMIN ATLANTA	ATLANTA	GA
CGAL	W33JYG	HUNTER ARMY AF (W33JYG)	SAVANNAH	GA
CGAP	W33SJG	USACE SAVANNAH DIST (W33SJG)	SAVANNAH	GA
CGAT	W33M8U	FT GORDON (W33M8U)	FT GORDON	GA
CGNT	N62741	NAV SUPPLY CORPS SCHOOL (N62741)	ATHENS	GA
CHAD	W9042G	DEPLOYMENT OPERATIONS BR, DOR, AVN & STRATEGIC MOBILITY DIV (W9042G)	FORT STEWART	GA
CHAT	W33GGZ	FT STEWART (W33GGZ)	FORT STEWART	GA
CHNL	N00196	NAS ATLANTA (N00196)	MARIETTA	GA
CIFL	FB6703	94 LG DOBBINS AFB (FB6703)	MARIETTA	GA
CJFL	FB6102	GEORGIA ANG (FB6102)	GARDEN CITY	GA
CKFL	FB4830	347 TRNS (FB4830)	VALDOSTA	GA
CKSQ	SW3119	DEF DIST DEP WARNER ROBINS (SW3119/FD2060)	ROBINS AFB	GA
HAWAII				
MLAP	W90WMT	USACE PACIFIC OCEAN DIV (W90WMT)	FT SHAFTER	HI
MLNQ	N00604	FISC PEARL HARBOR (N00604/M00318) (PP ONLY)	PEARL HARBOR	HI
MLSQ	SW3144	DEF DEPOT PEARL HARBOR (SW3144)	PEARL HARBOR	HI
MMAJ	W81KK5	USPFO HAWAII (W81KK5)	HONOLULU	HI
MMAP	WX3JR9	USACE HONOLULU DIST (WX3JR9)	FT SHAFTER	HI
MMFL	FB5260	15ABW (FB5260)	HICKAM AB	HI
IDAHO				
JKAJ	W63KQW	USPFO IDAHO (W63KQW)	BOISE	ID
JKFL	FB6112	IDAHO ANG (FB6112)	BOISE	ID
JLFL	FB4897	366 TRNS (FB4897)	MOUNTAIN HOME AFB	ID
ILLINOIS				
GKFL	FB4407	375 TRNS (FB4407)	SCOTT AFB	IL
GKUQ		GENERAL SERVICES ADMIN CHICAGO	CHICAGO	IL
GLAJ	W52JUD	USPFO ILLINOIS (W52JUD)	SPRINGFIELD	IL
GLAM	W52H1C	ROCK ISLAND ARS (W52H1C)	ROCK ISLAND	IL
GLAP	W81G66	USACE CHICAGO DIST (W81G66)	CHICAGO	IL
GLFD	FB6618	128 LG O'HARE IAP ARS (FB6618)	O'HARE IAP ARS	IL
GLFL	FB6121	ILLINOIS ANG (FB6121)	SCOTT AFB	IL
GLNT	N00128	NTC GREAT LAKES (N00128)	GREAT LAKES	IL
GLUQ		US GOVT PRINTING OFC CHICAGO	CHICAGO	IL
GMAK	W52H09	HQ OPNS SUPPORT CMD (W52H09)	ROCK ISLAND	IL
GMAP	W52X0X	USACE ROCK ISLAND DIST (W52X0X)	ROCK ISLAND	IL
GMFL	FB6122	182 AW ILLINOIS ANG (FB6122)	PEORIA	IL
GMNZ	N47078	NAV AIR SYSTEMS COM DET (N47078)	GRANITE CITY	IL
GMSK	S1403A	DCMA CHICAGO (S1403A/S5001A)	CHICAGO	IL
GNAP	W52EU2	USACE CONSTRUCTION ENGR RSCH LAB (W52EU2)	CHAMPAIGN	IL
GNFL	FB6123	ILLINOIS ANG (FB6123)	SPRINGFIELD	IL

BLOC	DODAAC	NAME/TFG RECORDS	CITY	ST
INDIANA				
GOAM	W53H0F	INDIANA AAP (W53H0F)	CHARLESTOWN	IN
GONM	N00164	NSWC CRANE (N00164)	CRANE	IN
GOSK	S1501A	DCMA INDIANAPOLIS (S1501A)	INDIANAPOLIS	IN
GOUA		FED PRISONS IND INC TERRE HAUTE	TERRE HAUTE	IN
GPAJ	W53P1L	USPFO INDIANA (W53P1L/W53T0A)	INDIANAPOLIS	IN
GPAM	W53H0P	NEWPORT CHEMICAL DEPOT (W53H0P)	NEWPORT	IN
GPFL	FB6132	122 FW INDIANA ANG (FB6132)	FORT WAYNE IAP	IN
GQFL	FB4654	434 LSS (FB4654)	GRISSOM ARB	IN
GRAM	W53XMD	CRANE ARMY AMMO ACT (W53XMD)	CRANE	IN
GRFL	FB6131	181 FW INDIANA ANG (FB6131)	TERRE HAUTE	IN
IOWA				
GIAJ	W81JM8	USPFO IOWA CAMP DODGE (W81JM8)	JOHNSTON	IA
GIAM	W54H0G	IOWA AAP (W54H0G)	MIDDLETOWN	IA
GIFL	FB6141	132 FW IOWA ANG (FB6141)	DES MOINES	IA
GJFL	FB6142	185 FW IOWA ANG (FB6142)	SIoux CITY	IA
KANSAS				
KOAJ	W81K4N	USPFO KANSAS (W81K4N)	TOPEKA	KS
KOAM	W909WB	SUNFLOWER AAP (W909WB)	DESOT O	KS
KOAT	W81FG8	FT RILEY (W81FG8)	FT RILEY	KS
KOFL	FB4621	22 TRNS (FB4621)	MCCONNELL AFB	KS
KOFZ	FB6152	190 ARW KS ANG FORBES FIELD (FB6152)	TOPEKA	KS
KOSK	S1701A	DCMA WICHITA (S1701A)	WICHITA	KS
KOSQ	SP4303	DDOO ATCHISON FAC (SP4303)	ATCHISON	KS
KOUA		FED PRISONS IND INC	LEAVENWORTH	KS
KPAM	W55H0H	KANSAS AAP (W55H0H)	PARSONS	KS
KPAT	W55C6G	FT LEAVENWORTH (W55C6G)	FT LEAVENWORTH	KS
KPFL	FB6151	184LS (FB6151)	MCCONNEL AFB	KS
KENTUCKY				
FAAM	W22PL1	FT KNOX (W22PL1)	FORT KNOX	KY
FAAP	W22W9K	USACE LOUISVILLE DIST (W22W9K)	LOUISVILLE	KY
FAAQ	W22P1H	BLUEGRASS AD (W22P1H)	RICHMOND	KY
FAAT	W34GNA	FT CAMPBELL AAF (W34GNA)	FORT CAMPBELL	KY
FANM	N00197	NSWC PT HUENEME- LOUISVILLE DET (N00197)	LOUISVILLE	KY
FAUA		FED PRISONS IND INC ASHLAND	ASHLAND	KY
FBAC	W90JFF	KENTUCKY LOGISTICS OPERATIONS CEN NG MATERIAL MANAGEMENT CEN (W90JFF)	LEXINGTON	KY
FBAJ	W81K70	USPFO KENTUCKY (W81K70)	FRANKFORT	KY
FBFC	FY4403	DEF COURIER SERVICE STA LOUISVILLE (FY4403)	LOUISVILLE	KY
FBFL	FB6161	123 AW KENTUCKY ANG (FB6161)	LOUISVILLE	KY
FBMI	M71776	MC MP CO H&S BN 4 TH FSSG (M71776)	LEXINGTON	KY
LOUISIANA				
FRAM	W42H0M	LOUISIANA AAP (W42H0M)	DOYLINE	LA
FRAP	W42HEM	USACE NEW ORLEANS DIST (W42HEM)	NEW ORLEANS	LA
FRFC	FB6716	926 FW NAS JRB (FB6716)	NEW ORLEANS	LA
FRNQ	N00205	NAV SPT ACTY NEW ORLEANS (N00205)	NEW ORLEANS	LA
FRPS	Z36240	CGB NEW ORLEANS (Z36240)	METAIRIE	LA
FSAJ	W42BJ2	USPFO LOUISIANA (W42BJ2)	NEW ORLEANS	LA
FSAT	W42CXA	FT POLK (W42CXA)	FT POLK	LA
FSFL	FB4608	BARKSDALE AFB (FB4608)	BARKSDALE AFB	LA
FSMI	M74016	MCPOW PLT HQ CO 23 RD MARINES (M74016)	BROUSSARD	LA
FSNT	N00206	NAS JRB NEW ORLEANS (N00206)	BELLE CHASE	LA
FSPS	Z47710	USCG ISC NEW ORLEANS (Z47710)	NEW ORLEANS	LA
FTMI	M14131	MC H&S CO 3 RD BN 23 RD MARINES (M14131)	NEW ORLEANS	LA

BLOC	DODAAC	NAME/TFG RECORDS	CITY	ST
FUFL	FB6171	159 FW LOUISIANA ANG (FB6171)	USNAS NEW ORLEANS	LA
FUMI	M26382	HQBN MARFORCES (M26382)	NEW ORLEANS	LA
MAINE				
AAAJ	W12L3Z	USPFO MAINE (W12L3Z)	AUGUSTA	ME
AAFL	FB6181	101 ARW MAINE ANG (FB6181)	BANGOR	ME
AANC	N00702	NAV SECURITY GP (N00702)	WINTER HARBOR	ME
AANF	N62786	SUPSHIP CONV REPAIR (N62786)	BATH	ME
AANL	N60087	NAS BRUNSWICK (N60087)	BRUNSWICK	ME
AANY	N63038	NAVCOMTELSTA CUTLER (N63038)	EAST MACHIAS	ME
AAPC	Z36217	CG GP SOUTHWEST HARBOR (Z36217)	SOUTHWEST HARBOR	ME
AAPS	Z36212	CGB SOUTH PORTLAND (Z36212)	PORTLAND	ME
MARYLAND				
BAAJ	W23R7B	USPFO MARYLAND (W23R7B)	HAVRE DE GRACE	MD
BAAP	W81W3G	USACE BALTIMORE DIST (W81W3G)	BALTIMORE	MD
BAAT	W23A9F	FT GEORGE G MEADE (W23A9F)	FT GEO G MEADE	MD
BAAV	W23AUU	ABERDEEN PG (W23AUU)	ABERDEEN PG	MD
BAFQ	FY7495	AF PUB DIST CTR BALTIMORE (FY7495)	BALTIMORE	MD
BANB	N00168	NATL NAV MED CTR (N00168)	BETHESDA	MD
BANL	N00166	NAF ANDREWS AFB (N00166)	ANDREWS AFB	MD
BANM	N00174	NSWC INDIAN HEAD DIV (N00174)	INDIAN HEAD	MD
BANT	N00161	NAVAL ACADEMY (N00161)	ANNAPOLIS	MD
BAPF	Z52500	USCG ENG LOG CEN BALTIMORE (Z52500)	BALTIMORE	MD
BAPZ	ZZ0025	USCG ENG LOG CEN COLUMBIA ANNEX (ZZ0025)	COLUMBIA	MD
BASK	S2101A	DCMA BALTIMORE (S2101A)	BALTIMORE	MD
BAUV		NASA GODDARD SP FLT CTR	GREENBELT	MD
BAUW		NATL OCEAN/ATMOSP ADMIN	ROCKVILLE	MD
BBAV	W23G1M	USAG FT DETRICK (W23G1M)	FT DETRICK	MD
BBFL	FB4425	89 TRNS (FB4425/FB7054)	ANDREWS AFB	MD
BBNV	N00167	NWSC CARDEROCK DIV (N00167)	WEST BETHESDA	MD
BCAV	W81PA4	ARMY RESEARCH LAB (W81PA4)	ADELPHI	MD
BCNV	N00421	NAS PATUXENT RIVER (N00421)	PATUXENT RIVER	MD
BDFC	FY4402	DEF COURIER SERVICE STA BALTIMORE (FY4402)	FT GEO G MEADE	MD
BDFL	FB6191	MARYLAND ANG (FB6191)	BALTIMORE	MD
BDWZ	H98230	NATL SECURITY AGCY (H98230)	HANOVER	MD
BEBU	HM0027	NAT IMAGERY&MAPPING AGY (HM0027)	BETHESDA	MD
BEFL	FB6511	113FW DC ANG (FB6511)	ANDREWS AFB	MD
MASSACHUSETTS				
AGAG	W58HZ1	INTEGRATED MATERIAL MGT CTR NATICK (W58HZ1)	NATICK	MA
AGAP	W13G86	USACE NEW ENGLAND DIST (W13G86)	CONCORD	MA
AGAT	W13G9B	DEVENS RES FORCES TNG ACT (W13G9B)	DEVENS	MA
AGAV	W13PPH	USAR SOLDIER SYS CMD (W13PPH)	NATICK	MA
AGFL	FB2835	66LS HANSCOM AFB (FB2835)	HANSCOM AFB	MA
AGPC	Z47000	USCG ISC BOSTON (Z47000/Z71101)	BOSTON	MA
AGPS	Z36215	CGB WOODS HOLE (Z36215)	WOODS HOLE	MA
AGSK	S2206A	DCMA BOSTON (S2206A)	BOSTON	MA
AGUQ		GENERAL SERVICES ADMIN BOSTON	BOSTON	MA
AHFL	FB6606	439 LSS WESTOVER ARB (FB6606)	CHICOPEE	MA
AHSK	S2202A	DCMA EAST (S2202A)	BOSTON	MA
AIAJ	W13N92	USPFO MASSACHUSETTS (W13N92/W13N93/W13N94/W13A8L)	MILFORD	MA
AIFL	FB6202	102FW MA ANG (FB6202)	BUZZARDS BAY	MA
AJPL	Z20115	CGAS CAPE COD (Z20115)	CAPE COD	MA
AKFL	FB6201	104FW MA ANG (FB6201)	WESTFIELD	MA

