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Volume I
15 March 1987

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MILitary Standard Transportation And Movement Procedures

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DEFENSE LOGISTICS AGENCY
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Vol. I

MILITARY STANDARD TRANSPORTATION AND MOVEMENT PROCEDURE

I. This change, published by direction of the Deputy Assistant Secretary of Defense (Logistics) (DASD(L)), under the authority of DoD Instruction 4140.60, DoD Materiel Management, is effective upon receipt.

II. This change incorporates Interim Changes 4-1 through 4-22 which are hereby superseded. This change also includes certain editorial revisions to correct inadvertent misprints and/or omissions. Approved MILSTAMP Change Letter 29, Unit Move Transportation Control Number, is also included in this change.

III. Chapters, paragraphs, and figures that contain additions or modifications are highlighted by ***bold italic type***.

IV. Remove old pages listed below and insert new revised pages as follows:

Remove Old	Insert New
v thru xv	v thru xv
1-B-1 thru 1-B-8	1-B-1 thru 1-B-8
2-A-1 and 2-A-3	2-A-1 thru 2-A-3
2-B-1 thru 2-B-55	2-B-1 thru 2-B-55
3-A-1 thru 3-A-4	3-A-1 thru 3-A-4
3-C-1 thru 3-C-57	3-C-1 thru 3-C-57
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D-1 thru D-56	D-1 thru D-56
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F21-1 thru F21-27	F21-1 thru F21-28
- - -	F24-1
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V. This change sheet will be filed in front of the publication for reference purposes, after changes have been made.

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for GARY C. TUCKER
Colonel, USA
DASC Commander

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CHANGE NO. 3
DoD 4500.32-R
Vol. I

MILITARY STANDARD TRANSPORTATION AND MOVEMENT PROCEDURE

I. This change, published by direction of the Deputy Assistant Secretary of Defense (Logistics) (DASD(L)), under the authority of DoD Directive 4000.25, Administration of Defense Logistics Standard Systems, is effective upon receipt.

II. This change incorporates Interim Changes 2-29 and 3-1 through 3-12 which are hereby superseded. This change also includes certain editorial revisions to correct inadvertent misprints and/or omissions. Other changes not previously disseminated by interim change message are listed below:

A. AMCL 18, Include National Stock Number in TCMD

B. AMCL 21, Data Formats for Automated Load Planning

C. AMCL 23, Consolidation and Containerization Point Information

D. AMCL 24, Additional Commodity Codes

E. AMCL 25, New Type Pack Code

III. This change also includes revisions to appendix F which has been reformatted into a series of subappendices.

IV. Chapters, paragraphs, and figures that contain additions or modifications are highlighted by ***bold italic type***.

V. Remove old pages listed below and insert new revised pages as follows:

Remove Old	Insert New
v thru xiv	v thru xv
1-C-1 thru 1-C-5	1-C-1 thru 1-C-6
2-A-1 and 2-A-2	2-A-1 thru 2-A-3
2-B-1 thru 2-B-55	2-B-1 thru 2-B-55
3-A-1 thru 3-A-3	3-A-1 thru 3-A-4
3-B-1 thru 3-B-5	3-B-1 thru 3-B-9
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- - -	F5-1 and F5-2

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Distribution/
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MILITARY STANDARD TRANSPORTATION AND MOVEMENT PROCEDURE

I. This change, published by direction of the Deputy Assistant Secretary of Defense (Logistics) (DASD(L)), under the authority of DoD Directive 4000.25, Administration of Defense Logistics Standard Systems, is effective upon receipt.

II. This change incorporates Interim Changes 2-1 through 2-28 which are hereby superseded. This change also includes certain editorial revisions to correct inadvertent misprints and/or omissions. Other changes not previously disseminated by interim change message are listed below:

A. The addition of Appendix G, Unit Moves.

B. The identification of DLA Enhanced DLA Distribution System (EDDS) sites.

III. Chapters, paragraphs, and figures that contain additions or modifications are highlighted by ***bold italic type***.

IV. Remove old pages listed below and insert new revised pages as follows:

Remove Old	Insert New
v thru xii	v thru xiv
1-A-1 and 1-A-2	1-A-1 thru 1-A-4
1-B-1 thru 1-B-7	1-B-1 thru 1-B-8
2-B-1 thru 2-B-45	2-B-1 thru 2-B-55
3-C-1 thru 3-C-54	3-C-1 thru 3-C-57
3-D-1 thru 3-D-11	3-D-1 thru 3-D-13
4-B-1 and 4-B-2	4-B-1 and 4-B-2
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CHANGE NO. 1
DoD 4500.32-R
Volume I

MILITARY STANDARD TRANSPORTATION AND MOVEMENT PROCEDURES (MILSTAMP)

I. This change, published by direction of the Deputy Assistant Secretary of Defense, (Logistics), (DASD(L)), under the authority of DoD Directive 4000.25, is effective upon receipt.

II. This change incorporates Interim Changes 1-1 through 1-12, which are hereby superseded. The change also includes certain editorial revisions to correct inadvertent misprints and/or omissions that occurred in the original publication. Other changes not previously disseminated by interim change message are listed as follows:

A. Major changes to the port selection guides in appendics H and I.

B. Procedures for preclearance of Unaccompanied Baggage (UB) (Code J) shipments.

C. Responsibilities for TAC corrections.

D. Establishes Mode/Method Code R for European/Pacific Distribution Systems (EDS/PDS).

E. MTMC Area Command functional realignments.

F. Additional data requirements for shipments to Turkey.

III. Chapters, paragraphs, and figures that contain additions or modifications are highlighted by an asterisk in the outside margin.

IV. Remove pages listed below and insert revised pages.

Remove Old	Insert New
xi and xii	xi and xii
1-A-1 and 1-A-2	1-A-1 and 1-A-2
1-B-1 thru 1-B-7	1-B-1 thru 1-B-7
2-B-5 thru 2-B-8	2-B-5 thru 2-B-8
2-B-11 thru 2-B-30	2-B-11 thru 2-B-30
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A-11 and A-12	A-11 and A-12

Remove Old	Insert New
B-1 thru B-5	B-1 thru B-6
C-7 and C-8	C-7 and C-8
D-1 thru D-4	D-1 thru D-4
D-7 thru D-18	D-7 thru D-18
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L-5 thru L-12	L-5 thru L-13

V. This change sheet will be filed in the front of the publication for validation purposes after changes have been recorded on the Change Register pages CR-1 through CR-4, as appropriate.

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15 Mar 87

FOREWORD

Military Standard Transportation and Movement Procedures (MILSTAMP) is published by direction of the Assistant Secretary of Defense (Acquisition and Logistics) under authority of DoD Directive 4000.25, Administration of the Defense Logistics Standard Systems.

This publication is a complete revision of Volume 1, dated 1 Aug 79. The publication has been thoroughly reformatted and restructured as a result of the DoD MILSTAMP Improvement Program, Topic 8 - Rewrite/Reformat MILSTAMP Project. The rewrite/reformat project was developed in support of the Office of the Assistant Secretary of Defense (Manpower, Reserve Affairs, and Logistics) Memorandum of 9 Jan 80, Subject: MILSTAMP Management Improvement Program.

Transportation policy and procedures contained within this document are the same as those previously staffed and published in the basic MILSTAMP of 1 Aug 79, to include Formal Changes 1 thru 8, and Interim Changes of the 9 series. Implementation of this revision is effective with receipt or 1 Aug 87. The August 1987 date will permit Service/Agencies to use the 1 Aug 79 version of MILSTAMP until the revised publication has been successfully distributed worldwide. During the period 1 Apr to 1 Aug 87 either publication can be used. This will allow the orderly transition from the old to the revised publication. DoD activities are required to discard the old publication and use only the 15 Mar 87 edition after 1 Aug 87.

Service/Agency MILSTAMP Focal Points will submit changes to the Volume 1 publication using the rewritten/reformatted document.

A standard numbering system is utilized throughout the revision. The publication consists of 4 Chapters and Appendices A,B,C,D,E,F,H,I,J,K,L,M, and N. Each of the chapters are divided into sections, paragraphs, and subparagraphs, viz, Chapter 1, Section A, Paragraph 3, Subparagraph a(1).

This regulation supersedes DoD 4500.32-R, Volume I, 1 Aug 79, Changes 1 thru 8, and all interim changes thereto.

Pages are numbered sequentially within each chapter, section, and page. For example: 2-A-1, 2-A-2, 2-A-3; 3-A-1, 3-A-2, 3-A-3, etc.

A change register is provided at pages CR-1 and CR-2. This register is to be used to record interim and formal change numbers and identify those pages/paragraphs changed. As it is a part of the regulation, the register will serve as a permanent, easily traceable record of all DoD transactions which affect MILSTAMP.

Types of changes:

Interim changes. When immediate dissemination of changes to the regulation is necessary, the DoD MILSTAMP System Administrator will initiate interim changes (ICs) by message through Service/Agency MILSTAMP Focal Points. Interim changes bear the number of the formal change in which they will be published at a later date, followed by the number of each IC in that series. For example, the first change to this volume will be identified as "Interim Change 1-1 to Volume I, DoD 4500.32-R." The second and succeeding changes will be 1-2, 1-3, 1-4, etc. As each formal change is printed, a new series is initiated, identified by the prefix of the next formal change, 2, 3, 4, etc. For example "Interim Change 2-1 to Volume 1, MILSTAMP."Message changes will remain in effect until published by a formal change.

Other changes (miscellaneous, including editorial and clarification). Changes which do not require immediate dissemination to the field are held for publication in the next formal change. They will be so identified in the formal change cover letter.

Formal Change. Formal changes will be issued semiannually, normally February and August. These changes are made available to users through their Service/Agency publications distribution systems. All interim changes and routine changes will be incorporated into formal changes. All formal changes are published as full page insertions. Modifications such as added or revised paragraphs, will be highlighted by an asterisk (*) in the margin.

Monthly Status. A monthly change status message will be dispatched by the DoD MILSTAMP System Administrator to Service/Agency focal points by AIG 4563 not later than one week after the last work day of each month. Service/Agency focal points will retransmit this information to field activities. These messages will be used to verify receipt of all messages and publications related to MILSTAMP.

Distribution of the Regulation. The U.S. Government Printing Office or Government printing contractor will make distribution of tne regulation to designated points within each Service/Agency based upon funded bulk requisitions provided by the Services/Agencies. Further distribution is accomplished through Service/Agency command publications channels.

Users of MILSTAMP are encouraged to submit suggestions for further improvement of the publication to their Service/Agency MILSTAMP Focal Point.

The substantial reformatting of this regulation requires careful review prior to use.

BY ORDER OF THE DIRECTOR

JAMES J. SINGSANK
Colonel, USA
Staff Director, Administration

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CHAPTER 1

INTRODUCTION TO THE MILITARY STANDARD TRANSPORTATION AND MOVEMENT PROCEDURES (MILSTAMP), VOLUME I

SECTION A GENERAL

1. **Authority**. Department of Defense Directive 4000.25, subject: Administration of Defense Logistics Standard Systems, 18 November 1983 (reference a) prescribes publication and use of this regulation.

2. **Purpose**. This regulation provides DoD policy for the transportation and movement of materiel. MILSTAMP prescribes standard data elements, codes, formats, documents, forms, rules, methods, and procedures required by DoD Components and other U.S. Government Agencies/civil authorities in the transportation and movement of materiel to, within, and beyond the DTS. The DTS is comprised of military controlled terminal facilities, MAC controlled or arranged airlift including LOGAIR and QUICKTRANS, MSC controlled or arranged sealift, and Government controlled air or land transportation.

3. **Scope and Applicability**

a. This regulation applies to the Army, Navy, Air Force, Marine Corps, DLA, Coast Guard, GSA, TOAs, and other activities/Agencies using the DTS.

b. MILSTAMP applies to all shipments entering the DTS. Some portions of MILSTAMP such as the codes and data elements it contains and intransit data reporting are also used for non-DTS shipments.

c. Requests for deviations or exceptions to this regulation must be processed through the DoD MILSTAMP System Administrator for approval or waiver.

4. **Exclusions**. There are no exclusions from MILSTAMP data/documentation requirements for shipments entering the DTS. Some shipments which might logically fit the description of movement in the DTS are instead covered by Service or Agency regulations. Those DTS like shipments not covered by MILSTAMP are:

a. Coal and petroleum products shipped in bulk.

b. Special Assignment Airlift Missions (SAAM).

c. Marine Corps tactical unit movements by exclusive-use surface transportation under special arrangements between the WCA, the MSC, and the Marine Corps.

d. Annual resupply projects not entering the DTS.

5. **Policy**

a. MILSTAMP policy is designed to facilitate the exchange of logistics data between Services and Agencies. Deviations or exemptions will not be approved unless the user establishes that MILSTAMP does not provide workable methods or procedures. MILSTAMP accommodates technological improvements; however, prior to tests of innovative procedures within selected segments of the DTS, the MILSTAMP Administration Office and all Agencies concerned will be advised. MILSTAMP users involved in the development of advanced logistics systems will establish liaison with the DoD MILSTAMP System Administrator. In addition, Service and Agency mobility plans will recognize MILSTAMP documentation requirements.

b. Maximum use is made of ADPE, **DSN**, and the DDN to speed the exchange of MILSTAMP data. Services, Agencies, and theater commands establish COMRIs for clearance authorities, terminals, and related activities requiring MILSTAMP data. Telecommunication precedences for transmitting MILSTAMP data are determined from the MILSTAMP Telecommunications Guide in figure 1-A-1.

c. MILSTAMP documents are not classified unless the sponsoring Service assigns a security classification in accordance with DoD 5200.1-R (reference b); GSA will use ADMP 1025.2, (reference c). When so classified, the integrity of the classification is protected within the DTS. Classified cargo will be protected in accordance with procedures prescribed by references b, c, and other applicable regulations. When considering major modifications to existing or development of new transportation data/documentation and related information systems, it must be recognized that the movement of personnel and materiel is the prime consideration and necessary data transmittal should not be an impediment to that effort. For the near term, any effort to provide transportation data/documentation and related information systems with classification protection must be limited to minor modifications and

altered procedures that remain within and can be accommodated by existing transportation systems. For the longer term, Service unique and DoD transportation systems undergoing development or enhancement must recognize the importance of security implications.

MILSTAMP Telecommunications Guide

Document Identifier	Name	AUTODIN content indicator code (Note 1)	TP	Telecommunications precedence for normal operations	Telecommunications precedence during minimize
T_(0-9)	TCMD from shipper to the clearance authority	KAZ (surface) KBZ (air)	1-3	P	P
T_(A-I)	Air manifest	KBZ	1-3	P	P
T_(J-R)	Ocean manifest	KAZ	1-3	P	P
----	Cargo traffic message	----	----	P	P
TK_	Intransit data	KCZ	1-3	R	Mail
----	CORM	----	----	R	Mail
TM_	Tracer actions	KAZ (surface) KBZ (air)	3 1-2	R P	R P

Note 1. Prefix with the one position AUTODIN activity indicator for telecommunications.

Figure 1-A-1

SECTION B. ADMINISTRATION

1. MILSTAMP Maintenance Responsibilities

a. The DoD MILSTAMP System Administrator administers MILSTAMP in accordance with the policy guidance of the DASD(L)TP. The DoD MILSTAMP System Administrator:

(1) Performs analysis and design functions in coordination with the Services/Agencies.

(2) Recommends system improvements and additional policies as required.

(3) Ensures telecommunications involvement during planning.

(4) Resolves issues concerning procedural matters within 90 days after receipt of all comments from DoD Components. When the issues involve a policy or resource determination, the DoD MILSTAMP System Administrator refers them to DASD(L)TP for decision. The referral includes the comments and position of the DoD Components along with recommendations of the System Administrator.

(5) Develops, publishes, and maintains this regulation in a current status. This includes responsibility to:

(a) Evaluate and coordinate change proposals with the Services/Agencies and furnish a copy of all change proposals to the DASD(L)TP.

(b) Disseminate to Services/Agencies and the DASD(L)TP a quarterly status review of all change proposals which have not yet been approved for publication.

(c) Assure compatibility of MILSTAMP procedures with those of the other DLSS and related DoD logistics task groups, prior to final coordination with the Services/Agencies.

(d) Report to the DASD(L)TP the findings and recommendations of evaluations and staff assistance visits along with comments of the effected DoD Components.

(6) Reviews and coordinates with Services/Agencies all requests for system deviations and exemptions and makes recommendations to the DASD(L)TP based on analysis of the justification submitted by the requester.

(7) Establishes and chairs a MILSTAMP Focal Point committee of Service/Agency representatives. This committee participates in the development, implementation, and maintenance of the system. The DoD MILSTAMP System Administrator convenes focal point committee meetings at least quarterly and issues minutes of these meetings. Meeting schedules and agenda items are announced 30 days in advance, when possible. The minutes of these meetings fully document the proceedings and a copy is provided to each Service/Agency by the chairman.

b. Heads of participating Services/Agencies will:

(1) Designate an office of primary responsibility for MILSTAMP to serve as the system focal point and identify by name to the DoD MILSTAMP System Administrator a primary and alternate focal point representative for the MILSTAMP Focal Point committee. The focal point responsibilities are detailed in paragraph B.1.c.(2).

(2) Provide representation to joint system design and development efforts and onsite evaluations of MILSTAMP.

(3) Assure that all operating activities under their jurisdiction comply with this regulation.

(4) Report to the DoD MILSTAMP System Administrator, through their focal point, those problems, violations, and deviations which arise during system operations.

(5) Develop and maintain TACs in accordance with DoD 4500.32-R, volume II; monitor TAC application by shippers to ensure compliance, and resolve questionable, erroneous, or missing TAC applications within 5 working days of notification by the TOA that a TAC is questionable, erroneous, or missing. Resolution of TAC errors is applicable to CONUS outbound shipments only.

c. MILSTAMP Focal Points:

(1) The following offices have been designated as focal points for MILSTAMP:

DoD MILSTAMP System Administrator	Director ***Defense Logistics Management Standards Office*** ***ATTN: DLMSO*** 6301 Little River Turnpike, Suite 210 Alexandria, VA 22312-3508
Army	Commander U.S. Army Materiel Command ATTN: ***AMCLG-MT*** 5001 Eisenhower Avenue Alexandria, VA 22333-0001
Navy	Commander Naval Supply Systems Command ATTN: SUP ***44A3*** Washington, DC 20376-5000
Air Force	Commander Air Force ***Materiel*** Command HQS ***AFMC/LGTT*** Wright Patterson AFB, OH 45433-5001
Marine Corps	Commandant U.S. Marine Corps ATTN: LFT-1 Washington, DC 20380-0001
Coast Guard	Commandant U.S. Coast Guard ***Headquarters*** ***2100 Second Street, SW*** ATTN: ***G-ELM-2*** Washington, DC 20593-0001
Air Mobility Command	Commander ***Air Mobility Command*** ATTN: ***XONC*** Scott AFB, IL 62225-5001

Military Sealift Command	Commander Military Sealift Command ATTN: ***N83*** Department of the Navy Washington, DC 20390-5320
Military Traffic Management Command	Commander Military Traffic Management Command ATTN: MT-ITD Falls Church, VA 22041-5050
General Services Administration	General Services Administration Office of Federal Supply and Services ATTN: ***FSD*** Washington, DC 20406
Defense Logistics Agency	Director Defense Logistics Agency ATTN: ***MMAT*** Cameron Station Alexandria, VA 22304-6100
United States Transportation Command	Director U.S. Transportation Command ATTN: ***TCJ3/4-LPI*** Scott AFB, IL 62225-7001

(2) The Services'/Agencies' focal points:

(a) Serve on the focal point committee. Provide the DoD Component or participating organization position and have the authority to make decisions regarding procedures for implementing approved DoD policy.

(b) Assure continuous liaison with the DoD MILSTAMP System Administrator and other Services/Agencies.

(c) Evaluate all suggested system changes and system-related beneficial suggestions originating in that Service/Agency. When the suggestion is worthy of adoption, the focal point submits it as a change proposal to the DoD MILSTAMP System Administrator as outlined in paragraph B.2.a. The originating Service/Agency focal point, in accordance with DoDI 5120.16 (reference d), determines awards for those

suggestions which are coordinated as proposed system changes. Suggested changes received directly by the DoD MILSTAMP System Administrator are forwarded to the appropriate focal point for review and evaluation.

(d) Submit recommended change proposals to the DoD MILSTAMP System Administrator in the format prescribed in paragraph B.2.a.

(e) Develop and submit to the DoD MILSTAMP System Administrator a single, coordinated position on all proposed changes within the specified time (normally 60 days).

2. Administering Changes to the System

a. MILSTAMP Focal Points will submit to the DoD MILSTAMP System Administrator recommended change proposals providing minimum information prescribed by DoD Instruction 4140.60 (reference a). Proposed changes will contain:

(1) A description of the concept being proposed and reasons for the proposal.

(2) Known interface and impact requirements identifying changes for coordination with other DLSS or non-DLSS logistics systems.

(3) A statement identifying known advantages and disadvantages of the proposed revision.

(4) Proposed wording required for the MILSTAMP regulation.

b. The DoD MILSTAMP Administrator:

(1) Staffs proposed changes.

(a) All proposed changes are evaluated by the Administrator prior to staffing with the Services/Agencies. The evaluation of a proposed change includes, but is not limited to, the necessity, accuracy, validity, and urgency of the change. Benefits may be monetary savings and/or improved mission performance. Proposals which do not demonstrate significant inter-Service/Agency benefit are returned to the originating Service/Agency. Proposals which do demonstrate significant benefits are formalized and forwarded to DASD(L)TP the participating Services/Agencies, and the DoD System Administrators of other DoD systems impacted by

the proposed change. When applicable, the proposed change includes the information provided in paragraph B.2.a.

(b) PMCLs are consecutively numbered and normally request the Services/Agencies to provide a response within 60 days. The DoD MILSTAMP System Administrator must be notified prior to the due date if it cannot be met. The notification must justify the late response. Responses will indicate the implementation leadtime as requested in the PMCL.

(2) Receives and evaluates Service/Agency responses as outlined in paragraph B.1.a.

(3) Establishes and disseminates implementation dates. Following resolution of the Service/Agency comments as outlined in chapter 1, paragraph B.1.a.(3), the DoD MILSTAMP System Administrator prepares and distributes to the Service/Agency MILSTAMP Focal Points an approved letter indicating the implementation date. An interim change message is provided to implement changes of operational necessity.

c. The DASD(L)TP:

(1) Resolves issues concerning resources, policy, and requests for deviation or exemption from MILSTAMP which are submitted by the DoD MILSTAMP System Administrator.

(2) Directs changes when necessary to implement DoD policy and directs the implementation of urgent changes on a priority basis.

(3) Resolves with Service/Agency Heads matters escalated by the DoD MILSTAMP System Administrator.

3. Publication of the Regulation

a. The regulation consists of two volumes and a unit move appendix.

(1) Volume I contains the published DoD doctrine and establishes responsibilities, instructions, and procedures essential for exchanging transportation data/documentation on shipments moving by the ***DTS***.

(2) Volume II contains instructions and procedures for determining and applying the TAC of the sponsoring Service or Agency.

b. The basic publication consists of chapters, sections, paragraphs, figures, and appendices.

(1) Chapters, Sections, Paragraphs, and Figures:

(a) Each chapter is divided into sections, paragraphs, and subparagraphs. The numbering system identifies the appropriate section followed by the applicable paragraph number in the chapter. Subparagraphs are identified by lower case alphabetics followed by numerics and alphabetics in parentheses and then underlined numerics and alphabetics.

(b) Pages and figures are numbered in a separate series for each section within each chapter and are numbered in sequence with Arabic numerals beginning with 1. Each page or figure number is preceded by the number of the chapter and letter of the section, e.g., chapter 2, section A, page 2 is numbered 2-A-2. Chapter 2, section B, figure 6 is numbered 2-B-6. Each figure follows the text of each chapter; e.g., figure 2-B-1 follows the text of chapter 2, section B; figure 3-C-1 follows the text of chapter 3, section C, etc.

(2) Appendices:

(a) Each appendix is divided into paragraphs and subparagraphs. The numbering system identifies the appropriate paragraph number in the appendix. Subparagraphs are identified by lower case alphabetics followed by numerics and alphabetics in parentheses and then underlined numerics and alphabetics.

(b) Pages and figures are numbered in a separate series for each appendix. They are numbered in sequence with Arabic numerals beginning with 1. Each page or figure number is preceded by the letter of the appendix, e.g., the second page (or figure) of appendix ***C*** is numbered ***C-2***.

c. Publication of Changes:

(1) AMCL and interim changes (IC) are published by the DoD MILSTAMP System Administrator as required. AMCLs are numbered consecutively as AMCL 1, 2, 3, etc. ICs indicate the formal change in which it will be published and are numbered consecutively. For example, ICs for formal change 1 are numbered 1-1, 1-2, 1-3, etc. All ICs remain in effect until incorporated into formal changes to the regulation. ICs are normally distributed by the DoD MILSTAMP System Administrator via AIG 4563 messages to Service/Agency focal points. Each Service/Agency is

responsible for worldwide distribution of the changes by appropriate means within its own organization.

(2) Formal changes are published twice a year with dates of 1 February and 1 August and incorporate those AMCLs/ICs with implementation dates prior to the 1 February/1 August publication date. They are numbered consecutively and issued as full page insertions to this regulation. These changes indicate the change number on each page. If the changes alter the normal page number sequence, an explanation is included in the formal change cover letter. Changes are indicated by bold italic type.

d. Supplementation. This regulation will not be supplemented by Services/Agencies.

SECTION C. IMPLEMENTATION

1. **Major Implementing Elements**. Several functional elements have specifically defined roles in the implementation of the various MILSTAMP requirements and procedures. These elements are separated by areas of primary interest.

2. **Transportation Operating Agencies**

a. The MTMC:

(1) Provides CONUS traffic management service to Services and Agencies.

(2) Operates and manages common-user military water terminals in CONUS and at selected overseas locations.

(3) Receives, processes, and forwards cargo transiting terminals it operates or manages.

(4) Establishes OCCAs in CONUS and overseas to provide surface export cargo traffic management (WCA), ocean carrier selection, and cargo booking; develops instructions for their operation based on data input requirements and output products prescribed in this regulation; and designates OCCAs in appendix J.

(5) Provides recoopering, remarking, repacking, documentation, and similar services as required for cargo in transit.

(6) Provides to a Service *or* Agency designated activity required receipt and lift data for shipments moving by water through terminals it operates or manages.

(7) Disseminates information to theater commands regarding SEAVAN tenders for delivery of retrograde cargo to CONUS inland destinations.

(8) Administers and operates the MATCUs located at the aerial ports handling MAC flights in CONUS. The MATCU provides liaison between the sponsoring Services, the aerial port operator, and MAC to assure the orderly flow of cargo through the aerial ports.

(9) Maintains full and complete statistical records concerning surface traffic moving in the sealift system through terminals it operates or manages.

(10) Performs after-the-fact analyses on a continuing basis of the origins, flow patterns, operational procedures, growth trends, etc., for each segment of the international movement of DoD cargo and prepares reports covering these analyses for submission to DASD(L)T/P at least semiannually. Such reports are accompanied by copies of the concurrences or comments of the Services ***and*** Agencies.

(11) Provides Services and Agencies with reports of late or missing and inaccurate TCMDs.

(12) Advises overseas commands, WCAs, OCCAs, and sponsoring Services of anticipated workload surges resulting from political decisions, natural disasters, strikes, local or national regulatory action, or other actions which may affect normal traffic flow.

(13) In addition to the aforementioned responsibilities, MTMC is responsible to ***DLSSD*** in performing the following:

(a) In coordination with the DoD MILSTAMP System Administrator, be responsible for conducting periodic evaluations to determine system effectiveness and for conducting annual staff assistance visits of selected system segments, in order to determine compliance with prescribed MILSTAMP system requirements; also furnish clarification and uniform interpretation of the requirements of the system. Members of the MILSTAMP focal point committee should be requested to participate in visitations for activities under their Services' cognizance.

(b) Report to the ***DLSSD*** the findings and recommendations of evaluations and staff assistance visitations, along with the comments of the DoD Components concerned.

(c) Review and evaluate curricula of DoD schools which offer courses related to the assigned systems and make recommendations to the ***DLSSD*** for improvement.

(d) Assist in solving problems, violations, and deviations which arise during system operations and report these to the DoD MILSTAMP System Administrator. Unresolved problems and/or continued violations will be referred by ***DLSSD*** to DASD(L)T/P for resolution and/or corrective action.

(e) Maintain close liaison with the carrier industry to promote compatibility with commercial documentation systems.

(f) Assist in the joint development of automated systems with surface commercial carriers.

(g) Explore and make recommendations concerning improved communications channels.

(h) Continue efforts to simplify unit move procedures.

(i) Provide representation on designated task groups supporting DLSS.

(j) Serve as the DoD MILSTAMP System Administrator's key point of contact for MILSTAMP surface transportation systems development and design.

b. The MSC:

(1) Provides worldwide ocean transportation for Services and Agencies, as required.

(2) Processes ocean carrier claims.

(3) Maintains statistical records concerning cargo moved through the common-user sealift system.

(4) Provides statistical data and/or summarized management reports on export and import cargo, as requested.

(5) Coordinates with OCCAs regarding available MSC controlled ship capability to meet sealift requirements.

c. The MAC:

(1) Provides airlift support for Services and Agencies, as required.

(2) Operates or arranges for operation of aerial ports and air terminals serving MAC channels flown by scheduled MAC aircraft.

(3) Receives, processes, and forwards air cargo entered into the airlift system.

(4) Assures cargo received for airlift has been cleared by the ACA, and refers uncleared shipments to the appropriate ACA.

(5) Provides recoopering, remarking, repacking, and similar services as required for cargo in transit.

(6) Provides receipt and lift data on inbound and outbound cargo to the Services ***and*** Agencies, as required, within 4 hours of receipt or lift.

(7) Provides ACAs current capability information and timely reports covering aerial port tonnage onhand.

(8) Responds to the MATCU or sponsoring Service requests for special handling, tracing, diverting, or expediting movement of specific shipments.

(9) Maintains full and complete statistical records concerning air traffic moved through the airlift system.

(10) Provides statistical data and/or summarized management reports on export and import cargo as requested by MTMC, sponsoring services, OJCS, or OSD.

(11) Provides Services ***and*** Agencies with reports of late or missing TCMDs.

(12) Advises MTMC, ACAs, and the overseas routing authorities of anticipated workload surges resulting from political decisions, natural disasters, strikes, local national regulatory action, or other actions which may affect normal traffic flow.

(13) Evaluates carrier performance.

3. **CONUS Airlift Managers**

a. The AFLC:

(1) Oversees the establishment and operation of the ACA function for the LOGAIR terminals.

(2) Designates COMRIs to identify LOGAIR ACAs.

(3) Maintains the LOGAIR ACA portion of the Directory of Clearance Authorities (appendix J).

(4) Develops LOGAIR ACA operating instructions.

b. The NAVSUPSYSCOM:

(1) Establishes and operates the ACA functions for the QUICKTRANS system.

(2) Designates COMRI to identify QUICKTRANS ACA.

(3) Maintains the QUICKTRANS ACA portion of the Directory of Clearance Authorities (appendix J).

(4) Develops QUICKTRANS ACA operating instructions.

4. **Sponsoring Services**. The sponsoring services which authorize payment for the movement of materiel in the DTS will:

a. Designate ACAs and provide the DoD MILSTAMP System Administrator complete identification and location data for inclusion in MILSTAMP.

b. Establish COMRIs to specifically identify the airlift clearance activity.

c. Establish air eligibility criteria.

d. Provide consignment instructions, when required.

e. Develop operating instructions based on the data input requirements and output products prescribed by this regulation.

f. Advise MTMC, MAC, MSC, and the overseas commands of anticipated workload surges which may result from political decisions, natural disasters, strikes, local or national regulatory actions, or other actions which may affect normal traffic flow.

g. Advise shipping activities of the deferred air freight (TP-4) program, cargoes selected for this service, and circumstances in which it may be used.

h. Designate an ILCO in appendix K with whom clearance authorities may coordinate on movements of FMS materiel in the DTS.

5. **Theater Commanders**. Within their respective theaters, commanders will:

a. Provide for airlift service, land transportation, and port operations both organically and commercially.

b. Establish clearance authorities for those terminals under their cognizance in coordination with the sponsoring Services and provide the DoD MILSTAMP System Administrator complete identification data for inclusion in MILSTAMP.

c. Develop instructions for theater clearance authority operation based on data input requirements and output products prescribed in this regulation.

d. Coordinate with MTMC for applicable operations.

e. Provide guidance on use of TP-4 service based on coordination with MAC and sponsoring Services.

f. Develop and maintain an SEAVAN monitoring system to provide management visibility of container movements from discharge to receipt ***and*** unstuffing by receiving activities and release of containers to carriers.

g. Advise MTMC and sponsoring services of anticipated workload surges resulting from political decisions, natural disasters, strikes, local or national regulatory actions, or other actions which may affect normal traffic flow.

6. **Joint Chiefs of Staff**. Determines priorities and allocations of lift when shipping requirements exceed lift capability. The DoD MILSTAMP System Administrator provides technical assistance to the Joint Transportation Board during national emergencies and contingencies.

SECTION D. USE OF THE MILSTAMP REGULATION. Organization of the regulation.

1. The chapters of this regulation are organized in the order normally occurring when a shipment is processed through the DTS; i.e., shipper, transshipper (including CCP, POE, POD, and breakbulk point) and receiver. While some shipments require different or more detailed data than others, the basic processing steps are similar. Definitions, acronyms, codes, and certain subject areas, such as those that apply to more than one segment of the DTS, are contained in the appendices. When applicable, the reference to the appropriate appendix is shown.

2. The steps necessary to process a shipment are listed at the beginning of each applicable chapter (Chapters 2 - 4) under the heading, "Steps in Making a MILSTAMP Shipment."

CHAPTER 2

SHIPPER REQUIREMENTS AND PROCEDURES

SECTION A. GENERAL

1. Introduction

a. The shipper is the key to successful transportation documentation in the DTS. Documents prepared and decisions made by the shipper influence a shipment throughout its movement. The cost of the movement and its proper funding are also directly dependent on the shipper correctly preparing MILSTAMP documents.

b. This chapter explains, in the general order of performance, the actual steps the shipper must take to process a shipment. While some shipments require different or more detailed data than others, the basic procedural steps are similar.

2. The Shipper's Steps in Making a MILSTAMP Shipment. The steps that a shipper accomplishes whenever making a MILSTAMP shipment are summarized in the following listing. The list also shows, by paragraph, where in MILSTAMP the procedures are explained in detail.

a. Prior to making a shipment, the shipper plans the movement and determines the information necessary to complete the transportation documents. This information includes:

Shipment Planning Steps	Paragraph	Page
(1) Consignee	B.1.b.(1)	2-B-1
(2) Transportation priority	B.1.b.(2)	2-B-1
(3) Required delivery date	B.1.b.(3)	2-B-5
(4) Project code	B.1.b.(4)	2-B-5

(5) Shipment unit	B.1.b.(5)	2-B-6
(6) Transportation control number	B.1.b.(6)	2-B-8
(7) Pieces, weight, and cube	B.1.b.(7)	2-B-8
(8) Dimensions	B.1.b.(8)	2-B-9
(9) Mode and method of shipment	B.1.b.(9)	2-B-9
(10) National stock number	B.1.b.(10)	2-B-10
(11) Commodity	B.1.b.(11)	2-B-10
(12) APOE, WPOE including CCP	B.1.b.(12)	2-B-11
(13) APOD, WPOD	B.1.b.(13)	2-B-13
(14) Transportation account code	B.1.b.(14)	2-B-14
(15) Special data by commodity or type of shipment	B.1.b.(15)	2-B-14
(a) Hazardous materials	B.1.b.(15)(a)	2-B-15
(b) Government vehicles, trailers, wheeled guns, or aircraft	B.1.b.(15)(b)	2-B-16
(c) Personal property	B.1.b.(15)(c)	2-B-16
(d) Source loaded SEAVANs/MILVANs	B.1.b.(15)(d)	2-B-17
(e) Arms, Ammunition, Generators, and Vehicles for U.S. forces in Turkey	B.1.b.(15)(e)	2-B-17

b. After gathering the information to plan and document a shipment, the shipper:

Procedures	Paragraph	Page
(1) Prepares the TCMD	B.2.	2-B-17
(2) Clears the shipment	B.3.	2-B-20
(a) General requirement	B.3.a	2-B-20

(b) Surface procedures	B.3.b	2-B-20
1 General	B.3.b.(1)	2-B-20
2 Obtain export traffic release	B.3.b.(2)	2-B-21
3 Submit advance TCMD	B.3.b.(3)	2-B-21
(c) Air procedures	B.3.c	2-B-22
(d) Clearance authority procedures	B.3.d.	2-B-23
1 General	B.3.d.(1)	2-B-23
2 Surface	B.3.d.(2)	***2-B-24***
3 Air	B.3.d.(3)	2-B-28
(3) Holds, diverts, and traces shipments	B.3.e.	2-B-30
(4) Prepares additional documentation	B.4.	2-B-31
(a) Military Shipment Label (DD Form 1387)	B.4.b.	2-B-32
(b) Special Handling Data/Certification (DD Form 1387-2)	B.4.c.	2-B-33
(c) Government/commercial bill of lading	B.4.d.	2-B-34
(d) REPSHIP	B.4.e.	2-B-34
(e) Intransit data	B.4.f.	***2-B-35***
(f) Private Vehicle Shipping Document (DD Form 788)	B.4.g.	2-B-36
(g) Air pallet header	B.4.h.	2-B-37
(5) Makes the shipment	B.5.	2-B-37
(6) Answers transportation discrepancy report (TDR)	B.6.	2-B-37
(7) Maintains files	B.7.	***2-B-37***

SECTION B. PROCEDURES

1. Planning the Shipment and Determining Transportation Information

a. The shipper must plan a shipment carefully to ensure effective and economical use of transportation resources. The planning must also result in timely transportation response. The many planning and shipping factors are considered consecutively here, but in the field they may be considered at the same time or in slightly different order. All the factors must be considered even though no further action may be taken by the shipper on a particular factor.

b. The first step in the planning process is to determine as much as possible about the shipment. This information is normally compiled by the shipper on some form of a shipment planning worksheet. There is no standard form for this worksheet, so the shipper may use a form prescribed by the Service/Agency or any other form appropriate for compiling the required data elements.

(1) The consignee is determined, usually from a document such as the DD Form 1348-1A, DD Form 1149, Requisition and Invoice/ Shipping Document or a contract. Personal property consignees are listed in the PPCIG (reference e). The consignee is identified by the six digit DODAAC as listed in the DoDAAD (reference f) or by the MAPAC as listed in the MAPAD (reference g). The in-the-clear name of the consignee may be used in addition to the required DODAAC/MAPAC. When the consignee does not have an assigned DODAAC, the sponsoring Service code, e.g., F for Air Force followed by five zeros is used. The clear text address must then be entered on the TCMD as trailer data (DI T_9).

(2) The second element the shipper determines is the TP which establishes the order of handling and the recommended method of material movement. A TP will not be upgraded unless the requiring activity changes the original UMMIPS priority. A complete summary of transportation priorities is found in figure 2-B-1. The details of their application are listed below.

(a) The TP is generally based on the UMMIPS. The UMMIPS priority designators and time standards apply to shipments regardless of direction of movement. These priority designators and time standards, along with their corresponding TPs, are detailed in appendix F23.

(b) The TP for personal property shipments is based on the RDD established in accordance with the sponsoring Service policy.

1 TP-3 is normally assigned. A higher priority may be designated by the sponsoring Service when operationally or economically beneficial or to avoid hardship to sponsors/dependents.

2 Deferred air freight (TP-4), explained in paragraph B.1.b.(2)(g), may be used in accordance with sponsoring Service guidance.

(c) NAF shipments normally are assigned TP-3 and moved by surface. The sponsoring Service may, however, assign TP-2 and authorize air movement for:

1 Seasonal items delayed by late availability from CONUS vendors.

2 Items which require air shipment for control purposes.

3 Necessary health items in critically low stock.

4 Shipments caused by equipment or facility failures which threaten the operation of NAF activities.

(d) Shipments of GSA managed sealants/adhesives, selected medical items and items with a limited remaining shelf life, when designated by the shipper, are authorized air movement and assigned appropriate urgency verification codes (explained in paragraph B.1.b.(2)(f)1).

(e) Mail shipped in bulk through the DTS is assigned TPs as shown in the right hand column of figure 2-B-1.

(f) The TP may be modified or applied in a nonroutine fashion. These exceptions do not change the normal transportation priorities, but alter the way a shipment is processed. The changes result in use of an urgency verification code, expedited handling, or a procedure identified as Green Sheet.

1 The urgency verification code, as indicated in the second column of figure 2-B-1, is the alphabetic equivalent of the appropriate TP. It is used during the clearance cycle by designated shipping activities or ACAs to indicate that:

a The urgency of a shipment appearing ineligible for air movement has been confirmed with the requisitioning activity

and airlift has been authorized under the provisions of UMMIPS or other authority.

b Airlift has been authorized for low priority shipments due to nonavailability of timely and economical sealift.

c Airlift has been authorized for low priority protected cargo when necessary safeguards cannot be achieved through direct vessel port call sailings.

d The shipment has been designated "economic air eligible" by higher authority and the designation approved by DoD.

e The shipment has been cleared for TP-4 movement.

2 The critical nature of some shipments can be accommodated only by expedited handling.

a A TP-1 shipment with "999" entered in the RDD field overrides all other priorities, projects, and RDDs. The "999" entry is used only for shipments with a TP-1 (UMMIPS priority designator 01-03) and when specifically authorized by a written directive or procedure.

b A TP-1 or TP-2 shipment with "555" entered in the RDD field is processed in order of procedure immediately following NMCS items with the same UMMIPS priority designator. A TP-3 shipment with "555" in the RDD field is processed the same as all other TP-3 shipments. The "555" entry is used to designate shipments requiring expedited and continued processing during mass cancellations resulting from occurrences such as base closure, project termination, ship or unit deactivation, and termination of vessel outfitting or construction.

c A TP-1 or TP-2 shipment with "777" entered in the RDD field requires expedited transportation processing in order of precedence following "999," NMCS, and "555" items with the same UMMIPS priority designator.

3 A procedure whereby specifically identified cargo in the AMC system may gain movement precedence over other priority cargo of the sponsoring Service, including 999 shipments, is called Green Sheet. It is not a priority, but is designed to override priorities and RDD 999 when expedited movement of specific shipments is required in the national interest and is certified an operational necessity by the

sponsoring Service. The use of this procedure must be controlled and monitored to preclude adverse impact on the movement of cargo sponsored by other Services. Green Sheet is not approved if other priorities (including space block) will meet movement requirements. A shipper submits requests for Green Sheet action to the appropriate ACA.

(g) While deferred air freight is called TP-4, it is a type of service and not a true priority. Cargo designated TP-4 is moved by ***AMC***, at surface equivalent rates, in otherwise uncommitted aircraft capacity. This movement may be available anywhere in the ***AMC*** system, but is common for inter/intra-theater shipments and shipments to CONUS from overseas. Only shipments which are not normally air eligible may be designated for TP-4 service. The use of TP-4 is strictly controlled by ***AMC***, the ACAs, the air terminal manager, and the shipper.

1 The ***AMC***:

a Sends an "Excess Space Estimate" message in October and April to the sponsoring Services, selected shippers, ACAs, and APOEs. The message, updated as necessary, identifies the projected monthly excess space available on each ***AMC*** channel for the subsequent 6-month period.

b Establishes a maximum level of TP-4 cargo which may be onhand at the APOEs. This level may change and, during contingencies or high workload periods, ***AMC*** may close the APOEs to TP-4 cargo.

c Moves TP-4 cargo as quickly as space allows and ensures that delivery to the customer does not exceed UMMIPS time standards for TP-3 cargo.

2 The ACAs:

a Receive offerings for TP-4 movement.

b Clear the offerings based on the excess space estimate message, maximum TP-4 level, and coordination with the air terminal manager.

c Enter urgency verification code "M" in the TP column/block (rp 53/block 12) of the ATCMD and, in CONUS, pass approved shipment documents to HQ ***AMC***.

d When located in an overseas theater, pass approved TP-4 documentation directly to the APOE concerned.

e Return documentation to the shipper for shipments which are not approved for TP-4 movement.

3 The air terminal manager coordinates with the ACA and shipper to monitor and control the movement of TP-4 cargo.

4 The shipper:

a Offers potential TP-4 shipments to the ACA in accordance with transmission time standards for air eligible shipments shown in figure 2-B-5.

b Releases TP-4 shipments for movement to the APOE only after receiving clearance from the ACA.

c Submits documents to the OCCA/booking office for shipments not approved for TP-4 movement.

(3) Next to be determined, but not assigned, by the shipper is the RDD. The RDD is a calendar date which specifies when materiel is required by the requisitioner.

(a) An RDD is assigned by a requisitioner only if the requisition must be satisfied by a justified date earlier or later than the standard delivery date (SDD). The SDD is the sum of the individual UMMIPS time standards, and the requisition date. The shipper obtains the RDD (if any) from the DD Form 1348-1A, other source document, or contract.

(b) An RDD for personal property is assigned by the personal property shipping office in accordance with the PPTMR (reference h) and the needs of the Service member.

(c) Using an RDD of "999" or "555" to identify an expedited handling requirement is explained in paragraph B.1.b.(2)(f)2.

(4) The shipper will determine any applicable project code by examining the source document, usually a DD Form 1348-1A, DD Form 1149, or contract. The project code, assigned by the requisitioner as prescribed in MILSTRIP, identifies requisitions, related documentation, and shipments which require special recognition and handling. It also allows accumulation of performance and cost data. The project code will

be perpetuated on all applicable transportation documents. While not directly related to the TP, the project code may be used by the sponsoring Service to identify shipments which are exempt from air challenge, etc.

(5) The shipment unit is the basic shipping entity for marking, documenting, clearing, and controlling a shipment. It is a key element on which later transportation decisions are made.

(a) By definition, a shipment unit is:

1 A single line item of supply (one material release order (MRO) or DD Form 1348-1A) destined to one consignee, or;

2 Two or more compatible line items (with certain specific exceptions listed in paragraph B.1.b.(5)(b) having the same consignee/destination, MILSTAMP commodity category, and (within sponsoring Service guidelines) TAC, and which are shipped together either:

a In the same container (package/CONEX), or;

b In the same conveyance (railcar or truckload), or;

c In the same SEAVAN/MILVAN (without regard to MILSTAMP commodity category), or;

d Fastened together into a single piece, or;

e As a set or assembly, or;

f On a DD Form 1299, Application for Shipment and/or Storage of Personal Property, or DD Form 788, Private Vehicle Shipping Document for Automobile.

(b) Certain line items and commodities will not be consolidated with other line items or commodities into a shipment unit. This provision does not preclude aggregation/consolidation of shipment units in accordance with paragraph B.1.b(5)(c) whenever possible to minimize transportation cost. Aggregation of shipment units on the same GBL or manifest for delivery to the same ultimate destination within established UMMIPS time standards is required by shippers. The following items and commodities will be documented and controlled as separate shipment units:

1 Line items subject to domestic commercial movement at significantly differing freight rates unless consolidation would result in lower overall costs to the destination.

2 Line items of hazardous material/dangerous articles. Except for line items of ammunition, explosives, and radioactive or magnetic materiel, consolidation is permitted if not precluded by the publications listed in front of this regulation under references.

3 Line items with different project codes. Project coded materiel will not be consolidated with nonproject coded materiel.[1]

4 Line items with "999" in the RDD field ***unless they are dropped in the same supply-MRO cycle, consigned to the same ultimate consignee (customer). Intransit visibility must be maintained over each line item.***

5 Items of supply with different priorities unless permitted by Service/Agency policy and consistent with sound traffic management. Such permitted consolidations are handled according to the highest priority in the consolidation; e.g., consolidations of TP-1 and TP-2 are handled as TP-1. Items with TP-3 are not normally consolidated with items that move by air.

6 Line items filling NMCS requisitions ***unless they are dropped in the same supply-MRO cycle, consigned to the same ultimate consignee (customer). Intransit visibility must be maintained over each line item.***

7 FMS ite except those with the same requisitioner address and FMS case num

8 Items or commodities which are not compatible with other items. Such incompatibility may be due to:

a Excess size or dimensions which require special handling.

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1 Line items for Navy consignees (other than Navy International Logistics Program consignees) and with project codes beginning with other than D or Z may be consolidated.

b Uneconomical consolidation costs for packing, repacking, handling, loading, etc.

c Different perishable commodities (i.e., potatoes and onions) or dissimilar keeping qualities (i.e., bananas and eggs).

d Possible contamination of subsistence items if consolidated with general cargo.

(c) Shipment units are aggregated for unitized (pallet, CONEX, SEAVAN, etc.) handling and movement whenever possible. MILSTAMP documentation for the shipment units in the aggregation is maintained. Such aggregations will conform with the rules of line item and commodity aggregations listed in paragraph B.1.b.(5)(b), except that:

1 Shipment units destined to the same intermediate breakbulk point need not be destined to the same consignee to be aggregated.

2 SEAVANs may be stuffed for more than one consignee when stopoff services are used.

3 Shipment units of ammunition, explosives, and other hazardous materiels may be loaded into one conveyance if the provisions of the applicable publications listed in the front of this regulation are met.[2]

(6) The TCN is assigned, usually by the shipper, to each shipment unit for control from origin to ultimate consignee. The SEAVAN TCN is assigned by the WCA/OCCA at the time of clearance. Because it is a control used throughout the transportation system, the assigned TCN will not be changed except as authorized for partial or split shipments. Detailed instruction for constructing all types of TCNs is contained in appendix C.

(7) The pieces, weight, and cube for each shipment unit must be determined. In all cases, they are expressed as whole numbers.

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2 Line items for Navy consignees (other than Navy International Logistics Program consignees) and with project codes beginning with other than D or Z may be consolidated.

Fractions or decimals are rounded to the next higher whole number. Numbers less than one are rounded to one.

(a) The pieces in a shipment unit are those separate segments which have not been unitized. For example, a shipment unit may have 10 separate items which will be counted as 10 pieces. However, if those 10 items are unitized, e.g., banded together on a pallet, they will be counted as one piece.

(b) The weight of a shipment unit is expressed in whole pounds. It is the total for all the pieces in the shipment unit. Certain specific variations are detailed in the applicable instructions for TCMD preparation. Any individual piece or unitized piece (other than an SEAVAN/MILVAN) that weighs 10,000 pounds or more is identified as a heavy lift.

(c) The cube of a shipment unit is expressed in whole cubic feet. It is the total for all the pieces in the shipment unit. Certain specific variations are detailed in the applicable instructions for TCMD preparation in appendix D.

(d) In MILSTAMP data formats, the space allotted for the entry of pieces, weight, and cube is limited to four, five, and four characters respectively. If any entry exceeds the capacity of the field (i.e., more than 9,999 pieces, 99,999 pounds, or 9,999 cubes), the entry will be as follows:

1 10,000 to 19,999 pieces/cubes or 100,000 to 199,999 pounds. Drop the first position "1" and for the second digit substitute a letter/character as follows: 0=&, 1=A, 2=B, 3=C, 4=D, 5=E, 6=F, 7=G, 8=H, 9=I. For example: 13,468 pieces = C468.

2 20,000 to 29,999 pieces/cubes or 200,000 to 299,999 pounds. Drop the first position "2." For the second position digit, substitute a letter/character as follows: 0=-, 1=J, 2=K, 3=L, 4=M, 5=N, 6=O, 7=P, 8=Q, 9=R. For example: 220,015 pounds= K0015.

3 When shipment pieces, weight and cube details exceed the above data limits for the prime TCMD record, a trailer record will be required. The prime TCMD record will indicate a W followed by zeroes in appropriate piece, weight and/or cube field. The T_9 trailer will carry specific shipment unit details.

(8) The dimensions of the individual pieces, or a unitized piece, of a shipment unit are normally a concern only if they are

outsize. Whenever a piece (othe than a POV, CONEX, or SEAVAN/MILVAN) measures more than 6 feet in any dimension, it is said to have outsize dimensions. The shipper must know the actual dimensions (in inches), weight and cube of any piece with outsize dimensions prior to preparing transportation documents.

(9) Determining the mode and method of shipment is generally the responsibility of the shipper.

(a) Mode refers to the general category of movement, e.g., air or surface, while method refers to the specific means of transportation, e.g., motor, rail, air freight, parcel post, etc. DoD policy for selecting the mode of shipment is contained in DoD Directive 4500.9 (reference i). Basic policies for CONUS movements are published in the DTMR (reference j); overseas, in comparable theater directives. The mode and method of transportation selected will be that which will meet DoD requirements satisfactorily at the lowest overall cost to the Government from origin to the final known destination in CONUS or overseas. When service and cost are equal, the method which uses the least fuel is selected.

(b) The normally recommended modes of shipment based on transportation priority are shown in figure 2-B-1. Additional traffic management factors considered when selecting the mode of shipment include the RDD, nature of the materiel, weight and cube of the shipment, distance to be shipped, and the costs of the transportation alternatives available between the consignor and consignee. The ability of the shipper, transshipper, and receiver to handle shipments by a particular mode also influences the mode selection. This handling ability is determined by reference to such publications as the Terminal Facilities Guides or by direct contact.

(c) When a shipment unit or consolidation of shipment units is of sufficient volume to effectively utilize an SEAVAN/MILVAN, selection of that method of surface shipment is arranged through coordination between the shipper and the clearance authority as detailed in paragraph B.3.b.(2).

(10) National stock number (NSN) data is required for all shipments by the joint deployment community for purposes of apportioning lift, tracking and monitoring cargo during peacetime, contingencies, and mobilizations. NSN data is determined by the shipper from available requisition source data or unit equipment records. When multiple items of supply are consolidated to form a single shipment unit, the NSN will

be determined by the predominant weight factor. The format for providing the NSN is in appendix D.

(11) The commodity of each shipment is determined by the shipper and is usually represented on transportation documentation by a code.

(a) Separate MILSTAMP code structures are used for air and water shipments. Both of these code structures identify the commodity, with varying degrees of specificity, as well as providing information about any special handling which may be required. Complete explanation of these codes is detailed in appendix F2 for air shipments and appendix F20 for surface shipments.

(b) In addition to these MILSTAMP commodity codes, shipments between CONUS and Hawaii or Guam are also described on the TCMD using the NMFC (reference k) or the UFC (reference l) commodity descriptions. The shipper includes this clear text description in the miscellaneous information on the TCMD using document identifier T_9 as indicated in appendix D, figure D-12. The information is detailed for each shipment unit, including those in SEAVANs, but excluding hazardous materials which are already adequately detailed. Shipment units containing multiple commodities are described using the NMFC/UFC (references k and l) description of the highest rated article. An abbreviated description similar to that used in the Freight Classification Guide System discussed in the DTMR (reference j) is acceptable.

(12) The POE, either air or water, is determined by the shipper, often with the assistance of the clearance authority. Selection of the appropriate POE is normally dependent on the transportation channel of the lowest cost service which meets the delivery requirements. Except for shipments by minibridge, the POE is the actual location of loading on the vessel (military or commercial) and not merely a military port responsible for the loading operations.

(a) The APOE is indicated on transportation documents by the applicable air terminal identifier code from appendix F4. The clear text designation may be included on manual documents in addition to the required code. Guidance as to which APOE is to be used for a particular overseas destination may be obtained from the ACA listed in appendix J or from the ***AMC*** Sequence Listing for channel traffic. The latter is published by HQ ***AMC*** (TRRR) Scott AFB, IL 62225-5001, and updated periodically by message. The appropriate APOE for shipments to mobile units, including Navy fleet vessels, must be obtained from the sponsoring Service ACA.

(b) The WPOE is indicated on transportation documents by the applicable water port identifier code from appendix F21. The clear text designation may be included on manual documents in addition to the required code. Selection of the WPOE is made by the WCA/OCCA for RU shipments and certain LRU shipments (indicated in appendix H). The shipper makes the selection for most LRU shipments. For all shipments (RU and LRU) to mobile units, including Navy fleet vessels, the appropriate WPOE is obtained from the sponsoring Service ACA.

1 An RU is a shipment unit of a specific commodity, weight, size, or mode which requires an export release before shipment. For CONUS, RUs are specifically defined in the DTMR (reference j), for overseas, in applicable theater directives. An RU shipment generally includes one or more of the following characteristics:

a Weighs 10,000 pounds or more,

b Is classified, explosive, poisonous, or requires protective or security measures,

c Occupies or is tendered as a full carload or truckload,

d Moves to the WPOE by driveaway method.

2 An LRU shipment is any shipment unit which is not an RU as described in paragraph B.1.b.(12)(b)1.

a For LRU shipments from CONUS, the shipper selects a WPOE from those listed in appendix H. For LRU shipments from an overseas location, the shipper receives WPOE selection assistance from the local WCA/OCCA. Since time is usually not the critical element for surface movements, the shipper selects the WPOE which is generally cost favorable. A table of CONUS cost favorable LRU ports which incorporates cost to the port, port handling, and ocean transportation charges is located in appendix H. When an RDD is established, in addition to the cost, the WPOE selection considers the total transit time (including travel to the WPOE, port handling, sailing frequency, and sailing time to the WPOD). Appendix H, figure H-2, is designed to aid in selecting a WPOE based on transit time as explained in paragraph 2.c of the appendix.

b The shipper may direct a shipment to a port other than one suggested in appendix H for service or cost reasons. Such nonstandard routing is only made to ports listed in appendix H as capable of handling LRU shipments to the overseas destination. Upon request of a

shipper, the WCA/OCCA may authorize other deviations for specific LRU shipments under unusual circumstances. The appropriate WCA/OCCA provides assistance for shipments to destinations not listed in appendix H.

3 Personal property shipments by DPM or Code 5 are assigned WPOEs as listed in appendix H. Primary and alternate WPOEs for POVs are determined from appendix N, of the PPTMR (reference h).

(c) The shipper may determine a shipment should be routed to a CCP instead of directly to a WPOE. The CCPs have been established throughout CONUS by the Military Services and DLA to consolidate cargo for onward movement by SEAVAN.

1 The sponsoring Services/Agencies establish the criteria for selecting shipments routed to inland CCPs instead of directly to a WPOE. These criteria are issued to the applicable shippers and generally exclude arms, ammunition, and explosives; other classified or protected items requiring signature security service; most cargo requiring refrigeration; radioactive material; items that are oversize to a 40 foot SEAVAN; and shipments which fill an SEAVAN (by weight or cube). For shipments not excluded, the shipper determines the applicable CCP from the DoDAAD (reference f). The DODAAC of the CONUS CCP serving an overseas consignee is listed in the DoDAAD entry for that consignee, under the column headed BBP.

2 Instead of the WPOE, the shipper enters the applicable CCP identifier code from appendix F5 on MILSTRIP shipment status documents.

3 The original shipper does not clear a shipment sent through a CCP. The shipper does, however, prepare a TCMD using the format for a DI T_3 or T_4 (and necessary DI T_5 through T_9 entries) as detailed in appendix D. All applicable record positions (rp) on the TCMD are completed except rp 4-8 (Van Number), rp 21-23 (POE), and rp 63 (Stop-off Indicator).[3]

(13) The shipper determines the POD whether the shipment moves by air or water. The POD for each consignee outside CONUS can usually be found in the DoDAAD (reference f). The code used will

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3 The TCMD reflects the DODAAC of the overseas consignee, not the CONUS CCP. The shipper then forwards the TCMD to the CCP as detailed in paragraph B.2.a of this chapter.

indicate the final destination terminal. The DoDAAD (reference f) lists the POD for air shipments under the heading ATI, and the POD for water shipments under the heading PD. If the consignee is served by a CONUS CCP, the DODAAC of the CCP is also shown in the DoDAAD (reference f) and the shipper sends applicable shipments to the CCP as explained in paragraph B.1.b.(12)(c).

(a) The APOD is indicated on transportation documents by the applicable air terminal identifier code from appendix F4. The clear text designation may be included on manual documents in addition to the required code. Additional guidance as to which APOD services a particular destination may also be obtained from the ACA listed in appendix J or from the ***AMC*** Sequence Listing for Channel Traffic. The latter is published by HQ ***AMC*** (TRRR), Scott AFB, IL 62225-5001 and updated periodically by message. The appropriate APOD for shipments to mobile units, including Navy fleet vessels, must be obtained from the sponsoring Service ACA.

(b) The WPOD is indicated on transportation documents by the applicable water port identifier code from appendix F21. The clear text designation may be included on manual documents in addition to the required code. Additional guidance as to which WPOD serves a particular destination may be obtained from the WCA/OCCA listed in appendix J. The appropriate WPOD for shipments to mobile units, including Navy fleet vessels, must be obtained from the sponsoring Service ACA. The WPOD for POVs is determined from appendix N of the PPTMR (reference h).

1 For shipments to CONUS from outside CONUS, shippers determine the WPOD by referring to appendix I. In that appendix, the appropriate WPODs are listed in order of preference for shipments to the various states. The WPODs listed are used to the extent practicable, but do not supersede existing directives or instructions issued by the Military Services. Separate guidelines are included for shipments of general cargo, personal property (DPM and Code 5), classified cargo, and explosive or other cargo requiring protective security measures.

2 When a shipment of 250 or more measurement tons from outside CONUS to a single inland CONUS destination is planned, the shipper notifies the appropriate CONUS OCCA by electrical means. The shipper includes information on the commodity, ultimate destination, and commodity/item manager so the OCCA may assist in WPOD selection and possibly negotiate favorable onward movement rates.

(14) The TAC must be determined by the shipper for every shipment. Volume II of this regulation provides detailed instructions

for developing/determining the proper TAC. Since the TAC represents a funding account, its correct application is essential to valid budgeting and payment of transportation expenses.

(15) In addition to the general information listed in paragraphs B.1.b.(1) through (14) above, the shipper must also determine limited special data for certain specific commodities or types of shipments.

(a) For shipments of hazardous materials, including ammunition and explosives, the shipper must determine:

1 Whether or not the shipment can be considered Government-owned military hazardous material (including ammunition and explosives) which was originally packaged prior to 1 January 1988 and remains in its original packaging.

a If yes, then a statement attesting to that fact must appear on the shipping documents accompanying the shipment to the POE and also be noted on the ATCMD (T_9 record) advanced to the MTMC Area Command or terminal. The statement will read: ***"GOVERNMENT-OWNED GOODS PACKAGED PRIOR TO 1 JANUARY 1988."***

b If the material was packaged after 1 January 1988, and/or cannot be considered Government-owned for military use, then compliance with the Performance Oriented Packaging (POP) requirements of the International Maritime Dangerous Goods Code (water mode) and the International Civil Aviation Organization (air mode) is mandatory. Shippers note - Any and all costs incurred to bring a noncomplying shipment subject to POP standards into compliance will be borne by the shipper.

c If the shipment is hazardous including ammunition or explosives and subject to POP requirements but waivers in the form of competent authority approval (CAA) (DOT approval to deviate) have been obtained, then the CAA number must be reflected on the shipping documentation accompanying the shipment and on ATCMD data (T_9 record) advanced to MTMC Area Commands or terminals.

2 The proper shipping name including the RQ (if appropriate), hazard classification, and DOT label requirements as prescribed in 49 CFR (reference m). The DoD HMIS may be used to assist in determining the proper shipping name and certain additional shipping data.

3 The NEW for Class A, B, and C explosives.

4 The actual flashpoint for flammable liquids, usually from the container markings prescribed by MIL-STD-129 (reference n).

5 The DoDIC for shipments of ammunition and explosives. This four digit alphanumeric code is assigned to items of supply in FSG 13 (ammunition/explosives) and 14 (guided missiles). Found listed by NSN in such publications as DoD supply catalogs or the FILDR, the DoDIC is often prefixed by the FSC and listed as the DDAC or DoDAC. For example: If the DDAC/DoDAC is 1305AO11, the DoDIC is AO11.

6 The NSN whenever possible.

7 The round/component count for each unit of issue and, by extension, the total round/component count for the shipment unit.

8 Additional data for radioactive materiel as required by 49 CFR (reference m).

9 The UN or NA number, class number, and, if applicable, compatibility group code from the IMDGC for water shipments.

10 The load/storage group from AFR 71-4, et al., (reference o).

11 The lot number on all shipments of ammunition.

(b) For shipments of Government vehicles, trailers, wheeled guns, or aircraft, the shipper determines the model, nomenclature, and serial number of the item being shipped. When shipping to Central or South America, the shipper also needs to determine the make and year of the item. All of this information is entered in the trailer data portion of the TCMD.

(c) For shipments of personal property, the shipper determines information peculiar to each shipment. The shipper includes this additional information in the trailer portion of the TCMD.

1 For unaccompanied baggage and household goods, the shipper includes the owner's name and grade on the TCMD. The complete address is included when the shipment is consigned to a civilian location. For DPM shipments to CONUS, the shipper also determines the net weight of the shipment. For shipments of unaccompanied baggage

belonging to Air Force personnel (military and civilian) on TDY, the shipper determines, from the DD Form 1610, Request and Authorization for TDY Travel of DoD Personnel, the travel order number (item 22) and the ADSN/fiscal station number (item 19). Finally, for all TGBL shipments entering the DTS, the shipper determines the origin household goods carrier.

2 For shipments of POVs, the shipper (usually a WPOE) determines the owner's name and grade as well as the POV year, make, color, and license plate number and issuing state.

(d) For shipments loaded into an SEAVAN/MILVAN at origin, the shipper determines a variety of information about the SEAVAN/MILVAN itself. Most of the information is obtained during the booking and container loading (stuffing) process.

1 The shipper identifies the van number, the size (length in feet) of the van used, its inside cubic capacity, and who owns it. In addition, the shipper obtains from the WCA/OCCA the name of the ocean carrier which will actually move the van. Since it may directly affect the charges to the Government, the shipper maintains information on the size of van ordered in addition to that actually used.

2 When shipping in a reefer container, the shipper determines the temperature at which the cargo is to be maintained. The temperature is stated in degrees Fahrenheit as either a specific temperature or temperature range.

3 When shipping an MILVAN equipped with a mechanical bracing system, the shipper determines the number of beam assemblies in the loaded MILVAN.

(e) For shipments of arms, ammunition, generators (60 KW and above), and vehicles consigned to U.S. Forces in Turkey, the shipper obtains Turkish General Staff approval and a TDA number as detailed in appendix D, paragraph 3.c.

2. **Preparing the TCMD**. After the shipper has determined the many factors affecting a shipment in the DTS, the next step is preparation of the TCMD, i.e., automated record or DD Form 1384, Transportation Control and Movement Document. The TCMD lists all the data about a shipment and is prepared in one of several formats for every shipment except unaccompanied baggage (code J) shipments. For code J shipments, the carriers port agents are responsible for preparing a TCMD for each shipment

delivered to the AMC aerial port in accordance with DoD 4500.34-R (reference h). Local carrier port agents are also responsible for all necessary corrective actions.

a. The TCMD provides the clearance authorities, ports, receivers, and other interested transportation personnel with advance notice of shipments and the information necessary to process the shipments through the DTS. The information on the TCMD is the basis for preparation of air and surface manifests and for compiling logistics management reports. The form itself may be used as a dock receipt, tally sheet, highway waybill, or for other transportation control purposes. A copy of the TCMD is placed in a waterproof envelope on the number one box of shipment units forwarded to a CONUS CCP and on all shipments of personal property (Baggage and Household Goods) entering the DTS.

b. The TCMD has three primary formats - the 80 column computer data record, the electrically transmitted message, and the manual or hard copy form. While all of the formats contain the same basic information about a shipment, the automated record is used whenever both the preparing and receiving activities are able to prepare, transmit, and receive automated records. Activities or segments in the DTS may use (on-line) electronic data transmission facilities provided the data exchanged is based on the same formats, contains the same information, and results in the prescribed output products.

c. The manual format of the TCMD (DD Form 1384) or the DoD single line item release/receipt document (DD Form 1348-1) is used for QUICKTRANS shipments. Appendix D details the additional entries the shipper makes to identify QUICKTRANS transshipment terminals. When a shipment travels by combination of QUICKTRANS and AMC or ocean transportation, the shipper prepares a TCMD or DD Form 1348-1 for the QUICKTRANS portion in addition to the TCMD normally prepared for air or ocean clearance.

d. The information entered on the TCMD is described as either prime or trailer data. Prime data is required for every shipment while trailer data, which is supplementary, is also required for some specific type shipments. Shipments consolidated into an SEAVAN/MILVAN, RORO, CONEX or other consolidation container also require a prime data entry for the consolidation container in addition to the prime and trailer data for each shipment unit.

e. Document Identifier (DI) codes indicate what type data is being detailed and the format in which it is presented. DIs for shipment unit prime data are T_0, T_1, T_2, and T_3. Prime data entries for

shipments consolidated into an SEAVAN, MILVAN, CONEX, 463L pallet, a RORO vehicle/trailer or other consolidation container are identified by DI T_4. Trailer data entries use DIs, T_5, T_6, T_7, T_8, and T_9. Based on the type of shipment, trailer data entries must be prepared as follows:

Type Shipment	Mandatory Trailer Format DI code
Outsized (see paragraph B.1.b.(8))	T_5
Government vehicles including trailers, wheeled guns and aircraft	T_5
Ammunition and explosives	T_6, T_7, T_9
Other hazardous materials	T_6, T_9
Personal property	T_8

f. Detailed instructions for preparing all TCMD formats are contained in appendix D.

g. In addition to other uses of the TCMD, the shipper forwards a copy (listing, interpreted punch cards, ETM), or similar documentation containing TCMD data, for each shipment unit in an SEAVAN. The shipper places the copies in a waterproofed envelope labeled "Load List" and attaches it securely to the inside of the SEAVAN loading door. Both consolidated and partial load lists are made when the SEAVAN is loaded for stopoff deliveries.

h. The shipper prepares a TCMD for SEAVAN shipments moving to a WPOE under terms of the MSC Container Agreement and Rate Guide (reference p). In accordance with Title 49 CFR (reference M) when hazardous and nonhazardous materials are listed on an SEAVAN TCMD, the hazardous material content records, i.e., T_4 records with hazardous water commodity codes and their accompanying T_6, T_7, and T_9 records must be entered first. Preparation instructions are outlined in appendix D, paragraph 3.b. The shipper, as a minimum, maintains one signed copy to record acceptance by the original inland carrier. In addition, the shipper provides the inland carrier with at least two copies of the TCMD. The inland carrier, in turn, gives one of the copies to the ocean

carrier's representative (e.g., gate guard, checker) when delivering the SEAVAN to the carrier's container yard.

3. Shipment Clearance

a. General

(1) After the TCMD is assembled, the shipper offers for clearance all cargo (including all personal property except unaccompanied baggage (Code J)[4] and POVs) entering the DTS prior to making the shipment. The procedures for shipment clearance serve a common purpose whether the movement is by surface or air. The clearance process aids cargo receiving and the scheduling of watercraft and aircraft, as well as providing the TCMD data for manifest preparation.

(2) As exceptions or additions to the general procedures detailed below, shippers and clearance authorities may develop local agreements to satisfy clearance and documentation requirements. These local agreements are limited to regular cargo movements through normal POE/POD combinations as listed in the agreement, appendix H of this regulation, or the ***AMC*** Sequence Listing for Channel Traffic. The local agreements must result in documentation as required by this regulation. The formal agreements must be approved by the Service/Agency headquarters of both the shipper and the clearance authority.

(3) For most shipments, air or water, the clearance process is started when the shipper submits advance TCMD information to the appropriate clearance authority listed in appendix J. An exception to that general rule (for RU and certain LRU shipments) is addressed in paragraph B.3.b.(2). The contract administration office or purchasing office arranges for clearance and appropriate documentation of all vendor shipments in the same manner as a shipper. The responsibilities and general procedures for the ocean and air clearance authorities are detailed in paragraph B.3.d.

b. Surface Clearance

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[4] The selection of Code J as a method of movement in itself negates the need for air clearance action. The submission of ATCMDs to the ACA is not required.

(1) There are two procedures for clearing surface (ocean) export cargo, one for RU shipments and one for LRU shipments. Unless specifically excluded, the procedures apply to all shipments in the DTS including personal property other than POVs, vendor originated materiel, and mail. Additional details for clearance of personal property are contained in DoD 4500.34-R (reference h). The primary difference between the two shipment clearance procedures is the ETR.

(2) Prior to making an RU surface export shipment (as defined above in paragraph B.1.b.(12)(b)1) the shipper must request an ETR from the WCA/OCCA. Certain LRU shipments indicated in appendix H also require an ETR. In all cases, the procedures by which the WCA/OCCA processes the request are outlined in paragraph B.3.d.(2).

(a) The content of the ETR request and the procedures for its submission in CONUS are detailed in the DTMR (reference j). Similar information for use outside CONUS is contained in theater directives.

(b) The shipper receives an ETR from the WCA/OCCA as indicated in figure 2-B-2. The OCCA will furnish an ETR within 48 hours for TP-1 and TP-2 shipments and within 3 working days for TP-3 shipments. If the OCCA must secure a firm booking prior to issuing the ETR, the shipper will be notified (within 48 consecutive hours from receipt of request) of the estimated date for issuance of the ETR.

(c) The content of the ETR, like the ETR request, is outlined in the DTMR (reference j) for CONUS and in theater directives for outside CONUS. For shipments to be loaded in an SEAVAN by the shipper, the ETR includes the carrier. The WPOE and WPOD will be the actual loading and unloading locations and not merely the military port responsible for the origin and destination area.

(d) After receiving the ETR, the shipper makes any necessary additional entries on the TCMD and proceeds according to paragraph 3.b.(3). If the WPOE delivery date established during the clearance procedure cannot be met, the shipper telephones the WCA/OCCA for alternate instructions.

(3) The shipper clears LRU surface shipments, or shipments for which an ETR has been received, by sending advance TCMD data to the WCA/OCCA.

(a) No surface export shipment is made until the shipper submits an advance TCMD according to the timetable shown in figure 2-B-2.

When a shipment is routed through a CCP, the CCP acts like a shipper and clears the shipment. The actual originator of the shipment only prepares a TCMD as described in paragraph B.1.b.(12)(c).

(b) Whenever possible, the advance TCMD data for three or more shipment units moving on a single GBL are batched and submitted to the WCA/OCCA under a GBL header card as shown in figure 2-B-4. GBL header cards are used when they do not delay transmission of the advance TCMD data to the WCA/OCCA.

(c) Complete advance TCMD data for SEAVANs (van and contents) are transmitted by the shipper or CCP to the WCA/OCCA. The date for each SEAVAN is transmitted separately.

(d) LRU shipments, and shipments for which an ETR has been received, are considered cleared if they have not been challenged by the WCA/OCCA prior to 1600 local time on the day before the day shipped entry on the advance TCMD. If the shipment is challenged, the shipper follows the instructions provided by the WCA/OCCA. The shipper will immediately call the WCA/OCCA if unable to comply with the challenge instructions.

(e) If the shipment is delayed at the origin and will not arrive at the WPOE by the ETA shown on the TCMD, the shipper will promptly notify the WCA/OCCA.

c. Air Clearance

(1) The shipper must clear all cargo shipped by Government controlled cargo air systems; i.e., ***AMC***, LOGAIR, and QUICKTRANS. The air clearance procedure is essentially the same as for water shipments. In the air systems, however, there is no requirement for an ETR and no differentiation between RUs and LRUs.[5]

(2) The shipper clears an air shipment by sending advance TCMD data to the ACA. The ACAs are designated by the Services and Agencies and listed in appendix J. Prior to making an air shipment, the shipper submits an advance TCMD to the ACA according to the timetable shown in figure 2-B-5.

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5 The selection of Code J as a method of movement in itself negates the need for air clearance action. The submission of TCMDs to the ACA is not required.

(3) Except for shipments by TP-4 an air shipment is considered cleared if the ACA has not challenged it by the hour/day entered in the advance TCMD date shipped field. Challenges by the ACA are issued by telephone or message and may be made at any time prior to the estimated hour/day shipped TCMD entry. If the shipment is challenged, the shipper follows the instructions issued by the ACA.

(4) For shipments selected to move by TP-4 service, the shipper will submit the advance TCMD data to the ACA as for any other air shipment. The transportation priority entry will be "4." Unlike other air shipments, the shipper will not release a TP-4 shipment until specifically approved by the ACA. When the ACA rejects a shipment, the shipper submits advance to the WCA/OCCA for surface movement.

(5) Shipping activities will obtain airlift clearance from point of origin to destination for cargo moving from one theater to another when traversing the CONUS. Shipping activities obtain this clearance by providing complete TCMD data to the origin theater ACA.

(6) The PCCs and the ARFCOS provide appropriate TCMD data for shipment clearance according to procedures developed locally with the ACA.

(7) If appropriate, the shipper submits a request for Green Sheet action to the sponsoring Service ACA (see paragraph B.1.b.(2)(f)3).

d. Clearance Authorities

(1) General

(a) Clearance authorities do not actually handle materiel shipments, but do provide an important documentation link between the shipper, transshipper, and receiver. Appendix J is a complete list of both ocean and air clearance authorities, as well as booking offices for ocean cargo. In general, the clearance authorities:

1 Control the movement of cargo. That control includes furnishing TCMD data to the terminal for each shipment unit, coordinating movements of classified or courier materiel, and monitoring retrograde cargo from overseas to CONUS, assuring shipment to the ultimate CONUS consignee.

2 Divert cargo as required and in coordination with the sponsoring Services.

3 Trace and expedite cargo.

4 Provide lift and receipt data to the Services/ Agencies, including the US TRANSCOM, as required.

5 Correct discrepancies in shipment documentation with the assistance of the sponsoring Services. Documentation correction includes directing the TCMD Effectiveness Program (as explained in appendix E) for late, missing, or improperly prepared TCMDs.[6]

(b) Using the information on the advance TCMD submitted by the shipper, the clearance authority determines if the shipment is correctly routed. This check verifies such details as the availability of transportation service between the POE and POD indicated as well as the suitability of the mode of transportation, i.e., air versus water. These various traffic management considerations and the authority to apply them are prescribed in individual/joint Service regulations and overseas theater command directives. If the shipment is accepted as routed, the clearance authority normally does not communicate further with the shipper. When additional guidance must be provided to the shipper or if the shipment routing is to be challenged, the clearance authority immediately contacts the shipper. Details of the procedures for challenge or guidance are included in the paragraphs on air and water clearance below.

(2) Water Clearance Authority

(a) The clearance authority for shipments moving by surface (ocean) is the WCA. The WCA works with the OCCA which is responsible for arranging the actual ocean carriage. Appendix J lists all WCAs/OCCAs along with their communications addresses. The WCA/OCCA is designated by the geographic location of the WPOE. In CONUS, the WCAs/OCCAs are the MTMC area commands. In areas outside CONUS, the WCA/OCCA is designated by area and/or sponsoring Service according to theater directives.

(b) After receiving the advance TCMD from the shipper, the WCA/OCCA determines whether cargo will be shipped in containers (SEAVANs, etc.) or by breakbulk. When the nature of the cargo and the

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[6] For shipments from CONUS, HQ AMC provides sponsoring Services with receipt and lift information (within 4 hours) and with reports of late or missing TCMDs.

ocean service available allows movement by either container or breakbulk service, the WCA/OCCA gives preference to the method which offers the lowest overall cost to the Government and meets sponsoring shipper Service requirements.

(c) Having determined the lowest cost method of ocean transport which meets Service requirements, the booking office contacts the appropriate ocean carrier.