BLOC	DODAAC	NAME/TFG RECORDS	CITY	ST
MICHIGAN				
EAFY	FB6221	127 WG MICHIGAN ANG (FB6221)	SELFRIDGE ANGB	MI
EAPS	Z31210	CGB SAULT STE MARIE (Z31210)	SAULT STE MARIE	MI
EASQ	SB4201	DEF LOGISTICS SERVICE CTR (SB4201)	BATTLE CREEK	MI
EAUA		FED PRISONS IND INC MILAN	MILAN	MI
EBAK	W56JK7	USAR TACOM SUPPORT ACT (W56JK7)	SELFRIDGE ANGB	MI
EBAP	W56MES	USACE DETROIT DIST (W56MES)	DETROIT	MI
EBPS	Z36250	USCG GROUP DETROIT (Z36250)	DETROIT	MI
EBSK	S2303A	DCMA DETROIT -WARREN (S2303A/S2305A/S3618A)	GRAND RAPIDS	MI
ECAJ	W56LS9	USPFO MICHIGAN (W56LS9/W56R69/W56D5E)	LANSING	MI
ECAK	W56HZY	ARMY TANK AUTO CMD (W56HZY)	WARREN	MI
ECFL	FB6223	MICHIGAN ANG (FB6223)	ALPENA	MI
EDFL	FB6222	110 LS MI ANG (FB6222)	BATTLE CREEK	MI
MINNESOTA				
GAAJ	W57LVB	USPFO MINNESOTA (W57LVB)	LITTLE FALLS	MN
GAAM	W91BUY	TWIN CITIES AAP (W91BUY)	RAMSEY	MN
GAAP	W81G67	USACE ST PAUL DIST (W81G67)	ST PAUL	MN
GASK	S2401A	DCMA TWIN CITIES (S2401A)	BLOOMINGTON	MN
GAUA		FED PRISONS IND INC (DULUTH)	SANDSTONE	MN
GBFL	FB6232	148 FW MN ANG (FB6232)	DULUTH	MN
GCFL	FB6633	934 LG (FB6633)	MINNEAPOLIS	MN
GDFL	FB6231	133 AW MN ANG (FB6231)	ST PAUL	MN
MISSISSIPPI				
FMAJ	W35KT6	USPFO MISSISSIPPI CP SHELBY (W35KT6)	SHELBY	MS
FMAM	W80KLB	MISSISSIPPI AAP (W80KLB)	PICAYUNE	MS
FMAP	W90CF5	USACE MISSISSIPPI VALLEY DIV (W90CF5)	VICKSBURG	MS
FMAS	W81EWF	USACE WATERWAYS EXPR STA (W81EWF)	VICKSBURG	MS
FMFL	FB3010	81 TRNS (FB3010)	KEESLER AFB	MS
FMMI	M14604	MC E BATTERY 2 ND BN 14 TH MARINES (M14604)	JACKSON	MS
FMNF	N62795	SUPSHIP CONV REPAIR (N62795)	PASCAGOULA	MS
FMNT	N62604	NAV CONSTRUCTION BN CD GULFPORT (N62604)	GULFPORT	MS
FMNU	N62306	NAV OCEANOGRAPHIC OFC (N62306)	STENNIS SPACE CENTER	MS
FNAP	W807PM	USACE VICKSBURG DIST (W807PM)	VICKSBURG	MS
FNAJ	W35KT5	DOL USPFO MISSISSIPPI (W35KT5/W35PWX)	JACKSON	MS
FNFL	FB3022	14 LS (FB3022)	COLUMBUS AFB	MS
FNNT	N63043	NAS MERIDIAN (N63043)	MERIDIAN	MS
FOFL	FB6242	172 AW MS ANG (FB6242)	JACKSON	MS
FPFL	FB6243	MS ANG CRTC (FB6243)	GULFPORT	MS
FQFL	FB6241	186 ARW MS ANG (FB6241)	MERIDIAN	MS
FQNL	N68890	NAV STA PASCAGOULA (N68890)	PASCAGOULA	MS
MISSOURI				
GSAJ	W58MYQ	USPFO MISSOURI (W58MYQ/W58MZ4)	JEFFERSON CITY	MO
GSAM	W58H0J	LAKE CITY AAP (W58H0J)	INDEPENDENCE	MO
GSAP	W58XUW	USACE KANSAS CITY DIST (W58XUW)	KANSAS CITY	MO
GSAQ	W58WKT	ARMY PUB DIST CTR (W58WKT)	ST LOUIS	MO
GSAT	W58QRC	FT LEONARD WOOD (W58QRC)	FT LEONARD WOOD	MO
GSPK	Z46700	USCG ISC ST LOUIS (Z46700)	ST LOUIS	MO
GSSQ	SJ0604	DEF ENERGY SUP CTR -ST LOUIS (SJ0604)	ST LOUIS	MO
GSUQ		GENERAL SERVICES ADMIN KC	KANSAS CITY	MO
GSUV		DEPT OF ENERGY KANSAS CITY	KANSAS CITY	MO
GTAK	W81CM6	USA RESERVE ADMINCTR (W81CM6)	ST LOUIS	MO
GTAP	W81C8X	USACE ST LOUIS DIST (W81C8X)	ST LOUIS	MO
GTFI	FB4625	509 LG (FB4625)	WHITEMAN AFB	MO

BLOC	DODAAC	NAME/TFG RECORDS	CITY	ST
GUAJ	W81PNC	MISSOURI ANG (W81PNC)	SPRINGFIELD	MO
GUBU	HM0001	NAT IMAGERY&MAPPING AGY (HM0001)	ST LOUIS	MO
GUFL	FB6251	MISSOURI ANG (FB6251)	ST LOUIS	MO
GUSK	S2605A	DCMA ST LOUIS (S2605A)	ST LOUIS	MO
GVFL	FB6252	139 AW MO ANG (FB6252)	ST JOSEPH	MO
MONTANA				
JMAJ	W64PTP	USPFO MONTANA (W64PTP)	HELENA	MT
JNFL	FB4626	341 TRNS (FB4626)	MALMSTROM AFB	MT
JOFL	FB6261	MONTANA ANG (FB6261)	GREAT FALLS	MT
NEBRASKA				
KQAJ	W59TYJ	USPFO NEBRASKA (W59TYJ)	LINCOLN	NE
KQAM	W91BU0	CORNHUSKER AAP (W91BU0)	GRAND ISLAND	NE
KQFL	FB6271	155 ARW NE ANG (FB6271)	LINCOLN	NE
KRAP	W59XQG	USACE OMAHA DIST (W59XQG)	OMAHA	NE
KRFL	FB4600	55 TRNS (FB4600)	OFFUTT AFB	NE
NEW HAMPSHIRE				
ADAJ	W14KUL	USPFO NEW HAMPSHIRE (W14KUL)	CONCORD	NH
ADAV	W14GQK	USACE COLD REG RESEACH & ENGR LAB (W14GQK)	HANOVER	NH
ADNF	N00102	PORTSMOUTH NAV SHIPYARD (N00102)	PORTSMOUTH	NH
AEFL	FB6291	157 ARW NH ANG (FB6291)	PEASE ANGB	NH
NEW JERSEY				
ANPL	Z36219	USCG GROUP ATLANTIC CITY (Z36219)	ATLANTIC CITY	NJ
ANPS	Z40600	USCG LORAN SUPPORT CENTER (Z40600)	WILDWOOD	NJ
AOAC	W15T8R	USAG FORT MONMOUTH (W15T8R)	FT MONMOUTH	NJ
AOAH	W15QLL	956 TH TRANS BN (W15QLL)	FT MONMOUTH	NJ
AOAT	W15A9U	FT DIX (W15A9U)	FT DIX	NJ
AOFL	FB6303	177FW NJ ANG EGG HARBOR (FB6303)	EGG HARBOR TWP	NJ
AONF	N39826	FISC NORFOLK DET EARLE (N39826)	LEONARDO	NJ
AONL	N68335	NAV AIR ENGR STA (N68335)	LAKEHURST	NJ
AONQ	N60478	ATLANTIC ORDNANCE COMMAND DET EARLE (N60478)	COLTS NECK	NJ
AOPT	Z67100	USCG TRAINING CENTER CAPE MAY (Z67100)	CAPE MAY	NJ
AOSK	S3101A	DCMA SPRINGFIELD (S3101A)	PICATINNY	NJ
AOSQ	SJ0602	DEF ENERGY SUP CTR (SJ0602)	FT DIX	NJ
APAJ	W15MCC	USPFO NEW JERSEY (W15MCC)	LAWRENCEVILLE	NJ
APAM	W15BXD	USAR RES&DEV CMD (W15BXD)	PICATINNY ARS	NJ
AQFL	FB4484	305 APS (FB4484)	MCGUIRE AFB	NJ
ARFL	FB6302	108ARW NJ ANG (FB6302)	MCGUIRE AFB	NJ
NEW MEXICO				
KLAE	W43SAQ	WHITE SANDS MSL RANGE (W43SAQ)	WHITE SANDS	NM
KLAJ	W43MYP	USPFO NEW MEXICO (W43MYP)	SANTA FE	NM
KLAP	W61G69	USACE ALBUQUERQUE DIST (W61G69)	ALBUQUERQUE	NM
KLFL	FB4801	49 TRNS (FB4801)	HOLLOMAN AFB	NM
KLFV	FB4469	337 ABW (FB4469)	KIRTLAND AFB	NM
KMFL	FB6311	150 LS NM ANG (FB6311)	KIRKLAND AFB	NM
KMUA		FED PRISONS IND INC ANTHONY	ANTHONY	NM
KNFL	FB4855	27 TRNS (FB4855)	CANNON AFB	NM
NEW YORK				
DBAJ	W16L6D	USPFO NY (W16L6D/W16DDS/W16DDT)	LATHAM	NY
DBAM	W16H1F	WATERVLIET ARS (W16H1F)	WATERVLIET	NY
DBAP	W81EU6	USACE BUFFALO DIST (W81EU6)	BUFFALO	NY
DBAQ	W16JGF	FT HAMILTON ARMY BASE (W16JGF)	BROOKLYN	NY
DBAT	W16BEU	DOL FT DRUM (W16BEU)	FT DRUM	NY
DBFV	FB2812	ROME RESEARCH LAB SITE/LGT (FB2812)	ROME	NY
DBNK	N68317	NAV ADMIN UNIT (N68317)	SARATOGA SPRINGS	NY

BLOC	DODAAC	NAME/TFG RECORDS	CITY	ST
DBNM	N41917	NAV UNDERSEA WARFARE CEN DET SENECA LAKE	DRESDEN	NY
DBPS	Z36244	USCG GROUP BUFFALO (Z36244)	BUFFALO	NY
DBSK	S3309A	DCMA LONG ISLAND (S3309A)	GARDEN CITY	NY
DBUA		FED PRISONS IND INC OTISVILLE	OTISVILLE	NY
DBUQ		GENERAL SERVICES ADMIN NEW YORK	NEW YORK	NY
DCAP	W16R0E	USACE NEW YORK DIST (W16R0E)	NEW YORK	NY
DCAT	W91FFL	MILITARY ACADEMY WEST PT (W91FFL)	WEST POINT	NY
DCSK	S3310A	DCMA NEW YORK (S3310A)	STATEN ISLAND	NY
DCUA		FED PRISONS IND INC RAY BROOK	RAY BROOK	NY
DDAP	W81GJN	USACE N ATLANTIC DIV (W81GJN)	FT HAMILTON	NY
DDFL	FB6321	107 ARW NEW YORK ANG (FB6321)	NIAGARA FALLS	NY
DEFL	FB6670	914TH AW (FB6670)	NIAGARA FALLS	NY
DGSK	S3306A	DCMA SYRACUSE (S3306A)	SYRACUSE	NY
DHFL	FB6323	109 AW NY ANG (FB6323)	SCOTIA	NY
DJFL	FB6324	174 FW NY ANG (FB6324)	SYRACUSE	NY
DKFL	FB6325	106 RW NY ANG (FB6325)	WESTHAMPTON BEACH	NY
DLFL	FB6322	105AW NY ANG STEWART ANGB (FB6322)	NEWBURGH	NY
NEVADA				
JAAJ	W65KUC	USPFO NEVADA (W65KUC)	CARSON CITY	NV
JAAM	W65XZ2	HAWTHORNE AD (W65XZ2)	HAWTHORNE	NV
JADV	HD1006	NEVADA TEST SITE (HD1006)	NEVADA TEST	NV
JANL	N60495	NAS FALLON (N60495)	FALLON	NV
JCFL	FB4852	99 TRNS (FB4852)	NELLIS AFB	NV
JDFL	FB6281	152 RG NEVADA ANG (FB6281)	RENO	NV
NORTH CAROLINA				
BKAH	W36QLP	597TH USAR TRANS TML GP (W36QLP)	SOUTHPORT	NC
BKAJ	W81KDP	USPFO NORTH CAROLINA (W81KDP)	RALEIGH	NC
BKAP	W81LJ8	USACE WILMINGTON DIST (W81LJ8)	WILMINGTON	NC
BKAS	W36R4X	FT BRAGG (W36R4X)	FORT BRAGG	NC
BKFL	FB6331	145 AW NC ANG (FB6331)	CHARLOTTE	NC
BKMT	M31000	MCB CAMP LEJEUNE (M31000)	CAMP LEJEUNE	NC
BKPF	Z50100	USCG AIR SUP CTR (Z50100)	ELIZABETH CITY	NC
BKPL	Z20130	CGAS ELIZABETH CITY (Z20130)	ELIZABETH CITY	NC
BKPS	Z36234	CGB FT MACON (Z36234)	ATLANTIC BEACH	NC
BKUA		FED PRISONS IND INC BUTNER	BUTNER	NC
BLFL	FB4488	43 WG (FB4488)	POPE AFB	NC
BMFL	FB4809	4 TRNS (FB4809)	SEYMOUR JOHNSON AFB	NC
BMML	M02020	MCAS NEW RIVER (M02020)	JACKSONVILLE	NC
BNMI	M83264	MC COMM CO HQSVC BN (M83264)	GREENSBORO	NC
BOMI	M29065	MC 4 TH SUPPLY BN 4 TH FSSG (M29065)	RALEIGH	NC
BPSQ	SW3113	DEF DIST DEP CHERRY POINT (SW3113)	CHERRY POINT	NC
NORTH DAKOTA				
JSAJ	W81J62	USPFO NORTH DAKOTA (W81J62/W5ALXV)	BISMARCK	ND
JSFL	FB6341	119 FW ND ANG (FB6341)	FARGO	ND
JTFL	FB4659	319 TRNS (FB4659)	GRAND FOLKS AFB	ND
JUFL	FB4528	5 TRNS (FB4528)	MINOT AFB	ND
OHIO				
EIAJ	W24MBT	USPFO OHIO (W24MBT/W24L9M/W24MBS/W24TJ6)	COLUMBUS	OH
EIAM	W24HOR	RAVENNA AAP (W24HOR)	RAVENNA	OH
EIAP	W24G87	USACE OH RIVER DIV (W24G87)	CINCINNATI	OH
EIMI	M14230	MC 3 RD BN 25 TH MARINES (M14230)	BROOK PARK	OH
EINK	HQ0103	DFAS NAVY CLEVELAND (HQ0103)	CLEVELAND	OH

BLOC	DODAAC	NAME/TFG RECORDS	CITY	ST
EIPK	Z46800	USCG ISC CLEVELAND (Z46800)	CLEVELAND	OH
EISQ	SW0700	DEF DIST DEP COLUMBUS (SW0700)	COLUMBUS	OH
EIUV		NASA LEWIS RESEARCH CTR	CLEVELAND	OH
EKPX	Z93307	USCG PORT SECURITY UNIT 309 (Z93307)	PORT CLINTON	OH
EKSK	S3605A	DCMA DAYTON (S3605A)	WRIGHT-PAT AFB	OH
ELFL	FB2300	88TH TRNS (FB2300)	WRIGHT-PAT AFB	OH
ELSK	S3603A	DCMA CLEVELAND (S3603A)	BRATENAHL	OH
EMFL	FB6353	179 AW OH ANG (FB6353)	MANSFIELD	OH
ENFL	FB6356	121 ARW RICKENBACKER ANGB (FB6356)	COLUMBUS	OH
EPFL	FB6352	178 FW OH ANG (FB6362)	SPRINGFIELD	OH
EQFL	FB6355	OHIO ANG (FB6355)	SWANTON	OH
ERFL	FB6656	910 LG YOUNGSTOWN-VIENNA (FB6656)	VIENNA	OH
OKLAHOMA				
HOAM	W44W9M	MCALESTER AAP (W44W9M)	MCALESTER	OK
HOAP	W44XGQ	USACE TULSA DIST (W44XGQ)	TULSA	OK
HOAT	W44QQ8	FT SILL (W44QQ8)	FORT SILL	OK
HOFI	FB4419	97 TRNS (FB4419)	ALTUS AFB	OK
HOFQ	FB2039	72 ABW (FB2039)	TINKER AFB	OK
HOSQ	SW3211	DEF DIST DEP OKLAHOMA CITY (SW3211)	OKLAHOMA CITY	OK
HOUA		FED PRISONS IND INC EL RENO	EL RENO	OK
HOUV		FAA AERONAUTICAL CTR OK CITY	OKLAHOMA CITY	OK
HPAJ	W44AAY	USPFO OKLAHOMA (W44AAY)	OKLAHOMA CITY	OK
HPFL	FB3029	71 LS (FB3029)	VANCE AFB	OK
HQFL	FB6562	137 LS OK ANG (FB6562)	OKLAHOMA CITY	OK
HRFL	FB6563	138 FW OK ANG (FB6563)	TULSA	OK
HRMI	M84259	MC TOW TRAINING CO (M84259)	BROKEN ARROW	OK
OREGON				
LAAP	W81THP	USACE PORTLAND DIST (W81THP/W66QKZ)	PORTLAND	OR
LAAQ	W66G2Z	UMATILLA CHEMICAL DEPOT (W66G2Z)	HERMISTON	OR
LAFL	FB6372	173 FW OR ANG KINGSLEY FLD (FB6372)	KLAMATH FALLS	OR
LAPS	Z36271	USCG GROUP (Z36271)	ASTORIA	OR
LAUA		FED PRISONS IND INC SHERIDAN	SHERIDAN	OR
LBAJ	W66MRS	USPFO OR (W66MRS/W66MRF/W66MRU)	CLAKAMAS	OR
LBPS	Z36274	USCG GROUP NORTH BEND (Z36274)	NORTH BEND	OR
LCFL	FB6371	142 FW OR ANG (FB6371)	PORTLAND	OR
PENNSYLVANIA				
DMAC	W903D6	CHARLES E KELLY SPT FAC (W903D6)	OAKDALE	PA
DMAJ	W25KYQ	USPFO PENNSYLVANIA (W25KYQ)	ANNVILLE	PA
DMAP	W25PHS	USACE PHILADELPHIA DIST (W25PHS)	PHILADELPHIA	PA
DMAQ	W25G1R	LETTERKENNY MUNITIONS CTR (W25G1R)	CHAMBERSBURG	PA
DMAS	W90CGJ	ITO LETTERKENNY ARMY DEPOT (W90CGJ)	CHAMBERSBURG	PA
DMAT	W25BDT	CARLISLE BARRACKS (W25BDT)	CARLISLE	PA
DMFL	FB6712	911 AW (FB6712)	CORAOPOLIS	PA
DMMI	M71007	MC COMM CO DET 2 H&S BN (M71007)	ALLENTOWN	PA
DMNL	N00158	NAS JRB WILLOW GROVE (N00158)	WILLOW GROVE	PA
DMNQ	N47304	NAVAL INVENTORY CONTROL PT (N47304)	MECHANICSBURGH	PA
DMSC	SW0100	DEF PER SUP CTR (SW0100)	PHILADELPHIA	PA
DMSK	S3915A	DCMA PHILADELPHIA (S3915A)	PHILADELPHIA	PA
DMUA		FED PRISONS IND INC LEWISBURG	LEWISBURG	PA
DMUQ		GENERAL SERVICES ADMIN PHILA	PHILADELPHIA	PA
DMVZ	N64169	NAVAL REACTORS OFFICE PITTSBURGH (N64169)	WEST MIFFLIN	PA
DNAP	W81ET4	USACE PITTSBURGH DIST (W81ET4)	PITTSBURGH	PA
DNFL	FB6381	171 ARW PA ANG PITTSBURGH IT (FB6381)	CORAOPOLIS	PA
DNMI	M01199	MC MARINE WING SUPPORT SQDN 474 DET A (M01199)	JOHNSTOWN	PA