(d) The information used in the offering/booking process includes the following:

1 For container offerings:

a The cargo category; i.e., general cargo (including mail and mail equipment), POV, wheeled or tracked vehicles (unboxed), or refrigerated cargo (chill or freeze).

b The size of container(s) required stated simply as large (over 32 feet long) or small (32 feet or less in length). If either large or small containers are acceptable, no size is specified. Requests for containers of a specific size (e.g., 20, 27, 35, or 40 feet) are made only when required by characteristics of the cargo or other identifiable reasons. The booking office accepts requirements for a specific length container, but not requirements which name a specific carrier, except when the specified length is rate favorable under the MSC container agreements or when the shipper submits adequate cost data to justify the size indicated.

c The consignee.

d The day the cargo will be available for stuffing.

e The stuffing point location (warehouse, street address, dock number, etc.).

f The cargo priorities including the RDD, SDD, and RAD for MAP cargo. Delivery time from the POD to the ultimate consignee is also considered in obtaining ocean service.

g The loading and discharge ports and, when using MSC through-container rates, the inland origin and destination points.

h For MAP or other air cargo, whether or not discharge costs are the responsibility of the recipient government.

2 For cargo offerings:

a The measurement tons by cargo category; i.e., general cargo, ammunition/hazardous cargo, POV, cargo carrying trailer, aircraft, special (including all other wheeled or tracked vehicles and any commodity weighing more than 10,000 pounds or more than 35 feet in any dimension), refrigerated cargo (chill or freeze), and bulk (unpacked commodities).

b The loading and discharge ports.

c The day the cargo will be available for loading.

d The cargo priorities including the RDD, SDD, or RAD. Delivery time from the WPOD to the ultimate consignee is also considered in obtaining ocean service. If there is a shortage of a specific type of space for cargo requiring special handling or stowage, the WCA/OCCA coordinates the cargo's relative priority with the appropriate Service/Agency or theater authority.

e For MAP or other aid cargo, whether or not discharge costs are the responsibility of the recipient government.

(e) In the booking process, when selecting the ocean transportation, the concerns addressed include:

1 The availability of timely and economical ocean shipping which meets the requirements for delivery of the cargo.

2 Consolidations of cargo that may be made without adversely affecting timely delivery of the shipment.

3 Best utilization of MSC controlled vessels, commercial, breakbulk, or RORO vessels.

4 Compliance with DoD policy prohibiting use of foreign flag shipping when U.S. flag shipping is available and capable of meeting the delivery requirements.

5 Acceptance, without challenge, of container-required offerings unless such bookings conflict with the prohibition on use of foreign flag vessels.

6 Equitable distribution of traffic among U.S. flag commercial carriers consistent with delivery requirements and lowest cost.

7 Movement of protected cargo by the most direct sailings possible with ocean service beginning and ending at the carrier's terminal. Containerized cargo is booked using container service code "K."

8 Movement of personal property (code 5) shipments by either container or breakbulk vessel. Those moved by containership are booked for applicable local drayage (container service code "L" or "1"-"9") between the actual WPOD and the military port activity. When the military port activity is not in the local drayage zone of the actual WPOD, the shipments are booked under container service code "M."

(f) Information necessary for ship loading and manifesting is developed during the booking process. The basic booking information includes:

1 The vessel name, type, IRCS or the hull number for towed ocean barges without an IRCS, and for SEAVAN shipments the assigned voyage number.

2 The vessel operator and local agent.

3 The day the vessel is available for loading.

4 The itinerary of the vessel including ETA at the WPOD.

5 The vessel's capability to handle specific cargo requirements, e.g., unusual size or weight.

6 The description and location of allocated stowage space aboard the vessel (provided as soon as possible, but not later than 48 hours before the vessel is available for loading).

7 The terms of carriage, i.e., who is responsible for loading and unloading; see appendix F18.

8 The vessel status, i.e., the type of shipping and payment agreement; see appendix F18.

(g) When cargo is to be transferred from one vessel to another enroute to the final WPOD, the booking office provides the manifesting activity with data to be included in the cargo traffic message and cargo manifest. This transshipping information includes:

1 The M/Ts of cargo (or number of SEAVANs) and commodity(ies) being transshipped.

2 The transshipment port(s).

3 The name of each subsequent vessel (or destination of overland mode, if applicable).

4 The ETA at each transshipment port and manifested WPOD.

5 Whether the carrier or Government is responsible for transshipment costs.

6 The letters "TBN" (to be named) if the subsequent vessels have not been identified.[7]

(h) If the booking proposed by the booking office is not acceptable to the military activity responsible for loading the cargo, the activity coordinates directly with the booking office to resolve the problems. Shipments of classified cargo or small increments of class A or B explosives for which timely and economical ocean delivery cannot be arranged may, with the approval of the sponsoring Service, be diverted to air.

(i) When an acceptable booking has been arranged by the booking office, a cargo clearance order is issued.

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[7] If the TBN entry is used, or the subsequent vessel(s) change(s), or the requirement for transshipment is identified after shipment, the booking office notifies all addresses of the original cargo traffic message.

(3) The ACA

(a) The clearance authority for shipments moving by ***AMC***, LOGAIR, or QUICKTRANS is the ACA. Appendix J lists all ACAs and their communications addresses. Each sponsoring Service has a designated ACA for shipments exported from CONUS by ***AMC***. The Air Force ACA also clears CONUS export shipments sponsored by any shipper other than the Army, Navy, Marine Corps, or Coast Guard. In areas outside CONUS, the ACA is designated by area and/or sponsoring Service.

(b) The ACAs for shipments by LOGAIR are located at each LOGAIR terminal. The shipper clears each shipment with the ACA at the LOGAIR origin point.

(c) The ACA for all shipments by QUICKTRANS is NAVMTO.

(d) The ACA issues shipment challenge or consignment (APOE, APOD, and consignee) instructions as necessary. The challenge instructions are issued by telephone or message whenever the ACA determines a shipment should not be shipped as indicated on the advance TCMD. The ACA contacts the sponsoring Service ILCO to obtain confirmation of questionable airlift requirements for SAP shipments. Challenges are issued any time prior to the estimated hour/day of shipment listed on the advance TCMD.

(e) The ACA provides air terminal operators (HQ ***AMC*** for CONUS export) with complete TCMD data for shipments accepted into the DTS. The QUICKTRANS ACA also provides the terminals with loading and routing instructions for accepted shipments.

(f) When notified that a shipment weighing more than 500 pounds has been received at an aerial port without advance clearance, the ACA either clears or diverts the shipment within 36 hours. The ACA provides the terminal with a TAC for all shipments authorized air movement. A fund citation and diversion instructions are provided by the ACA for those shipments not cleared. The ACA also obtains surface clearance as required by paragraph B.3.b.

(g) Upon receipt of an advance TCMD for shipment movement by TP-4, the ACA:

1 Clears the shipment based on the excess space estimate message, maximum TP-4 level, and coordination with the air terminal manager.

2 Enters urgency verification code "M" (an 11-zone overpunch) in the TP column (rp 53) of the advance TCMD and passes the approved shipment documents to the APOE (HQ ***AMC*** in CONUS).

3 Returns to the shipper documentation for disapproved shipments.

e. Holding, diverting, and tracing are all actions in which a shipper may be involved due to irregular or interrupted movement of cargo in the DTS. In addition to the instructions below, formats for documenting these actions are detailed in appendix M.

(1) The shipper may hold a shipment for a wide variety of reasons including a consolidation delay, a wait for an export traffic release, or an embargo. These and other reasons for a transportation delay are listed in figure 2-B-6. The list also contains the transportation holding delay code which, for MILSTRIP shipments, the shipper enters in 51 of the MILSTRIP shipment status card. By including this holding code or its explanation on applicable shipment planning records, the shipper is able to research the cause of any shipment delays. Except for transportation delays as mentioned above, the shipper will not hold materiel requisitioned under MILSTRIP unless directed to do so by the supply source. (For non-MILSTRIP shipments, the shipping activity responsible for moving the materiel may hold the shipment when necessary.) As an exception to blanket holds placed on shipments during mass cancellation situations, shipments with "555" in the RDD field (rp 62-64, DD Form 1348-1A) are not held, but processed by the shipper in accordance with the applicable transportation priority.

(2) A transportation diversion may be a change of mode (e.g., from air to water), a change of destination, and/or a change of route. Except for mode change, the shipper will not divert materiel requisitioned under MILSTRIP unless directed to do so by the supply source.

(a) A diversion between modes is a routine occurrence during the clearance process and the shipper follows the instructions issued by the clearance authority. This type of diversion may happen as a result of:

1 A change in the urgency of need. Such a change may result in a planned air shipment being moved by surface or a surface shipment by air. A change in urgency of need may occur while the shipment is anywhere in the transportation system with the related diversion coordinated by the applicable clearance authority.

2 The challenge process during air clearance. Requisitions with a UMMIPS priority in Issue Group I and II result in TP-1 and TP-2 shipments which normally move by premium (air) transportation. When the actual need does not justify the additional expense normally associated with air transportation, the requisitioner may authorize the shipper or the ACA to direct diversion of the shipment for movement by a surface mode. Such a diversion occurs at the shipping point before actual movement.

(b) A diversion to a different consignee or destination may result from conditions such as:

1 Strikes, national disturbances, or acts of God.

2 Supply cancellations.

3 Terminations of projects.

4 Changes in logistics buildup.

5 Modification of permanent change of station orders authorizing personal property shipments.

6 Change in the receiving locations for mobile units.

(c) A diversion in the route of a shipment normally occurs after it leaves the shipper. Such change in route is only within a particular mode (i.e., air or water) and usually directed and coordinated by the clearance authority.

(3) Shipment tracing through MILSTAMP allows the requesting or receiving activity to use modified supply system data to locate a shipment in the transportation system. While tracing assistance is normally obtained from the clearance authorities, the shipper may occasionally be asked for shipping data. The shipper responds to such requests by providing all available information. The formats used for tracing are detailed in appendix M.

4. Preparing Additional Shipper Documentation

a. In addition to the TCMD, the shipper prepares documentation which:

(1) Is applied to the shipment itself and includes addresses and most TCMD data (see figure 2-B-8).

(2) Identifies special characteristics and handling requirements for air shipments (DD Form 1387-2) (see figure 2-B-10).

(3) Constitutes a contract between the shipper and a carrier providing transportation service (CBL or GBL).

(4) Reports the shipment of classified and certain hazardous material or inert components (REPSHIP) (figures 2-B-11 and 2-B-12).

(5) Establishes a beginning point for reporting and collecting data on transportation performance in the movement of MILSTRIP shipments (Intransit Data Cards).

(6) Provides a record of the condition, U.S. Customs and EPA qualifications, and complete ownership identification of POVs shipped in the DTS (DD Form 788).

b. The shipper applies address markings to each piece of a shipment unit. The DD Form 1387, 1986 edition, will be used for address markings on all shipment units of DoD cargo. The form will be completed using automated or manual capabilities. Bar coded entries of TCN, Consignee DoDAAC, and piece number are mandatory on the DD Form 1387, effective 1 January 1989. Labels prepared by automated means must be readable by humans and electronic devices. Manually prepared labels must be readable by employees responsible for the movement of cargo. If the shipping container does not lend itself to application of the label, or if the label would cover or interfere with other required markings, the label will be attached to a general purpose tag or a wooden placard. The general purpose tag or placard will be tied, wired, or otherwise fastened to the shipment unit or movement conveyance (SEAVAN or air pallet). A vendor or contractor making a shipment may apply address markings by silk screen, stencil, or alternate labels provided the procurement costs are not increased and the marking conforms with MIL-STD-129 (reference n). Substitute labels or tags must contain the same data as the DD Form 1387 and be approved by the contract administration office.

(1) Detailed procedures for applying shipment markings are specified in MIL-STD-129 (reference n). In addition, personal property shipments are marked according to MIL-STD-212 (reference t) and shipments of hazardous materials according to the 49 CFR (reference m) and other appropriate publications. The outside containers of classified or protected (sensitive) shipments are marked as specified in MIL-STD-129

(reference n) and sponsoring Service directives, but will not identify the classified or protected nature of the materiel being shipped.

(2) Illustrations of sample shipment markings are shown in figures 2-B-7 and 2-B-8. Shadow printing is the accepted method for indicating the TP. The TP may also be applied through the use of stick-on numerals or handwritten with waterproof marker.

c. The shipper also completes a Special Handling Data/Certification, DD Form 1387-2, for shipments of hazardous material and classified or protected articles moving by military controlled aircraft. The form identifies the characteristics of the material, precautionary measures, handling instructions, and other details necessary for the safe and proper handling of the shipments.

(1) Detailed procedures for completing and distributing the DD Form 1387-2 are contained in joint publication AFR 71-4, TM 38-250, NAVSUP PUB 505, MCO P4030.19E, DLAM 4145.3 (reference o). Only personnel trained in accordance with the joint publication are authorized to certify hazardous cargo for movement by military aircraft. The shipper normally types the form, but, in an emergency, clearly legible handwritten entries are acceptable. Figure 2-B-10 illustrates a DD Form 1387-2 with basic preparation instructions for both hazardous and classified shipments whether hazardous or not. Along with the basic form, the shipper uses the continuation sheet, DD Form 1387-2c for any required entries that do not fit on the DD Form 1387-2.

(2) The shipper distributes the prepared copies of the DD Form 1387-2 as follows:

(a) When shipping unclassified hazardous material, the original signed form is attached to the number one package of the shipment. Three additional signed copies are forwarded to the originating air terminal in a waterproof envelope and attached to the number one shipping container. An additional copy of the form (which need not be signed) is attached to each container in the shipment.

(b) When shipping unclassified, nonhazardous material, the DD Form 1387-2 is prepared and distributed as described above, except entries for the certification of hazardous material are left blank and the form need not be signed.

(c) When shipping material which is both classified and hazardous, the shipper prepares and distributes the DD Form 1387-2 in the same manner as for unclassified, hazardous material if none of the

entries are classified. When any of the entries are classified, the shipper fully completes one copy of the DD Form 1387-2, including essential classified data. The shipper sends the completed copy (as a classified document) to the APOE for attachment to the aircraft commander's copy of the manifest. Three additional copies are prepared by the shipper with the statements "See Aircraft Commander's copy of the DD Form 1387-2" and "Signature and Tally Record Required" in the supplemental information block. Except for completion of the blocks listing the gross weight of the shipment, the TCN, and the destination DODAAC, the shipper leaves the balance of the form blank.

(d) When shipments are classified, but do not contain hazardous materials, the shipper enters the degree of protection required, e.g., "Signature and Tally Record Required," in the supplemental information block. The shipper also enters the weight of the shipment, TCN, and destination DoDAAC. One copy of the DD Form 1387-2 is attached to each container. Three additional copies are forwarded to the originating air terminal in a waterproof envelope and attached to the number one container.

d. The shipper prepares a CBL or GBL as a contract with a carrier providing transportation services to the POE. Bills of lading for movement of SEAVANs include the SEAVAN TCN, TCN for each shipment unit, and the complete van and seal numbers. The detailed procedures for completing and distributing the bill of lading are contained in the DTMR (reference i) for CONUS and in appropriate theater directives overseas.

e. The shipper sends a REPSHIP by ETM (or telephone confirmed by ETM) as soon as possible, but not later than 24 hours after shipping classified or protected (except pilferable) and certain hazardous material or release unit quantities of inert components. The shipper transmits the REPSHIP to ensure its receipt before shipment arrival. REPSHIPS containing classified information, or which indicate that shipments are classified, are safeguarded according to the shipper's security regulations.

(1) When shipping classified (TOP SECRET, SECRET, Confidential) or protected (except pilferable)) materiel, the shipper notifies the transshipping activity (CCP or POE) and either the clearance authority for surface export shipments or the MATCU for air export shipments. The information required in the notice (REPSHIP) is detailed in the DTMR (reference j) for CONUS export shipments and in appropriate theater directives overseas. The shipper provides:

(a) The export release number and TCN(s).

(b) Carrier and routing information.

(c) Car or truck number(s).

(d) GBL number(s).

(e) Estimated time and date of departure.

(f) Estimated time and date of arrival at the transshipping activity.

(g) Security classification.

(h) Commercial, DSN, or FTS telephone number, as appropriate.

(2) When shipping ammunition, explosives, or release unit shipments of inert component parts thereof, the shipper uses the REPSHIP format outlined in figure 2-B-11 or 12 to notify:

(a) The transshipping activity (CCP or POE).

(b) Either the clearance authority for surface export shipments or the MATCU for air export shipments.

(c) The sponsoring Service accountable supply activities:

1 Army - as listed in separate publications distributed directly to shipping activities.

2 Air Force - ***Armament Transportation Team/LIWXD***, Hill AFB, Ogden, UT 84056-5999; in addition to ***LIWXD***, send an information copy of REPSHIP on all Air Force sponsored FMS shipments to ***AFMC***/ILC-XMXA, Wright Patterson, AFB, OH 45433-5000.

3 Navy and USMC - U.S. Navy Ships Parts Control Center, Code 8534, Mechanicsburg, PA 17055-0788 with instructions for routing to "Code 735" in the heading. An additional copy will be sent to the U.S. Navy ILCO, Code 252, 700 Robbins Ave., Philadelphia, PA 19111-5000 on all Navy sponsored FMS.

4 USMC - In addition to the above, Headquarters, USMC, (Code LMG), Washington, DC 20380-0001.

f. The shipper also prepares the intransit data format for use in measuring transportation performance in the movement of MILSTRIP shipments. Intransit data reporting is required for supply and transportation activities of the Army, Navy, Air Force, Marine Corps, and DLA. Procedures for completing all intransit data formats are detailed in appendix L.

(1) Reports of performance are required for all supply transactions (stocked items) on inventory control point managed stocks requisitioned under MILSTRIP and shipped from U.S. Government activities (except Coast Guard) to DoD and Coast Guard activities within CONUS and to DoD activities overseas. Also included are Air Force sponsored shipments moved by ***AMC*** from overseas to CONUS. Specific exclusions are detailed in appendix L.

(2) The shipper prepares and distributes intransit data with document identifier code TK4 using the following procedures:

(a) For bill of lading shipments, all shippers except the Air Force, prepare TK4 data for each bill of lading; Air Force shippers prepare data for each shipment unit on the bill of lading, except as noted in paragraph B.4.f.(2)(a)3.

1 For bill of lading shipments directly to a receiving activity, the shipper forwards the data, with the bill of lading to the receiving activity.

2 For bill of lading shipments to a transshipping activity (POE or LOGAIR terminal), all shippers except the Air Force forward the TK4 data to the transshipping activity; Air Force shippers forward the TK4 data to the DoD MILSTEP CDCP.

3 The shipper makes all entries on the TK4 (including consignee receipt date) when, under the provisions of guaranteed traffic agreements, electing to use the carrier delivery receipt to obtain the information. The shipper then sends the intransit data directly to the CDCP.

(b) For QUICKTRANS shipments, all shippers prepare TK4 data for each shipment unit and forward it to the CONUS receiving activity or POE as detailed above for bill of lading shipments (QUICKTRANS terminals do not participate in the intransit data process).

g. The POE, acting as a shipper, prepares a DD Form 788, Private Vehicle Shipping Document for Automobile, to provide a record of the

condition, customs, and EPA qualifications and complete ownership identification data of POVs shipped in the DTS. While the shipper is technically the POV owner, the terminal prepares the DD Form 788 as detailed in the PPTMR reference h). The form may also be used instead of a manual TCMD for processing at the POE. The TCMD data entries on the form are also detailed in appendix D of this regulation.

h. Shippers authorized to load and ship 463L air pallets prepare Pallet Header data as shown in chapter 3, figure 3-C-2 and as instructed by the APOE responsible for processing the shipment.

5. After preparing all the documentation and receiving appropriate clearance, the shipper makes the shipment to the transshipment point (CCP or POE). The shipper forwards appropriate delivery documentation (bill of lading, TCMD, etc.) with the shipment as outlined above for the various forms.

6. If a discrepancy occurs in a shipment and information is needed to process a possible claim, the shipper receives a request for information in the form of a TDR. Complete instructions on processing and distributing TDRs are contained in the joint publication AR 55-38, NAVSUPINST 4610.33, AFR 75-18, MCO P4610.19, DLAR 4500.15 (reference q). Additional instructions for use overseas may be contained in applicable theater publications.

7. After completing a shipment, the shipper maintains records detailing the actions undertaken. Various Service publications detail the length of time and method for keeping such files.

Application of Transportation Priorities

Urgency Verification TP Code [8]		Recommended Shipment Mode	Type of Shipment O/T mail	Explanation/ Exception Paragraph	Mail Shipments Paragraph B.1.b.(2)(e)
1	J	Air	UMMIPS 01-03	B.1.b.(2)(a)	Registered letter mail, Command pouches, weapon system pouches, and CASREP pouches.[9] Letter mail. Priority parcels.
2	K	Air	UMMIPS 04-08	B.1b.(2)(a)	MOM, SAM, and PAL.
3	L	Surface	UMMIPS 09-15 Personal property NAF	B.1.b.(2)(a) B.1.b.(2)(b) B.1.b.(2)(b) B.1.b.(2)(c)	Overseas mail and intercommand mail.
4[10]	M	AMC uncommitted space	TP-3	B.1.b.(2)(g)	See text.

Figure 2-B-1

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8 For explanation of code, see paragraph B.1.b(2)(f)1.

9 Enter 999 in the RDD field.

10 Not a TP. Identifies cargo selected to move as deferred air freight.

Time Standards for Issuance of an ETR

When the shipper requests an ETR for:	The OCCA provides an ETR:
TP-1 and TP-2 shipments	Within 48 hours from time of receipt at the OCCA.
TP-3 shipments	Within 3 working days from time of receipt at the OCCA.
Any shipment with an availability date 10 or more days in the future	Not later than the shipper established lead time necessary to ensure processing and transit to the port.

Figure 2-B-2

TCMD Submission for Water Shipments

When the shipper makes an:[11]	When transit time to the POE is:	The shipper sends data to the OCCA:[11]	The method of ATCMD transmission is:
RU shipment by SEAVAN	24 hours or less	After receiving the ETR and at least 12 hours prior to shipment	AUTODIN or ETM[12]
	Over 24 hours	Not later than actual time of shipment	AUTODIN or ETM[12]
RU shipment by other than SEAVAN	24 hours or less	At least 18 hours prior to shipment	Telephone
	Over 24 hours	24 hours prior to shipment arrival at POE	AUTODIN or ETM[12]
LRU shipment restricted by appendix H	24 hours or less	After receipt of ETR, but at least 18 hours prior to shipment	Telephone
	Over 24 hours	After receipt of ETR, but at least 24 hours prior to shipment arrival at POE	AUTODIN or ETM[12]
LRU shipment, unrestricted	24 hours or less	At least 18 hours prior to shipment	AUTODIN or telephone
	Over 24 hours	At least 24 hours prior to shipment	AUTODIN or telephone

Figure 2-B-3

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11 For shipments forwarded to a CCP for consolidation, the CCP will be defined as the shipper when using this figure.

12 Telephone transmission will be used if faster and if AUTODIN or capability is not available.

GBL Header Data Format for Shipments to Water Ports[13]

Record Position	Data Element or Description
1-3	Advance shipment information, always enter "GBL"
4-11	GBL Number - 8 positions - alphanumeric
12-16	Always enter - TCMDs
17-19	Total number of TCNs on this GBL
20-25	DoDAAC of shipper
26	Blank
27-30	Day of the year shipment was or is planned to be released to carrier
31-33	POE, example

Figure 2-B-4

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13 A properly formatted GBL Header Data for batch transmission of TCMDs would read as follows: GBLA1234567TCMDS175SW3400 31113DK

TCMD Submission for Air Shipments

When the shipper makes an:	The shipper sends ATCMD data to the ACA for shipments moving by:		The ATCMD is transmitted by:
	AMC	QUICKTRANS	
Expedited handling, TP-1 (999) shipment	Not later than 2 hours prior to release to the carrier	Not later than 2 hours prior to the hour/day shipped on the ATCMD	Telephone
All other TP-1 shipments	Not later than 6 hours prior to release to the carrier	Not later than 4 hours prior to the hour/day shipped on the ATCMD	(1) AUTODIN (2) ETM (3) Telephone
All other air shipments except AMC FSS cargo[14]	Not later than 14 hours prior to release to the carrier	Not later than 12 hours prior to the hour/day shipped on the ATCMD	(1) AUTODIN (2) ETM (3) Telephone

Figure 2-B-5

[14] AMC FSS cargo is cleared on the basis of a formal agreement between AMC and ACA. The TCMD forwarded with the FSS shipment contains a significant identifier indicating no advance documentation is required.

Transportation Holding Delay Codes

One of the following codes will be used to record and/or report a transportation delay as outlined in paragraph B.3.e.(1) of this chapter:

Code	Explanation
A	Shipment unit held for consolidation
B	Awaiting carrier equipment
C	Awaiting export/domestic traffic release
D	Delay due to diversion to surface movement resulting from challenge by Service Air Clearance Authority
E	Delay resulting from challenge by Service Air Clearance Authority/SSCO for which no diversion occurs and material was shipped by air
F	Embargo
G	Strikes, riots, civil commotion
H	Acts of God
I	Reserved
J	Shipment delayed to process customer cancellation request(s)
K	Diversion to surface movement due to characteristics of material that preclude air shipment, e.g., size, weight, in hazard classification
L	Delay requested and/or concurred in by consignee
M	Delay to comply with valid delivery dates at CONUS destination/outloading terminals
N	Delay due to diversion to air (requisition priority upgraded)
O-Y	Reserved
Z	Holding action less than 24 hours from date materiel available for shipment

Figure 2-B-6

Illustration of Stencil Marking

TCN FB564430907800XXX
RDD 126 PROJ 555 TP-3
FD2030 TINKER AFB OK
1GC T.O. MOTBY BAYONNE NJ
HA4 SOUTHAMPTON ENGLAND
FB5644 RAF BENTWATERS
SUFFOLK, ENGLAND
1 OF 12 WT 1200 CU 110

Explanation

First Line :	TCN
Second Line:	RDD (or Expedited Handling Code "999"), project code (when specified), and TP.
Third Line:	DoDAAC and clear text address of the consignor.
Fourth Line:	Port identifier code and clear text name of the POE.
Fifth Line:	Port identifier code and clear text name of POD.
Sixth Line:	DoDAAC/MAPAC and clear text address of the consignee.
Seventh Line:	Piece number, total pieces, weight, and cube of the piece.

Figure 2-B-7

Instructions for Completing the DD Form 1387 Military Shipment Label (Other Than Mail)

1. TCN: Enter the 17 position TCN, bar coded and in-the-clear.
2. Postage Data: Leave blank.
3. From: Enter DODAAC and in-the-clear address of the shipping activity.
4. Type Service: Enter Air Express, Blue Label, Overnight Delivery, etc.
5. Ship to/POE: Enter three digit air/water port code and in-the-clear port address.
6. Transportation Priority: Enter applicable TP.
7. POD: Enter three digit air/water POD code.
8. Project: Enter project code if applicable.
9. Ultimate Consignee/Mark For: Enter consignee DODAAC, bar coded and in-the-clear, and the complete address of the consignee.
10. Weight (this piece): Enter actual weight.
11. RDD: Enter if appropriate.
12. Cube (this piece): Enter cube.
13. Charges: Enter CONUS inland freight charges on number one piece of the shipment unit (mandatory for FMS shipments).
14. Date Shipped: Enter four position date or in-the-clear date.
15. FMS Case Number: Enter as appropriate.
16. Piece Number: Enter bar coded and in-the-clear.
17. Total Pieces: Enter total pieces in the shipment unit.

Figure 2-B-8

Instructions for Completing the DD Form 1387 Military Shipment Label (Mail)

1. TCN: Enter the 17 position TCN, bar coded and in-the-clear.

2. Postage Data: Use one of the following:

   a. Metered mail: Attach stick-on metered postage values to or near this block.

   b. Permit Imprint mail: Enter the appropriate Service/Agency mail authorization; for example:

First Class Mail
Postage and Fees Paid
Defense Logistics Agency
Permit No. G-53

3. From: Enter the in-the-clear address of the shipping activity, including ZIP code. The phrase "Official Business, Penalty for Private Use $300" must be printed on the bottom line of this block.

4. Type Service: Enter First Class, Express Mail, etc.

5. Ship to/POE: For CONUS mail, enter complete address of consignee, including ZIP code. For overseas mail, enter PCC code or the air/water POE code.

6. Transportation Priority: Enter the appropriate TP.

7. POD: Leave blank.

8. Project: Enter if appropriate.

9. Ultimate Consignee/Mark For: Enter DODAAC of consignee, bar coded and in-the-clear, and other address markings, if appropriate.

10. Weight (this piece): Enter actual weight.

11. RDD: Enter RDD, if appropriate.

12. Cube (this piece): Enter cube.

Figure 2-B-9

Instructions for Completing the DD Form 1387 Military Shipment Label (Mail)

13. Charges: Leave blank.

14. Date Shipped: Enter four position or in-the-clear date.

15. FMS Case Number: Enter, if applicable.

16. Piece Number: Enter bar coded and in-the-clear piece number.

17. Total Piece: Enter number of pieces in the shipment unit.

Figure 2-B-9 (Cont.)

Instructions for Completing the DD Form 1387-2

Unclassified Shipments

Block

1. Item nomenclature:

a. Proper shipping name (must include Reportable Quantity (RQ)), if appropriate.

b. Hazardous materials classification (no abbreviations). The identification number prescribed by UN or NA for strictly domestic flights, or as prescribed in the appropriate hazardous material regulations.

c. Label; enter type of label or "Label None."

d. For nonhazardous material, enter item nomenclature only.

2. Net Quantity per Package: Enter, as appropriate, net weight, measure or volume of hazardous material. Class A or B explosives; enter Net Explosive Weight (NEW) per package and per pallet. For nonhazardous material, enter the gross weight of the package.

3. Consignment Gross Weight: Total gross weight of each pallet/package shipped under the same TCN.

4. Transportation Control Number: TCN this package.

5. Destination: Address of consignee, in-the-clear.

6. Supplemental Information: Enter special handling information for explosives, class A poisons, etiologic agents, radioactive materials, aircraft or helicopter parts, liquid and nonpressurized gases. For sensitive and other cargo requiring transportation protective service, include the appropriate entries from blocks 15 and 16 below.

7. Load Storage/Group: Enter number provided on the technical packaging order. For material, leave blank.

Figure 2-B-10

Instructions for Completing the DD Form 1387-2

8. Flash Point: For IMCO, enter flashpoint for closed cup for flammable liquids. For nonhazardous material, leave blank.

9. Mark block with "X." Strike through nonapplicable type aircraft. For material, leave blank.

10. Joint Reg. Paragraph: If used, mark block with "X." If not packaged in accordance with joint regulation, cite authority which authorizes shipment. For nonhazardous material, leave blank.

11. MILSTAMP reference: If used, mark with "X." For nonhazardous cargo, cite MILSTAMP chapter 2, section B, paragraph 4.

12. ATA/IATA/IMCO Regulations: Mark block with "X" and strike through regulations. For material, leave blank.

13. 49 CFR: Mark with "X" if any of the four adjacent blocks (14, 15, 16, and 17) are used. For nonhazardous material, leave blank.

14. Paragraph: Enter 49 CFR paragraph reference. For nonhazardous material, leave blank.

15. 173.7(a): Mark with "X" if packaging is equal to or better than that required by 49 CFR. Otherwise, leave blank. For nonhazardous material, leave blank.

16. Exemption: If the shipment is prepared in accordance with an exemption, cite DOT exemption number which authorizes relief from 49 CFR. Leave blank if packaged in accordance with 49 CFR or if nonhazardous material.

17. DOT-E 7573: Check when using this exemption; otherwise, leave blank.

18. Address of Shipper: Complete in-the-clear address of shipping activity.

19. Typed Name, Signature, and Date: Person preparing this form and certifying its accuracy. Date is the date label prepared. For nonhazardous material, enter the date only.

Figure 2-B-10 (Cont.)

Instructions for Completing the DD Form 1387-2

Classified Shipments

1. If the material being shipped is both classified and hazardous, the following procedures apply:

a. Four copies of the form will be completed in detail, as in blocks 1-19 above, provided none of the information entered on the form is classified. Distribution of the form will be in accordance with paragraph B.4.c.(2) above.

b. If the information to be entered on the form is classified, then prepare and distribute the form thusly. One copy is completed in detail (see blocks 1-19 above), including essential classified data. This copy will be signed. The completed and signed form will be forwarded to the air terminal in accordance with appropriate security regulations and precautions and will be attached to the air manifest. Three additional copies of the form must be prepared reflecting "See Aircraft Commander's Copy" and "Protective Service Required" in block 6. Blocks 3, 4, and 5 will also be completed. The remainder of the form will be left blank. The form will be placed in a waterproof envelope and attached to the number one container of the shipment unit.

c. If any of the data entered on the DD Form 1387-2 is classified when the form is attached to the air manifest, then the air manifest takes the same degree of classification. The air manifest remains classified until the classified form is detached and handled in accordance with appropriate security regulations and precautions.

Figure 2-B-10 (Cont.)

Instructions for Completing the DD Form 1387-2

2. If the material being shipped is only classified, the following procedure applies. All four copies of the form will reflect the degree of protection[15/16]

Figure 2-B-10 (Cont.)

[15] For shipments of classified or sensitive cargo, ***block 6 of the DD Form 1387-2 will include one or more of the transportation protective service categories as required by the DTMR (reference J), for example:***

Armed Guard Surveillance
DoD Constant Surveillance Service
Dual Driver Protective Service
Greater Security
Motor Surveillance Service
Protective Escort Vehicle Service
Signature and Tally Record
Tank Surveillance Service

[16] For shipments requiring other special services while intransit, enter the appropriate instructions in block 6. e.g.,:

Protect From Freezing
Protect From Heat
Air Ride Equipment Required

Illustration of Report of Shipment (REPSHIP) Data Requirements for Breakbulk Shipments of Hazardous Materials and Inert Component Parts

FROM: Shipping Activity

To: Transshipping Activity
Clearance Authority (ocean) or (air)

INFO: Sponsoring Service Accountable Supply Activity

SUBJ: MILSTAMP REPSHIP

1. CONVEYANCE NUMBER.
A. CARRIER AND ROUTING, BILL OF LADING NUMBER, NEW.
B. SEAL NUMBER(S) AND ANY OTHER SECURITY DEVICES APPLIED SUCH AS UPPER RAIL LOCKS, WIRE TWISTS, ETC.
C. TYPE OF TRANSPORTATION PROTECTIVE SERVICE (STR, CSS, RSS, NONE, ETC.) AND, WHEN APPLICABLE, SERVICE NUMBER.
D. SHIPMENT DATE WRITTEN AS A THREE DIGIT DAY OF THE YEAR.
E. ETA WRITTEN AS A THREE DIGIT DAY OF THE YEAR.
F. FOR SURFACE SHIPMENTS: ETR NUMBER AND VESSEL NAME AND/OR VOYAGE NUMBER. FOR AIR SHIPMENTS: ENTER APPLICABLE AIR RELEASE NUMBER OR N/A.
(1) TCN.
(2) NSN AND DODIC.
(3) DIMENSIONS, IN INCHES, OF UNITIZED LOADS (LENGTH, WIDTH, HEIGHT).
(4) TOTAL ROUNDS, TOTAL PIECES, TOTAL WEIGHT, TOTAL CUBE.
(5) LOT NUMBER AND NEW; FOR MORE THAN ONE LOT FURNISH THE LOT NUMBER, ROUND COUNT, PIECES, WEIGHT, CUBE, AND NEW FOR EACH LOT.
(6) PROJECT CODE, IF APPLICABLE.
(7) SECURITY CLASSIFICATION (E.G., SENSITIVE - CATEGORY 2; SECRET, NONE, ETC.).
G. COMMERCIAL, DSN, OR FTS TELEPHONE NUMBERS AS APPROPRIATE. WHEN CONTRACTORS ARE AUTHORIZED TO TRANSMIT REPSHIPs. PROVIDE TELEPHONE NUMBERS OF THE COGNIZANT ADMINISTRATIVE TRANSPORTATION OFFICE.

When the conveyance contains more than one shipment unit, repeat the data elements (1) through (7) in separately lettered paragraphs for each shipment unit. NOTE: Cargo for more than one vessel or flight, but shipped to POE in a single conveyance, is included in a single REPSHIP.

When cargo for a single vessel is moved to the WPOE in more than one

Figure 2-B-11

Illustration of Report of Shipment (REPSHIP) Data Requirements for Breakbulk Shipments of Hazardous Materials and Inert Component Parts

conveyance, repeat all the data elements as above in separate numbered paragraphs for each conveyance. NOTE: A separate REPSHIP is used for each mode of shipment to the POE.

Figure 2-B-11 (Cont.)

Illustration of Report of Shipment (REPSHIP) Data Requirements for Containerized Shipments of Hazardous Materiel and Inert Component Parts

FROM: Shipping Activity

TO: CONUS WATER TERMINAL[17]

INFO: Sponsoring Service Accountable Supply Activity

SUBJ: MILSTAMP REPSHIP

1. ETR AND VESSEL NAME AND/OR VOYAGE NUMBER.

A. CONVEYANCE NUMBER.
(1) CARRIER AND ROUTING.
(2) GBL NUMBER; TOTAL NEW.
(3) MTX-GS SERVICE NUMBER.
(4) TYPE OF TRANSPORTATION PROTECTIVE SERVICE (STR, CSS, DDPS, RSS, ETC).
(5) SHIPMENT DATE WRITTEN AS A THREE DIGIT DAY OF THE YEAR.
(6) ETA WRITTEN AS A THREE DIGIT DAY OF THE YEAR.

B. CONTAINER AND SEAL NUMBER.[18]
(1) CONTAINER TCN.
(2) TOTAL WEIGHT OF CONTENTS.
(3) TOTAL NEW.
(4) CONTENT TCN.
(a) NSN AND DODIC.
(b) ROUNDS, PIECES, WEIGHT, CUBE, AND LOT NUMBERS.
(c) PROJECT CODE, IF APPLICABLE.
(d) SECURITY CLASSIFICATION (E.G., SENSITIVE-CATEGORY 2, CONFIDENTIAL, ETC.).
(5) CONTENT TCN.[19]

Figure 2-B-12

[17] Containerized (CONEX, MILVAN, SEAVAN) loads containing Hazardous Material are not eligible for airlift.

[18] For a conveyance with more than one container, repeat the data in paragraph B as paragraph C, etc.

[19] For a container with more than one shipment unit, repeat the data in paragraph B(4) for each shipment unit as paragraph B(5), etc.

Illustration of Report of Shipment (REPSHIP) Data Requirements for Containerized Shipments of Hazardous Materiel and Inert Component Parts

C. COMMERCIAL, DSN, OR FTS TELEPHONE NUMBER, AS APPROPRIATE. WHEN CONTRACTORS ARE AUTHORIZED TO TRANSMIT REPSHIPs, PROVIDE TELEPHONE NUMBER OF THE COGNIZANT ADMINISTRATIVE TRANSPORTATION OFFICE.

Figure 2-B-12 (Cont.)

CHAPTER 3

TRANSSHIPPER REQUIREMENTS AND PROCEDURES

SECTION A. GENERAL

1. Introduction

a. While there is a shipper and receiver for every shipment, most shipments in the DTS also involve one or more transshippers. The transshipper is any transportation activity, other than the shipper or receiver, which handles or documents the transfer of a shipment between conveyances. The transshipper is usually a CCP, APOE, WPOE, APOD, WPOD, or breakbulk point. The transshipper may perform more than one type transshipment; e.g., a water port is usually a CCP, POE, POD, and breakbulk point.

b. This chapter explains, in the general order of performance, the actual steps a transshipper takes to process a shipment. The steps each type transshipper must complete are detailed in separate sections. The documentation the transshipper uses is usually based on the TCMD data prepared by the shipper as explained in chapter 2.