BLOC	DODAAC	NAME/TFG RECORDS	CITY	ST
DNSK	S3911A	DCMA PITTSBURGH (S3911A)	PITTSBURG	PA
DNSQ	SC0500	DEF INDUSTRIAL SUP CTR (SC0500)	PHILADELPHIA	PA
DNUA		FED PRISONS IND INC MONTGOMERY	MONTGOMERY	PA
DOAQ	W25G1V	TOBYHANNA AD (W25G1V)	TOBYHANNA	PA
DOFL	FB6383	193 SOW PA ANG (FB6383)	MIDDLETOWN	PA
DOSK	S3912A	DCMA PHILADELPHIA-READING (S3912A)	READING	PA
DOSQ	SW3124	DEF DEP SUSQUEYHANNA (SW3100/SW3124)	NEW CUMBERLAND	PA
DPAM	W25H0U	SCRANTON AAP (W25H0U)	SCRANTON	PA
DPNC	N00383	NAVAL INVENTORY CONTROL PT P077B (N00383)	PHILADELPHIA	PA
DPNV	N65540	NAVSHIPSYSENGSTAT NAVSURFWARCEN (N65540)	PHILADELPHIA	PA
DPSQ	SW3114	DEF DIST DEP TOBYHANNA (SW3114/W25G1W)	TOBYHANNA	PA
DQFL	FB6382	111 FW PA ANG (FB6382)	WILLOW GROVE ARS	PA
DRAI	W25PR4	1185TH USA TTBDE (W25PR4)	LANCASTER	PA
DRFL	FB6637	913 AW (FB6637)	WILLOW GROVE ARS	PA
PUERTO RICO				
ORAJ	WF3SCY	USPFO PR (WF3SCY/W81K59)	FT BUCHANAN	PR
ORAK	W90EHF	USAG FT BUCHANAN (W90EHF)	FT BUCHANAN	PR
OSAH	W81FER	832D USARMY TRANS BN (W81FER)	SAN JUAN	PR
OSFX	FB6540	PR AIR NG MUNIZ ANGB (FB6540)	CAROLINA	PR
OSNC	N00389	NAV STA ROOSEVELT ROADS (N00389)	CIEBA	PR
RHODE ISLAND				
ALAJ	W17KZ8	USPFO RHODE ISLAND (W17KZ8)	PROVIDENCE	RI
ALFL	FB6391	143AW RI ANG (FB6391)	NORTH KINGSTON	RI
ALNT	N32411	NAV STA NEWPORT (N32411)	NEWPORT	RI
SOUTH CAROLINA				
CAAC	W81X89	USA COMBAT GP ASIA (W81X89)	GOOSE CREEK	SC
CAAH	W37QLQ	841ST USAR TRANS BN (W37QLQ)	N CHARLESTON	SC
CAAJ	W37JTM	USPFO SOUTH CAROLINA (W37JTM)	COLUMBIA	SC
CAAP	W81D4A	USACE CHARLESTON DIST (W81D4A)	N CHARLESTON	SC
CAAT	W37R7A	FT JACKSON (W37R7A)	FT JACKSON	SC
CAFL	FB4418	437 APS (FB4418)	CHARLESTON AFB	SC
CAML	M02030	MCAS BEAUFORT (M02030)	BEAUFORT	SC
CAMT	M00263	MC RECRUIT DEP (M00263)	PARRIS ISLAND	SC
CANC	N42885	ISSOT N CHARLESTON (N42885)	N CHARLESTON	SC
CANM	N00193	ATLANTIC ORDNANCE COMMAND DET CHARLESTON (N00193)	CHARLESTON	SC
CANQ	N39825	FISC NORF DET CHARLESTON (N39825) (PP ONLY)	GOOSE CREEK	SC
CANX	N65236	SPAWAR SYSCEN N CHARLESTON (N65236)	N CHARLESTON	SC
CAPP	Z51262	USCG NAV ENGR SUP UNIT (Z51262)	CHARLESTON	SC
CAPS	Z36289	USCG GROUP CHARLESTON (Z36289)	CHARLESTON	SC
CBFL	FB6401	SOUTH CAROLINA ANG (FB6401)	EASTOVER	SC
CEFL	FB4803	20 TRNS SHAW AFB (FB4803)	SUMTER	SC
CENF	N39825	FISC NORF DET CHARLESTON DET (N39825)	GOOSE CREEK	SC
SOUTH DAKOTA				
JVFL	FB4690	28 BW (FB4690)	ELLSWORTH AFB	SD
JWAJ	W81LBJ	USPFO SD (W81LBJ)	RAPID CITY	SD
JWFL	FB6411	11 FW SD ANG (FB6411)	SIOUX FALLS	SD
TENNESSEE				
FDAJ	W38NCE	USPFO TENNESSEE (W38NCE)	NASHVILLE	TN
FDAM	W80YA8	HOLSTON AAP (W80YA8)	KINGSPORT	TN
FDAP	W38XGR	USACE MEMPHIS DIST (W38XGR)	MEMPHIS	TN
FDFL	FB6423	134 ARW MCGHEE TYSON ANGB (FB6423)	LOUISVILLE	TN
FDFV	FB2804	ARNOLD ENGR DEV CTR (FB2804)	ARNOLD AFB	TN
FDMI	M14345	MC M BATTERY 4 TH BN 14 TH MARINES (M14345)	CHATTANOOGA	TN
FDNT	N00639	NSA MEMPHIS (N00639)	MILLINGTON	TN

BLOC	DODAAC	NAME/TFG RECORDS	CITY	ST
FDAU		FED PRISONS IND INC MEMPHIS	MEMPHIS	TN
FEAM	W38H0N	MILAN AAP (W38H0N)	MILAN	TN
FEAP	W38XDD	USACE NASHVILLE DIST (W38XDD)	NASHVILLE	TN
FEFL	FB6422	164 AW TN ANG (FB6422)	MEMPHIS	TN
FFAM	W9098A	VOLUNTEER AAP (W9098A)	CHATTANOOGA	TN
FFFL	FB6421	118 LS TN ANG (FB6421)	NASHVILLE	TN
TEXAS				
HAAE	W45QQ9	FT BLISS (W45QQ9)	FORT BLISS	TX
HAAH	W45QLX	842D TRANS BN (W45QLX)	BEAUMONT	TX
HAAJ	W81JTH	USPFO TX (W81JTH/W45K1R/W45K1Q)	AUSTIN	TX
HAAM	W908YF	LONGHORN AAP (W908YF)	MARSHALL	TX
HAFB	FM9133	USAF MEDICAL LOGISTICS OFF (FM9133)	FT WORTH	TX
HAFK	FB3047	37 TRNS (FB3047)	LACKLAND AFB	TX
HAFT	FB6675	FT WORTH NAS JRB (FB6675)	NAVAL AIR STA JRB	TX
HAPS	Z36243	USCVG GROUP GALVESTON (Z36243)	GALVESTON	TX
HASC	S4802A	DLA DALLAS (S4802A)	DALLAS	TX
HAUA		FED PRISONS IND INC TEXARKANA	TEXARKANA	TX
HAUQ		GENERAL SERVICES ADMIN FT WORTH	FORT WORTH	TX
HAUV		NASA LBJ SPACE CTR HOUSTON	HOUSTON	TX
HBAK	W81G68	USACE SOUTHWEST DIV (W81G68)	DALLAS	TX
HBAM	W45H0K	LONE STAR AAP (W45H0K)	TEXARKANA	TX
HBAQ	W45G19	RED RIVER AD (W45G19)	TEXARKANA	TX
HBAT	W45QRE	FT HOOD (W45QRE)	FORT HOOD	TX
HBFL	FB4661	7 TRNS (FB4661)	DYESS AFB	TX
HBFY	FB6433	147 LS TX ANG (FB6433)	HOUSTON	TX
HBMI	M84272	MC ORD MAINT CO 4 TH MAINT BN (M84272)	WACO	TX
HBNL	N83447	NAS JRB FT WORTH (N83447)	FT. WORTH	TX
HBNT	N00216	NAS CORPUS CHRISTI (N00216)	CORPUS CHRISTI	TX
HBPL	Z20155	USCG AIRSTA HOUSTON (Z20155)	HOUSTON	TX
HBPS	Z36249	USCG GROUPCORPUS CHRISTI (Z36249)	CORPUS CHRISTI	TX
HBSK	S4404A	DCMA SAN ANTONIO (S4404A)	SAN ANTONIO	TX
HBSQ	SW3227	DEF DIST DEP RED RIVER (SW3227)	TEXARKANA	TX
HBUA		FED PRISONS IND INC BIG SPRING	BIG SPRING	TX
HCAK	W45XMA	USACE FORT WORTH DIST (W45XMA)	FORT WORTH	TX
HCAQ	W45PVM	CP STANLEY STORAGE ACTY (W45PVM)	SAN ANTONIO	TX
HCFI	M84220	MC 1 ST BN 23 RD MARINES (M84220)	HOUSTON	TX
HCNT	N60241	NAS KINGSVILLE (N60241)	KINGSVILLE	TX
HCSQ	SJ0630	DEF ENERGY SUP CTR (SJ0630)	HOUSTON	TX
HCUA		FED PRISONS IND INC SEAGOVILLE	SEAGOVILLE	TX
HDAK	W45VAK	USACE GALVESTON DIST (W45VAK)	GALVESTON	TX
HDFB	FB7033	CRYPTOLOGIC SYSTEMS GP (FB7033)	SAN ANTONIO	TX
HDSK	S4402A	DCMA DALLAS (S4402A)	DALLAS	TX
HDDA		FED PRISONS IND SIGN FACT FT WORTH	FORT WORTH	TX
HEAK	W45QQ7	FT SAM HOUSTON (W45QQ7)	FT SAM HOUSTON	TX
HEFL	FB3099	47 FTW (FB3099)	LAUGHLIN AFB	TX
HEFY	FB6432	149 FW TX ANG (FB6432)	LACKLAND AFB	TX
HESQ	SC0600	DEF ENERGY SUP CEN MISSILE FUELS (SC0600)	SAN ANTONIO	TX
HEUA		FED PRISONS IND INC THREE RIVERS	THREE RIVERS	TX
HHFL	FB6431	TEXAS ANG (FB6431)	NAVAL AIR STA JRB	TX
HKFL	FB3030	17 LS (FB3030)	GOODFELLOW AFB	TX
HLFL	FB2857	70 LS (FB2857)	BROOKS AFB	TX
HMFL	FB3089	12 TRNS RANDOLPH AFB (FB3089)	UNIVERSAL CITY	TX
HNFL	FB3020	82 LG (FB3020)	SHEPPARD AFB	TX
HNNC	N47903	FISC DET INGLESIDE (N47903)	INGLESIDE	TX

BLOC	DODAAC	NAME/TFG RECORDS	CITY	ST
HNSQ	SW3222	DEF DIST DEP CORPUS CHRISTI (SW3222)	CORPUS CHRISTI	TX
HNUA		FED PRISONS IND INC BASTROP	BASTROP	TX
UTAH				
KAJ	W67K2Q	USPFO UTAH (W67K2Q)	SALT LAKE CITY	UT
KAJ	W67HY8	DUGWAY PG (W67HY8)	DUGWAY	UT
KAF	FB6441	15 ARW UTAH ANG (FB6441)	SALT LAKE CITY	UT
KAF	FB2029	75 ABW (FB2029)	HILL AFB	UT
KAS	SW3400	DEF DIST DEP OGDEN (SW3400)	HILL AFB	UT
KBA	W67G23	TOOELE AD (W67G23/W67PVV)	TOOELE	UT
KBS	SW3210	DEF DIST DEP HILL AFB (SW3210)	HILL AFB	UT
KCS	S4503A	DPRO THIOKOL (S4503A)	BRIGHAM CITY	UT
VERMONT				
DAJ	W81KBL	USPFO VERMONT (W81KBL)	WINSOOKI	VT
DAF	FB6451	159 FW VERMONT ANG (FB6451)	SOUTH BURLINGTON	VT
VIRGINIA				
BEM	M54004	HQBN HQ USMC (M54004)	ARLINGTON	VA
BGA	W81GYE	HQMTMC (W81GYE)	ALEXANDRIA	VA
BGA	W26H0Q	RADFORD AAP (W26H0Q)	RADFORD	VA
BGA	W26AAT	DOL FT BELVOIR (W26AAT)	FORT BELVOIR	VA
BGA	W26DDJ	FT EUSTIS (W26DDJ)	FT EUSTIS	VA
BGM	V55616	MCAF QUANTICO (V55616)	QUANTICO	VA
BGM	M93025	MCB QUANTICO (M93025)	QUANTICO	VA
BGN	N00183	NAV MED CTR (N00183)	PORTSMOUTH	VA
BGN	N00189	FISC NORFOLK (N00189) (PP ONLY)	NORFOLK	VA
BGN	N62793	SUPSHIP CONV REPAIR (N62793)	NEWPORT NEWS	VA
BGN	N60191	NAS OCEANA (N60191/N00281)	VIRGINIA BEACH	VA
BGN	N65580	SPAWARSSYSCEN CHAS DET (N65580)	PORTSMOUTH	VA
BGN	N61414	NAVAL AMPHIBIOUS BASE (N61414)	NORFOLK	VA
BGN	N00178	NAVSURWPNCEN (N00178)	DAHLGREN	VA
BGN	N69110	NAV SEA STAGING FAC (N69110)	CHESAPEAKE	VA
BGP	Z47100	USCG ISC CTR PORTSMOUTH (Z47100)	PORTSMOUTH	VA
BGP	Z71105	5TH CG DIST PORTSMOUTH (Z71105)	PORTSMOUTH	VA
BGP	Z52400	CG INFORMATION SYS CTR (Z52400)	ALEXANDRIA	VA
BGP	Z63100	CG RES TRNG CTR YORKTOWN (Z63100)	YORKTOWN	VA
BGS	SC0800	DLA DEF NAT STOCKPILE CTR (SC0800/SB0811)	FT BELVOIR	VA
BGS	SW3141	DLA DEF DIST MAPPING ACT (SW3141)	RICHMOND	VA
BGS	SA4705	DLA DEF AUTO PRINTING SVC (SA4705)	FT BELVOIR	VA
BGU		FED PRISONS IND INC PETERSBURG	HOPEWELL	VA
BGU		NASA GODDARD SP FLT CTR	WALLOPS ISLAND	VA
BHA	W26L8F	USPFO VIRGINIA (W26L8F/W26L8J/W26L8K)	BLACKSTONE	VA
BHA	W26GLG	USACE NORFOLK DIST (W26GLG)	NORFOLK	VA
BHA	W26HBK	FT LEE (W26HBK)	FORT LEE	VA
BHA	W26DJ2	FT A P HILL (W26DJ2)	BOWLING GREEN	VA
BHF	FB4800	1 TRNS (FB4800)	LANGLEY AFB	VA
BHN	N63408	NAVTRANS NORFOLK (N63408)	NORFOLK	VA
BHN	N00181	FISC NORFOLK DET NSY (N00181)	PORTSMOUTH	VA
BHN	N00188	NAS NORFOLK (N00188)	NORFOLK	VA
BHN	N00109	ATLANTIC ORDNANCE COMMAND YORKTOWN (N00109)	YORKTOWN	VA
BHN	N60138	FISC CHEATHAM ANNEX (N60138)	WILLIAMSBURG	VA
BHP	Z75130	USCG MLC ATLANTIC NORFOLK (Z75130)	NORFOLK	VA
BHS	SA4716	DEF LOGISTICS AGCY (SA4716)	FT BELVOIR	VA
BIAT	W26HBL	FT MONROE (W26HBL)	FT MONROE	VA
BIA	W90XW8	DSC CONUS TFC MGT SPOT BID (W90XW8)	FT EUSTIS	VA
BIF	FB6461	192 FD VIRGINIA ANG (FB6461)	SANDSTON	VA

BLOC	DODAAC	NAME/TFG RECORDS	CITY	ST
BINC	N00189	FISC REGIONAL TRANS OFFIC (N00189)	NORFOLK	VA
BINP	N41756	NAVY ENGR LOGISTICS OFF (N41756)	ARLINGTON	VA
BINQ	N0538A	FISC NORFOLK (SP MATL CD304) (N0538A)	NORFOLK	VA
BINZ	N45631	FISC OCEAN TERMINAL NORF (N45631)	NORFOLK	VA
BIPK	Z51800	USCG FINANCE CENTER (Z51800)	CHESAPEAKE	VA
BISQ	SW3117	DEF DIST DEP NORFOLK (SW3117)	NORFOLK	VA
BJAP	W26WKS	USACE TRANS ATLANTIC DIV (W26WKS)	WINCHESTER	VA
BJAT	W80X7U	FT STORY (W80X7U)	FT STORY	VA
BJNB	N68610	FLEET HOSPITAL SUP OFFICE (N68610)	WILLIAMSBURG	VA
BJNC	N31979	MSCNFAFEAST CP PENDLETON (N31979)	VIRGINIA BEACH	VA
BJNF	N68620	FISC ADVANCED TRACEABILITY AND CONTROL (N68620)	NORFOLK	VA
BJNM	N30300	ATLANTIC ORDNANCE CMD SEWELLS PT DET (N30300)	NORFOLK	VA
BJNO	V45919	TRIDENT REFIT FACILITY DET SUBMARINE LOGISTICS (V45919)	NORFOLK	VA
BJNQ	N44932	ISSOT NORFOLK (N44932)	NORFOLK	VA
BJNZ	N45627	NAVAIRTERM NORFOLK (N45627)	NORFOLK	VA
BJSQ	SW0400	DEF DIST DEPOT RICHMOND (SW0400)	RICHMOND	VA
WASHINGTON				
JEAH	W68P4C	833RD TRANS BN (W68P4C)	SEATTLE	WA
JEAJ	W68N9X	USPFO WA CP MURRAY (W68N9X)	TACOMA	WA
JEAP	W68SBV	USACE WALLA WALLA DIST (W68SBV)	WALLA WALLA	WA
JEMI	M21443	MC B CO 4 TH TANK BN (M21443)	YAKIMA	WA
JENF	N00251	NAV SHIPYARD PUGET SOUND (N00251)	BREMERTON	WA
JENL	N00620	NAS WHIDBEY ISLAND (N00620)	OAK HARBOR	WA
JENM	N00253	NUWC DIV KEYPORT (N00253)	KEYPORT	WA
JENZ	N00441	NAV PRIORITY MATERIAL OFFICE (N00441)	BREMERTON	WA
JEPC	Z47200	USCG ISC SEATTLE (Z47200)	SEATTLE	WA
JEPK	Z71113	13TH CG DIST SEATTLE (Z71113)	SEATTLE	WA
JEPL	Z36277	USCG GROUP PORT ANGELES (Z36277)	PORT ANGELES	WA
JESK	S4801A	DCMA SEATTLE (S4801A)	BELLEVUE	WA
JESQ	SW3216	DEF DIST DEP PUGET SOUND (SW3216)	BREMERTON	WA
JEUQ		GENERAL SERVICES ADMIN AUBURN	AUBURN	WA
JFAT	W68P4L	FT LEWIS (W68P4L)	FT LEWIS	WA
JFNQ	N48439	FISC PUGET SOUND DET EVERETT (N48439)	EVERETT	WA
JGFL	FB4620	192 TRNS (FB4620)	FAIRCHILD AFB	WA
JGNM	N48537	NAV MAGAZINE INDIAN ISLAND (N48537)	PORT HADLOCK	WA
JHFL	FB6471	141 LS WASHINGTON ANG (FB6471)	FAIRCHILD AFB	WA
JIFL	FB4479	62 APS (FB4479)	MCCHORD AFB	WA
JINF	N68438	TRIDENT REFITFAC BANGOR (N68438)	SILVERDALE	WA
JJAP	W68MD9	USACE SEATTLE DIST (W68MD9)	SEATTLE	WA
WEST VIRGINIA				
BQAJ	W27L9C	USPFO WEST VIRGINIA (W27L9C/W27L9J)	BUCKHANNON	WV
BQAP	W81F8E	USACE HUNTINGTON DIST (W81F8E)	HUNTINGTON	WV
BQFL	FB6481	130 AW WV ANG (FB6481)	CHARLESTON	WV
BQUA		FED PRISONS IND INC MORGANTOWN	MORGANTOWN	WV
BRFL	FB6482	167 AW WV ANG (FB6482)	MARTINSBURG	WV
BRUA		FED PRISONS IND INC ALDERSON	ALDERSON	WV
WISCONSIN				
GEAJ	W5CK4Y	USPFO WI CP DOUGLAS (W5CK4Y)	CAMP DOUGLAS	WI
GEAM	W909FU	BADGER AAP (W909FU)	BARABOO	WI
GEAS	W5CQRF	FT MCCOY (W5CQRF)	FORT MCCOY	WI
GEFL	FB6493	WISCONSIN ANG CP DOUGLAS (FB6493)	CAMP DOUGLAS	WI
GEPs	Z36255	CGB MILWAUKEE (Z36255)	MILWAUKEE	WI
GEPZ	Z72202	USCG RESIDENT PROJECT OFFICE (Z72202)	MARINETTE	WI
GEUA		FED PRISONS IND INC OXFORD	OXFORD	WI

BLOC	DODAAC	NAME/TFG RECORDS	CITY	ST
GFFL	FB6492	115FW WI ANG T RUAX FLD (FB6492)	MADISON	WI
GFMI	M14175	MC G CO 2 ND BN 24 TH MARINES (M14175)	MADISON	WI
GGFL	FB6605	440 LG GEN MITCHEL IAP-ARS (FB6605)	MILWAUKEE	WI
GHFL	FB6491	128 ARW WI ANG (FB6491)	MILWAUKEE	WI
WYOMING				
JQFE	FB4613	90 TRNS (FB4613)	FE. WARREN AFB	WY
JQFL	FB6501	WYOMING ANG (FB6501)	CHEYENNE	WY
JRAJ	W5DK51	USPFO WYOMING (W5DK51/W5DK52)	CHEYENNE	WY

Table H-2. BLOC Listing (Overseas Country Order)