2. The CCP Steps in Processing a Transshipment

a. The steps that a CCP accomplishes whenever processing a transshipment are summarized in the following listing. Unless otherwise indicated, these steps are the same for all CCPs including those collocated with and/or operated by a POE. A CCP usually loads shipments into SEAVANs, or onto 463L pallets, but the procedures used are applicable to any type of consolidation container loaded at a CCP. The list below shows, by paragraph, where in MILSTAMP the procedures are explained in detail.

b. To process a transshipment, a CCP:

Procedures		Paragraph	Page
(1)	Receiving the shipment	B.2.a.	3-B-4
(2)	Securing an ocean booking	B.2.b.	3-B-5

(3)	Loading the container	B.2.c.	3-B-6
(4)	Preparing shipping documentation	B.2.d.	3-B-6
(5)	Moving the container to the POE	B.2.e.	3-B-7
(6)	Holding, diverting, and tracing shipments	B.2.f.	3-B-8
(7)	Answering TDRs	B.2.g.	3-B-9
(8)	Maintaining records	B.2.h.	3-B-9

3. The POE Steps in Processing a Transshipment (Including intra-country shipments)

a. The steps that a POE accomplishes whenever processing a transshipment are summarized in the following listing. While an APOE processes cargo for loading aboard an aircraft and a WPOE processes cargo for loading aboard a watercraft, the procedures for each are essentially the same.

b. To process a transshipment, a POE:

Procedures	Paragraph	Page
(1) Receiving the shipment	C.2.a.	3-C-2
(2) Planning for loading	C.2.b.	3-C-4
(3) Loading the shipment	C.2.c.	3-C-5
(4) Preparing shipping documentation	C.2.d.	3-C-5
(a) Final stowage plan	C.2.d.(1)	3-C-5
1 Air	C.2.d.(1)(a)	3-C-5
2 Water	C.2.d.(1)(b)	3-C-5
(b) Manifest	C.2.d.(2)	3-C-6
1 Air	C.2.d.(2)(a)	3-C-6
2 Water	C.2.d.(2)(b)	3-C-7
a Manifest preparation	C.2.d.(2)(b)1	3-C-7
b Manifest adjustment	C.2.d.(2)(b)2	3-C-10
c Manifest recapitulation	C.2.d.(2)(b)3	***3-C-11***
d Manifest summary	C.2.d.(2)(b)4	3-C-13
e Cargo traffic message	C.2.d.(2)(b)5	3-C-14
f Ocean B/L (GBL/CBL)	C.2.d.(2)(b)6	***3-C-15***
g Cargo outturn advisory and reconciliation (CORM) message	C.2.d.(2)(b)7	3-C-20
(c) Intransit data	C.2.d.(3)	***3-C-20***
(5) Holding, diverting, and tracing shipments	C.2.e	3-C-21
(6) Maintaining files	C.2.f.	3-C-22

4. The POD Steps in Processing a Transshipment (Including intracountry shipments)

a. The steps that a POD accomplishes whenever processing a transshipment are summarized in the following listing. While an APOD processes cargo arriving by aircraft and a WPOD processes cargo arriving by watercraft, the procedures for each are essentially the same. The list below shows, by paragraph, where in MILSTAMP the procedures are explained in detail.

b. To process a transshipment, a POD:

Procedures	Paragraph	Page
(1) Receives the shipment	D.2.a.	3-D-1
(a) Plans for unloading	D.2.a.(2)	3-D-1
(b) Prepares discharge and customs forms	D.2.a.(2)(a)	3-D-2
(c) Notifies personal property carriers	D.2.a.(2)(b)	3-D-2
(d) Documents the unloading	D.2.a.(3)	***3-D-3***
(2) Reconciles discrepancies	D.2.b.	3-D-4
(a) Air	D.2.b.(1)(a)	3-D-4
(b) Water - cargo outturn	D.2.b.(1)(b)	3-D-4
(3) Processes discrepant shipments	D.2.b.(2)	3-D-5
(a) Air	D.2.b.(2)(a)	***3-D-6***
(b) Water	D.2.b.(2)(b)	3-D-6
(4) Ships cargo from the POD	D.2.c.	3-D-6
(a) Air	D.2.c.(1)	***3-D-7***
(b) Water	D.2.c.(2)	3-D-7
(5) Prepares intransit data	D.2.d.	3-D-9
(6) Accomplishes/converts ocean B/L	D.2.e.	3-D-9
(7) Holds, diverts, and traces shipments	D.2.f.	3-D-9
(8) Maintains files	D.2.g.	3-D-11

5. The Breakbulk Point Steps in Processing a Transshipment

a. The steps that a breakbulk point accomplishes whenever processing a transshipment are summarized in the following listing. Unless otherwise indicated, these steps are the same at all breakbulk points, including those collocated with and/or operated by a water port.

b. To process a transshipment, a breakbulk point:

Procedures		Paragraph	Page
(1)	Receives the unitized cargo	E.2.a.	3-E-1
(2)	Unloads/segregates unitized cargo	E.2.b.	3-E-2
(3)	Reports discrepancies	E.2.b.(2)	3-E-2
(4)	Maintains accountability	E.2.b.(3)	3-E-2
(5)	Forwards cargo to consignee	E.2.c.	3-E-3
(6)	Intransit data	E.2.d.	3-E-3
(7)	Holds, diverts, and traces cargo	E.2.e.	3-E-4
(8)	Maintains files	E.2.f.	3-E-5

SECTION B. CONSOLIDATION AND CONTAINERIZATION POINT (CCP)

1. GENERAL

a. The ***consolidation and containerization points*** (CCPs) have evolved to make more complete use of SEAVANs, 463L pallets, and the benefits associated with reduced cargo handling. Since most shippers do not regularly generate full container or air pallet loads of cargo for shipment direct to receivers, the CCP provides a means for combining shipments from multiple shippers. These combined shipments may then be sent directly to single consignees or, by use of stopoffs or breakbulk points, to multiple consignees.

b. The Military Services and DLA have established CCPs throughout CONUS to consolidate cargo for onward movement by SEAVAN or 463L pallet. In addition, POEs usually perform CCP functions for the multitude of loose shipments arriving at the port. The minor differences between procedures at the inland CCPs and at the water port CCPs are indicated in the following paragraphs. Despite these differences, the purpose and output of all CCPs are the same.

c. The inland CCPs are listed in ***appendix f5***.

d. ***Service and Agency criteria for shipping to the CCP.***

(1) ***Air Force CCPs***

(a) ***Destination. The Air Force CCPs must process all CCP eligible cargo for onward movement to destinations serviced by the CCPs as prescribed in DoD 4000.25-6-M (reference f).***

(b) ***Weight. Air Force CCPs must accept all less release unit (LRU) cargo meeting Air Force eligibility specifications. Release unit (RU) cargo having multiple destinations must also be directed to the appropriate CCP for consolidation. When a shipper is unable to perform source stuffing, RUs may be sent to the CCP. Parcel post shipments must not be directed to the CCP unless the shipping activity is collocated with the CCP.***

(c) ***Maximum dimensions. Shippers who have packaged material exceeding the specified height dimension (228 inches long, by 85 inches wide, by 85 inches high), but not exceeding 98 inches, should contact the CCP to determine if the destination can be served with high cube containers.***

(d) *Commodities. Shipments that meet CCP priority, weight, and dimension criteria must be one of the commodities listed in appendix F20. The following categories are not acceptable for movement through the Air Force CCPs:*

Classified or controlled cargo	
Reefer cargo	*100-199*
Arms, ammunition, or explosives	*40X-499*
Hazardous controlled substances	*532, 533, 537, 540-542, 680-685*
POVs	*300-359*
Bulk cargo, dry or unpacked	*200-299*
Mail	*600-619*

(2) *Navy CCP*

(a) *Navy CCP process Navy-sponsored fleet support cargo moving from CONUS to ships and Naval overseas activities. The east coast CCP processes only air eligible cargo. The west coast CCP processes both air and surface shipments.*

(b) *Weight. Navy CCPs will accept all LRU cargo which meets Navy eligibility specifications. Parcel post eligible shipments must be forwarded directly to the ultimate consignee and not to a CCP.*

(c) *Maximum dimensions*

1 *Air, 88 inches, by 92 inches, by 96 inches.*

2 *Surface, 474 inches, by 92 inches, by 105 inches.*

(d) *Commodities*

1 *All commodities are accepted at Navy CCPs except for the following:*

Class A, B, and C explosives shipments.

Shipments requiring transportation protective services.

Classified material shipments.

Perishable and subsistence items.

Personal effects or household goods shipments. This exclusion does not preclude such shipments for SEAVAN stuffing on the west coast.

Cigarette and alcoholic beverage shipments.

FMS shipments.

Radioactive materials licensed by the Nuclear Regulatory Commission.

Shipments of vehicles or boats.

Shipments approximating a truckload or with an aggregate weight of 10,000 pounds or more to a single consignee.

2 Additional exclusions for air consolidation shipments only.

Requisitions with "G" or "W" in the 11th position of the document number.

Poseidon and FBM material.

JCS designated projects.

Hazardous material shipment.

(3) Marine Corps CCP

(a) *The Marine Corps CCP accept containerizable dry cargo shipments weighing less than 10,000 pounds, consigned to Marine Corps units in Saudi Arabia, Okinawa, and Iwakuni, Japan.*

(b) *The following items are excluded from the CCP operation and will not be shipped to MCLB Barstow:*

Parcel post eligible material.

Cargo requiring refrigeration.

Warlike items such as weapons and ammunition.

Hazardous items requiring certification for packaging, handling, and shipping.

(c) *Subject to the restrictions in paragraph 1.d.(3)(b), above, all Marine Corps directed or controlled less than container load shipments from CONUS shipping activities, including other Service and Agency shipments, shall be consigned to the Marine Corps CCP.*

(d) *GBLs and CBLs must include the following data:*

The words: "FOR CONTAINER CONSOLIDATION."

Appropriation and TAC data.

Requisition, purchase order number, or military interdepartmental purchase request (MIPR).

Required delivery date information.

Project code data.

Other data determined necessary.

(e) *Vendors shall be advised to coordinate shipping requirements with the Marine Corps CCP. The CCP will provide consignment, marking, and labeling instructions, as necessary.*

(f) *Appropriated and nonappropriated funded Marine Corps morale, welfare, and recreation (MWR) shipments, excluding Marine Corps exchange shipments, are included in the CCP operation. Vendors responding to MWR purchase documents shall be advised to coordinate shipping with the CCP.*

(g) *For assistance, contact MCLB Barstow, CA, DSN 282-6903/6343 or commercial (619) 577-6903/6343.*

2. Procedures

a. Receiving for transshipment.

(1) Individual shipments usually arrive at CCPs accompanied by the appropriate TCMD information. At inland CCPs, a copy of the TCMD should be found in a waterproof envelope on the number one box of each shipment unit. The TCMD for shipments arriving at water port CCPs should have been provided to the port through the OCA. The CCP uses any

available data and the assistance of the shipper and sponsoring Service to prepare documents for shipments arriving without TCMDs.

(2) The TCMDs the inland CCP receives from the shipper are prepared according to the DI T_3/T_4 format (with necessary DI T_5 through T_9 entries). The spaces for entry of the van number (block 2/rp 4-8), POE (block 6/rp 21-23), and stopoff indicator (block 16/43/rp 63) are left blank for completion by the CCP. The TCMDs the port CCP receives through the clearance authority are prepared according to the applicable formats for single shipment units. The CCP alters or completes the TCMDs, as necessary, after loading the shipments into containers.

(3) When a shipment discrepancy (overage, shortage, or damage) is discovered, the CCP documents and reports the discrepancy according to the requirements of joint regulation AR 55-38, et al. (reference q). Prior to forwarding damaged shipments, the CCP also coordinates with the shipper, receiver, and/or sponsoring Service to ensure proper disposition of the materiel. Recoopering, remarking, repacking, and similar services necessary for safe onward movement are provided by the CCP. If the shipment was not prepared by the shipper according to military standards (except for marking), the CCP obtains either a fund citation to correct the deficiency (unless such costs are incorporated in other handling charges) or disposition instructions from the sponsoring Service. The CCP reports inadequate shipment preparation according to the requirements of joint regulation DLAR 4140.55, et al. (reference r).

(4) The water port CCP reports to the clearance authority any shipment which has not been received within 15 days following the ETA shown on the advance TCMD. Inland CCPs follow the procedures established by MILSTAMP and the Service or Agency for which they function.

b. Securing an ocean booking

(1) The CCP begins the container booking process by projecting the requirements for containers. To preclude a substantial increase in processing time and storage facilities, the cargo does not have to actually be onhand at the CCP to determine the container requirements. Instead, the CCP makes forecasts based on experience and insight into future trends.

(2) The CCP develops the container requirements for each destination stated simply by number and size (large or small, i.e., longer than 32 feet or not). The CCP submits the requirement to the OCA/booking office which books the total number of containers required

with the appropriate ocean carrier. Having secured the booking, the OCA booking office then furnishes the CCP with a block of TCNs, one per container.

(3) The CCP coordinates directly with the ocean carrier's agent for spotting of empty containers. As containers are required, the CCP assigns an ETR and TCN to a specific container.

c. Loading the container

(1) Since the CCP is not required to identify in advance the SEAVAN consignee for each container requested, loading is accomplished as cargo is received and consolidated. To meet delivery requirements at lowest overall costs, the CCP usually loads ("stuffs") cargo into containers in the following descending order of preference:

(a) A full container load for a single consignee.

(b) A container load for delivery by stopoff service to multiple consignees in the same geographic area. The ocean carrier assesses an additional charge for each stopoff enroute to the final destination. Various Service/Agency publications and MTMC Pamphlet 55-13, (reference s), provide guidance on stopoff consignee selection, stowing, blocking, etc.

(c) A container load for delivery to multiple consignees through a breakbulk point (including a WPOD). The additional transshipment handling necessary at a breakbulk point usually results in additional transportation cost and time as well as providing increased potential for loss or damage.

(2) When loading the container, the CCP maintains consignor shipment unit integrity and uses a split shipment indicator (appendix C, paragraph 11.a.), as necessary.

d. Preparing shipping documentation

(1) Prior to sealing the SEAVAN, the CCP places a contents list (TCMD, listing, interpreted punch cards, ETM, etc.) in a waterproof envelope labeled "Load List." The envelope is securely attached to the inside of the SEAVAN loading door. Both consolidated and partial load lists are made when the SEAVAN is loaded for stopoff deliveries.

(2) The CCP adds necessary container information (van number, POE, and stopoff indicator) to the TCMDs received from the

shipper for each shipment in the SEAVAN. (The port CCPs also convert the DI T_0/T_1 entries to T_4.) The CCP then prepares a TCMD for the SEAVAN (DI T_2/T_9) as detailed in appendix D. The SEAVAN TCMD (DI T_2/T_9), along with the content TCMDs (DI T_3 /T_4 and applicable T_5 through T_9) provide comprehensive information on the SEAVAN and its contents. Together they are the source documents for preparation of the ocean manifest.

(3) A TCMD or other document containing TCMD data is prepared by the CCP for SEAVAN shipments moving to a WPOE under terms of the MSC Container Agreement and Rate Guide (reference p). Preparation instructions are outlined in appendix D, paragraph 3.b. The CCP, at a minimum, maintains one signed copy to record acceptance by the original inland carrier. In addition, the CCP provides the inland carrier with at least two copies of the document. The inland carrier gives one of his copies to the ocean carrier's representative (e.g., gate guard, checker) when delivering the SEAVAN to the carrier's container yard.

(4) When the container must be moved to the POE by a negotiable document, the CCP prepares a CBL or GBL. Bill of lading includes the SEAVAN TCN, TCN for each shipment unit, and the complete van and seal numbers. The detailed procedures for completing and distributing the bill of lading are contained in the DTMR (reference j) for CONUS and in appropriate theater directives overseas.

(5) When a container carrying classified materiel, certain hazardous materiel, or RU quantities of inert components is shipped by an inland CCP, the CCP sends a REPSHIP to the next transshipper, e.g., WPOE. The REPSHIP is sent by ETM (or telephone confirmed by ETM) as soon as possible to ensure its receipt before the shipment. Complete details on REPSHIP procedures are contained in chapter 2, paragraph B.4.e.

(6) The inland CCP completes rp 15-17 of the intransit data format (DI TK4) received for GBL shipments. Details for completing and forwarding the intransit data are contained in appendix L. Port CCPs process the intransit data as detailed for POEs in paragraph C.2.d.(3)(b).

e. Moving the container to the POE

(1) The CCP coordinates directly with the ocean carrier's agent for pickup of full containers as indicated in the ETR instructions.

(2) The linehaul or drayage of containers is generally specified by the OCCA under the terms of the MSC Container Agreement and

Rate Guide (reference p). The service is provided by ocean carriers through interline agreements with commercial linehaul carriers. Other alternatives for linehaul or drayage which may be used (when indicated in the ETR) include using organic equipment and commercial tariffs, tenders, or other contracts

(3) Upon release of the container for delivery to the POE, the CCP submits complete advance TCMDs for the container to the WCA or OCCA. The advance TCMD is the notification to the OCCA and terminal that the container is stuffed and enroute to the POE. In addition, the TCMD ties together the SEAVAN TCN, the SEAVAN serial number, and the SEAVAN contents.

f. Holding, diverting, and tracing shipments are all actions in which the CCP may be involved due to irregular or interrupted movement of cargo in the DTS. In addition to the instructions below, formats for documenting these actions are detailed in appendix M.

(1) The CCP may hold and/or divert a shipment at the request of the sponsoring Service or for such reasons as an embargo. The hold is intended to be brief and only long enough for the CCP to receive diversion/disposition instructions from the sponsoring Service or clearance authority. As an exception to blanket holds placed on shipments during mass cancellation conditions, shipments with "555" in the RDD field (rp 54-56) are not held, but processed through the POE in accordance with the transportation priority on the TCMD.

(2) A transportation diversion is normally limited by cost, but may be a change of mode (e.g., from water to air), a change of destination, and/or a change of route.

(a) Once the shipment has left the shipper, the cost of handling normally limits diversion (or hold) authorization. In addition, after leaving the shipper, only complete shipment units are diverted; i.e., individual line items are not removed from multiple line shipment units nor is a shipping container removed from a multicontainer shipment unit with one TCN.

(b) After a shipment has reached the CCP, a diversion between modes normally occurs only as a result of a change in the urgency of need. Such a change may result in a planned surface shipment being moved by air and is coordinated by the applicable clearance authority or booking office.

(c) A diversion to a different consignee or destination may result from conditions such as:

1 Strikes, national disturbances, or acts of God.

2 Supply cancellations.

3 Terminations of projects.

4 Changes in logistics buildup.

5 Modification of permanent change of station orders authorizing personal property shipments.

6 Change in the receiving locations for mobile units.

(d) A diversion in the route of a shipment occurs within a particular mode (i.e., air or water) and is usually directed and coordinated by the clearance authority or booking office.

(3) Shipment tracing through MILSTAMP allows the requesting or receiving activity to use modified supply system data to locate a shipment in the transportation system. While tracing assistance is normally obtained from the clearance authorities, the CCP may occasionally be asked for transshipping data. The CCP responds to such requests by providing all available information. The formats used for tracing are detailed in appendix M.

g. If a discrepancy occurs in a shipment after it leaves the CCP and information is needed to process a possible claim, the CCP receives a request for information in the form of a TDR. Complete instructions on processing and distributing TDRs are contained in the joint publication AR 55-38/NAVSUPINST 4610.33C/AFR 75-18/MCO P4610.19D/DLAR 4500.15 (reference q). Additional instructions for use overseas may be contained in applicable theater publications.

h. After completing a shipment, the CCP maintains records detailing the actions undertaken and including a TCN cross-reference file between shipment units and SEAVANs. Various Service publications detail the length of time and method for keeping such files.

SECTION C. PORT OF EMBARKATION (POE) INCLUDING INTRACOUNTRY AIR AND WATER DTS TRANSSHIP PORTS

1. General

a. POEs are authorized points where shipments leave a country, either the United States or a foreign country. A POE may be for shipments by either air (APOE) or water (WPOE).

b. Other ports which process DTS transshipments that do not leave the country (e.g., QUICKTRANS, LOGAIR, or the theater interport portion of an international shipment) follow the same MILSTAMP requirements. For simplicity of explanation, these intracountry DTS transshipments are included with the procedures for POEs (and also PODs).

c. Common-user military water terminals (and military sponsored shipments transshipped through commercial terminals) in CONUS and at selected overseas locations are operated or managed by MTMC. At other locations, the theater commander provides for water port operation. The LOGAIR and QUICKTRANS air systems are managed by ***AFMC*** and NAVSUPSYSCOM respectively. ***AMC*** operates or arranges operation of air terminals serving ***AMC*** channels flown by scheduled ***AMC*** aircraft. Aerial ports that are not operated by ***AMC*** are provided by the branch of Service that operates them or, in the case of the Air Force, by the major command concerned.

d. At CONUS ***AMC*** APOEs, the MATCU works with the APOE to ease completion of the transshipment. The MATCU, an element of MTMC, provides the following services:

(1) Performs necessary coordinating action with ***AMC*** terminal operators to ensure orderly flow of cargo.

(2) Represents the sponsoring Services at the ***AMC*** aerial ports in CONUS.

(3) Changes precedence of movement of specific shipments as requested by sponsoring Services.

(4) Responds to sponsoring Service requests for assistance in tracing, special handling, or shipment status reports.

(5) Ensures timely processing of unscheduled or frustrated traffic.

(6) Monitors cargo movement through the ports and advises the ACAs of any condition affecting the orderly and expeditious flow of cargo through the aerial ports.

(7) Reports shipment discrepancies to sponsoring Service ACAs and coordinates resolution with the ACA and ***AMC***.

(8) Clears shipments arriving at the APOE without advance TCMD data by coordinating with the appropriate sponsoring Service ACA.

(9) Reports all FMS shipments frustrated by the air terminal to the appropriate ACA for clearance coordination.

(10) Performs, or arranges performance of, inspection and acceptance of vendor supplied materiel at the APOE in accordance with ACA direction.

(11) Arranges for diversion of cargo, including necessary repacking and certification of diverted hazardous materiels, in accordance with ACA directions.

2. Procedures

a. Receiving the shipment

(1) Individual shipments arrive at POEs by land, air, or water and are usually accompanied by the appropriate TCMD documentation. This paragraph details receiving procedures for shipments arriving by land (or a non-DTS mode); DTS air and water arrivals are detailed in section D.

(2) The TCMD data for each shipment should have been provided to the POE through the clearance authority or booking office. This data is used to plan receipt and schedule processing consistent with the TP and RDD. The port uses any available data and the assistance of the shipper, sponsoring Service, and clearance authority to prepare documents for shipments arriving without TCMDs. The services of the MATCU (paragraph C.1.d.) may also be used. In all cases, the sponsoring Service is notified, by the clearance authority (MTMC area command HQ ***AMC*** for CONUS export), of the late or inadequate submission of documentation, including TCMDs. (TCMD submission standards are detailed in chapter 2, figures 2-B-3 and 2-B-5.)

(3) When a shipment discrepancy (overage, shortage, or damage) is discovered, the POE documents and reports the discrepancy according to the requirements of joint regulation AR 55-38, et al. (reference q). Prior to forwarding damaged shipments, the POE coordinates with the shipper, receiver, and/or sponsoring Service to ensure proper disposition of the materiel. Recoopering, remarking, repacking, and similar services necessary for safe onward movement are provided by the POE. If the shipment was not prepared by the shipper according to military standards (except marking), the POE obtains either a fund citation to correct the deficiency (unless such costs are incorporated in other handling charges) or disposition instructions from the sponsoring Service. The POE reports inadequate shipment preparation according to the requirements of joint regulation DLAR 4140.55, et al. (reference r).

(4) The POE completes TCMDs by correcting or entering missing information. TCMDs with estimated entries are corrected by adding actual pieces, weight, and cube. The shipment receipt date (including GMT hour at air terminals) is recorded either on the TCMD or other appropriate receiving document for ready reference. CONUS WPOEs also enter vehicle identification data on TCMDs (additional DI TV5 entries created by the terminal) for multiple vehicle shipments.

(5) By completing receipt data and reporting it to the clearance authority or booking office, the POE clears the advance TCMD expected receipt file. Any shipment not received at (or offered for delivery to) the POE by the end of a specified period following the ETA is also reported to the clearance authority. The late or nonreceipt is reported as follows:

Type of shipment	Report if not received within
Air shipments documented for Expedited Handling	1 day following ETA
All other air shipments	5 days following ETA
All water shipments	15 days following ETA

(6) Questionable, erroneous, or missing TACS

(a) When the TAC for a shipment unit is questionable, erroneous, or missing, the POE notifies the appropriate sponsoring Service/Agency representative of the error in accordance with local procedures. The sponsoring Service/Agency is determined by the first

position of the TAC for personal property and unit move shipments or the first position of the consignee DoDAAC for all other shipments.

(b) Corrections are provided by the sponsoring Service/ Agency representative within 5 working days of notification. A nonsignificant TAC (_000) is assigned in accordance with DoD 4500.32-R, Volume II. For Navy-sponsored shipments, a nonsignificant TAC is only assigned in accordance with DoD 4500.32-R, Volume II, chapter 7, paragraph A.1.8.(3).

b. Planning for loading

(1) Receipt information and, at WPOEs, advance TCMD data are used for planning the loads to be lifted from POEs. In general, shipments are processed on a first-in, first-out basis within the assigned transportation priorities. Priorities may be commingled and processed according to pallet, module, conveyance.

(2) The load planning process is designed to make the most efficient use of space consistent with the safe operation of aircraft and vessels. Preload planning minimizes ground or onberth time. For both air and water, planning considers the capabilities of the conveyance, the weight and dimensions (configuration) of the individual pieces, the perishability of the cargo, and the compatibility of shipments.

(3) The port makes the necessary plans in coordination with the clearance authority/booking office and the carrier.

(a) Air terminals work with the ***AMC***, the ACAs, and the aircraft crew to ensure planning is complete prior to loading.

(b) Water terminals work with MSC, the booking office/ clearance authority, and the representatives (including crew) of the vessel operator. Planning, called prestowage planning, is done for all breakbulk ships whether they are MSC controlled or arranged.

1 The Military activity responsible for the water terminal prepares the prestowage plan when MSC controlled shipping is used. When cargo is to be loaded on an MSC arranged commercial ship, the booking office/OCCA coordinates the preparation and implementation of prestowage plans with the commercial operator. MSC representatives resolve any problems which may arise between the booking office/clearance authority and the commercial operator in preparation of the plans.

2 The ocean terminal or booking office provides the carrier with berth space planning information at least 72 hours (excluding Sundays and holidays) before the ship's onberth date. The planning information provided also includes the specific location, dimensions, and total cube of the available stowage space as provided by the vessel operator. In turn, the commercial operator confirms the hour/day the ship will be available for loading.

c. Loading the shipment. Both aircraft and vessels are loaded according to standard practice for the type of conveyance. To assist in maintaining shipment integrity, multiple piece shipment units are stowed together, i.e., block stowed, when reasonably possible. Any split stowage necessary is documented by use of the TCN split shipment codes as detailed in appendix C, paragraph 11.

d. Preparing shipping documentation

(1) After loading, a final plan showing the location of cargo on the aircraft or ship is prepared.

(a) For air shipments, a load/sequence breakdown worksheet is prepared by the aircraft load planner. The worksheet is used to document the location of cargo/mail/passengers aboard the aircraft and as a supportive document for preparing the DD Form 365-4, Weight and Balance Clearance Form F, or civilian equivalent.

(b) For water shipments, the cargo stowage plan is prepared by the military water terminal operator for breakbulk vessels. Cargo stowage plans need not be prepared by the military when cargo is loaded and discharged at commercial terminals and transported under MSC Shipping Contract/Shipping Agreement/Container Agreement, berth term tariff, berth term reduced rates, or TGBL SEAVAN arrangements. On a LASH/SEABEE vessel, the last four digits of the barge number are considered a stow location and no internal stowage plans are required for cargo in the barge.

1 The cargo stowage plan includes:

a A graphic representation of the cargo onboard by tonnage (LT and MT), location, and WPOD. Cargo stowed in lower holds is shown in side view while that stowed on deck and between decks is shown in top view.

b A summary by hatch location of cargo to be discharged at each port.

c A summary and location of heavy lifts.

d The capacity and location of the ship's booms.

e Vessel characteristics.

f Remarks on special items of cargo such as the location and quantity of mail, cargo of unusual value, protected cargo, etc.

2 The plan is used for loading and discharge at each subsequent port. It is a cumulative plan and shows all cargo on board regardless of loading port. When vessels load or discharge at more than one port on a voyage, each terminal prepares and distributes the required number of plans to all subsequent terminals, their representative MSC activities and area commanders, and (for MTMC CONUS ports) the MTMC area command regardless of whether loading and/or discharging is planned at those ports. Complete distribution instructions are detailed in figure 3-C-11.

(2) A manifest listing the cargo loaded on each aircraft or vessel is prepared by the POE or its clearance authority. The information contained on each TCMD provides the basis for preparing the manifest with the terminal operator adding necessary loading detail. The manifest, prepared in TCMD format (either automated or on a DD Form 1384) or in the manifest format (either automated or on a DD Form 1385), is used to verify delivery of cargo, support billing for services, and to justify claims resulting from cargo discrepancies. Manifest documents are unclassified except when the sponsoring Service indicates a need for security classification. When classified, manifests are processed in a manner consistent with DoD 52001-R (reference b). For water shipments, the cargo traffic message indicates the security requirements.

(a) For air shipments by ***AMC***, LOGAIR, or QUICKTRANS, the air cargo manifest is prepared as detailed in this subparagraph as well as regulations and instructions issued by the air system sponsor. Specific instructions for completing document entries on ***AMC*** air manifests are detailed in figure 3-C-3.

1 When preparing air manifests, the APOE:

a Completes separate manifests for cargo and mail. Each manifest prepared is assigned a separate air cargo manifest reference code as detailed in appendix F1.

b Groups palletized (463L aircraft pallets) shipment unit data under a separate pallet header within each manifest.

c Arranges nonpalletized (463L aircraft pallets) shipment unit data in TCN sequence within each manifest.

d Lists palletized (463L) shipment unit data first when the total aircraft load consists of both palletized and nonpalletized cargo on a single manifest reference number.

e Ensures punch cards (for automated processing) are sorted and secured into the same order as the manifest they accompany.

f Prepares a manifest correction (automated record or manual DD Form 1384/DD Form 1385) upon discovery of a significant error (e.g., incorrect pieces, weight, or cube). The corrected manifest punch cards with a "12 zone" overpunch in the priority field (rp 53) or a copy of the corrected manifest page(s) prominently marked "Corrected Manifest" are promptly forwarded to the destination air terminal (APOD).

2 The APOE distributes the manifest to ensure its receipt by the time of aircraft arrival. A copy of the manifest is sent with the aircraft whenever feasible and also transmitted to the APOD when communications facilities permit timely transmission and receipt. In addition, the APOE sends a copy of the manifest or other similar lift data to the ACA.

(b) For water shipments in the DTS, a manifest complete with a variety of related documents is prepared by the ocean manifesting activity and/or the loading terminal. These manifest documents include the actual manifest, manifest recapitulation, manifest summary, and the cargo traffic message. In addition, a bill of lading is prepared when DoD cargo is transported by common carrier ocean service and not arranged under a MSC Shipping Contract, Shipping Agreement, or Container Agreement.

1 The ocean cargo manifest is prepared by the WPOE or, in CONUS, by MTMC. A manifest is prepared for each WPOD and segregated according to the type of vessel or loading method. In addition, hazardous materiels and dunnage/lashing gear are listed separately. These segments are described below. Complete instructions for preparing the ocean cargo manifest are provided in figure 3-C-5 with distribution outlined in subparagraph f below and detailed in figure 3-C-11.

a A breakbulk vessel manifest is separated by:

(1) Service or Agency (identified by the first position of the ultimate consignee).

(2) Stowage location by hatch (see appendix F16).

(3) Consignee (one per page).

b A container (SEAVAN) vessel manifest is separated by:

(1) Service or Agency (identified by the first position of the SEAVAN consignee).

(2) SEAVAN consignee (one per page).

(3) SEAVAN service code (as explained in appendix C, paragraph 10, TCN position 15 and 16).

c A LASH/SEABEE vessel manifest is separated by:

(1) Barge number (one per page).

(2) Service or Agency (identified by the first position of the ultimate consignee).

(3) Consignee (one per page).

d Hazardous Material is listed on a separate page for each WPOD. The listing is prepared by the military terminal operator for cargo transiting military terminals and by the commercial terminal operator for shipments over commercial piers.

(1) In addition to other elements of data required by MILSTAMP, this "Dangerous Cargo List (or manifest)" includes the official number (or IRCS) and nationality of the vessel as provided by the booking office. The manifest is certified as accurate in accordance with the requirements of 49 CFR (reference m).

(2) Inert component parts and, except as detailed in paragraph C.2.d.(2)(b)1d(3) of this chapter, ORM-D materiel

are not included in the hazardous material section of the manifest. Both are manifested as general cargo using the applicable commodity codes.

(3) Consumer Commodities, ORM-D, loaded on to a vessel at a military pier are documented in a separate section of the manifest, unless other materiel in the SEAVAN/MILVAN requires inclusion in the hazardous material section. The ORM-D section of each copy of the manifest placed on the ship is prominently identified on the section cover sheet by the following statement: "ORM-D Hazardous Materials of Various Classes in Small Receptacles, Commodity Code 70D. IMO Competent Authority Certification(s) - USA/Numbers(s) attached."[1]

e Government-owned dunnage and lashing gear, complete with distribution instructions, are listed on the recapitulation for each POD.

f The manifesting activity establishes procedures for manifest distribution to support MILSTAMP requirements.

(1) Manifests are normally distributed in automated record format. If lack of facilities for sending and/or receiving manifests in automated record format or other circumstances preclude such transmission, the manifesting activity, clearance authority, and WPOD develop alternative arrangements.

(2) Regardless of the method of transmission, the manifesting activity establishes procedures to ensure the manifest is received by the WPOD as early as possible before the vessel arrives. Manifests for destinations with the shortest sailing times are given priority.

If transit time to the first WPOD is:	The manifest is forwarded within:
7 days or less	72 hours of vessel departure from the WPOE

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1 A copy of each certification is attached immediately behind the section cover sheet. The terminal operator makes provisions for providing the commercial vessel operator with a copy of the certification for SEAVANs/MILVANs loaded over a commercial pier.

8 days or more	5 days of vessel departure from WPOE

If distribution of the manifest is delayed so that it will not arrive before the vessel, the manifesting Agency provides the clearance authority and WPOD (by ETM), the firm date/time the manifest will be transmitted.

(3) To allow a vessel to sail without waiting for complete manifest documents including the Recapitulation and Summary, the WPOE places vessel papers onboard. Vessel papers are used to satisfy port clearance requirements and include TCMD data such as destination, commodity, TCN, pieces, weight, cube, stow location, voyage number, vessel name, and sailing date. A dangerous cargo (hazardous materiels) list is also included when applicable. Neither vessel papers nor cargo manifest documents are placed on board commercial vessels engaged in common carrier trade and loaded at commercial piers.

2 The ocean manifesting activity issues a manifest adjustment whenever an error or omission is discovered in an already dispatched manifest. Changes in vessel data contained in the manifest header and additions of discharge ports are made to all manifest addressees by message instead of complete retransmission of the entire manifest. All other manifest adjustments are made by one of three methods - supplement, deletion, or correction. The type of adjustment is identified in the manifest adjustment header data as explained in paragraph C.2.d.(2)(b)2d. All adjustments are sent as soon as practicable to the same addressees and by the same method as the original manifest. Distribution instructions are detailed in figure 3-C-11 and examples of adjustments are shown in figure 3-C-6.

a Manifest supplements are issued to add to the manifest complete consolidation containers (DI T_K or T_L), with the entire contents (DI T_M), as well as individual shipment units not loaded into a consolidation container (DI T_J). (For adjustments to the contents of consolidation containers see paragraph C.2.d.(2)(b)2c.) The manifest supplement contains all prime and trailer data for the added shipment units or consolidation containers which were lifted, but not manifested. The manifest adjustment header data is prepared as detailed in paragraph C.2.d.(2)(b)2d.

b Manifest deletions are issued to remove from the manifest complete consolidation containers (DI T_K or T_L), including contents (DI T_M), as well as individual shipment units (DI T_J). The manifest deletion contains only the prime data entries for the shipment units or consolidation containers which were manifested, but not lifted.

The entries are identical to those on the original manifest except for a "zero zone" overpunch in rp 53. On the manual manifest, this "zero zone" overpunch is shown in the TP entry as "/" for TP-1, "S" for TP-2, or "T" for TP-3. The manifest deletion header data is prepared as detailed in paragraph C.2.d.(2)(b)2d.

c Manifest corrections are issued to change manifested information about any shipment unit or to add/delete a shipment unit to/from a previously manifested consolidation container. The manifest correction header data is prepared as detailed in paragraph C.2.d.(2)(b)2d.

(1) For breakbulk shipment units or the prime data on a consolidation container, the correction is made by submitting the old manifest data with an "11-zone" overpunch in rp 53 followed by the new manifest data with a "12-zone" overpunch in rp 53. On the manual manifest, these overpunches are shown as follows: 11-zone, "J" for TP-1, "K" for TP-2, "L" for TP-3; 12-zone, "A" for TP-1, "B" for TP-2, "C" for TP-3.

(2) When correcting information about the contents of a consolidation container, a "dummy" entry is also made for the container itself. In this container "dummy" entry the pieces, weight, and cube (rp 68-80) are left blank and a 12-zone overpunch is entered in rp 53. The change in the content information is then made in the same manner as described in subparagraph (1) above.

d Manifest header data (DI TAJ) is prepared separately for each type of adjustment and for each WPOE/WPOD voyage combination. Multiple adjustments of the same type are grouped under a single header for each WPOE/WPOD voyage combination. The types of adjustment are identified by a letter code in rp 4 followed by the last digit of the calendar year in rp 5 and the three digit day of the year code in rp 6-8. On the manual manifest, this five position identification is included before the voyage number entry in the "Voyage Document Number" block. The following table explains the entry to be made:

Type of adjustment	rp 4	rp 5-8
supplement	S	year/day of year
deletion	D	year/day of year
correction	C	year/day of year

3 The ocean cargo manifest recapitulation is one use of the DD Form 1386. (Its other use, as a summary, is detailed in

paragraph C.2.d.(2)(b)4.) The recapitulation is a summation of all cargo tonnages loaded on one ship and is prepared for each manifest (including adjustments).

a For each WPOD, the recapitulation lists:

(1) The consignee Service/Agency.

(2) The number of long tons.

(3) The number of measurement tons.

(4) All heavy lifts (10,000 pounds or more), if any, including length, width, height, stowage location, and the ability of the ship's gear to discharge the item.

(5) Any mail including its stowage location.

(6) Any Government-owned dunnage and lashing gear, including disposition instructions.

(7) The terms of carriage explained in appendix F15.

(8) The number of SEAVANs/MILVANs grouped by:

(a) Terms of carriage.

(b) Type of SEAVAN.

(c) The Service/Agency of the SEAVAN consignee (i.e., the first position of the SEAVAN ultimate consignee DoDAAC).

b Whenever SEAVANs/MILVANs are transported in accordance with the MSC Container Agreement and Rate Guide (reference p) the following statement, signed by the designated administering contracting officer representative, is included on the copy of the recapitulation which is furnished to the MSC Area Command:

"This certifies that based on information provided to the (insert identity of the appropriate manifesting activity) by the ocean carrier pursuant to the Military Sealift Command Container Agreement

and Rate Guide, all containers summarized on the manifest cover sheets were lifted on the vessel shown on the manifest heading."

c Distribution instructions are detailed in figure 3-C-11 and complete directions for completing the recapitulation are contained in figure 3-C-7.

4 The ocean cargo manifest summary is the second use of the DD Form 1386. (Its other use, as a recapitulation, is detailed in paragraph C.2.d.(2)(b)3.) The summary is a summation by TAC, of all cargo loaded in one ship and is prepared for each manifest (including adjustments).

a For each Service/Agency responsible for paying transportation charges, i.e., sponsoring Service/Agency, the summary includes the following, separately listed for each WPOD:

(1) A summation of the measurement tons of cargo grouped by TAC, including nonsignificant TACS (see subparagraph (3) below). Within each TAC grouping, the quantities (MT) are totaled by commodity group (see figure 3-C-8). Measurement tons are rounded to the nearest whole number; i.e., greater than 0.5 is rounded up, 0.4 or less is omitted.