BLOC	DODAAC	NAME/TFG RECORDS	COUNTRY
OANV	N63821	NAV UNDERSEA WARFARE CTR DET AUTEC ANDROS ISLAND (N63821)	BAHAMAS
SGNK	N63005	NAV ADMIN SUPP UNIT SWA BAHRAIN (N63005)	BAHRAIN
RHDO	HHACBC	AM EMBASSY, PHNOM PENH (HHACBC)	CAMBODIA
OKNQ	N60514	NAV STA GUANTANAMO BAY (N60514)	CUBA
TADK	HHAE4E	AM EMBASSY, ADDIS ABABA (HHAE4E)	ETHIOPIA
WAAB	WK4FV1	USAR MED MAT CTR EUR PIRMASENS (WK4FV1)	GERMANY
WAAK	W90EMB	USAR 27TH TRANS BN WIESBADEN (W90EMB)	GERMANY
WASK	SGR18A	DCMA GERMANY WIESBADEN (SGR18A)	GERMANY
WASQ	SWE300	DEF DIST DEPOT EUROPE GERMERSHEIM (SWE300)	GERMANY
WBAK	WK4NWF	USAR 39TH TRANS BN KAISERSLAUTERN (WK4NWF)	GERMANY
WFFL	FB5621	TMO SPANGDAHLEM (FB5621)	GERMANY
WGAE	FB4420	469 ABG LGT RHEIN MAIN AB (FB4420)	GERMANY
WGAP	WK4SF6	USACE EUROPE DIST WIESBADEN (WK4SF6)	GERMANY
WKAS	WK4F57	USAREUR PP SHIP OFF GRAFENWOEHR (WK4F57)	GERMANY
WKFC	FY4407	DEF COURIER SERVICE STA RAMSTEIN (FY4407)	GERMANY
WGFC	FY4406	DEF COURIER SERVICE STA RHEIN MAIN (FY4406)	GERMANY
WKFS	FB5612	86 TRNS RAMSTEIN AB (FB5612/FB5607)	GERMANY
PBFL	FB5240	36TRNS ANDERSEN AFB (FB5240)	GUAM, MARIANAS
PBNQ	N61775	US NAV FORCES MARIANAS (N61775)	GUAM, MARIANAS
YSNL	N63032	NAV AIR STA KEFLAVIK (N63032)	ICELAND
RPNY	N68539	NAV SUPPORT FAC DIEGO GARCIA (N68539)	INDIAN OCEAN
RCDK	HHAQ2Q	USDAO AM EMBASSAY JAKARTA (HHAQ2Q)	INDONESIA
UCAK	W81GYA	USAR 14TH TRANS BN VICENZA (W81GYA)	ITALY
UCFS	FB5682	AVIANO AB (FB5682)	ITALY
UCNC	N32960	NAVSUPPACT LAMADDALENA (N32960)	ITALY
UCNQ	N62588	NAVSUPPACT NAPLES (N62588)	ITALY
UDAK	W90YHJ	22D AREA SP TM LIVORNO LEGHORN (W90YHJ)	ITALY
UMNL	N62995	US NAV AIR STA SIGONELLA SICILY (N62995)	ITALY
QEAH	WT5SZR	836TH USAR TRANS BN YOKOHAMA (WT5SZR)	JAPAN
QEAP	WT5J02	USACE JAPAN DIST CAMP ZAMA (WT5J02)	JAPAN
QEAZ	WT5LE0	PACIFIC STARS & STRIPES, TOKYO (WT5LE0)	JAPAN
QEFL	FB5205	35TRNS MISAWA AB (FB5205)	JAPAN
QEML	M62613	MCAS IWAKUNI (M62613)	JAPAN
QESQ	SW3142	DEF DIST YOKOSUKA (SW3142)	JAPAN
QFAC	WT5SZP	CAMP ZAMA (WT5SZP)	JAPAN
QFFC	FY4409	DEF COURIER SERVICE STA YOKOTA (FY4409)	JAPAN
QFFL	FB5209	374 TRNS YOKOTA AB (FB5209)	JAPAN
QGSQ	SW3143	DD YOKOSUKA DET SASEBO (SW3143)	JAPAN
QIAH	WT6JHX	835TH TRANS BN OKINAWA (WT6JHX)	JAPAN
QIFL	FB5270	KADENA AB OKINAWA (FB5270)	JAPAN
QIMS	M20220	CAMP S D BUTLER, OKINAWA (M20220)	JAPAN

BLOC	DODAAC	NAME/TFG RECORDS	COUNTRY
QKSK	SJP11A	DCMA PACIFIC NAF ATSUGI (SJP11A)	JAPAN
PCFL	FG5274	JOHNSTON ISLAND (FG5274)	JOHNSTON ATOLL
QLAC	WT4KC1	20TH SUPGP TEAGU (WT4KC1)	KOREA
QLAH	W80QP7	837TH USARMY TRANS BN PUSAN (W80QP7)	KOREA
QLAP	WT4KCL	USACE FAR EAST DIST SEOUL (WT4KCL)	KOREA
QMFL	FB5284	8FW KUSAN AB (FB5284/FE5284)	KOREA
QNAK	WT4KDJ	501ST CSG TONGDUCHON (WT4KDJ)	KOREA
ONFC	FY4404	DEF COURIER SERVICE STA KOREA (FY4404)	KOREA
QNFL	FB5294	OSAN AB (FB5294)	KOREA
QXAK	W81LYE	34TH SPT GP SEOUL (W81LYE)	KOREA
VHAK	WK3FQY	539TH TRANS GP ROTTERDAM (WK3FQY)	NETHERLANDS
REFL	FB6543	ANG DET 13 CHRISTCHURCH (FB6543)	NEW ZEALAND
VIFC	FY8243	426ABS, STAVANGER CITY (FY8243)	NORWAY
VJFC	FY8242	426ABS OA-L OSLO (FY8242)	NORWAY
NJDK	HHAC2C	USDAO AM EMBASSY OTTAWA (HHAC2C)	ON, CANADA
NJFC	FY5850	722 SUS NORTH BAY ONTARIO (FY5850)	ON, CANADA
NJSK	SCN01A	DCMA AMERICAS OTTAWA (SCN01A)	ON, CANADA
RFDF	FY4184	USDAO AM EMBASSY MANILA (FY4184)	PHILIPPINES
YAFC	FB4486	65 TRANSPORTATION LAJES FIELD TERCERA ISL AZORES (FB4486)	PORTUGAL
SWFL	FB4833	4404 TRANS SQ PRINCE SULTAN AB (FB4833)	SAUDI ARABIA
RINL	N68047	NAG REG CONTRACTING CMD SINGAPORE (N68047)	SINGAPORE
SPDK	HHAS7S	USDAO, AM EMBASSY COLOMBO (HHAS7S)	SRI LANKA
UNFL	FB5575	496 ABS MORON AB (FB5575)	SPAIN
UNNL	N62863	NAVSTA ROTA (N62863)	SPAIN
UQAZ	FB5685	INCIRLIK AB, ADANA (FB5685)	TURKEY
YBFC	FY4405	DEF COURIER SERVICE STA MILDENHALL (FY4405)	UK ENGLAND
YBFL	FY5643	423 ABS RAF ALCONBURY (FY5643)	UK ENGLAND
YBSK	SUK12A	DCMA UK LOUDWATER (SUK12A)	UK ENGLAND
YCFC	FB5518	100 LG LGS RAF MILDENHALL (FB5518)	UK ENGLAND
YEFC	FB5587	48 LG LAKENHEATH (FB5587)	UK ENGLAND
YGFC	FB5505	424 ABS RAF FAIRFORD (FB5505)	UK ENGLAND
YMFC	FY5499	422 ABS RAF CROUGHTON (FY5499)	UK ENGLAND
IGDK	HHAZ2Z	AMEMBASSY HARARE (HHAZ2Z)	ZIMBABWE

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APPENDIX I

TRANSPORTATION DISCREPANCY REPORT (TDR) INSTRUCTIONS

A. INFORMATION NEEDED FOR AN ADVISORY OR REQUEST FOR INFORMATION (RFI) MESSAGE (FROM SF 361, TDR)

Line/
Block **Element**

- 1 Date. Enter Julian Date of the day message is written, e.g., 30 July 2003 would be entered as 3211.
- 2 Report Number. This number is made up of the reporting activity's Department of Defense Activity Address Code (DODAAC) followed by four-digit serial number, e.g., W45QRE-0001. This same number will be used on the TDR if the discrepancy is not resolved within the required time frame. See Paragraph B for instructions.
- 4 Reporting Activity. Enter name, address (including Zone Improvement Plan (ZIP) code), and DODAAC of the activity.
- 5 Consignor. Enter name, address (including ZIP code), and DODAAC of the activity that directed the shipment. If shipped by a contractor, use DODAAC of the activity that administered the contract.
- 6 Consignee. Enter name, address (including ZIP code), and DODAAC of the activity shown as consignee on the transportation document. If the consignee is the same as the reporting activity, enter "Same as line 4."
- 7 Shipper. Enter name and address (including ZIP code) of the activity making the shipment for the consignor. If the shipper is the consignor, enter "Same as line 5." If the shipment is containerized, include the name of the activity that stuffed the container. If the shipper is a contractor, enter the Contractor and Government Entity (CAGE) Code from the accompanying bill of lading (BL) or other shipping document. For location of CAGE codes on shipping documents, see paragraph B, Block 7.
- 8 Carrier Routing and Identification. Show the carrier's complete name and Standard Carrier Alpha Code (SCAC) and the identification number of the car, truck, or trailer, or the name of the vessel. For containers, show the trailer or container number; for a commercial SEAVAN, also show the name of the owner. Furnish the seal number and condition if applicable. For containers, also show the transportation control number (TCN), and, when known, the voyage number. Copy the routing information from the transportation document.
- 10 Carrier's Pro/Freight Bill No. Enter number from carrier's delivery receipt.
- 12 Bill of Lading No./Type. Enter number and indicated type of BL, e.g., Government BL (GBL) or Commercial BL (CBL).
- 16 Date Discrepancy Discovered. Enter Julian date on which discrepancy was discovered.
- 17 Date Carrier Notified. Enter Julian date on which the commercial carrier was first notified of the discrepancy.

Line/
Block **Element**

- 20 Acquisition Document and/or Transportation Control No.. Show both numbers, if available, and any other control number assigned by the shipper to identify the material.
- 21 Commodity Description and/or National Stock Number (NSN). Show the item name and NSN or part number (if known) and the SECURITY CLASSIFICATION of the commodity.
- 22 Type of Pack. Enter the correct code as shown in Paragraph G.
- 23 Quantity Discrepant (Pieces). Show the number of pieces reported as discrepant for each line entry.
- 24 Type and Cause Code. Enter correct codes as shown in Paragraph D.
- 28 Discrepant Weight. Show the total weight for each discrepant line entry shown in 23 above.
- 30 Remarks. Use this space to add details or supporting information that will help in identification or investigation. Also use this space to request special information or action.
- 31A Name of Preparer. Self-explanatory.
- 31B Title. Self-explanatory.
- 31C Telephone No. Show both the commercial and Defense Switched Network (DSN) or Federal Telecommunications System (FTS) telephone numbers of the person signing the form.

B. INSTRUCTIONS FOR PREPARING SF 361

(See Figures 210-1, 210-3, 210-7, 210-8, and 210-14 for samples of completed SF 361.)

Block **Element**

- 1 Date. Enter Julian date TDR is prepared, e.g., 30 January 2003 would be entered as 3030.
- 2 Report Number. This number is made up of the reporting activity's DODAAC followed by a four-digit number. This four-digit number will start with 0001 and go to 9999, e.g., W15QLL-0001, or to the end of the calendar year. The first TDR of each calendar year will always be 0001. Units giving subsistence stockage support to a Defense Subsistence Region (DSR) will use the DODAAC of that DSR. The last four digits will come from a block of numbers assigned by the Defense Logistics Agency (DLA).
- 3 TO. Enter name and address (including ZIP Code) of the office(s) to which the RFI or miscellaneous TDR will be mailed. Leave blank for an initial notification.
- 4 Reporting Activity. Enter name and address (including ZIP Code) of the reporting activity. Government Cargo Recovery Effort (GOCARE) committee members enter identification code. Enter the DODAAC in the box within Block 4. If the unit gives subsistence stockage support to a DSR, use the DSR DODAAC and ZIP Code.

Block **Element**

- 5 Consignor. Enter name and address (including ZIP Code) of the activity that directed the shipment. Enter the DODAAC in the box within Block 5. If shipped by a contractor, use DODAAC of the activity that administered the contract. If a sealift carrier is suspected or known to be at fault, enter the Port of Embarkation (POE) code.
- 6 Consignee. Enter name and address (including ZIP Code) of the activity that is receiving the shipment. Enter the DODAAC in the box within Block 6. If the reporting activity is the consignee enter "Same as 4."
- 7 Shipper. Enter the name and address (including ZIP Code) of the activity making the shipment for the consignor. If the shipper is the consignor, enter "Same as 5." If the shipment is containerized, include the name of activity that stuffed the container. If the shipper is a contractor, enter the CAGE code from the BL or other shipping document. Location of the CAGE codes is as follows: on DD Form 250, Material Inspection and Receiving Report, (Figure 210-15) in "SHIPPED FROM" block; on DD Form 1348-1A, Issue Release/Receipt Document, (Figure 202-5) in "SHIPPED FROM" block; on BL, Block 11; and on CBL in "FROM" or "SHIPPER" block.
- 8 Carrier Routing and Identification. Enter the SCAC from transportation documents in the proper sequence in the boxes in Block 8. Enter the complete name of the origin carrier. On other than less than truckload, enter the identification number of car, truck, trailer, or the name of the vessel. For containers, show the trailer or container number. If it is a SEAVAN, show the owner. For containers, also show the TCN and when known, the voyage number. When a sealift carrier is suspected or known to be at fault, the voyage number is required.
- 9 Point of Origin. Enter from the BL if different from Blocks 5 and 7.
- 10 Carrier's Pro/Freight Bill No. Enter the number from the carrier's delivery receipt.
- 11 Destination. Enter the destination from the BL if different from Blocks 4 and 6.
- 12 Bill of Lading No./Type. Enter the number and indicate the type; i.e., BL or CBL.
- 13 Mode Code. Choose the correct code from Paragraph E.
- 14 Date Carrier Signed for Shipment. Enter the Julian date the carrier signed for the shipment.
- 15 Date Consignee Received Shipment. Enter the Julian date on which the consignee signed for the shipment.
- 16 Date Discrepancy Discovered. Enter the Julian date on which the discrepancy was discovered.
- 17 Date Carrier Notified. Enter the Julian date on which the commercial carrier was first notified (as in case of pilferage, theft, vandalism, partial loss, or damage) and method, e.g., 3133, phone.
- 18 Name of Person Contacted. Show the name and telephone number of the carrier's agent contacted.
- 19 Seal Numbers and Condition. Place an "X" in the proper block and show the seal number and condition.

Block **Element**

- 20 Acquisition Document and/or Transportation Control No. Show both the numbers or the one on hand; and any other control number assigned by the shipper to identify the material
- 21 Commodity Description and/or National Stock No. (NSN). Enter item name and NSN or part number. Include the member's/employee's name and grade on personal property shipments.
- 22 Type of Pack. Choose the correct code from Paragraph G.
- 23 Quantity Discrepant (Pieces). Show the number of pieces reported as discrepant for each line entry.
- 24 Type and Cause Code. Show the correct codes from Paragraph D.
- 25 Unit of Issue. Show the two-letter abbreviation of the type of unit under which the material was issued. See the shipping document.
- 26 Units Billed/Shipped. Show the total number of units that were shown on the billing or shipping document.
- 27 Discrepant Units. Enter the number of units of issue that were found to have discrepancies.
- 28 Discrepant Weight. Show the total weight for each discrepant line entry in Block 23.
- 29 Value or Cost of Repairs. For shortages, enter the replacement value. For over or astray cargo, enter the value of material when available. For reparable damage, enter the total of the cost to repair plus the transportation costs to and from the repair shop. For non-reparable damage, use the total of the preshipment value plus any other costs incurred to salvage the materials, minus the amount recovered through salvage.
- 30 Remarks. This block is to request information needed in the investigation of the discrepancies. Include photographs or any document the shipper may not have that will aid his/her reply. Use this space to confirm notification to the carrier. For miscellaneous discrepancies explain the circumstances and responsibility.
- 31A Name of Preparer. Self-explanatory.
- 31B Title of Preparer. Self-explanatory.
- 31C Telephone Number. Show both the commercial and DSN or FTS telephone numbers of the person signing the form.
- 31D Signature. Self-explanatory.
- 32 Reply. This block is to reply to any questions asked in Block 30 or to furnish any information to aid in the resolution of the discrepancy.
- 33A Name of Respondent. Self-explanatory.
- 33B Telephone Number. Show both the commercial and DSN or FTS telephone of the person who will sign the reply.
- 33C Address. Show the official address.
- 33D Signature. Self-explanatory.

Block **Element**

- 33E Date. Julian date.
- 34 This Is A Survey Document. Place an “X” in the proper block. A TDR is a survey document when the reported loss or damage requires an adjustment to inventory in accordance with Service or Agency property accountability regulations.
- 35 Date. Enter the current Julian date of the TDR.
- 36 TO. Enter the name and address (including ZIP Code) of the finance center or claim office or contract administration office to which the TDR package is to be mailed.
- 37 Responsibility. The transportation officer will decide how to check this Block based on evidence gathered during the investigation.
- 38 Exception Noted on Carrier’s Delivery Receipt? Place an “X” in the proper Block and complete required remarks.
- 39 Documents Attached? Place an “X” in the proper Block and list the documents in Block 43.
- 40 Photographs Attached? Place an “X” in the proper Block.
- 41 Inspection Data. Place an “X” in the proper Block and complete the required remarks.
- 42 Disposition Data. Place an “X” in the proper Block and complete the required remarks.
- 43 Remarks. Add any details that will help explain the discrepancy to the finance center or claims office, or that will aid them in filing a claim. List the documents attached.
- 44 Distribution of Copies. Unit name and office symbol of each activity that will get a copy, e.g., Military Traffic Management Command (MTMC) Operations Center or MTOP-GD-CS.
- 45(a) Name of Preparer. Self-explanatory.
- 45(b) Title. Self-explanatory.
- 45(c) Telephone Number. Show both the commercial and DSN or FTS telephone numbers of the person who will sign Block 45d.
- 45(d) Signature. Self-explanatory.
- 46 Action by Reviewing Officials. Blocks A, B, C, and D are for Inventory and Financial Adjustments. This section will not be used if the approving official signature is the same as the signature in Block 45D. When filling in Block 46D for the DLA Stock Fund, always use 26.0 in positions 14, 15, and 16 in appropriation of the property. Service components will complete Block 46D and 46E in accordance with individual Service instructions. Block 46F is to be completed by the approving official at the reporting activity.
- 47 Action by Claims Office. To be used by finance center or claim office only.

C. FIRST POSITION OF MATERIAL

<u>RIC Code (Note 1)</u>	<u>Category Structure Code</u>	<u>Mailing Address</u>
B14	D, M	PR W4GG TACOM Rock Island Bldg 110 Rodman Avenue 1 Rock Island Arsenal Rock Island, IL 61299-6000
B17	H	Director Material Management US AMCOM – Aviation Redstone Arsenal, AL 35898-5239
B16	G, P, U	US Army Communications and Electronics Command Attn: Director of Material Management Ft. Monmouth, NJ 07703-5000
B64	L, X	Commander, US Army Aviation and Missile Command Redstone Arsenal, AL 35898-5239
B69	C	Commander, US Army Medical Material Agency Bldg 1423 Fort Detrick Frederick, MD 21701-5000
AKZ	K	Commander, US Army Tank-Automotive Command Adjustment and Inventory Warren, MI 48090-5000
A12	B, E, J, Q, R, S	XR W038 USA Soldier Systems Center Bldg 20 Kansas St Natick, MA 01760-5000

NOTE 1: Routing identifier codes (RIC) are located in record positions 67 through 69 of the DD Form 1348-1A, which accompanies, is attached to, or is within the shipment.

D. DISCREPANCY CODES

<u>Discrepancy Type</u>	<u>1st Position Code</u>	<u>Cause</u>	<u>2nd Position Code</u>
Astray	A	Incomplete, illegible, or missing marking, labels, or tags	3
		Hot line call initiated visit	H
		Carrier call initiated visit	C
		Routine visit	R
		Bill of lading missing (result of visit to carrier terminal)	4
		Bill of lading missing (Carrier released cargo to activity other than GOCARE Committee)	8

<u>Discrepancy Type</u>	<u>1st Position Code</u>	<u>Cause</u>	<u>2nd Position Code</u>
		Customs Bond Rooms or Freight Storage Warehouses	9
		Not specified above (describe in remarks)	A
Overage	O	Improper documentation	5
		Incomplete markings or missing labels	3
		Defaced/illegal marking	4
		Improper loading or stowage	K
		Not specified above (describe in remarks)	O
Shortage	S	Leakage, spoilage, or evaporation	L
		Improper documentation	5
		Theft	T
		Pilferage	P
		Status "W" cargo (MTMC terminal use only)	I
		Improper loading or stowing	K
		Not specified above (describe in remarks)	S
Damage	D	Fire	F
		Improper loading, stowing, or blocking and bracing	K
		Material handling equipment	6
		Marine	1
		Spoilage	G
		Rough handling	Q
		Stevedoring	2
		Water damage	E
		Wreck	W
		Vandalism	V
		Concealed damage	Z
		Not specified above (describe in remarks)	D
Other	X	Broken/missing/improper/inadequate seal	B
		Incomplete marking/missing label/tag	3
		Defaced/illegible marking	4

<u>Discrepancy Type</u>	<u>1st Position Code</u>	<u>Cause</u>	<u>2nd Position Code</u>
		Improper loading, stowing, blocking or bracing (if no actual damage)	K
		Missing certification of hazardous material or incorrect Shipper's Declaration for Dangerous Goods	L
		Violations in the movement of hazardous material (other than certification or declaration)	M
		Misconsignment	N
		Special contract or carrier services not provided on classified protected cargo for:	
		PS 5	
		DD 6	
		CS 7	
		MS 8	
		RS 9	
		TS 1	
		GS 2	
		SE F	
		Report of Shipment message not received within 24 hrs prior to arrival of shipment	E
		Copy of BL not received by consignee prior to arrival of shipment (Continental United States (CONUS) only)	G
		CONUS carrier did not provide DD Form 836, Special Instructions for Motor Vehicles	P
		CONUS carrier did not provide DD Form 626, Motor Vehicle Inspection when transporting hazardous material	Q
		BL not annotated within requirements of the TFG	D
		DD Form 1387 Military Shipment Label or 2D barcode military shipping label not affixed to cargo	U
		Not specified above (describe in remarks)	X

E. MODE OF SHIPMENT CODES

<u>Code</u>	<u>Description</u>
A	Motor, truckload
B	Motor, less truckload
C	Van (unpacked, uncrated personal or government property)
D	Drive-away/truck-away/tow-away
E	Bus
F	Air Mobility Command (AMC) Channel and Special Assignment Airlift Mission (SAAM)
G	Surface parcel post
H	Air parcel post
I	Government trucks, for shipment outside local delivery area
J	Air-small package carrier
K	Rail, carload (Note 1)
L	Rail, less than carload (Note 1)
M	Surface-Freight forwarder
O	Organic military air (including aircraft of foreign governments)
P	Through Government Bill of Lading (TGBL)
Q	Commercial air freight including regular and expedited service (provided by major airlines) air charter, and air taxi
S	Scheduled Truck Service (applies to contract carriage, Federal Acquisition Regulation-based contracts routings and/or scheduled service)
T	Air freight forwarder
V	SEAVAN
W	Water, river, lake, coastal (commercial)
X	Bearer, walk-through (customer pickup of material)
Y	Military intratheater airlift service (other than AMC airlift)
Z	Military Sealift Command (MSC); controlled contract, or arranged
2	Government watercraft, barge, or lighter
3	Roll on/roll off (RORO) service
4	Defense Courier Service
5	Surface--Small package carrier
6	Military Official Mail (MOM)

<u>Code</u>	<u>Description</u>
7	Express mail
8	Pipeline
9	Local delivery by government or commercial truck including on-base transfers and deliveries between air, water, or motor terminals and adjacent activities. Local delivery areas are identified in commercial carriers' tariffs, which are filed and approved by regulatory authorities.