(2) A separate summary of cargo loaded on deck.

(3) All shipments with nonsignificant TACS (explained in MILSTAMP, Vol II) listed with the valid TACS. Cargo summarized under a nonsignificant TAC, e.g., A000, is detailed on the last page of the summary by listing the related prime TCMD data (including the shipping activity). The Service finance office or, for the Navy, the NAVMTO representative at MTMCEA or MTMCWA, reconciles the TAC discrepancy.

(4) Whenever SEAVANs/MILVANs are transported in accordance with the MSC Container Agreement and Rate Guide (reference p), the same certification shown in paragraph 3.C.2.d.(2)(b)3b is included on the summary.

b Distribution instructions are detailed in figure 3-C-11 and complete directions for completing the Summary are contained in figure 3-C-8.

5 The military activity having jurisdiction over the loading terminal also prepares a cargo traffic message for all manifested shipments. The cargo traffic message is an advance notice that cargo is enroute to a particular WPOD.

a When classified materiel is shipped, the loading terminal prepares a separate cargo traffic message identifying each classified shipment unit, its TCN, container or seal number, stowage location aboard ship, degree of classification, and any additional appropriate instructions. The message is not classified unless required by procedures implemented under DoD 52001-R, (reference b).

b Much of the information included in the cargo traffic message is provided to the loading terminal by the booking office/clearance authority. The information is supplied in sufficient time to allow inclusion in the message and includes:

(1) The commodities and measurement tons of cargo or, when applicable, the number of SEAVANs.

(2) The transshipment port(s).

(3) The ETA at each transshipment port and at the manifested WPOD.

(4) The responsibility for transshipment costs, i.e., carrier or Government.

(5) The name of each on carrying vessel or designation of overland mode if not by ship.

(6) The letters TBN when the name of transshipment vessel(s) is(are) not yet known or designated. When the vessel(s) is (are) identified, or when another vessel is substituted, or when it is determined after shipping that the cargo will be transshipped, the ocean booking agency sends a supplemental message to notify all addressees of the original cargo traffic message.

c After vessel sailing, the loading terminal dispatches the cargo traffic message according to the following schedule:

When the vessel transit time is	The Cargo Traffic Message is dispatched within
0 to 72 hours	24 consecutive hours[2]
3 to 12 days	48 consecutive hours[3]
12 days and over	3 workdays

d Complete instructions for preparing the cargo traffic message and the information the message includes are detailed in figure 3-C-9. Distribution instructions are shown in figure 3-C-11.

e While not part of the cargo traffic message, the loading terminal also provides sailing information to household goods (Code 5) carriers or their agents. The notification is made as soon as possible after vessel departure and prior to vessel arrival at the WPOD. The loading terminal provides the following information:

(1) Sponsoring member's name and grade

(2) Shipment unit TCN

(3) SEAVAN number, if applicable

(4) Vessel name and voyage document number

(5) Sailing date

(6) WPOD

6 A bill of lading (either a GBL or CBL) is prepared to document ocean transportation of DoD cargo by common carrier ocean service which is not arranged and paid for under an MSC Shipping Contract, Shipping Agreement, or Container Agreement.

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2 May be sent by telephone or other means mutually accepted by the POE.

3 When a weekend or nonworkday is involved, the cargo traffic message may be dispatched the next workday if its receipt by the affected ports is assured 3 days prior to the ETA of the vessel.

a The bill of lading is a contract document between the Government and the carrier and provides a means for the carrier to be paid for the service performed while accounting for the cargo shipped.

(1) Ocean transportation by common carrier is normally limited to movement of the cargo from the ocean terminal (or end of the ship's tackle) at the WPOE to the similar point at the WPOD. Movement to the loading terminal or delivery beyond the discharge terminal is usually excluded from the common carrier ocean transportation contract. If the ocean carrier is to perform such additional service, as indicated in the cargo clearance order issued by the booking agency, the activity preparing the bill of lading includes the statement: "Through shipment from (insert origin point) to (insert destination point) by ocean carrier." Stevedoring and terminal services may or may not be included in the ocean freight rate depending on the shipment terms and the custom of the port. Other entries included on the bill of lading are indicated in figure 3-C-10 and subparagraph (2).

(2) For SEAVAN shipments made under the MSC Container Agreement, the MSC Form 4612/1, Clearance/Shipping Order, together with the DD Form 1385, Cargo Manifest, form the contract of carriage and incorporate the provisions of the container agreement. No bill of lading is prepared for such shipments unless part of the movement is arranged or paid for by the Government directly (not by the ocean carrier). This responsibility for payment is indicated by the SEAVAN service code in position 15 of the SEAVAN TCN (see appendix C, paragraph 10).

(a) If the origin service code (position 15) is "K," indicating the ocean carrier's responsibility begins at the ocean terminal, the activity responsible for shipping the SEAVAN issues a bill of lading for the inland linehaul or drayage of the SEAVAN. The preparing activity includes in the bill of lading: the SEAVAN TCN (assigned by the clearance authority or booking office), the TCN of each shipment unit in the SEAVAN, and the full van and seal numbers. The bill of lading is distributed as detailed in the DTMR (reference j) or applicable theater directives.

(b) If the origin service code (position 15) is L, M, or 1-9, indicating the inland movement to the WPOE is the responsibility of the ocean carrier, the activity responsible for the SEAVAN does not issue a bill of lading. Instead of a bill of lading, the activity prepares a manual TCMD (DD Form 1384) or (from vendors) similar nonnegotiable document. The document includes the SEAVAN prime data with

seal and van number and is prepared/forwarded as detailed in chapter 2, paragraph B.2g. The activity retains a signed copy to record acceptance by the origin carrier.

(3) Regulations applicable to the use of GBLs, conversion of CBLs to GBLs, and issuance of certificates in lieu of lost GBLs are contained in Title 41 Code of Federal Regulations (reference u), chapter 101-41 and Federal Property Management Regulation 101-41 (reference w).

b When a bill of lading is required, the GBL is the usual document prepared. (The GBL addressed here is for ocean shipments charged directly to the Government by the ocean carrier. Not included in this explanation are shipments arranged by and paid through freight forwarders or any party other than the Government, i.e., shipments arranged with other than an ocean carrier for through movement under a through service tender.)

(1) The activity offering the cargo to the booking office ensures the GBL is prepared. The information included on the GBL is detailed in subparagraphs (2) and (3) below and in figure 3-C-10. The preparing activity provides the original GBL to the carrier or his agent and annotates all copies (including the original) with the statement "Original furnished ocean carrier." Complete distribution instructions are shown in figure 3-C-13.

(2) When cargo is booked for transportation at the carrier's tariff rate, as used by the general public, the GBL must contain a precise description of each item to ensure application of the correct rate. This detail is also necessary when the rates charged are based on the carrier's tariff, e.g., "Carriers tariff rates less %." In either case, the complete noun nomenclature for each commodity shipped is included on the GBL (or continuation sheet). MILSTAMP manifests are also prepared and distributed for such shipments, but are not substituted for the required full noun description on the GBL (or continuation sheet).

(3) When cargo is booked for transportation at MSC negotiated rates (e.g., on the basis of terms in the MSC Shipping Contract, Shipping Agreement, Container Agreement, or other basis not requiring a detailed description of cargo), MILSTAMP manifest data is adequate for movement and payment. In this case, the GBL contains the description of cargo provided by MILSTAMP documents. The MILSTAMP manifest is prepared and a copy of it, identified with the GBL number and cross-referenced on the GBL, may be substituted for the GBL continuation sheet.

(4) The carrier requests payment for transportation services 30 days after the cargo is loaded at the WPOE or when the vessel arrives at the WPOD, whichever is earlier. The carrier uses the SF 1113, Public Voucher for Transportation Charges, for billing and annotates, on its face, either the date that the shipment was loaded at the WPOE or arrived at the WPOD. For payment and accounting control, the carrier complies with any reasonable numbering system established by each involved agency.

(5) When processing GBLs for payment, the Government does not require the carriers to support their billing with a consignee certificate of delivery nor is payment subject to prior receipt of the cargo outturn message or report. However, the Government will not waive the right of preaudit of charges where such action is in the best interest of the Government. GBL shipments are subject to the terms and conditions printed on the reverse side of the GBL and payments may be adjusted when cargo is lost, damaged, or not delivered to the address on the GBL.

c A CBL is prepared when a bill of lading is required and when a GBL is not available, an overseas activity is not authorized to prepare a GBL, or a U.S. flag ship is not available and a foreign carrier refuses to accept a GBL.

(1) The ocean carrier issues the CBL on a basis of either freight prepaid (charges payable upon loading at the WPOE) or freight collect (charges payable upon cargo delivery). In either case, unless the CBL is convertible to a GBL, the ocean charges are earned and payable once the cargo is loaded aboard the vessel. The information included on the CBL is detailed in subparagraphs (2) and (3) below and in figure 3-C-10. Complete distribution instructions are shown in figure 3-C-12. The carrier also endorses all copies of the CBL with the following statement:

"In witness whereof, the master or agent of said vessel has signed (insert number) bills of lading as of this tenure and date, and if one is accomplished the others shall be void."

(2) Unless the CBL is used because a foreign carrier refuses to accept a GBL, the carrier endorses the CBL (original and all copies) with the statement "To be converted to a Government Bill of Lading." The CBL is then processed as follows:

(a) The carrier forwards the convertible CBL, whether prepaid or collect, to the clearance authority serving the WPOE unless directed otherwise during the booking process.

(b) The clearance authority, in turn, verifies and certifies (on the CBL) the accuracy of the information ensuring it is complete, prepares and distributes MILSTAMP manifest documents, and forwards the CBL to the receiving activity at the WPOD.

(c) The receiving activity at the WPOD prepares the GBL, securely attaching it to the first original CBL, and cross-referencing both to indicate the conversion has been made. After ensuring the rates, terms, and conditions of ocean shipment, shipping order number, and MSC paying command are cited on the GBL; the receiving activity surrenders the unaccomplished original to the ocean carrier (or their agent). In addition, the WPOD sends one copy of the GBL, with the converted CBL, to the MSC paying command.

(3) When a CBL is used because a foreign carrier refuses to accept a GBL, the shipment is booked on a freight collect basis if possible. If the foreign carrier desires prepayment of ocean charges, the carrier annotates the CBL with the statement "Shipped on board." Whether collect or prepaid, the carrier prepares the CBL and, as directed by the booking activity, surrenders the CBL to the WPOE shipping activity for distribution. The booking office also instructs the carrier on the procedures for submitting invoices on the freight charges. The CBL is then processed as follows:

(a) The booking office or WPOE receiving the CBL from the carrier verifies and certifies (on the CBL) the accuracy of the information ensuring it is complete, prepares and distributes MILSTAMP manifest documents, and forwards the CBL to the receiving activity at the WPOD.

(b) The receiving activity at the WPOD accomplishes the first original CBL if the shipment is collect or the second original CBL if prepaid. The accomplished CBL is then returned to the carrier or their agent.

(c) The carrier or their agent either itemizes on the CBL any cargo discrepancies or annotates on the CBL that discrepancies exist and will be detailed by the DoD activity preparing the cargo outturn reporting documents.

7 The final manifest document the WPOE prepares is the CORM.

a The WPOE receives the CORM from the WPOD. (The content of the CORM is detailed in paragraph D.2.b.(1)(b)1.) If the WPOE has not received the CORM within 22 calendar days following the vessel's ETA, the WPOE sends a message to the WPOD requesting the CORM.

b Within 10 days of the date of the CORM, the WPOE reconciles any discrepancies shown then prepares and sends the CORMR to the discharge activity that originated the CORM and to all addressees of the CORM.

c The CORMR contains the following information in the order indicated:

(1) Message subject: CORM REPLY.

(2) Line 1: Ports of loading and discharge in code and clear text; e.g., "1GC MOT BAYONNE JF1 BREMERHAVEN."

(3) Line 2: Vessel name(s) and voyage number as indicated in the CORM.

(4) Line 3 and as many additional lines as necessary, in columns with the following headings:

(a) ITEM (enter the item number from the CORM).

(b) TCN (enter the TCN from the CORM).

(c) DISPOSITION (Indicate the status of items reported in the overage or shortage section of the CORM; e.g., "SHIPPED ON VOY A1266," "INCLUDED IN MANIFEST SUPP NO 3," etc.).

(3) The POE also submits intransit data for use in measuring transportation performance in the movement of MILSTRIP shipments. The responsibilities for intransit data preparation vary at different types of POEs. General requirements are listed below with specific instructions detailed in appendix L.

(a) LOGAIR or other intracountry airlift terminals:

1 Complete intransit data with DI TK4 for shipments received on GBLs for onward movement.

2 Initiate or complete intransit data with DI TK1/TK2, as applicable, for each shipment unit received.

(b) MTMC area commands/WPOEs and HQ ***AMC***:

1 Prepare receipt and lift data with DI TK7 for all shipment units (except mail from postal concentration centers) manifested from CONUS to overseas destinations. Reports on MSC shipments include the date the vessel arrived at the overseas WPOD as determined from the CORM.

2 For materiel received, enter on intransit data formats with DI TK4/TK7 the day the shipment was received or offered for delivery by the carrier, whichever is earlier.

e. Holding, diverting, and tracing shipments are all actions in which the POE may be involved due to irregular or interrupted movement of cargo in the DTS. In addition to the instructions below, formats for documenting these actions are detailed in appendix M.

(1) The POE may hold and/or divert a shipment at the request of the sponsoring Service or for such reasons as an embargo. The hold is intended to be brief and only long enough for the POE to receive diversion/disposition instructions from the sponsoring Service or clearance authority As an exception to blanket holds placed on shipments during mass cancellation situations, shipments with "555" in the RDD field (rp 54-56) are not held, but processed through the POE in accordance with the transportation priority on the TCMD.

(2) A transportation diversion is limited by cost, but may be a change of mode (e.g., water to air), a change of destination, and/or a change of route.

(a) Once the shipment has left the shipper, the cost of handling normally limits diversion (or hold) authorization. In addition, after leaving the shipper, only complete shipment units are diverted, i.e., individual items are not removed from multiple line shipment units nor is a shipping container removed from a multicontainer shipment unit with one TCN.

(b) After the shipment has reached the POE, a diversion between modes normally occurs only as a result of a change in the urgency

of need. Such a change may result in a planned surface shipment being moved by air and is coordinated by the applicable clearance authority.

(c) A diversion to a different consignee or destination may result from conditions such as:

1 Strikes, national disturbances, or acts of God.

2 Supply cancellations.

3 Terminations of projects.

4 Changes in logistics buildup.

5 Modification of permanent change of station orders authorizing personal property shipments.

6 Change in the receiving locations for mobile units.

(d) A diversion in the route of a shipment normally occurs within a particular mode (i.e., air or water) and is usually directed and coordinated by the clearance authority or booking office.

(3) Shipment tracing through MILSTAMP allows the requesting or receiving activity to use modified supply system data to locate a shipment in the transportation system. While tracing assistance is normally obtained from the clearance authorities, the POE may occasionally be asked for shipping data. The POE responds to such requests by providing all available information. The formats used for tracing are detailed in appendix M.

f. After completing a shipment, the POE maintains records detailing the actions undertaken. Various Service publications detail the length of time and method for keeping such files.

Air Manifest Header Data Entries

Record Position	DD Form 1385 block	Procedure
1-3	(9)	Enter TAA.
4-8	(1)	Enter carrier abbreviation; e.g., ***AMC***, LOGA (for LOGAIR), etc. Precede carrier abbreviations with zeros. On automated formats, the APOD enters hour/day cargo is received in rp 6-8 (appendix F7).
9-14	(2)	Enter the aircraft tail number.
15-17	--	Enter GMT hour/day code to indicate time/date of flight departure (appendix F7).
18-21	(3)	Enter aircraft model and series number, e.g., 141B, 005B (for A C5), and 0080 (for DC 8).
22-23	--	Leave blank.
24-26	(4)	Enter air terminal code (appendix F4).
27	--	Mode Code (appendix F13).
28-29	(5)	Enter manifest reference code (appendix F1).
30-44	(6)	Enter in-the-clear destination.
45-47	--	Enter GMT hour/day code (appendix F7).
48-59	(7)	Enter mission number assigned by aircraft controlling agency in rp 48-56 and enter the julian date of rp 57-59.
60-62	(8a)	Enter air terminal code for manifesting station (appendix F4). APOD enters hour/day cargo received.

Figure 3-C-1

Air Manifest Header Data Entries

63	(8b)	Enter last digit of fiscal year.
64	(8c)	Enter type manifest; e.g., "C" for cargo, "M" for mail.
65-69	(8d)	Enter last five digits of manifest number, if less than five numbers precede with zeros.
70-75	--	Enter total cargo weight.
76-80	--	Enter total cargo cube.

Figure 3-C-1 (Cont.)

Air Cargo Pallet Header Entries DD Form 1385 or Automated Format

Record Position	DD Form 1385 block	Procedure
1-3	(9)	Enter TAB.
4-5	(10)	The air terminal enters a two digit alphanumeric pallet designator. The letters I and O and the numeral 0 will not be used in these record positions.
6-8	(11)	Enter GMT hour/day of oldest piece of cargo on the pallet (appendix F7).
9-12	--	Air terminal enters local bay location. Otherwise leave blank
13-14	--	Leave blank.
15-17	(12)	Enter GMT hour/day code pallet leaves APOE (appendix F7).
18-19	(13)	Leave blank.
20	(14)	Enter the air dimension code (appendix F3).
21-23	--	Enter air terminal identifier code (appendix F4).
24-26	(15)	Enter air terminal identifier code (appendix F4).
27	(16)	Enter mode/method for pallet from APOE (appendix F13).
28-29	--	Enter manifest reference code from manifest header entry.
30-35	(17)	Enter DoDAAC of activity that loaded the pallet if other than air terminal.

Figure 3-C-2

Air Cargo Pallet Header Entries DD Form 1385 or Automated Format

36-39	--	Enter four digit date code (appendix F7).
40	--	Enter "L" to indicate 463L pallet.
41-43	--	Enter serial number assigned by pallet loading activity other than air terminal.
44-45	--	Enter one of the following: BC for belly cargo LS for loose cargo PC for palletized cargo RS for rolling stock SD for cargo on skid T_ for pallet train (second digit = number of pallets in the train)
46	--	Enter one of the following: G for general cargo M for mixtures of G and S S for cargo requiring special handling U for mail
47-52	(18)	Enter DoDAAC of ultimate consignee. Leave blank if more than one consignee.
53	(19)	Enter highest priority on the pallet.
54		Enter special priority, when applicable, otherwise leave blank: N = NMCS/CASREP G = Green Sheet 9 = 999 F = FSS - Forward Supply System
55-57		Pallet height in inches.
58-60		Center of balance or pallet train.

Figure 3-C-2 (Cont.)

Air Cargo Pallet Header Entries DD Form 1385 or Automated Format

61		Tiedown: C = Chain, S = Straps, N = Net, or M = Mixture.
62-63		Number of equivalent pallet positions with assumed decimal point, e.g., 25 equals 2.5 pallet positions.
64		Overhang direction A, F, or B, or blank.
65		Enter personal property code: B = Personal baggage H = Household goods J = Personal baggage - ITGBL K = Household goods - ITGBL P = POV T = Household goods
66		Enter protected cargo code (appendix F2) if applicable, otherwise leave blank.
67		Leave blank.
68-71	(24)	Enter total number of pieces on the pallet.
72-76	(25)	Enter total weight of cargo on the pallet.
77-80	(26)	Enter total cube of cargo on the pallet.

Figure 3-C-2 (Cont.)

Prime Data Entries For Shipment Units on Air Manifests

Record Position	DD Form 1385 block	DD Form 1384 block	Procedure
1-3	(9)	1	Enter three digit code as follows: First position: Always "T." Second position: Same as second position of the TCMD. Third position: "A" for a loose shipment and "D" for a shipment loaded on a 463L pallet.
4-5	(10)	2	Enter pallet number on which shipment is loaded.
6-8			Enter hour/date received (appendix F7).
9-14	(11)	21	For nonpalletized mail, enter the registry number. For all other shipments, enter the DoDAAC of the consignor.
9-14	(11)	3	For all other shipments, enter the DoDAAC of the consignor.
15-17	(12)	15	Enter GMT hour/day code shipment leaves APOE (appendix F7).
18-19	(13)	4	Enter air commodity code (appendix F2).
20	(14)	5	Enter air dimension code (appendix F3).
21-23	--	6	Enter air terminal identifier code (appendix F4).
24-26	(15)	7	Enter air terminal identifier code (appendix F4).
27	(16)	8	Enter mode/method code (appendix F13).

Figure 3-C-3

Prime Data Entries For Shipment Units on Air Manifests

28-29	--	9	Enter manifest reference code from manifest header entry.
30-46	(17)	10	Enter TCN from shipment unit TCMD.
47-52	(18)	11	Enter DoDAAC of ultimate consignee.
53	(19)	12	Enter TP from shipment unit TCMD.
54-56	(20)	13	Enter RDD from shipment unit TCMD; if none, leave blank.
57-59	(21)	14	Enter project code from shipment unit TCMD; if none, leave blank.
60-62	(22)	16	Enter hour/day code shipment arrived at APOE (appendix F7).
63	--	--	For Services internal applications.
64-67	(23)	17	Enter TAC from shipment unit TCMD.
68-71	(24)	22	Enter total number pieces in the shipment unit.
72-76	(25)	23	Enter total weight of the shipment unit.
77-80	(26)	24	Enter total cube of shipment unit.

Figure 3-C-3 (Cont.)

Ocean Manifest Header Data Entries

Record Position	TCMD Manifest DD Form 1384 block	ATCMD as Manifest page DD Form 1384 block	DD Form 1385 block	Procedure
1-3	1	--	--	Enter TAJ.
4-8	21	21	(3)	Original manifest, no Government dunnage/lashing gear used, enter NODUN. Supplemental manifest, enter type of adjustment and date as explained in chapter 3, paragraph C.2.c.d.(2)(b)2d. For all others, leave blank.
9-11	6	25a	(1)	Enter water port code (appendix F21). For LASH/ SEABEE shipments, show port that loaded cargo on the barge
12-14	--	--	--	Leave blank.
15-18	15	25d	(2)	Enter four position date (appendix F7).
19-23	19	25f	(3)	Enter voyage document number (appendix F18).
24-26	7	26a	(4)	Enter water port code for final WPOD (appendix F21).
27	20	20	(5)	Enter voyage manifest reference code (appendix F19).
28-29	--	--	--	Leave blank.

Figure 3-C-4

Ocean Manifest Header Data Entries

30-46	21	25k	(6)	Enter vessel name, if unnamed, enter vessel class and hull number.
47	--	--	--	Leave blank.
48-49	18	25e	(7)	Enter two position code assigned by the OCCA. If a LASH/SEABEE barge is loaded with cargo booked under different terms of carriage, a separate manifest section is prepared for each term of carriage.
50	--	--	--	Enter L for LASH vessels, S for SEABEE vessels, otherwise leave blank.
51	18	25e	(8)	Enter MSC assigned code.
52-59	21	21	(9)	Enter assigned IRCS. For barges without an IRCS, enter the hull number.
60-80	31	31	(9)	Enter additional required data, e.g., actual loading activity if other than the WPOE, transshipping data, etc.

Figure 3-C-4 (Cont.)

Ocean Manifest Data Entries

Record Position	TCMD Manifest DD Form 1384 block	ATCMD as Manifest page DD Form 1384 block	DD Form 1385 block	Procedure
1-3	32	1	(10)	Enter DI code from TCMD, but convert third position as follows: 0=&, 1=J, 2=K, 3=L, 4=M, 5=N, 6=O, 7=P, 8=Q, 9=R. For Government-owned dunnage or lashing gear, enter TLJ for prime and TLR for trailer entries (C.2.d.(2)(b)1e). See special instructions below.
4-19	33-35	--	(11)	Enter prime and trailer data from TCMD.
20-23	36	--	(12)	Enter last four digits of the voyage document number from the manifest header.
24-26	37	--	(13)	Enter code from manifest header.
27	--	--	--	Enter code from manifest header.
28-59	39-43b	--	(14)	Enter prime and trailer TCMD data.
60-63	43c,d	25h	(15)	For prime data entries, enter the vessel stowage location code (appendix F16). For dunnage/lashing gear see special instructions below. For all others leave blank.

Figure 3-C-5

Ocean Manifest Data Entries

Special Instructions

64-80	43e,44	--	(16)	Enter prime and trailer TCMD data.
1-3	32	--	(10)	Enter TLJ for prime entries and TLR for trailer entries.
59-79	43-44	--	(17)	Enter clear text disposition instructions.
80	44c	--	--	For trailer entries, enter a sequence number.

Figure 3-C-5 (Cont.)

Instructions for Preparing Manifest Adjustments

Supplements	DI entry	Record Position 4	Record Position 53	Entry in TP block of DD Form 1384 TP-1	TP-2	TP-3
1. To add shipment unit lifted but not manifested, prepare:						
a. Manifest header:	TAJ	S	No overpunch	No change		
b. Shipment unit entries:						
Prime data:	T_J		"	"		
Trailer data:	T_N-R		"	"		
2. To add consolidated containers and shipment units in containers, prepare:						
a. Manifest header:	TAJ	S	"	"		
b. Container entries:						
Prime data:	T_K/L		"	"		
Trailer entries:	T_R		"	"		
c. Shipment unit entries:						
Prime data:	T_M		"	"		
Trailer entries:	T_N-R		"	"		
Deletions						
1. To delete shipment unit manifested but not lifted, prepare:						
a. Manifest header:	TAJ	D	None	None		
b. Shipment unit entries:						
Prime data only:	T_J		Zero	/	S	T
2. To delete a complete consolidation container manifested but not lifted, prepare:						
a. Manifest header	TAJ	D	None	None		
b. Prime container:·	T_K/L		Zero	/	S	T
c. Shipment unit entries:						
Prime data only:	T_M		Zero	/	S	T
Corrections						
1. To change shipment units not containerized, prepare:						

Figure 3-C-6

Instructions for Preparing Manifest Adjustments

a. Manifest header:	TAJ	C	None	None		
b. To delete old shipment unit:						
Prime data:	T_J		11	J	K	L
Trailer data:	T_N-R		11	J	K	L
2. To change a consolidated container, prepare:						
a. Manifest header:	TAJ	C	None	None		
b. To delete old container						
Prime data:	T_K/L		11	J	K	L
Trailer data:	T_R		11	J	K	L
c. To add new container:						
Prime data:	T_K/L		12	A	B	C
Trailer data:	T_R		12	A	B	C
3. To change shipment units in consolidation, prepare:						
a. Manifest header:	TAJ		None	None		
b. Dummy entry:	T_K/L		12	A	B	C
c. To delete old shipment unit:						
Prime data:	T_K/L		11	J	K	L
Trailer data	T_N-R		11	J	K	L
d. To add new shipment unit:						
Prime data:	T_M		12	A	B	C
Trailer data:	T_N-R		12	A	B	C

Figure 3-C-6 (Cont.)

Ocean Cargo Manifest Recapitulation Data Entries

DD Form 1386 block	Procedure
(1)	Enter "X" in recapitulation box.
(2)	Enter "X" in the appropriate box. If the recapitulation is for a manifest adjustment, see special instructions below.
(3)	Enter vessel name. If unnamed, enter vessel class and hull number.
(4)	Enter two position vessel status/terms of carriage code (appendix F15).
(5)	Enter voyage document number (appendix F18).
(6)	Enter vessel sailing date code (appendix F7).
(7)	Enter water port code for actual port of loading (appendix F21).
(8)	Enter the number of heavy lifts (10,000 pounds or more, other than SEAVANs).
(9)	Enter the number of pieces, other than SEAVANs, with outsize dimensions (any dimension of 72 inches or more).

For each WPOD list, on separate lines, the data required by paragraph C.2.d.(2)(b)3a as follows:

(10)	Enter the water port code for the final POD to which the cargo is booked (appendix F21). If booked for transshipment follow the WPOD with "BY T/S."
(11)	Enter abbreviated commodity description(s) (appendix F20).
(12)	Enter length, width, and height, in inches, of each heavy lift, other than SEAVANs (indicate L, W, H).

Figure 3-C-7

Ocean Cargo Manifest Recapitulation Data Entries

(13) Enter "X" if heavy lift can be discharged by vessel's gear; otherwise leave blank.

(14) Enter "X" if heavy lift cannot be discharged by vessel's gear; otherwise leave blank.

(15) Enter "X" if discharge costs are payable by the vessel operator, terms of carriage 2 or 3, otherwise leave blank.

(16) Enter "X" if discharge costs are payable by the Government, terms of carriage 1 or 4, otherwise leave blank.

(17) Enter vessel stowage location code for cargo being described (appendix F16).

(18) Enter in long tons, the weight of the cargo, other than SEAVANs, being described.

For each WPOD and consignee Service list, on separate lines, the data required by paragraph C.2.d.(2)(b)3a as follows:

(19) Enter water port code for the cargo's final WPOD (appendix F21).

(20) Enter first position of the consignee DoDAAC.

(21) Enter, in long tons for each WPOD, the total cargo onboard for each Service/Agency identified in block (20).

(22) Enter in measurement tons, the total volume of cargo included in block (21).

If a DD Form 1384 is used, follow the above instructions and include a note to indicate the terms of carriage (appendix F15).

Figure 3-C-7 (Cont.)

Ocean Cargo Manifest Recapitulation Data Entries

Special Instructions

If the recapitulation is being prepared for a manifest adjustment, the data listed in blocks (10) through (22) is separated as follows:

List exactly as on the original manifest, all items to be deleted, under the heading "Delete." List all items to be added under the heading "Add." For original manifest items which must be corrected, include both a delete entry and an add entry.

Figure 3-C-7 (Cont.)

Ocean Cargo Manifest Summary Data Entries

DD Form 1386 block	Procedures
(1)	Enter "X" in the summary box.
(2)	Enter "X" in the appropriate box. If the summary is for a manifest adjustment.[4]
(3)	Enter the vessel name. If unnamed, enter the vessel class and hull number.
(4)	Enter two position vessel statue/terms of carriage code (appendix F15).
(5)	Enter voyage document number (appendix F18).
(6)	Enter year and day code for vessel sailing date (appendix F7).
(7)	Enter water port code for actual port of loading (appendix F21).
(8)	Leave blank.
(9)	Leave blank.

Figure 3-C-8

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[4] If the summary is being prepared for a manifest adjustment, the data listed in blocks (10) through (17) is separated as follows: List exactly as on the original manifest, all items to be deleted under the heading Delete. List all items to be added under the heading Add. For items on the original manifest that must be changed, include both a delete entry and an add entry.

Ocean Cargo Manifest Summary Data Entries

For each WPOD list, on separate lines for each commodity category and TAC, the information required by paragraph C.2.d.(2)(b)4a as follows:

(10) Enter the water port code for the final WPOD to which the cargo is booked. If booked for transshipment, enter BY T/S after the WPOD (appendix F21).

(11) Enter the clear text commodity category from the following list:

Category	Code
Reefer, Chill	100-149
Reefer, Freeze	150-199
Bulk, NOS	200
Asphalt	210
Cement	220
Coal	230
Coke	231
Fertilizer	240
Grain, heavy	250
Grain, light	260
Oils, edible	270
Ore	280
POVs, unboxed (except 310 and 340)	300-359
Ammunition, Explosives, and Hazardous Materials	40X-489
Radioactive devices, materials and waste	490-499
General, NOS (unless listed below)	500-799
Mail (all classes except 612)	610-619
Empty mail sacks	612
POVs, boxed	310 and 340
Baggage, hold	360 and 370
Household goods	390-399
CONEX, empty	690
Empty containers, other than CONEX, SEA-VAN, MILVAN, wood or metal, space required.	691
Empty containers, other than CONEX, SEA-VAN, MILVAN, wood or metal, space available.	692

Figure 3-C-8 (Cont,)

Ocean Cargo Manifest Summary Data Entries

Empty SEAVAN, MILVAN, MSCVAN, space required	693
Empty SEAVAN, MILVAN, MSCVAN, space available	694
Scrap or salvage, space required	727
Scrap or salvage, space available	726
Low value surplus, space required	738
Low value surplus, space available	739
Special, NOS (unless listed below)	800-899
Low value surplus, space required	838
Low value surplus, space available	839
Trailers, RORO[5]	
Loaded[6]	
Empty	888
Vehicles, wheeled or tracked, unboxed	
10,000 pounds or less per unit[7]	
Exceeding 10,000 per unit[7]	
Aircraft, unboxed	990-999

(12) Leave blank.

Figure 3-C-8 (Cont.)

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5 Applies only to RORO trailers on MSC operated or controlled RORO vessels.

6 Regardless of commodity, all loaded RORO trailers are listed separately. Except for retrograde trailers loaded with empty containers, enter in M/T the overall volume of the entire trailer and its load. To allow for reduced MSC billing rates, the cubic volume of trailers loaded with empty containers is listed separately; i.e., the empty container and the empty trailer.

7 Includes vehicles with commodity codes 813, 816, 829, 864, 867, 870, 873, 876, 879, 882, 885, 891, and 894 summarized into the two weight groups shown to support MSC's revenue/lift reports.

Ocean Cargo Manifest Summary Data Entries

(13) Enter the TACS for each commodity category to be summarized. For each category, a TAC is listed no more than twice, once for under deck cargo stowage and once for cargo stowed on deck.

(14) Enter "X" on the same line as the TAC for any cargo stowed on deck.

(15) Enter the number of pieces of mail or POVs that are summarized for that TAC. For all other cargo leave blank.

(16) Leave blank.

(17) Enter the number of measurement tons rounded to the nearest whole number for each TAC entry.

Figure 3-C-8 (Cont.)

Cargo Traffic Message Data Entries

The following provides details of the information included in the CTM.

From: Preparing Activity
To: Addressees (see figure 3-C-11)

SUBJ: MILSTAMP CARGO TRAFFIC MESSAGE

(1) Paragraph 1. Enter vessel identification as follows:
a. Ship prefix (USS, USNS, USCG, SS, MS, etc.).
b. Ship name and number.
c. Voyage document number (appendix F18).
d. Vessel status/terms of carriage code (appendix F15).
e. IRCS (commercial ships only).
f. Type of commercial ship (C1, C2, LASH, RORO, etc.).

(2) Paragraph 2. Enter movement data for the vessel as follows:
a. Departure port name, in-the-clear.
b. Departure day and hour (zulu date/time group).
c. Next port of call, in-the-clear.
d. Estimated date of arrival, next port of call.
e. Subsequent port of call, in-the-clear.

(3) Paragraph 3. Enter operational and handling data as follows:
a. Ship discharge capability (self-sustaining/nonself-sustaining).
b. Special berthing requirements, if any.
c. Special information for the port area host nation or theater commmander (expected arrival draft, overall length, beam, and capacity in M.T., cu. m. (include L/T and M/T in parentheses)).
d. Enter manifest onboard or manifest forwarded separately by (enter method, e.g., AUTODIN, mail, etc.).
e. If applicable, enter cargo for transshipment at (WPOD).

(4) Paragraph 4. Total cargo loaded in M.T. and cu. m. (include L/T and M/T in parentheses, e.g., (40 L/T, 10 M/T)).

(5) Paragraph 5. A separate paragraph for each port of discharge to include the following subparagraph as appropriate. Each

Figure 3-C-9

Cargo Traffic Message Data Entries

subparagraph shall identify by columns the number of wheeled and the number of tracked vehicles, M.T., cu. m. and in parentheses, L/T and M/T. Stowage location is identified by the first three positions of the stow location code; for LASH/SEABEE barges, the last four positions of the barge number. The Military Service will be identified by the TAC for breakbulk cargo and by the consignee for containerized cargo.

a. Total cargo loaded (mandatory).
b. Deck load of breakbulk cargo by Military Service, by location, excluding ammunition and explosives.[8]
c. Hatch load of breakbulk cargo by Military Service, by location, excluding ammunition and explosives.[8]
d. Total number of reefer containers for each Military Service.
e. Total number of other containers for each Military Service excluding those in subparagraph f., below.
f. Total number of containers containing ammunition and explosives for each Military Service. Include NEQ, by IMDGC UN class, UN classes to include decimal fraction (1.1, 1.2), IMDGC compatability group code, and stow location (four positions).
g. Description of bulk ammunition and explosives for each Military Service. Include additional data described in subparagraph f., above.
h. Heavy lift cargo exceeding capacity of ships' boom.
i. Protected (except pilferable) and/or classified cargo, number of pieces, stow location, and TCN.
j. For LASH/SEABEE shipments, list each barge by barge number and by Military Service.

Figure 3-C-9 (Cont.)

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8 Identified by first three positions of the vessel stowage location code; for LASH/SEABEE vessels, use the last four positions of barge number.

Cargo Traffic Message Data Entries

(6) Final paragraph. Transshipment data as required:

a. Port of transshipment in-the-clear.

b. Information specifying responsibility for transshipment.

c. Name of on-carrying vessel. Enter TBN if unknown.

d. Cargo data required by instruction (5) for each port of discharge.

e. For LASH/SEABEE shipments, the port of transshipment is the port of discharge of the vessel. For movement of the barge to an inland port of discharge, indicate towed in lieu of name of on-carrying vessel. Summarize cargo data by barge number and barge port of discharge.

Figure 3-C-9 (Cont.)

Information to be Listed on the Ocean Bill of Lading (GBL or CBL)

The following information is entered on the GBL/CBL whenever used for ocean transportation.

1. Name of ocean carrier, vessel, WPOE, and WPOD.

2. Rates, terms, and conditions of shipment, including responsibility for loading and unloading.

3. Appropriation chargeable.

4. Dollar rate of exchange as of booking date if ocean charges are based on, but not payable in, a foreign currency.

5. Voyage document number and MSC clearance order number.

6. The MSC paying command.

7. Weight and cube of each commodity and measurements of any cargo with any dimensions exceeding 30 feet.

8. SEAVAN TCN and TCN of each shipment unit.

9. Consignee.

10. U.S. Government activity or representative at the WPOD responsible for receiving the cargo and submitting the cargo outturn message and report.

11. Enter, "Unless otherwise indicated, all cargo to be stowed under deck."

12. Actual or estimated sailing date as appropriate.

Figure 3-C-10

Distribution of Ocean Cargo Manifest

The following table provides instructions for distribution of ocean cargo distribution, i.e., stow plan, cargo traffic message, manifest, recapitulation and summary. Manifest adjustments are distributed to the same addressees as the original manifest. The GBL and CBL distribution is shown in figure 3-C-13

This figure must be used in conjunction with figure 3-C-12 which explaines the letter codes used the distribution method and remarks columns.

Distribution to:	Cargo Stowage Plan			Cargo Traffic Message			Cargo Manifest and Recapitulation			Cargo Manifest Summary		
	No of Copies	Dist Method	Re-marks	No of Copies	Dist Method	Re-marks	No of Copies	Dist Method	Re-marks	No of Copies	Dist Method	Re-marks
For all cargo:												
Commanding Officer or Master of the vessel (Note 1)	3	V	--	--	--	--	3	V	A,G	--	--	--
Port of debarkation and next port of call	3	x	--	1	E	C,D	6	X	B,C,L	6	M	C
Port of embarkation (POE) for files	1	--	--	1	E	--	1	H,M	--	1	H or M	--
Clearance authority for POD if different than POD	1	M	N	1	E	--	1	X	--	1	M	--
MSC area and subarea Commander for POE (Note 2)	1	X	--	1	E	C	3	X	--	3	X	--
MSC area and subarea Commanders on the vessel itinerary (Note 2)	1	x	--	1	x	D	1	X	B,Z	--	-	-
MSC port representatives for ports on vessel itinerary unless same as area and subarea Commandera	1	X	--	1	Z	--	1	X	B,I	--	--	--
Local agent of carrier (unclassified only)	5	x.m	--	--	--	--	5	h.n	--	-	-	
Clearance authority for POE if different than POE	1	M	N	1	X	--	1	M	-	-		-

Note 1. Neither vessel papers nor cargo manifiest are placed onboard commercial vessels engaged in common carrier trade and loaded at commercial piers.