NOTE: 1. Includes TOFC and COFC (excluding SEAVAN).

F. MTMCVAN, MILVAN, AND SEAVAN SHIPMENTS

<u>2nd Position Code</u>	<u>Description</u>
A	Loaded to capacity by ocean carrier
B	Loaded to capacity by military terminal
C	Loaded to capacity by military shipping activity
D	Loaded to capacity by vendor
E	Loaded to capacity by contract shipment consolidation facility
F	Loaded to less than capacity by military shipping activity with loading to capacity completed by contract shipment consolidation facility
L	Loaded to less than capacity by military shipping activity, loading completed by military terminal
M	Loaded to less than capacity by vendor loading completed by military terminal
N	Loaded to less than capacity by contract shipment consolidation facility, loading completed by military terminal
P	Loaded to less than capacity with military cargo by ocean carrier, commingled with commercial cargo in accordance with the MTMC Container Agreement and Rate Guide
T	Loaded to less than capacity by military shipping activity, loading completed by ocean carrier
U	Loaded to less than capacity by vendor, loading completed by ocean carrier
V	Loaded to less than capacity by contract shipment consolidation facility, loading completed by ocean carrier
W	Loaded to less than capacity by vendor, loading completed by contract shipment consolidation facility
Z	Empty MILVAN or SEAVAN
3	Loaded to less than capacity by military shipping activity
4	Loaded to less than capacity by vendor
5	Loaded to less than capacity by contract shipment consolidation facility

G. TYPE OF PACK

<u>Code</u>	<u>Description</u>
BD	Bundle
BE	Bale
BG	Bag, burlap or cloth
BL	Barrel
BS	Basket
BX	Box
CA	Cabinet
CB	Carboy
CC	Household goods containers, wood (federal specification PPP-B-580)
CL	Coil
CM	Container, AMC-International Standards Organization, lightweight 8' x 8' x 20' air container
CN	Can
CO	Container, other than CU, CW, CC, MW, CR, MX
CR	Crate
CD	Case
CT	Carton
CU	Container, Navy cargo transporter
CW	Container, commercial highway lift
CY	Cylinder
DB	Duffle bag
DR	Drum
EC	Engine container
ED	Engine cradle or dolly
EN	Envelope (Note 1)
FK	Foot locker
HA	Hamper
KE	Keg
LS	Loose, not packaged
MW	Multi-wall container (formerly referred to as triple-wall or tri-wall secured or attached to a warehouse pallet)
MX	Mixed (more than one type of shipping container)
PC	Piece

<u>Code</u>	<u>Description</u>
PL	Pail
PT	Palletized unit load, other than code MW
RL	Reel
RO	Roll
RT	Roll On/Roll Off (RO/RO)
SA	Sack, paper
SB	Skid, box
SD	Skid
SH	Sheet
SL	Spool
SW	Suitcase
TB	Tub
TC	Tank car
TK	Trunk
TU	Tube
UX	Unitized (use code RT for unitized cargo on RO/RO)
VC	Van chassis
VE	Vehicle
VO	Vehicle in operating condition
VS	SEAVAN
WR	Wrapped

NOTE 1: The term “envelope” applies to shipments of material packaged in envelopes larger than the DD Form 1387. The DD Form 1387 is 6-2/3 inches high by 6-5/8 inches long and, when applied to the envelope, all entries, including the bar codes, must be scannable/readable from a single surface.

H. INSTRUCTIONS FOR PREPARING DD FORM 470

- Block 1. Voyage Document No. Enter the voyage document number from the manifest.
- Block 2. Preparing Activity. Enter the full name, mailing address, and DODAAC of the Port of Debarkation (POD) or POE preparing the report.
- Block 3. Name of Ship. Enter the name or number of the ship shown on the manifest. If the vessel that delivered the cargo was not identified on the manifest, list both vessels.
- Block 4. Ship Status. Check the proper Block. If the status is not listed, type “other” and show the vessel status mode listed on the manifest.
- Block 5. Loading Port. Enter the name, geographic location (city, state, country) and water port identifier code of POE indicated on the manifest. Also enter the loading site, if known.

- Block 6. Loading Activity. Enter the full name, address, and DODAAC of activity responsible for loading. If the same as the loading port, indicate "Same as Block 5".
- Block 7. Discharging Port. Enter the name, geographic location (city, state, country), water port identifier code of POD indicated on the manifest, and the name of the military or commercial berth used. If the cargo was diverted to another port from the one on the manifest, show the original destination in parentheses.
- Block 8. Discharging Activity. Enter the full name and DODAAC of the activity responsible for unloading. If the same as the preparing activity, state "Same as Block 2". If the unloading was done by a representative or agent of the responsible activity, add the representative's or agent's name. If the receiving government unloaded Security Assistance Program cargo, name the government.
- Block 9a. Date/Time Discharge Started. Enter the ordinal date and hour that unloading began.
- Block 9b. Date/Time Discharge Completed. Enter the ordinal date and hour that unloading was finished.
- Block 10. Unloading Cost Chargeable. Check the proper Block.
- Block 11. Cargo Discharged By. Check the proper Block.
- Block 12. List of Enclosures. State the number of SFs 361 and DD Forms 788, Private Vehicle Shipping Document for Automobile, attached. List and attach all documentary evidence and supporting data that will show the nature and cause of the discrepancies reported, and the amount of monetary loss when known.
- Block 13. Discrepancy. If a vessel incident occurred that might have caused or had an effect on the reported discrepancies, show place, time, and details. Add "SEE ATTACHED". (This refers to the SFs 361, DD Forms 788, and other evidence pertaining to the discrepancies.)

I. INSTRUCTIONS FOR PREPARING SF 361 BY USING THE WEB-BASED ELECTRONIC TRANSPORTATION ACQUISITION TDR SYSTEM

1. The procedures described herein apply to use of the web-based Electronic Transportation Acquisition (ETA) TDR system. All DOD freight shipping and receiving activities, to include the Services and the Defense Logistics Agency (DLA), are required to use this system to generate TDRs. The ETA TDR system is available for use worldwide. Previously used mailing and facsimile (fax) transmissions of locally generated TDRs to the MTMC Operations Center for subsequent entry into the TDR database is no longer acceptable. The ETA web-based TDR system will be used for direct entry into the TDR database instead. Commercial carriers are also included as system users to reply to TDRs. Each user must first obtain a password to use the web-based ETA TDR system.
2. Password Requests and Issuance.

The user must have a personal computer and an Internet browser to obtain a password and access the ETA TDR system. The following procedures apply to ETA password requests and issuance:

 - a. Access your web browser and enter either <https://eta.mtmc.army.mil/> or <http://www.mtmc.army.mil/>.
 - b. When the MTMC screen appears, click on the "ETA" button.
 - c. When the ETA screen appears, click on the "Register for the First Time" tab located at the top of the screen.

- d. When the next ETA screen appears, click on the “GFM” button and then select your role (TFG/TDR Updates Only, or ITO, or Carrier, or whatever is appropriate to your activity).
 - e. Click on the “Generate Request Form” button at the bottom of the screen.
 - f. Fill out the Request form when it appears.
 - g. Click on the “Submit Request” bar.
 - h. Receive your User ID instantly.
 - i. Receive your password by e-mail several days later.
3. Using the ETA TDR System.

Once the user receives a password, the following procedures apply to accessing and using the system:

- a. Access your web browser and enter either <https://eta.mtmc.army.mil/> or <http://www.mtmc.army.mil/>.
 - b. When the MTMC screen appears, click on the “ETA” button.
 - c. When the ETA screen appears, click on the “Freight/Cargo” button.
 - d. When the next screen appears, click on the “Transportation Discrepancy Reports (SF 361)” option.
 - e. When the next screen appears, enter your User ID and password to log-on.
 - f. In addition to a password, all system users must download the JInitiator (Java Applet) one time, and then exit and re-enter the system. This must be done prior to using the system the first time. This action needs to be accomplished only one time, and is valid for all ETA component application software systems. Instructions for the downloading are displayed on applicable ETA TDR screens.
 - g. Begin to use the ETA TDR system.
 - h. Provisions exist in the ETA TDR system for manual overrides of data populated on the SF 361 and for manual entries of data into blank fields on the SF 361.
4. Accessing the ETA TDR Tutorial.

An on-line TDR Tutorial is available on the web for viewing by actual and potential TDR system users. The Tutorial describes in detail what data goes in each block on the SF 361 form, and the wide variety of system options available to the user. The following procedures apply to accessing and viewing the Tutorial (note that no password is needed to view the ETA TDR system Tutorial):

- a. Access your web browser and enter <http://cfm.eta.mtmc.army.mil:8080/tdrtut/index.htm>.
- b. Scroll to the bottom of the page (screen) and click on “Site Map”.
- c. When the next screen appears, scroll down to “Tutorials”.
- d. Click on “TDR Forms Tutorial”.
- e. Review the Tutorial.

5. User Support.

The MTMC Freight Systems Office (FSO) provides TDR system user support through its GFM system office, as follows:

- a. Training diskettes. FSO provides training diskettes for ETA application systems under its jurisdiction. The diskettes include training on the ETA TDR system.
- b. ETA TDR on-line system Tutorial. This is described in paragraph I.4. All users and potential users are encouraged to familiarize themselves with the contents of the Tutorial in advance of using the system.
- c. Help Desk support. The GFM Help Desk is available to respond to TDR questions and problems encountered. Hours of operation are Monday through Friday from 0630 to 1830 hours Eastern Standard Time. Telephone numbers are as follows:

800 336-4906 (calls from CONUS only)
Commercial: 703 428-3324
DSN: 328-3218
FAX Commercial: 703 428-3481
FAX DSN: 428-3481

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APPENDIX J

**DEFENSE ACCOUNTING AND FINANCE SERVICE (DFAS)
ACCOUNTING AND DISBURSING STATION NUMBERS (ADSN)
SUPPORTING AIR FORCE**

ADSN	Location	Address to Mail Copy of GBL
503000 527900 528500 594200 595600 662300 667300 669800 676100 678100	Dayton, Ohio	DFAS-DY, 1050 Forrer Boulevard, Dayton, OH 45420-1472
503800 525300 525700 528200 528300 528400 596600 659900 660000 666400 666500 676500 679200 875800	Omaha, NE	DFAS-OM, Box 7030, Bellevue, NE 68005-1950
504200 525000 525100 526100 526400 526500 595700 660700 661500 673600 675500 676200 676700	San Antonio, TX	DFAS-SA, 500 McCullough Ave, San Antonio, TX 78215 2100

ADSN	Location	Address to Mail Copy of GBL
503100 503300 594400 672300	San Bernardino, CA	DFAS-SB, 1111 East Mill Street, San Bernardino, CA 92408-1621
594100 662400 664600 664700	Orlando, FL	DFAS-OR, 2500 Leahy Avenue, Orlando, FL 32893-2300
528100 590000 596500 597200 663000 665500 666200 667100 668200 669400 670700 671600 671800 672900 674800 674800 677100 850400	Limestone, ME	DFAS-LI, 3 Arkansas Road, Limestone, ME 04751-1500
663600 668300 674400 846100	Honolulu, HI	DFAS-PC, 477 Essex Street, Pearl Harbor, HI 96860-5806
593800 659600 659700 666300 678900 844100 844200	Kaiserslautern,, GE	DFAS-EU, Unit 23122, APO AE 09227
677800	Osan, Korea	607 AFS, Unit 2157, APO AP 96278-2157
598100 668800 670900	Yokota, Japan	DFAS-J, Unit 5220, APO AP 96328-5220

APPENDIX K

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