Note 2. The addresses for MSC area and subarea commanders are listed in appendix F16.

Figure 3-C-11

Distribution of Ocean Cargo Manifest

Distribution to:	Cargo Stowage Plan No of Copies	Dist Method	Re-marks	Cargo Traffic Message No of Copies	Dist Method	Re-marks	Cargo Manifest and Recapitulation No of Copies	Dist Method	Re-marks	Cargo Manifest Summary No of Copies	Dist Method	Re-marks
COMSC (Headquarters)	--	--	--	--	--	--	1	X	F	1	X	F
For MSC controlled ships scheduled to transit Hawaii enroute to CONUS. All U.S. ports, including Hawaii, for customs: NAVSEACARCOR Pearl Harbor, HI AUTODIN RIC RUHHLA	--	--	--	--	--	--	1	E	--	--	--	--
For Navy-sponsored cargo exported from CONUS: NAVMTO representative at MTMCEA or MTMCWA	--	--	--	--	--	--	1	H	--	--	--	--
For Navy-sponsored cargo loaded on per diem ships at overseas terminals: Commanding Officer NAVMTO ATTN: Code 06 Naval Station Building 2-133-5 Norfolk, VA 23511-5000	--	--	--	--	--	--	1	M	--	--	--	--
For all Marine Corps sponsored shipments: Commanding General MCLB Albany (Code A470) Albany, GA 31704-5000	-	--	--	--	--	--	1	E,M	K	1	E,M	K
CG, FMF Atlantic U.S. Naval Base Norfolk, VA 23511-5000 (Atlantic Ocean area discharge only)	--	--	--	--	--	--	1	M	--	--	--	--
CG, FMF Pacific FPO San Francisco, CA 96601 (Pacific Ocean area discharge only)	--	--	--	--	--	--	1	M	--	--	--	--
For All U.S Coast Guard sponsored shipments: Commandant (FA/71) U.S. Coast Guard Washington, DC 20591	--	--	--	--	--	--	1	M	--	1	M	--

Figure 3-C-11 (cont.)

Distribution of Ocean Cargo Manifest

Distribution to:	Cargo Stowage Plan No of Copies	Dist Method	Re-marks	Cargo Traffic Message No of Copies	Dist Method	Re-marks	Cargo Manifest and Recapitulation No of Copies	Dist Method	Re-marks	Cargo Manifest Summary No of Copies	Dist Method	Re-marks
For security assistance program cargo: MAAG or Mission in the recipient country	3	X	--	1	E	C,D,E	10	X	B,C	10	M	C
Consignee TAC B address (MAPAD DoD 4000.25-8M) For FMS/Grant Aid classified shipments	--	--	--	1	E	--	--	--	--	--	--	--
For vessels from MTMC-EA to MTMC-TTCE terminals: Commander, MTMC-TCCE, Rotterdam, Netherlands ATTN: MTC-TMD-O	--	--	--	1	E	--	--	--	--	--	--	--
For all shipments of conventional ammunition: HQ AMCCOM Rock Island, IL AUTODIN RIC RUCIHMA ILO RUCIAFP content indicator DKAZ	--	--	--	--	--	--	1	E	J	--	--	--
Shipment to CONUS ports with indicator codes beginning with 1 or 2: Commander, MTMC-EA ATTN: MTE-ITT Military Ocean Terminal Bayonne, NJ 07002-0001	--	--	--	--	--	--	1	M	M	--	--	--
Shipment to CONUS ports with indicator codes beginning with 3 or 4: Commander MTMC-WA ATTN: MTW-ITD Oakland Army Base Oakland, CA 94626-0001	--	--	--	--	--	--	1	M	--	--	--	--

Figure 3-C-11 (cont.)

Explanation of Codes for Ocean Cargo Manifest Distribution

a. Method of distribution

Code	Meaning
E	Electrically transmitted message.
H	Hand delivery.
M	Regular mail.
V	On the ship carrying the cargo.
X	By fastest available means following vessel departure.

b. Remarks

A Vessel papers may be substituted.

B When prepared manually, the loading port distributes advance hard copy manifest data. When manifest data are transceived, the receiver distributes advance hard copy manifest data. For CONUS loadings MTMC distributes hard copy in addition to transceived manifest data to the overseas Army and Navy activities listed below. Any changes in hard copy requirements will be referred to MTMC.

Army WPOD	Navy WPOD
Bangkok, Thailand	NAVSTA Roosevelt Roads, P.R.
Sattahip, Thailand	NSA Naples, Italy
Vayama, Thailand	NAVSTA Argentia, Newfoundland (hard copy only)
Manila, P.I.	NAVSTA Guantanamo Bay, Cuba (hard copy only)
Inchon, Korea	
Chinhae, Korea	
Pusan, Korea	

C For WPODs or Agencies listed below, forward by distribution method X, the number of copies indicated.
Chief, MILTAG, Indonesia - 15 copies
JUSMAG, Thailand - 15 copies

Figure 3-C-12

Explanation of Codes for Ocean Cargo Manifest Distribution

MTMC UK Terminal - 3 copies
MAG or Mission in Turkey - 6 copies of recapitulation and 2 copies of the stow plan.

C For all shipments destined to PODs JF_ (Germany), JG_ (Netherlands), JH_ (Belgium), and JM_ (Rhine), forward one additional manifest and cargo traffic message via AUTODIN to HQ, 4th TRANSCOM, Oberursel, Germany//AEUTR-MOV//; AUTODIN RIC RUFTACC, content indicator code DKAZ for ocean manifest; RIC RUFTACA for cargo traffic message.

C For all shipments destined to PODs in Turkey, forward 12 copies of the ocean cargo manifest by air mail to the responsible Turkish WCA. Also forward a copy of the manifest by AUTODIN to TUSLOG DET 10 INCIRLIK INSTL TURKY//LGT/ADP//. On all Atlantic, Gulf, or European sailings, manifests will be dispatched NLT 72 hours after vessel departure from last WPOD.

C For all Navy sponsored FMS shipments of arms, ammunition, and explosives, and RUs of inert component parts, send one copy of the manifest to the U.S. Navy International Logistics Control Office, Code 252, 700 Robbins Ave., Philadelphia, PA 19111-5000.

C For cargo consigned to JUSMAG Spain/U.S. Navy resident Officer-in-Charge of Construction, forward one copy by air mail to OINCC, Contracts, Naval Facility Engineering Command, Spain.

C For all export shipments of Navy ammunition containing N, M, P, R, V, or Z as the first digit of the TCN, forward one copy of the manifest to the Ships Parts Control Center, Code 8534, P.O. Box 2020, Mechanicsburg, PA 17055-0788.

C For shipments of Army ammunition to Pacific WPODs, forward one copy of the manifest via AUTODIN to Central Ammunition Management Office - Pacific, ATTN: SARCA-OP, Ft Shafter, HI. AUTODIN RIC RUHHHMK.

Figure 3-C-12 (Cont.)

Explanation of Codes for Ocean Cargo Manifest Distribution

C	For shipments of all ammunition to central European and UK area WPODs, forward a copy of the manifest by AUTODIN to CDR 200TH TAMMC ZWEIBRUECKEN GERMANY//AEAGD-MMC-VP//. AUTODIN RIC RUFTFDA.
C	For all shipments destined to Korea, forward a copy of the manifest by AUTODIN to 25th Transportation Group, Korea. AUTODIN RIC RUAGDPA.
D	Send one copy to MTMC Field Office - Pacific (for PACOM loading and discharge).
D	Send one copy to MSC Office Honolulu for cargo destined to consignees in CINCPAC area.
D	For shipments of Army ammunition to Pacific area WPODs, forward a copy of the CTM via AUTODIN to Central Ammunition Management Office - Pacific, Ft. Shafter, HI//SARCA-OP//. AUTODIN RIC RUHHHMK.
D	For shipments of Navy ammunition to Pacific area WPODs, forward one copy by AUTODIN to COMSERVPAC.
E	MAAG copy for shipments to Taipei not required.
F	AUTODIN RIC ***RUEOBED*** and content indicator code DKAZ is used to provide COMSC with ocean cargo manifest data. MTMCEA and MTMCWA transceive manifest data to COMSC ***by direct line***. Activities without AUTODIN capability forward hard copy manifests to MSC Area Commands, but not to COMSC Headquarters.
G	Provide five copies of the manifest to Masters of USNS and time charter vessels (terms of carriage codes 1 or 8) loading cargo overseas for discharge in CONUS.

Figure 3-C-12 (Cont.)

Explanation of Codes for Ocean Cargo Manifest Distribution

H This distribution is made only if the vessel's remaining itinerary calls for it to call at an MTMC CONUS terminal.

Distribution is made to the responsible MTMC OCCA. Mailing addresses are:

HQ MTMC Eastern Area ATTN: MTE-ITEB Military Ocean Terminal Bayonne, NJ 07002-5000	HQ MTMC Western Area ATTN: MTW-ITX Oakland Army Base Oakland, CA 94626-5000

I For hazardous cargo shipments on MSC controlled ships to WPODs: H__(British Isles), J__(Northern Europe), K__(Western Mediterranean), and L__(Eastern Mediterranean), forward one copy of the complete hazardous cargo portion of the ocean cargo manifest to facilitate overseas port clearance of controlled vessels.

J Forward one copy of the manifest via *AUTODIN*. Overseas manifesting activities that do not have access to ADP/AUTODIN support should mail a hard copy of the manifest to Commander, AMCCOM, ATTN: DRSAR-TM, Rock Island, IL 61299-5000.

K Forward manifest data to Marine Corps Logistics Base, Albany, GA, using AUTODIN RIC: RUCLWAA, content indicator code AKAA. If manifests are normally prepared manually, mail a copy of the Marine Corps section as soon as possible.

L When cargo manifest documents cannot be sent to CONUS WPODs by AUTODIN or other electronic means, use appropriate mailing address from the following list:

Port	Mailing Address
1B1 - 1D6	Commander Portsmouth Naval Shipyard Portsmouth, NH 03804-5000

Figure 3-C-12 (Cont.)

Explanation of Codes for Ocean Cargo Manifest Distribution

1ED	Commanding Officer Naval Air Station Quonset Point, RI 02819-5000
All ports beginning with 1E_, except 1ED and 1EF	Commanding Officer Naval Construction Battalion Center Davisville, RI 02854-5000
1EF	Commanding Officer Naval Supply Depot Newport, RI 02840-5000
1G5	Commanding Officer Naval Ammunition Depot, Earle Colts Neck, NJ 07722-5000
All ports beginning with 1F, 1G, 1H, 1J, 1K, 1S, 1T, 1U, 1V, and 1W, except 1G5	Commander Military Ocean Terminal, Bayonne MTMC Eastern Area Bayonne, NJ 07002-5000
1L1, 1LA, 1L2, 1L3	Commanding Officer Baltimore Outport MTMC Eastern Area Dundalk Marine Terminal Baltimore, MD 21222-5000
All ports beginning with 1M	Freight Terminal Officer ATTN: Code 402 Naval Supply Center Norfolk, VA 23512-5000
1N1 through 1N4	Commanding Officer Military Ocean Terminal, Sunny Point MTMC Eastern Area Southport, NC 28461-5000

Figure 3-C-12 (Cont.)

Explanation of Codes for Ocean Cargo Manifest Distribution

All ports beginning with 1P, 1Q, and 1R, except 1R1, 1R2, 1R3, 1R4, and 1RB	Commanding Officer Charleston Outport MTMC Eastern Area North Charleston, SC 29406-5000
1R1, 1R2, 1R3, 1R4, and 1RB	Commander MTMCEA Cape Canaveral Outport Patrick AFB, FL 32905-5000
2A1 through 2A5, 2B2, 2B4, 2C1, 2C2, 2D1 through 2DA, and 2G1 through 2G3	Commanding Officer Gulf Outport MTMC Eastern Area New Orleans, LA 70140-5000
2B1, 2B3	Commander MTMC Mobile Detachment Gulf Outport P.O. Box 2725 Mobile, AL 36652-2725
2E1 through 2F3	Officer-in-Charge Beaumont Detachment, Gulf Outport MTMC Eastern Area P.O. Box 4043 Beaumont, TX 77704-4043
3A1 through 3F3, except 3CD and 3DC	Commanding Officer Military Ocean Terminal Bay Area Oakland Army Base Oakland, CA 94626-5000
3CD	Commanding Officer Naval Weapons Station Concord, CA 94520-5000
3DC	Commanding Officer Naval Air Station Alameda, CA 94501-5000

Figure 3-C-12 (Cont.)

Explanation of Codes for Ocean Cargo Manifest Distribution

3G1, 3GA	Commanding Officer Naval Construction Battalion Center Port Hueneme, CA 93041-5000
3H series	Commander Southern California Outport Berth 55 San Pedro, CA 90731-5000
3J1, 3JA, 3JB	Commanding Officer Naval Supply Center San Diego, CA 92131-5000
4A1 through 4K1	Commander Pacific Northwest Outport 4735 East Marginal Way South Seattle, WA 98134-5000

M ***For shipments from the Azores to east coast points, forward a copy of the manifest to COMSCEUR, DOE Complex, Block 1, East Cote Road, Ruislip, Middlesex, HA48BS, England.***

Figure 3-C-12 (cont.)

Distribution of Ocean Bill of Lading

This figure must be used in conjunction with figure 3-C-12 which explains the letter codes used in the discribution method column.

Activity or Agency	Government Bill of Lading Copies	Dist Method	Commercial Bill of Lading - Collect convertable to GBL Copies	Dist Method	Commercial Bill of Lading - Collect nonconvertable to GBL Copies	Dist Method	Commercial Bill of Lading - Prepaid nonconvertable to GBL Copies	Dist Method
Receiving activity at POE designated on the Bill of Lading or the consignee	2 memos	X	1st original and 2 memos	X	2d orignial and 2 memos	X	1 st original and 2 memos	X
Ocean carrier	Original and 2 memo	X	Original GBL and 1st original CBL (note 1)	X				
Activity offering the cargo for booking	1 memo signed by carrier's agent	X	3d original	X	3d original	X	3d original	X
MSC paying command (note 2)	3 memos	X	2d original and 1 memo plus 1 GBL with converted CBL	X	1st original and 2 memos	X	2d original and 1 memo	X
Booking office	1 memo	X	1 memo	X	1 memo	X	1 memo	X
MSC port representative unless the same as the MSC paying command (note 2)	1 memo	X	1 memo	X	1 memo	X	1 memo	X

Note 1. Distribution made by the receiving activity at the POD.

Note 2. The addresses for MSC area and subarea commands are listed in appendix F16.

Figure 3-C-13

SECTION D. PORTS OF DEBARKATION (POD) INCLUDING INTRACOUNTRY AIR AND WATER DTS TRANSSHIP PORTS

1. General

a. PODs are authorized points where shipments enter a country, either a foreign country or the United States. A POD may be either an APOD or WPOD.

b. Other ports which process (receive) DTS transshipments from within the country (e.g., QUICKTRANS, LOGAIR, or the theater interport portion of an international shipment) follow the same MILSTAMP requirements. For simplicity of explanation, these intracountry DTS transshipments are included with the procedures for PODs.

c. Common user military water terminals (and military sponsored shipments transshipped through commercial terminals) in CONUS and at selected overseas locations are operated or managed by MTMC. At other locations, the theater commander provides for water port operation. The LOGAIR and QUICKTRANS air systems are managed by AFMC and NAVSUPSYSCOM respectively. AMC operates or arranges operation of air terminals serving AMC channels flown by scheduled AMC airlift. Aerial ports that are not operated by AMC are provided by the branch of Service that operates them, or, in the case of the Air Force, by the major command concerned

2. Procedures

a. Receiving for transshipment:

(1) Shipments arrive at PODs by either air or water and are usually preceded or accompanied by the appropriate TCMD data in manifest format. Water PODs initiate inquiries seeking corrective action when manifests are late or incorrectly prepared. (Repeated failures are reported to the DoD MILSTAMP System Administrator through Service/TOA channels.)

(2) The POD uses the manifests (received in either automated or manual format) to plan for arrival of the cargo, assemble discharge tallies and clearance forms, produce forwarding documents, expedite shipments, and notify consignees (including breakbulk points) or personal property carriers of cargo arrival. With approval of the consignee, the POD may provide the manifests in automated instead of manual format. In

addition, in CONUS, the manifest data is provided to all activities specified by the sponsoring Service.

(a) Military terminals use manifest data to prepare documentation for use by the Military activity and to provide commercial carriers documentation for informational use only. The Military terminal gives customs clearance forms to the ocean carrier for vessels discharging at Military ports, but furnishes clearance forms only on request for vessels discharging at commercial facilities. Terminal operators coordinate with local customs officials and provide the documentation prescribed by DoD 5030.49-R (reference v), in CONUS or applicable area requirements overseas. Commercial carriers are directly responsible for manifesting, accounting, reporting, and customs clearance requirements on TGBL shipments.

(b) The Military activity responsible for the POD notifies household goods (Code 5 or T) and baggage (Code 8 or J) carriers or their agents of the impending or actual arrival of personal property shipments. To ensure prompt pickup and delivery, the notification is made as soon as possible, but not later than 48 hours after receipt of the manifest. The carrier or agent is provided the following information:

1 Sponsoring member's name and grade.

2 Shipment unit TCN.

3 POD.

4 Actual or estimated time of arrival.

5 Vessel name and voyage number, if by surface.

(c) Terminal activities also use the manifest to plan security and prompt onward movement of all shipments and especially for safeguarding hazardous, classified, and protected cargo.

(d) Water PODs establish a vessel register or file to document the status of each ship scheduled to arrive for unloading. The register or file contains information and documents such as the cargo traffic message, CORMs and CORMRs, stowage plans, and manifests. The WPOD establishes procedures and followup action to ensure information in the register is complete.

(3) The discharging activity documents actual receipt of cargo from aircraft or vessels and maintains an audit trail using the manifest, TCMDs, or locally produced discharge tallies. Whenever cargo is to be discharged by a Military activity or its designated agent, every reasonable effort is made to inspect the cargo for damage or pilferage prior to removal from the vessel or aircraft. The inspection is always accomplished not later than the first point of rest after discharge.

(a) Air PODs annotate cargo/mail manifests with:

1 The GMT hour/day the cargo/mail is received.

2 A circle around the entry for any line item manifested, but not on the aircraft. A short shipment report is forwarded to the manifesting station, each stopoff point, and the destination terminal.

(b) Water PODs ensure the discharge documents include:

1 The vessel name (or class and number, if unnamed) and voyage document number.

2 The WPOD.

3 The berth or pier identification.

4 The TCN of the individual shipment unit if loose; otherwise, the TCN of the major consolidation container (SEAVAN, CONEX, etc.).

5 The stowage location for breakbulk cargo or SEAVAN and seal numbers.

6 The commodity code.

7 The type pack code.

8 The checker's tally of actual pieces.

9 The weight and cube from either the manifest or checker's tally.

10 Remarks by the checker (e.g., over, short, damaged).

11 Cargo disposition (e.g., to warehouse designation; truck, railcar, or barge number; etc.).

12 Signature of checker.

13 Date of the tally.

(c) All PODs prepare a complete tally for cargo discharged, but not manifested (sometimes called overlanded). Such cargo is reported to the POE and/or intermediate stops on the itinerary, then processed for onward movement to the consignee by the appropriate method as detailed in paragraph D.2.c. Discrepancy information is prepared as detailed in paragraph D.2.b.

(d) Discharge documents are not classified, do not identify the classification of cargo, and contain only that information necessary to properly identify the materiel for accurate piece count and processing. Classified and protected cargo is, however, discharged as soon as possible after aircraft or vessel arrival.

b. Reconciling discharge discrepancies:

(1) The POD reports cargo damage and reconciles discrepancies between manifested shipments and those actually discharged. The POD eliminates many of the differences by comparison with previous overage or shortage reports, and by communicating with the POE and any other stops on the aircraft or vessel itinerary.

(a) APODs report discrepancies within the period designated by the major command (e.g., AFMC, AMC). Overages are recorded by the activities which processed the shipment. Unreconciled shortages are reported by the APOD to the requisitioner to allow reordering.

(b) WPODs report discrepancies (or the absence of discrepancies) within 14 calendar days using the CORM.

1 The CORM consists of two parts.

a Part I, the advisory, is the WPOD's report to MSC, the WPOE, activities with jurisdiction over the cargo movement beyond the WPOD, and other selected addressees. It reports the vessel arrival and discharge dates and whether the manifested cargo has or has not changed in quantity or condition while under the control of the ocean carrier. It also advises of any variance from the contract terms that

may affect payment of freight charges and permits MSC to promptly process for payment all invoices submitted by commercial steamship operators.

b Part II, the reconciliation, is the WPOD's report to the WPOE and intermediate ports. It reports apparent damage or pilferage (if any), specifies overages and shortages, and requests verification of shipment details to reconcile any discrepancies. Consolidation containers, including SEAVANs, RORO trailers, CONEXs, etc., are reconciled on a one-for-one basis. Breakbulk cargo, however, is reconciled only when there is an overage or shortage in total manifest lines or if individual variances are significant due to value, commodity, etc.

2 The activity responsible for vessel discharge prepares the CORM as detailed in figure 3-D-1 and forwards it by ETM to the following:

a The activity responsible for the WPOE (for CONUS see figure 3-C-12).

b MSC areas/subareas where cargo is/was loaded or discharged (appendix F18).

c For cargo loaded in CONUS, the MTMC area command for the WPOE (appendix J).

d As information addressees, the OCCA that booked the cargo and the activity responsible for each port on the vessel itinerary where Government cargo is/was discharged.

3 In answer to the CORM, the WPOD receives the CORMR from the WPOE. The use and content of the CORMR are detailed in paragraph C.2.d.(2)(b)7.

4 The WPOD reports unreconciled discrepancies, and discrepancies to Government-owned dunnage and lashing gear, according to the requirements of joint regulation AR 55-38 (reference q).

(2) The POD forwards shipments received (onhand), but not manifested for discharge at that activity, as soon as possible. Those shipments for consignees serviced by the POD are forwarded, with documentation produced by the POD, according to the procedures detailed in paragraph D.2.c. Shipments for consignees not serviced by the POD are forwarded according to the following procedures.

(a) The APOD reports the unmanifested shipment to the APOE within 24 hours of receipt. To preclude further delay, the APOD processes the cargo as an intransit shipment and forwards it to the correct destination terminal by the first available aircraft. The APOD also prepares any necessary documentation for manifesting and further cargo accountability.

(b) The WPOD reports, as soon as possible, cargo which has been discharged prior to reaching the destination port (shortlanded) or cargo for a previous port found still onboard the vessel (overcarried). The report is made by priority ETM to the consignee, the WPOD shown on the cargo, the WPOE, the appropriate booking activity, and (when prescribed by the theater commander or sponsoring Service) the supply management activity.

1 If the cargo was shortlanded due to a diversion, the WPOD forwards the cargo as detailed in paragraph D.2.f.(2)(d). If the cargo is shortlanded for any other reason, the discharging WPOD determines the reason for early discharge and coordinates with the activities/Agencies indicated in subparagraph (b) above to ensure shipment to the consignee. Disposition action is reported on the CORM and the cargo is usually forwarded on the next available vessel which has proper routing and timely delivery. The terminal forwarding the cargo provides manifest documentation at the time of reshipment.

2 When a WPOD discovers overcarried cargo, the vessel's itinerary is reviewed (before discharge, if possible) to determine the best port at which the cargo should be discharged. The WPOD doing the review considers the ports at which the vessel will call as well as the shipping available between those ports and the intended destination of the cargo. To preclude unnecessary handling and backhauls, the shipper, consignee, or WPOD to which the cargo was originally manifested provides disposition instructions prior to actual reshipment. Finally, if the ocean carrier is responsible for the overcarriage, the discharging terminal takes action with MSC through the booking office to ensure the Government is reimbursed for any additional handling or transportation costs incurred.

c. Clearing cargo from the POD. After cargo is discharged from the aircraft or vessel, the shipments are forwarded to the consignee. At APODs the ITO/TMO usually arranges the onward movement, while at WPODs the Military activity responsible for the port arranges onward movement. SEAVANs, regardless of where discharged, are forwarded, as manifested, to the SEAVAN consignee including breakbulk points, either directly or via stopoffs.

(1) When shipments arriving at air terminals are to continue movement by air in the DTS, the air terminal coordinates transshipment arrangements (including necessary air clearances). All other onward movement, including local surface delivery or reentry into the DTS at a different air terminal, is arranged by the responsible transportation office (ITO, TMO, etc.). The APOD provides the applicable manifest and intransit data to allow timely onward movement. The responsible transportation office, in turn, secures necessary clearances and forwards the shipment using a DD Form 1385 (manifest) for Government trucks, a GBL/CBL for commercial delivery, or other applicable documentation. After movement, the responsible transportation office advises the air terminal (by TCN, carrier, bill number, and hour/day) how and when the onward movement was made. Local procedures are established to ensure cargo leaving the APOD is actually received by the consignee.

(2) The Military terminal activity responsible for the WPOD begins arranging onward movement of cargo upon receipt of the vessel manifest. These arrangements include planning for necessary port clearance transportation, reviewing the compatibility and other pertinent characteristics of hazardous materiels, and (when possible) preparing movement documents in advance of vessel discharge. After discharge, the WPOD reports cargo availability to the consignee, either directly or through an established MCA.

(a) When notified that delivery can be accepted, the Military terminal or MCA coordinates the onward movement within priorities on a first-in/first-out basis unless the RDD or advice by the consignee or sponsoring Service indicates an overriding urgency for (a) particular shipment(s). Actual onward movement is documented according to local procedures on a DD Form 1384, DD Form 1385, GBL/CBL, or similar applicable document containing essential TCMD data (TCN, WPOD, consignee, pieces, weight, and any applicable SEAVAN and seal numbers).

(b) Inland (local) drayage or linehaul movement of SEAVANs contracted under the MSC Container Agreement and Rate Guide (reference p) is not documented on a bill of lading unless part of the movement is arranged or paid for by the Government directly (not by the ocean carrier). This responsibility for payment is indicated by the SEAVAN service code in rp 16 of the SEAVAN TCN (see appendix C, paragraph 10.).

1 If the destination service code (rp 16) is "K," indicating the ocean carrier's responsibility ends at the ocean terminal, the activity responsible for the WPOD issues a bill of lading for the inland linehaul or drayage of the SEAVAN. The preparing activity

includes in the bill of lading: the SEAVAN TCN (from the manifest), the TCN of each shipment unit in the SEAVAN, and the full van and seal numbers. The bill of lading is distributed as detailed in the DTMR (reference j), or applicable theater directives.

2 If the destination service code (rp 16) is L, M, *S, T,* or 1-9, indicating the inland movement from the WPOD is the responsibility of the ocean carrier, the terminal activity does not issue a bill of lading. Instead of a bill of lading, the activity issues a manual TCMD (DD Form 1384) or similar nonnegotiable document according to local procedures. The document includes the SEAVAN prime data with the seal and van number and the activity retains a signed copy to record acceptance by the carrier.

3 The terminal activity coordinates with the theater commander or (in CONUS) MTMC to ensure the consignee receives, as a minimum, advance manifest data and anticipated delivery date. The terminal activity also establishes procedures to enable complete records of receipt, detention, and accountability of SEAVANs. If notified by the consignee that an SEAVAN has not been received, the terminal activity takes action to trace the SEAVAN including notifying the clearance authority/booking office and security authorities, if appropriate.

(c) Security of cargo, especially protected or classified cargo, is ensured by the Military terminal responsible for the WPOD. To further enable accountability and timely movement of cargo from the port, the terminal or (in CONUS) MTMC maintain a detailed inventory of cargo onhand. This inventory includes such details as:

1 TCN.

2 For applicable shipments, the SEAVAN number and owner's identification.

3 Consignee.

4 Cargo/SEAVAN location in the terminal area.

5 Vessel name and voyage number from which the cargo was discharged.

6 Cargo/SEAVAN discharge date and age.

7 Pieces, weight, and cube for each consignee (with a separate list for protected and classified cargo).

8 TP and RDD.

(d) The owners (or owners' agent) of all POVs discharged by the WPOD and cleared by customs are promptly notified their vehicles are available. Further requirements, including documentation, are contained in applicable personal property regulations.

(e) Local procedures are established to document forwarding of cargo from the WPOD to the consignee. Shortages and pilferages are reported to the appropriate security authorities. While similar, these procedures do not replace those required by joint regulation AR 55-38, et al. (reference q).

d. The POD may also submit intransit data for use in measuring transportation performance in the movement of MILSTRIP shipments. The responsibilities for intransit data preparation vary at different types of PODs. General requirements are listed below with specific instructions detailed in appendix L.

(1) Final LOGAIR or other intratheater airlift terminals (except QUICKTRANS) submit intransit data with DI TK3 for shipments received unless the shipments are intended for onward movement overseas. If the consignee is not located on the same installation as the terminal and there is no local agreement for the terminal to make the delivery entry, the APOD sends the DI TK3 to the consignee.

(2) AMC APODs submit intransit data with DI TK6 for shipments received. The APOD may also enter the consignee receipt date (rp 15-17) when it can be determined and an appropriate local agreement has been reached with the consignee.

(3) WPODs do not complete intransit data since the discharge date is reported by the WPOE as determined from the CORM.

e. The WPOD also accomplishes CBLs or prepares GBLs for cargo which moved over ocean on a CBL. The requirements are detailed in paragraph C.2.d.(2)(b)6c(2) and (3).

f. Holding, diverting, and tracing shipments are all actions in which the POD may be involved due to irregular or interrupted movement of cargo in the DTS. In addition to the instructions below, formats for documenting these actions are detailed in appendix M.

(1) The POD may hold and/or divert a shipment at the request of the sponsoring Service or for such reasons as an embargo. The hold is

intended to be brief and only long enough for the POD to receive diversion/disposition instructions from the sponsoring Service or clearance authority. As an exception to blanket holds placed on shipments during mass cancellation situations, shipments with "555" in the RDD field (rp 54-56) are not held, but processed through the POD in accordance with the transportation priority on the TCMD.

(2) A transportation diversion is normally limited by cost, but may be a change of mode (e.g., theater truck to theater air), a change of destination, and/or a change of route.

(a) Once a shipment has left the shipper, the cost of handling normally limits diversion (or hold) authorization. In addition, after leaving the shipper, only complete shipment units are diverted; i.e., individual items are not removed from multiple line shipment units nor is a shipping container removed from a multicontainer shipment unit with one TCN.

(b) After the shipment has reached the POD, a diversion between modes normally occurs only as a result of a change in the urgency of need. Such a change may result in a planned surface shipment being moved by air and is coordinated by the applicable theater or CONUS clearance authority.

(c) A diversion to a different consignee or destination may result from conditions such as:

1 Strikes, national disturbances, or acts of God.

2 Supply cancellations.

3 Terminations of projects.

4 Changes in logistics buildup.

5 Modification of permanent change of station orders authorizing personal property shipments.

6 Change in the receiving locations for mobile units.

(d) Diversion in the route of a shipment normally occurs within a particular mode (i.e., air or water) and is usually directed by the clearance authority. Such a diversion may result in some or all of

the cargo onboard an aircraft or vessel being discharged at other than the originally manifested POD.

1 The command authorized to request a diversion notifies, by ETM or automated format, all concerned parties; i.e., POEs, all PODs (old and new) on the itinerary, and (for surface) the MSC area/subarea commands having cognizance over the old and new WPODs. When cargo or an entire aircraft or vessel is diverted, the new POD assumes the responsibility for cargo discharge, documentation, discrepancy reporting, and disposition of the cargo.

2 Whenever possible, the old WPOD provides the new WPOD with cargo manifests and supporting documents for all shipments to be discharged. The old WPOD retransmits the manifest as originally prepared instead of remanifesting to indicate the diversion. In the air system, the cargo manifest documents and/or cards are usually onboard the aircraft. When not possible for the old WPOD to retransmit the manifest, or when the aircraft is not carrying the manifest, the new POD prepares a manifest based on the discharge tallies. Required customs documentation not accompanying the shipment is forwarded from the old POD to the new POD by the fastest means available. Diversion instructions account for all cargo aboard a diverted aircraft or vessel.

(3) Shipment tracing through MILSTAMP allows the requesting or receiving activity to use modified supply system data to locate a shipment in the transportation system. While tracing assistance is normally obtained from the clearance authorities, the POD may occasionally be asked for shipping data. The POD responds to such requests by providing all available information. The formats used for tracing are prescribed in appendix M.

g. After completing a shipment, the POD maintains records detailing the actions undertaken. Various Service publications detail the length of time and method for keeping such files.

Cargo Outturn Advisory and Reconciliation Message

FROM: Vessel discharging activity
TO: Activity responsible for WPOE
MSC area/subarea command of the WPOE MTMC area command for CONUS loaded cargo
INFO: Activity responsible for each port of call
Booking office that booked the cargo

SUBJ: Cargo Outturn Advisory and Reconciliation Message

1. PART 1 - ADVISORY.

2. Enter the WPOD in code and clear text as well as the three position day of the year of vessel arrival and discharge completion. If cargo has been diverted from another port, indicate the port from which it was diverted following the discharge data. For example:

POD - JF1 BREMERHAVEN 278/281
POD - JF1 BREMERHAVEN 278/281 DIVERSION FROM JG1 ROTTERDAM

3. Enter name, voyage number, and vessel status/terms of carriage for the vessel on which the cargo was manifested. If the cargo is received on a different vessel, indicate the delivering vessel in parentheses following the basic entry. For example:

SS NEVERSINK A1234 61 (SS LEAKS ALOT)

4. Enter an indicator of manifest receipt, the number of supplements received, and the ocean bill of lading number, if applicable. For example:

MANIFEST RECEIVED NO SUPP
MANIFEST AND SUPP 1 RECEIVED GBL X7654321

5. Determine the agency responsible for each discharge element:
a. The agency that discharged the cargo
b. Agency responsible for discharge costs.
c. Agency responsible for paying port charges.

Figure 3-D-1

Cargo Outturn Advisory and Reconciliation Message

Agency	(a) Discharging	(b) Paying Discharge Costs	(c) Paying Port Costs
U.S. Army	DISARM	REARM	PCUS
U.S. Navy	DISNAV	RENAV	PCUS
U.S. Air Force	DISAF	REAF	PCUS
Commercial operator	DISOP	REOP	PCOP
Foreign government (MAP)	DISGOV	REGOV	PCGOV

Select and enter codes from the above table as per the following example:

DISARM/REARM/PCUS

6. Enter the WPOE and indicate whether all cargo manifested was received in apparent good order (CAGO) or with discrepancies including overages, shortages, or damage (OSOD). For example:

IGC CAGO or IGC OSOD

7. Enter "PART II -- RECONCILIATION."

8. a. If the entry for cargo condition (paragraph 6) was CAGO, enter "NEGATIVE." No further entries are necessary.

b. If the entry for cargo condition (paragraph 6) indicates an overage and/or shortage, detail the discrepancies by line entries for each WPOE under the following column headings:

Heading	Data Indicated
ITEM	Item number. Enter sequentially starting with 1 for each WPOE
TCN	Transportation Control Number
CNTR NO	Container number (SEAVAN, MILVAN, RORO, CONEX)
OWNER	Container owner code (SEAVAN/MILVAN only)
COMMOD	Commodity/special handling code
PACK	Type pack code
MANIF	Number of pieces manifested
DISCH	Number of pieces discharged

Figure 3-D-1 (Cont.)

SECTION E. BREAKBULK POINT

1. General

a. Breakbulk points are transshipping activities which receive multiple consignee shipments which have been unitized, usually in a SEAVAN/MILVAN. The breakbulk point separates the unitized shipments into individual shipment units and forwards the individual shipment units to the ultimate consignee.

b. A breakbulk point may be located at inland sites or at WPODs or APODs.

c. Shipments are consigned to a breakbulk point when sufficient volume is not available for direct shipment to the ultimate consignee. Since the additional handling at the breakbulk point increases costs and the opportunity for loss or damage, shipments are routed through a breakbulk point only when a single consignee shipment or use of stopoff service (for SEAVANs) is not economically feasible.

2. Procedures

a. Receiving for transshipment

(1) Shipments arrive at breakbulk points accompanied by appropriate TCMD data for both the unitized shipment and the individual shipment units which it contains. Documentation for the unitized shipment may be a bill of lading, TCMD, or other document containing appropriate movement data. Documentation for the contents of the unitized shipment, i.e., the individual shipment units, may be in the form of manual TCMDs (DD Form 1384), a cargo load list, manifest, interpreted punch cards, or other documents sufficient to allow accountable transshipping. Breakbulk points which receive shipments without documentation initiate inquiries seeking corrective action.

(2) The breakbulk point reports to the POD that the unitized shipment has been received. Local reporting procedures are established and, for surface shipments, require the breakbulk point to return to the WPOD a copy of the receiving document. The signed document contains the day of receipt and condition of the cargo or SEAVAN, including the SEAVAN seal (if applicable). The breakbulk point sends the receipt to the WPOD within 10 calendar days of receiving the unitized shipment. Similarly, the breakbulk point notifies the WPOD when a SEAVAN is not received within 10 calendar days of its anticipated delivery.

(3) Breakbulk points coordinate with the POD to ensure timely receipt of SEAVANs, customs examination if necessary, and prompt release to the carrier after unloading the SEAVAN contents. The breakbulk point makes every reasonable effort to unload (unstuff) the SEAVANs during the free time allowed by the ocean carrier. Failure to release the empty SEAVANs within that free time results in detention charges. These detention charges are billed separately from the ocean charges and are assessed against the activity considered responsible for causing the costs to be incurred.

b. Unloading (unstuffing) the unitized shipment

(1) The breakbulk point unloads the unitized shipment, tallies the cargo, and segregates the individual shipment units for onward movement to the ultimate consignee. The load list accompanying the unitized shipment (in some format) is used to ensure all cargo loaded is actually received and to provide the basis for an audit trail.

(2) When a discrepancy (overage, shortage, or damage) between the load list and the actual discharge tally is discovered, the breakbulk point documents and reports the discrepancy according to the requirements of joint regulation AR 55-38 et al. (reference q). Recoopering, remarking, repacking, and similar services necessary for safe onward movement of the shipment are provided by the breakbulk point. If the shipment was not prepared by the shipper according to military standards (except for marking), the breakbulk point obtains either a fund citation for correction of the deficiency (unless such costs are incorporated in other handling charges) or disposition instructions from the sponsoring Service. The breakbulk point reports inadequate shipment preparation according to the requirements of joint regulation DLAR 4140.55, et al. (reference r).

(3) Breakbulk points also use the load lists and discharge tallies to plan security and prompt onward movement of all shipments and especially for safeguarding hazardous, classified, and protected cargo.

(4) The breakbulk point maintains a cargo-on-hand inventory according to local procedures. This inventory enables accountability and timely movement of cargo from the breakbulk point. This inventory normally includes such details as:

(a) TCN.

(b) Consignee.

(c) Cargo location in the breakbulk point area.

(d) Vessel name and voyage number and/or SEAVAN number (including the owner abbreviation) from which the cargo was discharged.

(e) Cargo/SEAVAN receipt date and age at the breakbulk point.

(f) Pieces, weight, and cube for each consignee (with a separate list for protected and classified cargo).

(g) TP and RDD.

c. Forwarding cargo to the consignee. After separating the cargo into individual shipment units, the breakbulk point arranges for onward movement.

(1) Most shipments are forwarded by surface direct to the ultimate consignee. The breakbulk point forwards shipments, within priorities, on a first-in/first-out basis unless the RDD or advice by the consignee or sponsoring Service indicates an overriding urgency for a particular shipment.

When possible, the breakbulk point prepares the movement documents in advance of actual cargo receipt to permit rapid transshipment. This movement is arranged and documented according to local procedures. The documentation may be a DD Form 1384, DD Form 1385, GBL/CBL, or similar document containing essential TCMD data (TCN, breakbulk point, consignee, pieces, weight, and cube).

(2) The breakbulk point notifies household goods (Code 5 or T) and baggage (Code 8 or J) carriers or their agents when personal property is available for pick up. Similarly, POV owners or their agents are notified when the vehicles are available. Further requirements, including documentation, are contained in applicable personal property regulations.

(3) Local procedures are established to ensure cargo leaving the breakbulk point is actually received by the consignee. When the breakbulk point is operated in conjunction with a WPOD, these receipt procedures are as detailed in paragraph D.2.c.(2)(e). Inland breakbulk points establish their own procedures and/or use those detailed in joint regulation AR 55-38, et al (reference q), or applicable theater publications overseas.

d. The breakbulk point does not normally prepare intransit data. However, if the breakbulk point is operated in conjunction with a POD, preparation may be required as detailed in paragraph D.2.d., this chapter.

e. Holding, diverting, and tracing shipments are all actions in which the breakbulk point may be involved due to irregular or interrupted movement of cargo in the DTS. In addition to the instructions below, formats for documenting those actions at breakbulk points operated by a POD are detailed in appendix M.

(1) The breakbulk point may hold and/or divert a shipment at the request of the sponsoring Service or for such reasons as an embargo. The hold is intended to be brief and only long enough for the breakbulk point to receive diversion/disposition instructions from the sponsoring Service or clearance authority. As an exception to blanket holds placed on shipments during mass cancellation situations, shipments with "555" in the RDD field (rp 54-56) are not held, but processed through the breakbulk point in accordance with the TP on the TCMD.

(2) A transportation diversion may be a change of mode, a change of destination, and/or a change of route.

(a) Only complete shipment units will be diverted, i.e., individual line items will not be removed from multiple line shipment units, nor will a shipping container be removed from a multicontainer shipment unit under one TCN.

(b) After the shipment has reached the breakbulk point, a diversion between modes normally occurs only as a result of a change in the urgency of need. Such a change may result in a planned surface delivery being moved by air and is coordinated by the applicable theater Traffic Management/MCA or CONUS clearance authority.

(c) A diversion to a different consignee or destination may result from conditions such as:

1 Strikes, national disturbances, or acts of God.

2 Supply cancellations.

3 Terminations of projects.

4 Changes in logistics buildup.

5 Modification of permanent change of station orders authorizing personal property shipments.

6 Change in the receiving locations for mobile units.

(3) Shipment tracing through MILSTAMP allows the requesting or receiving activity to use modified supply system data to locate a shipment in the transportation system. While tracing assistance is normally obtained from the clearance authorities, the breakbulk point may occasionally be asked for shipping data. The breakbulk point responds to such requests by providing all available information. The formats used for tracing are detailed in appendix M.

f. After completing a shipment, the breakbulk point maintains records detailing the actions undertaken. Various Service publications detail the length of time and method for keeping such files.

CHAPTER 4

RECEIVER REQUIREMENTS AND PROCEDURES

SECTION A. GENERAL

1. Introduction

a. The receiver is usually the ultimate consignee of a shipment in the DTS. The receiver may also be an agent for the ultimate consignee, e.g., a central receiving point or a temporary storage point for the ultimate consignee. Regardless of the exact designation of the receiver, when a shipment arrives at the receiver and documentation is accomplished, the movement is complete.

b. This chapter explains, in the general order of performance, the actual steps the receiver must take to process and complete a shipment.

2. The Receiver's Steps in Processing a Shipment. The steps that a receiver accomplishes when processing a shipment are summarized in the following listing. Unless otherwise indicated, these procedures apply to both the actual consignee and the consignee's agent, if any. The list below shows, by paragraph, where in this chapter of MILSTAMP the procedures are explained in detail.

PROCEDURES	PARAGRAPH	PAGE
a. Receives the shipment	4.B.1.	4-B-1
(1) Reports discrepancies	4.B.1.b.(1)	4-B-1
(2) Closes the documentation loop	4.B.1.b.(2)	4-B-1
(3) Releases carrier equipment	4.B.1.c.	4-B-1
b. Completes Intransit Data	4.B.2.	4-B-1
c. Holds, diverts, and traces shipments	4.B.3.	4-B-1
d. Provides support for discrepancy reporting	4.B.4.	4-B-2
e. Maintains files	4.B.5.	4-B-2

SECTION B. PROCEDURES

1. Receiving the Shipment:

a. ***Shipments arrive at a receiver by all modes/methods (truck, van, or rail, occasionally barge). Regardless of the method of arrival, shipments are preceded and/or accompanied by appropriate TCMD data. Documentation may be a bill of lading, TCMD, or other document containing the information necessary to properly account for the complete shipment. Receivers initiate inquiries seeking corrective action when shipments are delivered without documentation/data.***

b. The receiver uses the TCMD or other documents received with the shipment for a tally.

(1) When discrepancies (overage, shortage, and/or damage) are discovered, the receiver documents and reports the discrepancy according to the requirements of joint regulation AR 55-38, et al. (reference q).

(2) The receiver notifies the WPOD when a SEAVAN is not received within 10 calendar days of its anticipated delivery.

c. Receivers coordinate with the POD to ensure timely receipt of SEAVANs (whether single delivery or stop-off) and prompt release to the carrier after unloading the SEAVAN contents. The receiver makes every reasonable effort to unload (unstuff) the SEAVANs during the free time allowed by the ocean carrier. Failure to release the empty SEAVANs within that free time results in detention charges. These detention charges are billed separately from the ocean charges and are assessed against the activity considered responsible for causing the costs to be incurred. Other commercial carrier equipment also accrues detention chargeable to the receiver if not unloaded within the authorized free time.

2. Intransit Data. The receiver may also complete intransit data for use in measuring transportation performance in the movement of MILSTRIP shipments. The receiver complies with the general requirements listed below and with the specific instructions detailed in appendix L.

a. Whenever the activity receiving a shipment also receives intransit data documentation (TK3/TK4), the date the shipment is delivered (or offered for delivery, if earlier) is entered in the intransit data.

b. Air Force receivers prepare intransit data (TK8) when the TK4 is not received or when a shipment is received by an overseas consignee and the APOD does not enter the consignee receipt date on the TK6. The date entered is the date delivered or offered for delivery, if earlier.

3. Holding, diverting, and tracing shipment are all actions in which the receiver may be involved due to irregular or interrupted movement of cargo in the DTS. In addition to the instructions below, formats for documenting those actions are detailed in appendix M.

a. The receiver is normally involved in holding and diverting actions only for the purpose of reconsignment. After a shipment has arrived at the receiver, it is complete and further movement constitutes a new shipment. At that time, the receiver's responsibility is that of a shipper as detailed in chapter 2.

b. Shipment tracing through MILSTAMP allows the requesting or receiving activity to use modified supply system data to locate a shipment in the transportation system. The receiver normally sends tracing requests to the clearance authority as detailed in appendix M. Appendix M also contains the formats and procedures to be used as well as the prerequisites to be met prior to tracing.

4. The receiver also responds promptly to inquiries received asking for information to support discrepancy reports.

5. The receiver maintains records to detail all transportation receiving actions undertaken. Various Service publications detail the length of time and method for keeping such files.

Appendix A

DEFINITIONS

This appendix is a compilation of definitions for words and terms used in MILSTAMP, Volume I.

Accessorial Services:

FMS: Separate charges added to the standard price of materiel for each FMS case. The charges cover expenses of packing, handling, crating, transportation, and supply operations associated with preparation and delivery of FMS materiel.

Land: Charges by a carrier for rendering service in addition to the linehaul. Such services may include sorting, packing, cooling, heating, switching, delivering, storage, reconsigning, etc.

Ocean: Those services for which the ocean carrier is not responsible under the terms of the applicable commercial tariff or MSC contract rate, but which are required to complete the receipt and delivery of freight between common carriers and consignors or consignees.

Address Marking: Applying data, obtained from shipping documents, to a shipment unit. The data identifies the shipment and directs its movement to the ultimate consignee.

Air Charter Service: Air transportation procured from commercial carriers for the exclusive use of one or more aircraft between points in the United States for periods of less than 90 days.

Airlift Clearance Authority (ACA): A Service activity which controls the movement of cargo (including personal property) into the airlift system.

Airlift Services: The performance or procurement of air transportation and services incident thereto required for the movement of persons, cargo and mail.

Allocation: Apportioning available transportation capability to users.

Ammunition/Explosives: A device charged with explosives, propellants, pyrotechnics, initiating composition, or nuclear, biological, or chemical materiel for use in connection with defense or offense, including

demolitions. Ammunition which can be used for training, ceremonial, or nonoperational purposes is included.

Army or Air Force Post Office (APO): A military post office, numerically designated as a branch of a U.S. Post Office, activated, manned and operated by the Army or the Air Force to provide postal services to authorized organizations and personnel.

Baggage: Includes, but is not limited to, personal clothing; professional equipment; essential dishes, pots, pans, linens, and other light housekeeping items; and other items necessary for the health, welfare, and morale of the member.

Accompanied Baggage: Baggage which accompanies the passenger while traveling.

Unaccompanied Baggage: That portion of a member's authorized weight allowance of personal property which does not accompany the passenger and is normally shipped separately from the bulk of his personal property by expedited transportation.

Hold Baggage: Baggage stowed in the hold of a ship.

Basic Issue Item: Accessories and tools necessary to operate an end item, i.e., vehicle.

Berth Term: Shipments by commercial common carriers operating on established routes at commercial tariff rates. Commercial carriers are normally responsible for loading and unloading cargo. Heavy lifts beyond certain weights are specified in most tariffs as subject to a heavy lift charge in addition to the prescribed freight rate.

Bill of Lading:

Commercial (CBL): A contract between the shipper and the carrier whereby the carrier agrees to furnish transportation service subject to the conditions printed on the reverse side of the bill of lading. The face of the CBL designates such pertinent information as the route, delivering carrier, name of shipper, consignee, date, description of articles, number of packages, weight, signature of the carrier's agent for receipt of the freight, and signature of the shipper's representative responsible for releasing the shipment to the carrier.

Government (GBL): Same as CBL, plus the GBL contains the name (with or without a signature) and title of the issuing officer, name of the

issuing office, name of the Government agency against which charges are billed, appropriation chargeable, GBL number and departmental symbol, authority for the shipment, and a showing as to actual delivery and extent of loss and damage.

Block Stowage Loading: A method of loading whereby all cargo for a specific destination is stowed together. The purpose is to facilitate rapid offloading at the destination, with the least possible disturbance of cargo intended for other points.

Breakbulk Point: A transshipping activity to which unitized shipments for various consignees are consigned and from which the shipments are distributed as separate shipment units to the ultimate consignees.

Bulk Cargo: Dry or liquid cargo, such as oil, coal, grain, ore, sulfur, or fertilizer which are shipped unpackaged in large quantities.

Cargo: Supplies, materiels, stores, baggage, or equipment transported by land, water, or air.

Carrier: Any individual, company, or corporation commercially engaged in transporting cargo or passengers.

Carrier Tariff Rates: Rates charged the general public by surface, air, or water carriers engaged in the transportation of property.

Case Designator: A unique code used with a country identification code to identify a particular foreign military sale. It is a three character designation.

Civil Post Office: A U.S. Post Office, branch, station, or moneyorder unit operated by employees of the USPS or under contract with that Service.

Classification, Freight: (1) A system of grouping and rating similar commodities for use in applying class rates. (2) A publication (Freight Classification Guide) listing articles by class for use in applying rates.

Classified Matter: Official information or matter in any form or of any nature which requires protection in the interest of national security.

Clearance Authority: The activity which controls and monitors the flow of cargo into the airlift or water transportation system. (See Airlift Clearance Authority and Ocean Cargo Clearance Authority.)

Code 5 (International Door-to-Door Container Surface Government): Defined in DoD 4500.34-R, Personal Property Traffic Management Regulation, chapter 2.

Code J (International Land-Air (MAC)-Land Baggage): Defined in DoD 4500.34-R, chapter 2.

Code T (International Door-to-Door Container-MAC): Defined in DoD 4500.34-R, chapter 2.

Commodity Category: Grouping commodities with similar characteristics for purposes of manifesting, billing, cost accounting, contractor payment, and special handling.

Common Servicing: That function performed by one Military Service in support of another Military Service for which reimbursement is not required from the Service receiving support.

Common-User Water Terminal: A facility which regularly provides (for two or more Services) the terminal functions of receipt, transit storage or staging, processing, and loading or unloading of cargo or passengers on ships. It may be a Military installation, part of an installation, or a commercial facility operated under contract or arrangement of the MTMC.

Container Express (CONEX): A controlled, reusable, serially numbered, metal shipping container 8'6" long, 6'3" wide and 6'10-1/2" high or 4'3" long, 6'3" wide and 6'10-1/2" high used for shipping cargo.

Continental United States (CONUS): The 48 contiguous states and the District of Columbia, i.e., excluding Alaska and Hawaii.

Controlled Cargo: See Protected Cargo.

Country Code: A two position code indicating the country, international organization or account which is the recipient of materiel or services under the Security Assistance Program.

Country Representative/Freight Forwarder Code: A code employed to identify the designated individual or organization authorized to receive documentation, reports, and shipments for a particular country's FMS transactions. A designated country representative may also be authorized by a foreign government to negotiate, commit, and sign contractual agreements.

Courier Transfer Station: A collection and control point for carrying on the mission of the Armed Forces Courier Service.

Dangerous Cargo: See Hazardous Material.

Day of the Year: A three position number indicating the day of the year (e.g., 001 would indicate January the first; 261 would indicate (non-leap year) 18 September. See also Day of Year as defined in DoD 5000.12-M, DoD Manual for Standard Data Elements.

Defense Transportation System (DTS): Consists of Military controlled terminal facilities, MAC controlled airlift, MSC controlled or arranged sealift, and Government controlled air or land transportation.

Delivery Term Code (DTC): A code (prescribed in FMS cases) identifying the point at which the responsibility for moving an FMS shipment passes from the United States DoD to the purchasing nation or international organization.

Department of Defense Activity Address Code (DoDAAC): A six position alphanumeric code assigned to identify specific activities which are authorized to ship or receive materiel and to prepare documentation or billings.

Department of Defense Ammunition Code (DDAC or DoDAC): An eight position alphanumeric code composed of the four position Federal Supply Classification followed by the four position DoD Identification Code.

Department of Defense Identification Code (DoDIC): A four position alphanumeric code assigned to items of supply in Federal Supply Groups 13 (ammunition/explosives) and 14 (guided missiles).

Direct Procurement Method (DPM): A method of personal property shipment in which the Government manages the shipment throughout packing, drayage, storage, linehaul, overseas movement, etc. For additional details see DoD 4500.34-R, chapter 2.

Diversion: Changing the mode, route, or destination of a shipment from that shown on the original transportation documentation while the shipment is intransit. A diversion between modes may occur during the clearance process before the shipment actually moves.

Dunnage: Lumber or other material used to brace and secure cargo to prevent damage.

Electrically Transmitted Message (ETM): Messages prepared on DD Form 173 and dispatched by AUTODIN or teletype.

Electronic Data Interchange (EDI): Computer to computer exchange of data using standards jointly developed and established by standard groups, i.e., ANSI, EDIA, and EDIFACT.

Electrostatic Sensitive Device (ESD): Any electrical or electronic part, assembly, or equipment that is sensitive to electrostatic discharge of 15,000 volts or less. ESD items are classified as:

Class 1 - Those sensitive to 1000 volts or less.

Class 2 - Those sensitive to more than 1000 volts, but not more than 4000 volts.

Class 3 - Those sensitive to more than 4000 volts, but not more than 15,000 volts.

Exception Material: Security Assistance Program materiel which, due to its peculiar nature and increased transportation risks, requires special handling in the transportation cycle and deviation from normal shipping procedures. This includes classified materiel, sensitive materiel, firearms, explosives, lethal chemicals and other dangerous and hazardous materiel that requires rigid movement control and air cargo of such size that the item exceeds commercial capability.

Expedited Handling Shipments: Items identified by code "999" in the RDD field of MILSTRIP requisitions and MILSTAMP TCMDs. Items so identified override normal precedences in processing and moving shipments.

Explosives: See Hazardous Material.

Export Traffic Release (ETR): Shipping instructions, issued by a clearance authority in response to an offering, which specify the mode of shipment and the means by which an export shipment will move.

Flashpoint: The minimum temperature at which the substance gives off flammable vapors which will ignite in contact with spark or flame (49 CFR 173.115d).

Fleet Post Office (FPO): A Navy activity established within the CONUS collocated with the postal concentration center for the purposes of providing a standard mail address for forces afloat, mobile shore-based units and activities overseas, directory assistance for Navy mail and

maintaining liaison with and furnishing mail routing and dispatching instructions to appropriate civil and Military postal authorities.

Freight Forwarder (FMS)/International Freight Forwarder: A private firm which serves as a contractual agent for the FMS customer. These companies, as a minimum, receive, consolidate, and stage materiel within the United States for onward shipment to the purchasing country.

Fuse, Fuze, Fusee: In this regulation the term Fuse includes Fuze and Fusee. For transportation handling, loading, and movement, the definitions of fuse, fuze, and fusee are applied as specified in 49 CFR, ICAO regulations, and related publications.

General Agency Agreement (GAA): Pertains to Government-owned ships operated under cost plus fixed fee contracts by commercial ocean carriers acting as general agents for the Maritime Administration, U.S. Department of Commerce, with whom MSC has entered into agreements for the exclusive use of such ships.

Green Sheet Procedures: A procedure whereby specifically identified cargo in the Military airlift (MAC) system may gain movement precedence over other priority cargo, including 999 shipments, of the requesting shipper Service.

Gross Weight: The combined weight of a container and its contents, including packaging material.

Hatch: An opening in the deck of a ship through which cargo is loaded and unloaded.

Hatch List: A list showing, for each hold section of a cargo ship, a description of the items stowed, their volume and weight, the consignee of each, and the total volume and weight of materiel in the hold.

Hazardous Material (Dangerous Goods): A substance or material which has been determined to be capable of posing an unreasonable risk to health, safety, and property when transported. This materiel includes explosives, gases (compressed, liquified, or dissolved under pressure), flammable liquids, flammable solids or substances, oxidizing substances, poisonous and infectious substances, radioactive substances, corrosives, and miscellaneous dangerous substances presenting real or potential hazards to life and property. Procedures for handling this material are specified in applicable publications of the Department of Transportation, the Interstate Commerce Commission, Federal Aviation Agency, U.S. Coast Guard, U.S. Agriculture Department, U.S. Public Health Service,

Intergovernmental Maritime Organization, the International Civil Aviation Organization, and in Federal or military documents. Dangerous goods is the term applied to hazardous material in international movement.

Hazardous Substance: A material, and its mixtures or solutions, that is identified in 49 CFR or AFR 71-4, et al., when offered for transportation in one package (or in one transport vehicle if not packaged) and when the quantity of the material equals or exceeds the reportable quantity (RQ).

Hold: The interior of a vessel below decks where cargo is stowed.

Inter-Service Support: Action by one Military Service or element thereof, to provide logistic and/or administrative support to another Military Service, or element thereof. Such action can be recurring or nonrecurring in character, on an installation, area, or worldwide basis.

Intertheater: Movement of materiel from a point in one theater to a point in another theater. Movements between CONUS and overseas are not considered intertheater.

Intratheater: Movement of materiel from a point in a theater to another point within the same theater.

Joint Servicing: That function performed by a jointly staffed and financed activity in support of two or more Military Services.

Lashing: Ropes, wires, chains, steel straps, or other special devices used to secure cargo.

Less Than Release Unit (LRU): A shipment unit that can be shipped without requiring an export release from the appropriate authority.

Linehaul: Transportation of freight from one point to another excluding local pickup, delivery, and switching.

LOGAIR: Air Force managed, long-term contract airlift service within the CONUS for the movement of cargo in support of the logistics systems of the Military Services and Defense Agencies.

Lowest Over-All Cost: The aggregate of shipment costs known or reasonably estimated, i.e., transportation rate(s), accessorial, drayage, storage intransit, packing and crating, unpacking, and port handling costs.

Manifest: A document specifying, in detail, the items carried on a transportation conveyance for a specific destination. Usually refers to a ship or aircraft manifest.

Marking: Numbers, nomenclature, or symbols imprinted on items or containers for identification during handling, shipment, and storage.

Military Air Traffic Coordinating Unit (MATCU): An MTMC unit located at the aerial ports handling MAC flights in CONUS. The unit provides liaison between the sponsoring Services, the aerial port operator, and MAC to assure the orderly flow of cargo through the aerial ports.

Military Assistance Program (MAP): That portion of the United States security assistance authorized by the Foreign Assistance Act of 1961, as amended, which provides defense articles and services to recipients on a nonreimbursable (grant) basis.

Military Assistance Program Address Code (MAPAC): A six position alpha-numeric code constructed from the MILSTRIP requisition number and the MILSTRIP supplemental address for Security Assistance Program shipments. The MAPAC is used to identify the consignee in transportation documents and to obtain clear text address and other shipment information from the MAPAD.

Military Assistance Program Address Directory (MAPAD): A sole source directory for use of the Military Services and Agencies, containing the addresses of freight forwarders, country representatives, or customers in country required for releasing FMS and Grant Aid shipments and related documentation.

Military Sealift Command Negotiated Rates: Rates negotiated by MSC at the time of booking based on terms and conditions of the MSC shipping contracts, shipping/container agreements, or other basis.

Military Services: The U.S. Army, U.S. Navy, U.S. Air Force, U.S. Marine Corps and the U.S. Coast Guard.

Military Van (MILVAN): Military owned demountable container, conforming to United States and international standards, operated in a centrally controlled fleet for movement of Military cargo.

Miscibility: The composition of a substance which allows that substance to be easily mixed with another substance.

Missing TCMD: An air or water terminal reports a TCMD as missing if cargo is received by a terminal without a TCMD being available for processing.

MSCVAN (See SEAVAN/MILVAN): A SEAVAN or MILVAN leased/controlled by MSC.

National/NATO Stock Number (NSN): Replaces the Federal Stock Number and is composed of the FSC in rp 54-57 (DD Form 1348-1), NATO Country Code (US-00 or 01) in rp 58-59, and FIIN in rp 60-66.

Net Explosive Quantity (NEQ): The total quantity of propellant in a tank, drum, cylinder, or other container expressed in kilograms.

Net Explosive Weight (NEW): The total weight of all explosive Class A and B components of an explosive which includes primary explosives, secondary explosives, pyrotechnics, and propellants in a tank, drum, cylinder, or other container expressed in pounds.

Net Weight: The weight of an item being shipped, excluding the weight of packaging materiel or container (does not apply to household goods).

Notice of Availability (NOA): The *DD Form 1348-5, Notice of* Availability/Shipment, by which the U.S. shipping installation will provide advance notification to the designated FMS country representative or freight forwarder that the materiel is ready for shipment.

Ocean Cargo Clearance Authority (OCCA): The MTMC activity which books DoD sponsored cargo and passengers for surface movement, performs related contract administration, and accomplishes export/import surface traffic management functions for DoD cargo moving within the DTS.

Offering: The submission of shipment documentation to a clearance authority for release instructions and to the booking office for ocean transportation to effect shipment or transshipment.

Offer or Release Options: Methods by which countries participating in the FMS program advise supply sources, by coded entry in rp 46 of the requisition, whether materiel shipments should be released without prior notice to the country representative or freight forwarder. The type of offer or release option will be determined as a result of negotiations between the country representatives and the U.S. Services at the time the case agreement is reached.

Organizational Equipment: Equipment, other than individual equipment, which is used in the furtherance of the common mission of an organization or unit.

Outsize(d) Dimensions: Any dimension of a shipment greater than 6 feet; a shipment with such a dimension.

Pallet:

Aircraft (463L): Aluminum air cargo pallet, 88" x 108" or 54" x 88", on which shipments are consolidated for movement by MAC.

Warehouse: A two deck platform, usually wooden, about 42" wide, 42" long and 5" high, used for handling several packages as a unit.

Palletized Unit Load: Packaged or unpackaged item(s) arranged on a pallet and handled as a unit.

Partial Shipment Unit: A shipment unit separated at the origin shipping activity into two or more increments with each increment identified and documented separately.

Personal Property: Household goods, baggage and privately owned vehicles of DoD sponsored personnel.

Pilferable Cargo: See Protected Cargo.

Port of Debarkation (POD): An authorized point of entry into a foreign country or the United States.

Port of Embarkation (POE): An authorized point of departure from a foreign country or the United States.

Postal Concentration Center (PCC): A Post Office or Agency of the USPS at which mail for Armed Forces on maneuvers, afloat or overseas, is concentrated for sorting and delivery or dispatch.

Prime Data (entries): That data which is mandatory for all shipments. It is usually listed in the upper portion of the TCMD (DD Form 1384) and in all formats is identified by document identifiers T_0, T_1, T_2, T_3, or T_4.

Priority Designator: A two digit numeric code which indicates the priority for handling materiel based on the mission and need of the requiring activity. The priority designator is developed as detailed in

UMMIPS (DoD Directive 4410.6, Uniform Materiel Movement and Issue Priority System).

Proper Shipping Name: The name of a hazardous material as shown in 49 CFR and related publications.

Protected Cargo: Those items designated as having characteristics which require that they be identified, accounted for, secured, segregated or handled in a special manner to ensure their safeguard or integrity. Protected cargo is subdivided into controlled, pilferable and sensitive cargo as defined below:

Controlled Cargo: Items which require additional control and security as prescribed in various regulations and statutes. Controlled items include money, negotiable instruments, narcotics, registered mail, precious metal alloys, ethyl alcohol, and drug abuse items.

Pilferable Cargo: Items which are vulnerable to theft because of their ready resale potential. Pilferable items include cigarettes, alcoholic beverages, cameras, electronic equipment, etc.

Sensitive Cargo: Items such as small arms, ammunition, and explosives which have a ready use during civil disturbances and other types of domestic unrest or for use by criminal elements and which, if in the hands of militant or revolutionary organizations, present a definite threat to public safety.

Small arms include:

1. Grenade launchers, rifle and shoulder-fired.

2. Handguns.

3. Individually operated weapons which are portable or can be fired without special mounts or firing devices.

4. Light automatic weapons up to and including .50 caliber.

5. Mortars up to and including 81 mm.

6. Recoilless rifles up to and including 106 mm.

7. Rocket launchers.

8. Shoulder-fired weapons.

Ammunition and explosives include:

1. Ammunition for weapons listed above.

2. Anti-tank and anti-personnel land mines.

3. Boosters.

4. Bulk explosives.

5. Demolition charges and related items, e.g., blasting caps, detonating cord, safety fuzes, detonators, destructors, primers, firing devices, squibs, ignitors, demolition kits, explosive kits, etc.

6. End items of conventional and guided missile ammunition (except artillery rounds, bombs and torpedoes) which have an individual unit of issue, container or package weight of 50 pounds or less.

7. Explosive bolts, cartridges, and related items.

8. Fuel thickening compound.

9. Fuzes.

10. Hand grenades.

11. Incendiary destroyers.

12. Missiles and rockets (unpackaged weight of 50 pounds or less).

13. Riot control agent, bulk, 50-pound package or less.

14. Safety and arming devices.

15. Supplementary charges not assembled to end items.

16. Warheads and rocket motors (unpackaged weight of 50 pounds or less).

QUICKTRANS: Navy managed, long-term contract airlift service within the CONUS for the movement of cargo in support of the logistics systems of the Military Services and Defense Agencies. Included within QUICKTRANS are the supporting truck feeder systems which provide connecting service.

Receiver: The activity or agency at which a DTS shipment terminates. The activity is usually the ultimate consignee, but may also be an agent for the ultimate consignee, e.g., a central receiving point or a temporary storage point for the ultimate consignee.

Reconsignment: A change from the original consignee to another consignee while the shipment is enroute.

Reefer Cargo: Perishable commodities which require refrigerated (chill and freeze) stowage at prescribed temperatures while intransit (excludes cargo authorized for storage in ventilated holds).

Release Unit (RU): A shipment unit of a specific commodity, weight, size, or mode which requires an export release from the appropriate authority before shipment.

Reportable Quantity (RQ): The amount of material (as listed in 49 CFR or AFR 71-4, et al.) which results in its designation as a hazardous substance. Hazardous substances (in reportable quantities) are significant if they are discharged (accidentally or intentionally) into or upon navigable waters or adjoining shorelines.

Required Availability Date (RAD): The date that end items and concurrent spare parts are committed to be available for transportation to an SAP recipient.

Required Delivery Date (RDD): The day materiel is actually required by a requisitioner and always a date earlier or later than the Standard Delivery Date.

Retrograde Cargo: A movement of materiel opposite of the normal flow, e.g., cargo returned from overseas to CONUS.

Roll on/Roll off (RORO): Loaded on or discharged from a vessel by rolling or driving instead of lifting. Can be either cargo on trucks or trailers, or the vehicles themselves.

Routing Authority: An activity which designates modes and/or provides routing instructions for shipments requiring clearance prior to movement.

SEAVAN: Commercial or Government-owned (or leased) shipping containers which are moved via ocean transportation without bogie wheels attached, i.e., lifted on and off the ship. In this regulation, the term SEAVAN includes MILVAN and MSCVAN unless specifically excluded.

Security Assistance (SA): The combination of the FMS and MAP/GA.

Sensitive Cargo: See Protected Cargo.

Shipment Planning: Concurrent and coordinated decisions between the warehousing, consolidating, packing, and transporting functions of shipping activities as to the composition of shipment units and their method of transportation.

Shipment Unit: One or more items assembled into one unit which becomes the basic entity for control throughout the transportation cycle.

Shipment Units in Consolidation: Two or more shipment units placed in one container (palletized unit load, SEAVAN, CONEX or RORO) which is moved to a breakbulk point or ultimate consignee as one shipment unit.

Shipper: A Service or Agency activity (including the contract administration or purchasing office for vendors) or a vendor that originates shipments. The functions performed include planning, assembling, consolidating, documenting, and arranging for movement of materiel.

Shipper Service Control Office: See Sponsoring Service Control Office.

Shipping Agreement (Surface): A nonexclusive contract between MSC and various commercial ocean carriers for unlimited cargo quantities to be lifted at competitively derived rates on scheduled vessels of participating carriers.

Shipping Contract (Surface): An exclusive contract between MSC and a commercial ocean carrier to provide for the shipment of cargo at negotiated rates to locations not served by berth term carriers.

Special Assignment Airlift Mission (SAAM): A mission by MAC (other than the 89th Military Airlift Wing) at the request of the Department of Army, Navy, or Air Force only. SAAMs cover four categories of operation.

1. Traffic originating for airlift at other than an APOE and terminating at any location.

2. Traffic originating for airlift at an APOE and terminating at other than an APOE.

3. Traffic originating at an APOE and terminating at an APOE but requiring singular or unusual consideration not available if moved as normal channel traffic.

4. Traffic originating at an APOE and terminating at a destination in the proximity of a channel route, channel extension, or flag stop.

Split Shipment Unit: A whole or partial shipment unit separated at a transshipment point into two or more increments with each increment identified and documented separately.

Sponsoring Service: The Military Service authorizing payment for the movement of materiel.

Sponsoring Service Control Office/Shipper Service Control Office (SSCO): An activity established by a Military Service or Agency to perform logistics management functions such as serving as an airlift clearance authority for CONUS export shipments, determining air eligibility, responding to tracing and status queries, expediting, and providing consignment instructions for mobile units.

Standard Delivery Date (SDD): A date computed by adding the individual UMMIPS time standards to the requisition date.

Stowage Diagram: A scaled drawing included in the loading plan of a ship for each deck or platform showing the exact location of all cargo. The diagram also contains pertinent items of the following data for each cargo space and deck stowage area; i.e., overall dimensions, location of obstructions, dimensions of the overhead hatch opening, dimensions of bow door or stern gage opening, minimum clearances to the overhead, bale cubic capacity, square feet of deck area, and the capacity of booms.

Stowage Plan: A completed stowage diagram showing cargo that has been loaded and its stowage location in each hold, between-deck compartment, or other space in a ship, including deck space. Each POD is indicated by colors or other appropriate means. Deck and between-deck cargo normally is shown in top view, while cargo stowed in the lower hold is shown in sideview, except that vehicles usually are shown in top view regardless of stowage.

Tare Weight: The weight of a container which, when deducted from the total weight of a shipment, provides the weight of the contents.

Terminal:

Air: A facility for loading and unloading aircraft and the intransit handling of traffic (passengers, cargo, and mail) moved by air.

Water: A facility for loading and unloading vessels and the intransit handling of traffic (passenger, cargo, and mail) moved by water.

Theater: The geographical area outside CONUS for which a commander of a unified or specified command has been assigned military responsibility.

Through Government Bill of Lading (TGBL): A bill of lading that is issued by a U.S. Government activity to document overseas, intermodal, through movement of cargo from initial point of origin to final destination.

Ton: A unit of measurement or weight as follows:

Short Ton (S/T): 2,000 pounds.

Long Ton (L/T): 2,240 pounds.

Measurement Ton (M/T): 40 cubic feet.

Metric Ton (M.T.): 1,000 kilograms (2,204.6 pounds).

Traffic Management: The direction, control, and supervision of all functions incidental to the effective and economical procurement and use of transportation services.

Transportation Account Code (TAC): A four digit code which identifies the appropriate Service, Agency, or contractor account to be charged for transportation.

Transportation Control Number (TCN): A 17 position alphanumeric data element assigned to control a shipment unit throughout the transportation pipeline.

Transportation Officer (TO): Person(s) designated to perform traffic management functions.

Transportation Operating Agency (TOA): The MAC, MSC, or MTMC.

Transportation Priority (TP): A number assigned to a shipment which establishes its movement precedence by air, land, or sea within the DTS.

Transshipper: Any transportation activity, other than the shipper or receiver, which handles or documents the transfer of a shipment between conveyances. A transshipper is usually a CCP, air or water POE, air or water POD, or breakbulk point. A transshipper may perform more than one type transshipment.

Unit Load: A pallet, module, or vehicle.

Unitized Load: One or more packaged items placed in a container or on a pallet and banded together as a unit.

Vessel Papers: Abbreviated manifest showing TCNs of breakbulk shipments loaded aboard a vessel. It can be generated electronically or manually. If the cargo includes hazardous cargo (dangerous goods), a dangerous cargo list must accompany the abbreviated manifest. Vessel papers are given to the vessel master in lieu of the manifest.

Water Clearance Authority (WCA): An activity which controls and monitors the flow of cargo into ocean terminals (see Ocean Cargo Clearance Authority).

Appendix B

ACRONYMS

MILSTAMP contains many acronyms to reduce extensive repetition of lengthy terms or titles. The acronyms and their meanings are listed below:

Acronym	Definition
AAFES	Army/Air Force Exchange Service
AAFM	Army/Air Force Motion Picture Service
AALPS	Automated Air Load Planning System
AB	Air Base
ACA	Airlift Clearance Authority
ADPE	Automatic Data Processing Equipment
AF	Air Force
AFB	Air Force Base
AFMC	***Air Force Materiel Command***
AGS	Armed Guard Service
AID	Agency for International Development
AIG	Address Indicator Group
ALOC	Air Lines of Communication
AMC	***Air Mobility Command***
AMCL	Approved MILSTAMP Change Letter
AMT	Aerial Mail Terminal
APO	Army/Air Force Post Office
APOD	Aerial Port of Debarkation
APOE	Aerial Port of Embarkation
ARFCOS	Armed Forces Courier Service
ASA(I&L)	Assistant Secretary of the Army (Installations and Logistics)
ASD(P&L)	Assistant Secretary of Defense (Production and Logistics)
ATA	Air Transport Association
ATCMD	Advance Transportation Control and Movement Data/Document
AUTODIN	Automatic Digital Network
BII	Basic Issue Item
CAA	Competent Authority Approval
CALM	Computer Aided Load Manifest
CASREP	Casualty Reporting
CBL	Commercial Bill of Lading
CCP	Consolidation and Containerization Point
CDCP	Central Data Collection Point
CEO	Certificate of Equivalency

CFDC	CONUS Freight Distribution Center
CFR	Code of Federal Regulations
COMRI	Communications Routing Indicator
COMSCEUR	Commander, Military Sealift Command, Europe
COMSCFE	Commander, Military Sealift Command, Far East
COMSCLANT	Commander, Military Sealift Command, Atlantic
COMSCMED	Commander, Military Sealift Command, Mediterranean
COMSCPAC	Commander, Military Sealift Command, Pacific
CONEX	Container Express
CONUS	Continental United States
CORM	Cargo Outturn Advisory and Reconciliation Message
CORMR	Cargo Outturn Advisory and Reconciliation Message Reply
CORS	Cargo Outturn Reporting System
CPO	Civil Post Office
CPP	Central Processing Point
CTO	Commercial Transportation Office
CTS	Courier Transfer Station
CU	Cube
cu.m	Cubic Meter
DA	Department of the Army
DAAS	Defense Automatic Addressing System
DAR	Defense Acquisition Regulation (replaced by FAR)
DCA	Defense Communications Agency
DDAC	Department of Defense Ammunition Code
DDN	Defense Data Network
DDPS	Dual Driver Protective Service
DFAS	Defense Finance and Accounting Service
DI	Document Identifier
DIA	Defense Intelligence Agency
DLA	Defense Logistics Agency
DLSS	Defense Logistics Standard Systems
DLMSO	***Defense Logistics Management Standards Office***
DNA	Defense Nuclear Agency
DoD	Department of Defense
DoDAAC	Department of Defense Activity Address Code
DoDAAD	Department of Defense Activity Address Directory
DoDAC	Department of Defense Ammunition Code
DoD CSS	DoD Constant Surveillance Service
DoDIC	Department of Defense Identification Code
DOT	Department of Transportation
DPM	Direct Procurement Method
DRI	Data Routing Indicator
DSN	Defense Switched Network
DTC	Delivery Term Code
DTMR	Defense Traffic Management Regulation

DTS	Defense Transportation System
EDI	Electronic Data Interchange
ESD	Electrostatic Sensitive Device
ETA	Estimated Time of Arrival
ETM	Electrically Transmitted Message
ETR	Export Traffic Release
FAR	Federal Acquisition Regulation
FAS	Free Along Side
FILDR	Federal Item Logistics Data Record
FMS	Foreign Military Sales
FOB	Free on Board
FPO	Fleet Post Office
FR	Federal Register
FSC	Federal Supply Classification
FSG	Federal Supply Group
FSS	Forward Supply Support
GA	Grant Aid
GAA	General Agency Agreement
GBL	Government Bill of Lading
GMT	Greenwich Mean Time
GS	Greater Security
GSA	General Services Administration
HHG	Household Goods
HL	Heavy Lift
HMIS	Hazardous Material Information System
IC	Interim Change
ICAO	International Civil Aviation Organization
ILCO	International Logistics Control Office
ILP	International Logistics Program
IMCO	Intergovernmental Maritime Consultative Organization
IMDGC	International Maritime Dangerous Goods Code
IRCS	International Radio Call Sign
ITGBL	International Through Government Bill of Lading
ITO	Installation Transportation Officer
JDC	Joint Deployment Community
JS	Joint Staff
JTB	Joint Transportation Board
KW	Kilowatt
LASH	Lighter Aboard Ship
LOGAIR	Logistics Airlift
LPG	Liquified Petroleum Gas
LRU	Less Than Release Unit
L/S	Loading and Storage Group
L/T	Long Ton
MAAG	Military Assistance Advisory Group

MAP	Military Assistance Program
MAPAC	Military Assistance Program Address Code
MAPAD	Military Assistance Program Address Directory
MASM	Military Assistance and Sales Manual
MATCU	Military Air Traffic Coordinating Unit
MCA	Movement Control Agency
MILSTAMP	Military Standard Transportation and Movement Procedures
MILSTEP	Military Supply and Transportation Evaluation Procedures
MILSTRAP	Military Standard Transaction Reporting and Accounting Procedures
MILSTRIP	Military Standard Requisitioning and Issue Procedures
MILVAN	Military Van
MOM	Military Ordinary Mail
MRT	Military Rate Tender
MS	Motor Ship
MSC	Military Sealift Command
MSCVAN	An MSC leased/controlled SEAVAN or MILVAN
MSS	Motor Surveillance Service
M/T	Measurement Ton
M.T.	Metric Ton
MTMC	Military Traffic Management Command
MTMCEA	Military Traffic Management Command, Eastern Area
MTMCWA	Military Traffic Management Command, Western Area
MV	Motor Vessel
NA	North American
NAF	Nonappropriated Fund
NARO	Naval Air Routing Order
NASA	National Aeronautics and Space Administration
NAVMTO	Navy Materiel Transportation Office
NAVSEACARCOORD	Naval Sea Cargo Coordinator
NAVSUPSYSCOM	Naval Supply Systems Command
NEQ	Net Explosive Quantity
NEW	Net Explosive Weight
NLT	Not Later Than
NMCS	Not Mission Capable Supply
NMFC	National Motor Freight Classification
NOA	Notice of Availability
NOS	Not Otherwise Specified
NRSO	Navy Resale Systems Office
NS	Nuclear Ship
NSN	National/NATO Stock Number
OASD	Office of Assistant Secretary of Defense
OCCA	Ocean Cargo Clearance Authority
OD	Outsize Dimensions
OFFNR	Official Number (of a vessel)

OJCS	Organization of the Joint Chiefs of Staff
ORM	Other Regulated Material
OSD	Office of the Secretary of Defense
PAL	Parcel Airlift Mail
PCC	Postal Concentration Center
PCS	Permanent Change of Station
PD	Priority Designator
PDD	Priority Delivery Date
PMCL	Proposed MILSTAMP Change Letter
POD	Port of Debarkation
POE	Port of Embarkation
POL	Petroleum, Oil, and Lubricants
POP	Preformance Oriented Packaging
POPS	Paperless Order Processing (Entry) System
POV	Privately Owned Vehicle
PPCIG	Personal Property Consignment Information Guide
PPTMR	Personal Property Traffic Management Regulation
PSS	Protective Security Service
QUICKTRANS	Quick Transportation
RAD	Required Availability Date
RDD	Required Delivery Date
REAL	Routine Economic Air Lift (Army)
REEFER	Refrigerated Shipping Container
REPSHIP	Report of Shipment
RG	Rate Guide
RI	Routing Indicator
ROD	Report of Discrepancy
RORO	Roll On/Roll Off
RP or rp	Record Position
RQ	Reportable Quantity
RSS	Rail Surveillance Service
RU	Release Unit
SAAM	Special Assignment Airlift Mission
SAM	Space Available Mail
SAP	Security Assistance Program
SCAC	Standard Carrier Alpha Code
SDD	Standard Delivery Date
SEABEE	Sea Barge
SEALNO	Seal Number
SEAVAN	Commercial/Government-owned/leased shipping container
SEVS	Security Escort Vehicle Service
SII	Special Instruction Indicator
SN	Seal Number
SS	Steam Ship
SSCO	Sponsoring/Shipper Service Control Office

SSS	Signature Security Service
S/T	Short Ton
STR	Signature and Tally Record
STS	Scheduled Truck Service
TAC	Transportation Account Code
TBN	To Be Named
TC AIMS	Transportation Coordinators' Automated Information Management System
TC ACCIS	Transportation Coordinator Automated Command and Control Information System
TCMD	Transportation Control and Movement Document/Data
TCN	Transportation Control Number
TDA	Turkish Defense Affairs
TDR	Transportation Discrepancy Report
TDY	Temporary Duty
TGBL	Through Government Bill of Lading
TGS	Turkish General Staff
TMO	Traffic Management Officer
TO	Transportation Officer
TOA	Transportation Operating Agencies
TP	Transportation Priority
TP-4	Deferred Air Freight
TSS	Tank Surveillance Service
UFC	Uniform Freight Classification
UMMIPS	Uniform Materiel Movement and Issue Priority System
UN	United Nations
USA	United States Army
USAF	United States Air Force
USCG	United States Coast Guard
USMC	United States Marine Corps
USN	United States Navy
USNS	United States Navy Ship
USPS	United States Postal Service
USTRANSCOM	United States Transportation Command
VN	Van Number
WCA	Water Clearance Authority
WPLO	Water Port Liaison Office
WPOD	Water Port of Debarkation
WPOE	Water Port of Embarkation
WT	Weight
ZIP	Zone Improvement Plan

APPENDIX C

TRANSPORTATION CONTROL NUMBER (TCN)

1. General. The TCN is a 17 character data element assigned to control and manage every shipment unit throughout the transportation pipeline. The TCN for each shipment is unique and not duplicated. For shipments other than SEAVANs and personal property, the 17 digit TCN is essentially a four part number composed of a DoDAAC, Julian date, serial number, and suffix. The first three parts of the TCN for MILSTRIP shipments are normally the requisition number, found on such documents as the DD Form 1348-1, DD Form 1149, or a contract. For most other shipments, the TCN is constructed in the same standard four part format. The SEAVAN TCN (assigned by the WCA/OCCA) differs from the standard by inclusion of a voyage number instead of a Julian date and by using the suffix to identify container service payment responsibility and the container type. The personal property TCN has a totally unique construction derived from the sponsoring members Service, social security number, shipment pickup/turn-in date, and the type of personal property being shipped. TCN construction for the various types of shipments is detailed in the paragraphs listed below.

Type of Shipment	Paragraph
a. Shipments in response to MILSTRIP requisitions (other than Security Assistance)	2
b. Security Assistance (FMS/MAP) shipments	3
c. Nonappropriated Fund Activity shipments	4
d. Unit move shipments	5
e. Shipments by the Armed Forces Courier Service (ARFCOS)	6
f. Shipments of mail from postal activities	7
g. Cargo shipments (except personal property) not detailed previously	8
h. Personal property shipments	9

i. Shipment of a SEAVAN/MILVAN (TCN assigned by the clearance authority) 10

2. Shipments in Response to MILSTRIP Requisitions (other than security assistance)

TCN rp	TCMD rp	Explanation
1-14	30-43	Enter the 14 position (rp 30-43) MILSTRIP requisition document number. If the shipment unit contains multiple requisitions, use any of the document numbers, but ensure the earliest RDD (if any) is reflected on the shipment label (DD Form 1387) and TCMD (DD Form 1384).
15	44	Enter the suffix code (rp 44) if shown on the DD Form 1348-1; if none, enter "X."
16	45	Enter the partial shipment code (see paragraph 11., this appendix).
17	46	Enter the split shipment code (see paragraph 11., this appendix).

3. Security Assistance (FMS/MAP) Shipments

TCN rp	TCMD rp	Explanation
1-14	30-43	Enter the 14 position (rp 30-43) MILSTRIP requisition document number. If the shipment unit contains multiple requisitions (permitted by chapter 2, paragraph B.1.b(5)(b)7), use any of the document numbers, but ensure the earliest RDD (if any) is reflected on the shipment label (DD Form 1387) and TCMD (DD Form 1384).
15	44	Enter the suffix code (rp 44) if shown on the DD Form 1348-1; if none, enter "X."
16	45	Enter the partial shipment code (see paragraph 11.).

17	46	Enter the split shipment code (see paragraph 11.).

4. Nonappropriated Fund Activity Shipments

TCN rp	TCMD rp	Explanation
1-6	30-35	Enter the DoDAAC of the consignee/ordering activity, if assigned; if not, enter the DoDAAC of the facility where the consignee/orderer is located.
7	36	Enter the last digit of the calendar year shown on the purchase order or in which the shipment is made.
8-10	37-39	Enter the day of the year shown on the purchase order, or when the TCN is constructed.
11	40	Enter the type shipment code from the following list: M - Service clubs and messes. W - Welfare and recreation (Special Services). N - All other non-AAFES/NRSO NAF shipments. 0-9 - AAFES/NRSO purchase orders or any alpha except I, L, M, N, O, V, or W.
12-14	41-43	Enter the last three digits of the purchase order number or any alphanumeric, except I or O, for AAFES/NRSO shipment identification.
15	44	Enter the letter "X" unless the shipment unit must be shipped from multiple plant or warehouse locations. For multiple locations, identify each shipping point alphabetically as indicated below: A - First location B - Second location C - Third location D-Z - Fourth through 23d locations (do not use the letters I, O, or X).

16	45	Enter the partial shipment code (see paragraph 11.).
17	46	Enter the split shipment code (see paragraph 11.).

5. **Unit Move Shipments**. ***TCNs for unit moves will be constructed as described in appendix G, paragraph 5.***

6. **Shipments by the Armed Forces Courier Service (ARFCOS)**

TCN rp	TCMD rp	Explanation
1-3	30-32	Enter the letter "CTS."
4-6	33-35	Enter the identifier code (from appendix F, paragraph (6)) for the air terminal at which the origin Courier Transfer Station (CTS) is located. If not collocated, enter the identifier code for the air terminal nearest the origin CTS.
7	36	Enter the last digit of the calendar year.
8-10	37-39	Enter the day of the year.
11	40	Enter the letter "X."
12-14	41-43	Enter a serial number without any duplication on the day shown in positions 8-10 (rp 37-39). Use the numbers 001 through 999 in sequence. Additional numbers, if needed, should use alphanumeric, e.g., A01, A02, ...A99, B01, B02, etc.
15-17	44-46	Enter the letters "XXX."

7. Shipments of Mail from Postal Activities

TCN rp	TCMD rp	Explanation
1-6	30-35	Enter the abbreviation or ZIP code (preceded by an 0) of the postal activity making the shipment, e.g., NYCPCC, FRFAMT, 009633.
7	36	Enter the last digit of the calendar year.
8-10	37-39	Enter the day of the year.
11	40	Enter the letter "X."
12-14	41-43	Enter a serial number without any duplication on the day shown in positions 8-10 (rp 37-39). Use the numbers 001 through 999 in sequence. Additional numbers, if needed, should use alphanumerics, e.g., A01, A02, ...A99, B01, etc.
15-17	44-46	Enter the letters "XXX."

8. Cargo Shipments (except personal property) Not Detailed Previously

TCN rp	TCMD rp	Explanation
1-6	30-35	Enter the DoDAAC of the activity assigning the TCN.
7	36	Enter the last digit of the calendar year.
8-10	37-39	Enter the day of the year the TCN is assigned.
11	40	Enter the type shipment code from the following list: R - Red disk, unit moves. S - Subsistence, resale. T - Subsistence, issue. X - Miscellaneous (not otherwise listed here).

Z - Unit organizational equipment other than red or yellow disk (unit moves).

12-14	41-43	Enter a serial number without any duplication on the day shown in positions 8-10 (rp 37-39). Use the numbers 001 through 999 in sequence. Additic al numbers, if needed, should use alphanumerics, e.g., A01, A02, ...A999, B01, B02, etc.
15	44	Enter the letter "X" unless the shipment unit must be shipped from multiple plant or warehouse locations. For multiple locations, identify each shipping point alphabetically as indicated below: A - First location B - Second location C - Third location D-Z - Fourth through 23d locations (do not use the letters I, O, or X).
16	45	Enter the partial shipment code (see paragraph 11.).
17	46	Enter the split shipment code (see paragraph 11.).

9. Personal Property Shipments

TCN rp	TCMD rp	Explanation
1	30	Enter the code for the Service or Agency sponsoring (paying for) the shipment as indicated by the first position of the TAC (see appendix J, paragraph 7.a.).
2	31	Enter the last digit of the fiscal year in which the member/employee officially leaves his/her current duty station. If the shipment is not a result of transfer orders (e.g., early return of dependents, deserters), use the last digit of the fiscal year of shipment.
3-5	32-34	For POVs, enter the day of the year of delivery to the original POE. For all other personal

		property, enter the day of the year the shipment is to be picked up from the member/employee or storage.[1]
6-14	35-43	Enter the member's/employee's social security number.
15	44	Enter the type shipment code from the following list: B - Unaccompanied baggage (DPM) J - Unaccompanied baggage (TGBL) H - Household goods (DPM) K - Household goods (TGBL) P - POV
16	45	Enter the partial shipment code (see paragraph 11.).
17	46	Enter the split shipment code (see paragraph 11.).

10. Shipment of a SEAVAN/MILVAN

TCN rp	TCMD rp	Explanation
1-6	30-35	Enter the DoDAAC of the activity loading shipments into the SEAVAN/MILVAN.
7-10	36-39	Enter the last four positions of the voyage document number assigned during booking. Once assigned, do not change even if the SEAVAN actually moves on a different voyage (see appendix F, paragraph 16.b.).
11	40	Enter the letter "V."

---

1 To preclude duplication of TCNs, if multiple shipments of the same type (position 15) are to be picked up on the same day, for the same person, regardless of origin or destination, the shipments are documented as partial shipments (position 16).

12-14	41-43	Enter the serial number assigned by the clearance authority or booking office.
15-16	44-45	The SEAVAN service codes provided by the clearance authority indicate the extent of service for which the ocean carrier is paid. Select codes from the following list and enter the origin service in position 15 (rp 44) and the destination service in position 16 (rp 45). When the ocean carrier's responsibility for movement begins or ends:

K - At the carrier's terminal (pier service).

L - In the commercial zone of the U.S. port city or, outside the United States, within 10 miles of the port city limits. Certain port cities which are divided into modified zones as listed in the MSC Container Agreement and Rate Guide are assigned codes 1-9 instead of L. (local drayage).

M - At any point not covered by codes K, L, or 1-9.

P - Same as code M, except that one or more scheduled stop-offs enroute to final destination have been booked with the ocean carrier. Does not apply to local deliveries performed at the expense of the U.S. Government.

S - Same as code T, except that one or more scheduled stop-offs have been booked. Similar to code P.

T - Same as code L, M, or 1-9, except cargo is booked as a "single factor" through shipment.

1-9 In a modified zone for certain port cities as defined in the MSC Container ***Agreement and Rate Guide. The number codes***

used correspond with the zone number in the rate guide.

17	46	Enter the type of SEAVAN from the following list: 2 - Dry cargo 3 - Platform or flatbed 4 - Open top 5 - Refrigerated 6 - Top filling 7 - Insulated 8 - Open frame or rack 9 - Tank type X - Special or experimental A - High cube dry van (9 ft 6 in or higher)

11. General. The partial and split shipment codes indicate whether or not a shipment unit is separated into increments and, if separated, identify the specific increments. Cargo identified, by DI TU_, as assemblies or sets which must move together in a shipment unit are not divided into partial or split shipments. The partial and split shipment codes are required to ensure a 17 digit TCN is not duplicated. While the same letter codes are used for both partial and split shipment entries, the partial shipment entry (position 16, rp 45) is made by the shipper and the split shipment entry (position 17, rp 46) is made by the trans-shipper. The only time a shipper makes a split shipment entry is for shipments of vehicles with detached component parts as explained in figure D-8. The assignment of partial and split shipment codes differ for surface and air shipments as explained in subparagraphs a. and b. below.

a. Assignment of partial and split shipment codes for surface movement (TCN positions 16 and 17, rp 45 and 46).

(1) General. The partial and split shipment codes for surface cargo provide a method to document separate increments of shipment units just like they do for air cargo.

(2) Surface Partial Shipment Codes (TCN position 16, rp 45).

(a) When assigning a TCN to surface cargo, the shipper selects a partial shipment code from paragraph 11.a.(4) below, for each increment of the shipment unit moved on a separate conveyance. The shipper enters the selected partial shipment code in position 16 (rp 45) of the TCN and enters the letter "X" in position 17 (rp 46), except as

indicated in paragraph 11., above for detached component parts of vehicles.

(b) Partial shipment codes used for surface shipments; see examples in paragraph 11.a.(4) below (I and O are omitted and X is used only for shipments which have not been separated into partials).

(3) Split Shipment Code (TCN position 17, rp 46). As indicated in paragraph 11.a.(2)(a) above, the shipper enters the letter "X" in position 17 (rp 46) of the TCN. The transshipper does not alter the TCN unless it is necessary to split the shipment unit and move it onward by more than one conveyance. Such a split includes loading into more than one SEAVAN/MILVAN/RORO, but stowage in multiple holds on the same ship is indicated by separate manifest entries showing stow location, not a split TCN. When splitting the shipment unit, the transshipper selects a code from paragraph 11.a.(4) below, and enters it in position 17 (rp 46) of the TCN.

(4) Partial and split shipment codes used for surface shipments; see examples in paragraph 11.a.(5) below. I and O are omitted and X is used only for shipments which have not been separated into partials or splits.

Code	Shipment Increment
X	Entire shipment unit moved together
A	1st increment of a partial or split shipment
B	2d
C	3d
D	4th
E	5th
F	6th
G	7th
H	8th
J	9th
K	10th
L	11th
M	12th
N	13th
P	14th
Q	15th
R	16th
S	17th
T	18th
U	19th

V	20th
W	21st
Y	22d
Z	23d and last increment of a partial or split shipment.[2]

(5) Examples of partial and split shipment code assignment for surface movement:

	TCN Position 16/17
(a) A shipment unit moving as a complete unit from the origin shipper	XX
(b) A shipment unit partialed into three increments for movement from the shipper:	
1st partial	AX
2d partial	BX
3d partial	CX
(c) A complete shipment unit (XX) split into three increments by the surface transshippper:	
1st partial	XA
2d partial	XB
3d partial	XC

---

2 If the shipment unit is divided into more than 23 partial or split increments, except for ammunition and explosives, or shipments under the Security Assistance program (FMS/MAP), an additional TCN is constructed according to the procedures in paragraph 8., above. That additional TCN, with partials or splits as necessary, is used for the 24th and each subsequent increment. Precise controls necessary on ammunition, explosives, and FMS/MAP shipments restrict the assignment of additional TCNs. If shipments of ammuniton or explosives, under the FMS/MAP program exceed 23 increments, an additional document number suffix is obtained from the inventory control point or for FMS, the responsible ILCO, and a TCN constructed as outlined in paragraph 2., above.

(d) A partial shipment unit (AX) from the origin shipper that is split into three increments by the surface transshipper:

1st split of partial A	AA
2d split of partial A	AB
3d split of partial A	AC

b. Assignment of Partial and Split Shipment Codes for Air Movement (TCN Positions 16 and 17, rp 45 and 46).

(1) General. The partial and split shipment codes for air cargo provide a method to document separate increments of shipment units just like they do for surface cargo. In addition, the codes are used for actual piece control in the air system.

(2) Air Partial Shipment Codes (TCN position 16, rp 45).

(a) When assigning a TCN to air cargo, the shipper selects a partial shipment code from paragraph 11.b.(2)(b) below, for each increment of the shipment unit moved on a separate conveyance. In addition, by assigning each 23 pieces (or fraction thereof) a separate partial shipment code, the shipper ensures no increment (partial) contains more than 23 pieces. Limiting each increment (partial) to 23 pieces allows the transshipper to assign a split shipment code to each piece. The shipper enters the selected partial code in position 16 (rp 45) of the TCN and (except as indicated in paragraph 11., above for detached component parts of vehicles) enters the letter "X" in position 17 (rp 46).

(b) Partial shipment codes used for air shipments; see examples in paragraph 11.b.(4) below (I and O are omitted and X is used only for shipments which have not been separated into partials).

Code	Shipment Increment
X	Complete shipment unit not separated into increments (and containing 23 pieces or less)
A	1st increment of a partial shipment (and containing 23 pieces or less)
B	2d
C	3d

D	4th
E	5th
F	6th
G	7th
H	8th
J	9th
K	10th
L	11th
M	12th
N	13th
P	14th
Q	15th
R	16th
S	17th
T	18th
U	19th
V	20th
W	21st
Y	22d
Z	23d increment (see note 2, paragraph 11.a.(4) above).

(3) Split shipment code (TCN position 17, rp 46).

(a) As indicated in paragraph 11.b(2)(a) above, the shipper enters the letter "X" in position 17 (rp 46) of the TCN. Whenever the air shipment contains more than one piece, the transshipping air terminal entering the shipment into the air system selects a split shipment code from paragraph 11.b(3)(b) below, and (on the air manifest documents only) enters it in TCN position 17 (rp 46) instead of the letter "X."

(b) Split shipment codes used for air shipments; see examples in paragraph 11.b.(4) below. I and O are omitted, X is used only for shipments which have only one piece.

Code	Shipment Increment
X	Complete shipment unit consisting of only one piece
A	1st piece of a shipment unit containing multiple pieces
B	2d piece
C	3d
D	4th
E	5th
F	6th

G	7th
H	8th
J	9th
K	10th
L	11th
M	12th
N	13th
P	14th
Q	15th
R	16th
S	17th
T	18th
U	19th
V	20th
W	21st
Y	22d
Z	23d piece of a shipment unit

(c) Examples of partial and split shipment code assignment for air movement:

		TCN Position 16/17
(a)	A shipment unit consisting of only one piece	XX
(b)	A shipment unit consisting of three pieces:	
	1 As it leaves the shipper	XX
	2 As it leaves the air terminal:	
	1st piece	XA
	2d piece	XB
	3d piece	XC
(c)	A shipment unit as it leaves the shipper partialed into three increments:	
	1st increment	AX
	2d increment	BX
	3d increment	CX

Appendix D

TRANSPORTATION CONTROL AND MOVEMENT DOCUMENT/DATA PREPARATION

1. This appendix contains TCMD preparation instructions for the various types of shipments in the DTS. The basic requirements for preparation of the TCMD are detailed in chapter 2, paragraph B.2. The required TCMD entries for the various types of shipments are determined by referring to the decision table in figure D-1. Instructions for obtaining, selecting, and/or constructing the various data entries on TCMDs are detailed in the explanatory notes of figures D-2 through D-18 and in other sections of MILSTAMP, principally chapter 2, paragraph B.1.b. While all of the formats contain the same basic information about a shipment, the automated format is used whenever both the preparing and receiving activities are able to prepare, transmit, and receive automated data.

2. Certain rules apply to all TCMD entries.

a. Unless otherwise stated in figures D-2 through D-24, all data fields are filled, by using zeros if necessary.

b. All quantities are stated in whole numbers. Fractions or decimals are rounded to the next higher whole number.

c. If obtaining exact information will delay transmission of advance TCMDs beyond the time requirements listed in chapter 2, figures 2-B-3 and 2-B-5, estimated weight and cube may be used for personal property shipments and shipments from vendors. Whenever using estimated weight or cube, enter "EEEE" in block 22/column 44a (rp 68-71) instead of the number of pieces.

d. Data entries are compiled in numeric/alphabetic order using the third position of the document identifier for each shipment unit.

(1) For single shipment units, trailer data entries (T_5 through T_9) immediately follow the prime data entry T_0/1 through T_4 to which they apply.

(2) For consolidated shipments, the prime data entries (T_4) with related trailer data entries (T_5 through T_9) immediately follow

the consolidation container prime data entries (T_2/T_3) and related data (T_9).

3. Certain types of shipments are exceptions to the normal TCMD preparation rules or have other special requirements.

a. Detached component parts moving with a vehicle are documented on a TCMD as a separate shipment unit by use of the split shipment indicator.

b. SEAVAN shipments moving to a WPOE under terms of the MSC Container Agreement and Rate Guide, and not on a GBL or CBL, require an additional TCMD prepared as detailed in figure D-5. In addition to the entries shown in figure D-5, the van number and seal number prefixed by "VN" and "SN" respectively, are entered in block 21 of the additional DD Form 1384 (TCMD). In accordance with Title 49, CFR (reference (m), when hazardous and nonhazardous material are listed on these SEAVAN TCMDs, the hazardous material content records, i.e., T_4 records with hazardous water commodity codes and their accompanying T_6, T_7, and T_9 records must be listed first.

c. Some shipments of DoD logistics materiel destined to Turkey require prior clearance from the Turkish General Staff (TGS). Shippers contact the TGS prior to shipping arms, ammunition, generators (60KW and above), vehicles, and nonregistered equipment and supplies consigned to U.S. Forces in Turkey. Turkish Defense Affairs (TDA) numbers for assets listed in categories 3.c.(2) through (5) below, consigned to the 528th U.S. Army Artillery Group, Cakmakli, Turkey and U.S. Army Field Station, Sinop, Turkey must be obtained from those units prior to shipment (see paragraph 3.c.(1) below). The TGS assigns a TDA Number to each shipment cleared for import into Turkey. The TDA number (preceded by "TDA") is included as trailer data (DI T_9) on the TCMD prior to releasing the shipment for movement to the POE. Shippers obtain the TDA number by submitting one of the messages illustrated below.

(1) Message addressees are:

CDR 528TH USAAG CAKMAKLI TU//AESE-T-D//

CDR USAFLDSTA SINOP TU//IAEN-LG//

Information copies of such messages will also be addressed to:

CHJUSMMAT ANKARA TU//TDAI//

(2) Arms or ammunition:

TO: 39 TACG INCIRLIK TU/LGSCA (for arms)

39 TACG INCIRLIK TU/MAEK (for ammunition)

INFO: HQ TUSLOG ANKARA AS TU/LGS

JUSMMAT ANKARA AS TU/TDAI

UNCLAS

SUBJECT: (WEAPONS) or (MUNITIONS)

1. Request TGS approval be provided for the following:
   A. Action requested: (import, export, transfer)
   B. Origin:
   C. Destination:
   D. Transfer point within Turkey:[1]
   E. DoDIC:
   F. Nomenclature: (use complete nomenclature found in appropriate technical orders or supply manuals)
   G. Quantity: (rounds/each individual item)
   H. TGS authorized quantity:[1]
   I. Current quantity onhand:[1]
   J. Previous requests approved by TGS, but not yet received: (for same type weapon/munition, indicate TDA number and quantity)[1]
   K. Previous request pending TGS approval: (indicate date-time group of the message)[1]
   L. Mode of Transportation:

(3) Generators:

TO: HQ TUSLOG ANKARA AS TU/LGT//

INFO: JUSMMAT ANKARA AS TU/TDAI//

UNCLAS

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1 Information for items D,H,I,J and K is provided by the in country organization.

SUBJECT: USCCOT 25 CARGO CLEARANCE, GENERATORS

1. Request authorization to import/export/move the following generator(s).
Generator serial number_____, model number_____ brand/manufacturers name_____, fixed, mobile or power rating_____.
A. The generator(s) will be imported/exported/moved from_____to_____.
B. The port of (entry/exit) will be: (location)
C. Mode of Transportation:
D. Estimated date of (entry/exit):[2]
E. Reason for import/export/move: (provide clear text rationale which conveys the purpose. Reason such as "In accordance with approved project(s)" is unacceptable.)

2. Point of contact for (requesting office) is (name and DSN number).

(4) Vehicles:

TO: HQ TUSLOG ANKARA AS TU/LGT//

INFO: JUSMMAT ANKARA AS TU/TDAI//

UNCLAS

SUBJECT: U.S. GOVERNMENT VEHICLES
1. Request TGS approval for the following shipment of vehicle(s):
A. Action Requested: (import, export, or transfer)
B. Origin:
C. Destination within Turkey:
D. Transfer point within Turkey:[2]
E. Type Vehicle:
F. Weight:
G. Registration Number:
H. Transportation Control Number:[2]
I. Method/Mode of movement to CONUS POE:[2]
J. Approximate date of movement:[2]
K. Estimated date shipment will arrive at DoD port of entry into Turkey:[2]

---

2 Information for items D,H,I,J, and K is provided by the in country organization.

2. Point of contact for (requesting office) is (name and DSN number).

(5) Nonregistered equipment/supplies, i.e., analyzers (spectrom), antennas, computers, demodulators, demultiplexers, plotters, receivers, records, synchronizers, timing systems, tuners, and visicorders requiring a clearance:

TO: TUSLOG ANKARA AS TU/LGS//

INFO: JUSMMAT ANKARA AS TU/TDAI//

d. QUICKTRANS shipments may be documented on a DD Form 1384, a DD Form 1348-1A, or other document with all required TCMD data entries. Instructions for adding QUICKTRANS information to DD Form 1384 and DD Form 1348-1A are detailed in figure ***D-23***. CONUS export shipments moving to the POE by QUICKTRANS must still be documented, cleared, and processed as outlined throughout MILSTAMP; the QUICKTRANS documentation is in addition to the normal DTS documentation.

e. LOGAIR shipments are documented on a TCMD, in either manual or automated formats. The TCMD is prepared in the same manner as for other shipment methods. For shipments wholly within CONUS, the aerial port codes of the origin and destination LOGAIR terminals are entered as the POE and POD respectively. CONUS export shipments moving to the POE by LOGAIR must still be documented, cleared (with both the LOGAIR and Sponsoring Service ACAs), and processed as outlined throughout MILSTAMP; the POE and POD indicated are those for the overseas movement, not the LOGAIR segment.

4. The documentation for consolidated shipments detailed in this appendix results in document integrity throughout the consolidation. When single consolidations occur, the consolidation container (e.g., SEAVAN) is tied to the individual shipment unit by the entries in block 2/column 33 (rp 4-8). When double consolidations occur, the major consolidation container (e.g., SEAVAN) is tied to the secondary consolidation container (e.g., multiwall) by the entries in block 2/column 33 (rp 4-8). In turn, the secondary consolidation container (i.e., multiwall) is tied to the individual shipment unit by the entries in block 3/column 34 (rp 9-14).

5. The procedures for preparing an advance TCMD in Electrically Transmitted Message (ETM) format are detailed in figure ***D-24***.

DECISION TABLE FOR TCMD PREPARATION

When preparing a TCMD, determine which data entries are required by referring to this decision table. For every listing in column A that applies, complete the documents described in the figures listed in column B. Every shipment unit must have at least one prime entry (T_0/1, T_2, T_3, or T_4).

Column A

If the shipment is:

Column B

Than a TCMD entry is prepared for every applicable category listed in column A by by following the instructions in each figure listed for the various document identifiers in column B.

	T_0/1	T_2	T_3	T_4	T_5	T_6	T_7	T_8	T_9
1. A single shipment unit: a. Not in a consolidation container.	D_2					***D_9***			
b. In any consolidation container.				D_7					
c. Outsized.					D_8				
d. Hazardous material (HM): (1) Ammunition or explosives.						D_9	D_10		D_15
(2) All other HM.						D_9			D_15
e. A Government vehicle, trailer, wheeled gun, or aircraft.					D_8				
f. Personal property and:								D_11	
(1) Consigned to a civil address.									D_16
(2) Unaccompanied baggage belonging to TDY USAF personnel.									D_16
2. Made through ARFCOS.	D_3					***D_9***			
3. A RORO trailer (containing cargo).		D_4				***D_9***			
4. A SEAVAN/MILVAN (containing cargo).		D_5				***D_9***			D_13
a. With stop-offs enroute.									D_14
5. A CONEX, unitized pallet, or other consolidation container, other than a SEAVAN, MILVAN, or RORO.			D_6			***D_9***			
6. An empty SEAVAN, MILVAN, or CONEX.	D_2								D_13
7. Anything requiring additional information not listed above.									D_12
8. Moving by QUICKTRANS.	***D_23***								

Figure D-1

Prime Data TCMD Entries for Single Shipment Units (DI T_0/1) (including empty SEAVAN/MILVAN/CONEX)

Prime Data rp	DD Form 1384 Block	Procedure
1-3	1	Enter three position code. The first position is always T. The second and third digits are selected from the list in appendix F8, paragraph 2.
4-8	2	Enter the trailer, van, or container number, if any, as explained in appendix F6. If none, leave blank. For air shipments, enter the FSC in rp 5-8. Leave rp 4 blank. For Army shippers, the Army ACA will provide FSC data to USTRANSCOM, as required.
9-14	3	Enter the DoDAAC of the consignor. The in-the-clear address may be added on the DD Form 1384.
15-19	4	Enter the applicable air commodity code from appendix F2, or water commodity code from appendix F20. For water, enter a five position code. For air, enter a two position code in rp 18-19. For short shelf-life items, enter one of the following codes in rp 15. "K" for GSA managed sealants/adhesives, "M" for medical items, or "X" for all other short shelf-life items.
20	5	For air, enter a code from appendix F3.
21-23	6	Enter the appropriate aerial or water port identifier code from appendix F4 or F21.
24-25	7	Enter the appropriate aerial or water port identifier code from appendix F4 or F21.
27	8	Enter the mode/method code from appendix F13 for movement from the origin to the POE.
28-29	9	Enter type pack code from appendix F14.
30-46	10	Enter the shipment unit TCN.

Figure D-2 (Cont.)

Prime Data TCMD Entries for Single Shipment Units (DI T_0/1) (Including Empty SEAVAN/MILVAN/CONEX)

47-52	11	Enter DoDAAC of the consignee. The in-the-clear address may be added on the DD Form 1384. For personal property, identify the military activity responsible for receiving/processing the shipment at destination.
53	12	Enter the transportation priority.
54-56	13	Enter the RDD, if any. (See chapter 2, paragraph B.1.b.(3).)
57-59	14	Enter the project code, if any. (See chapter 2, paragraph B.1.b.(4).)
60-62	15	Enter the code for the date the shipment moved to the POE from appendix F7.
63	16	Enter the ETA code from appendix F9.
64-67	17	Enter the shipment unit TAC.
68-71	22	Enter total number of pieces in shipment unit. (See chapter 2, paragraph B.1.b.(7)(d).) When shipping a Government vehicle, trailer, wheeled gun, or aircraft with BII, see note 8, figure D-8.
72-76	23	Enter total weight of shipment unit. (See chapter 2, paragraph B.1.b.(7)(d).)
77-80	24	Enter total cube of shipment unit. (See chapter 2, paragraph B.1.b.(7)(d).)

Figure D-2 (Cont.)

Prime Data TCMD Entries for Single Shipments by the Armed Forces Courier Service (ARFCOS)

Prime Data rp	DD Form 1384 Block	Procedure
1-3	1	Enter TC1.
4-8	2	Leave rp 4 blank and enter the FCS in rp 5-8.
9-14	3	Enter CTS plus the APOE air terminal identifier code.
15-17	4	Leave blank.
18-19	4	Enter the air commodity code from appendix F2.
20	5	Enter a code selected from appendix F3.
21-23	6	Enter the APOE air terminal identifier code.
24-25	7	Enter the APOD air terminal identifier code.
27	8	Enter 9 if CTS and APOE are collocated; otherwise, enter X.
28-29	9	Enter type pack code from appendix F14.
30-46	10	Enter the TCN. (See appendix C, paragraph 6.)
47-52	11	Enter CTS plus the APOD air terminal identifier code.
53	12	Enter the transportation priority.
54-56	13	Leave blank.
57-59	14	Leave blank.
60-62	15	Enter the GMT code from appendix F3 for the date shipment released to the APOE.

Figure D-3 (Cont.)

Prime Data TCMD Entries for Single Shipments by the Armed Forces Courier Service (ARFCOS)

63	16	Enter the ETA code from appendix F9.
64-67	17	Enter 0003.
68-71	22	Enter total pieces in shipment unit.
72-76	23	Enter total weight of shipment unit.
77-80	24	Enter total cube of shipment unit.

Figure D-3 (Cont.)

Prime Data TCMD Entries for Loaded RORO Trailers (DI T_2)

Prime Data rp	DD Form 1384 Block	Procedure
1-3	1	Enter three position code. The first position is always T. The second position is selected from appendix F8, paragraph 2. For RORO trailers, the third position is two.
4-8	2	Enter the number of the RORO trailer from appendix F6.
9-14	3	Enter the DoDAAC of the loading activity. In-the-clear text may be added on the DD Form 1384.
15-19	4	For trailers containing more than one commodity; if any is hazardous materiel, prepare the TCMD as explained in figure D-5, note 2. For all others, enter the applicable commodity code as follows: Water. Enter the five position code from appendix F20, for the commodity with the greatest cube. Air. Enter the two position code from appendix F2, for the commodity with the greatest weight in rp 18-19. For short shelf-life items, enter K for GSA managed sealants/adhesives, M for medical items, or Z for any other commodity with limited shelflife in rp 15.
20	5	For air shipments, enter a code selected from appendix F3.
21-23	6	Enter the appropriate POE air or water port identifier code from appendix F4 or F21.
24-26	7	Enter the appropriate POD air or water port identifier code.

Figure D-4 (Cont.)

Prime Data TCMD Entries for Loaded RORO Trailers (DI T_2)

27	8	Enter the mode/method code by which the loaded RORO will be delivered to the POE from appendix F13. If loaded at the POE, leave blank.
28-29	9	Enter Type Pack Code RT.
30-46	10	Enter the shipment unit TCN.
47-52	11	Enter the DoDAAC for the RORO consignee. In-the-clear text may be added on the DD Form 1384.
53	12	Enter the highest transportation priority contained in the loaded RORO.
54-56	13	Enter the earliest RDD assigned to any shipment unit loaded in the RORO.
57	14	If RORO contents for a single consignee, enter S; if for multiple consignees, enter M.
58-59	--	Enter the total number of shipment units loaded in the RORO. If more than 99, enter XX and list the total number in a T_9 entry.
60-62	15	Enter the date code from appendix F7 for the day the RORO is expected to be released for movement to the POE. If loaded at the POE, leave blank.
63	16	Enter code for ETA at the POE from appendix F9. If loaded at the POE, leave blank.
64-67	17	Leave blank.
68-71	22	Enter 0001.
72-76	23	Enter total weight of RORO and its contents preceded by zeros if less than five digits.
77-80	24	Enter gross cube of RORO preceded by zeros if less than four digits.

Figure D-4 (Cont.)

Prime Data TCMD Entries for Loaded SEAVAN/MILVAN (VAN) (DI T_2)

Prime Data rp	DD Form 1384 Block	Procedure
1-3	1	Enter three position code. The first position is always T. The second position is selected from appendix F8, paragraph 2. For MILVAN/SEAVAN, the third position is two.
4-8	2	Enter the last five digits of the SEAVAN/MILVAN number. (See appendix F6.)
9-12	3	Enter the SEAVAN ownership code from appendix F12.
13-14	3	Enter the length, in feet, of the van used.
15-17	4	Enter the appropriate commodity code from appendix F20, paragraph 4. For vans containing more than one commodity, use the code for the commodity with the greatest cube[2]. In the T_2 entries, descriptive data is not required for NOS commodities. Enter the applicable code from the following list:

130	Chill, subsistence NOS	135	Chill, other than subsistence NOS
192	Freeze, subsistence NOS	195	Freeze, other than subsistence NOS
40X	Ammunition/Explosives	500	Subsistence NOS

Figure D-5 (Cont.)

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[2] In accordance with Title 49 CFR, when hazardous and nonhazardous materials are listed on a SEAVAN/MILVAN TCMD, the hazardous material content records, T_4 with accompanying T_6, T_7, and T_9 records must be listed first. The DI code is TE2 for ammunition and explosives, TX2 for ORM-D not loaded with any other hazardous material, or TJ2 for all other hazardous material.

Prime Data TCMD Entries for Loaded SEAVAN/MILVAN (VAN) (DI T_2)

610-614 Mail
70D Consumer commodity ORM-D
700 General cargo NOS
690-692 Empty containers
70X Hazardous material other than 40X and 70D
894 Wheeled or tracked vehicles

18-19	4	Enter type cargo/special handling code from appendix F20.
20	5	Leave blank.
21-23	6	Enter POE water port identifier code from appendix F21.
24-26	7	Enter POD water port identifier code.
27	8	Enter the mode/method code for movement to the POE from appendix F13. If the van is loaded at the POE, leave blank.
28-29	9	Enter the type pack code from appendix F14.
30-46	10	Enter the SEAVAN/MILVAN TCN (appendix C, paragraph 10.).
47-52	11	Enter the DoDAAC of the van consignee. For stopoffs, show intermediate consignee(s) and final consignee in T_9 data.
53	12	Enter the highest transportation priority of any shipment unit loaded in the van.
54-56	13	Enter the earliest RDD of any shipment unit in the van.

Figure D-5 (Cont.)

Prime Data TCMD Entries for Loaded SEAVAN/MILVAN (VAN) (DI T_2)

57	14	Enter code for single or multiple consignees and method of delivery from the following list: S Single consignee at a single destination. M Multiple consignees via a breakbulk point for distribution to the appropriate consignees. C Multiple consignees via a centralized receiving point for distribution to the ultimate consignees. 1-9 Multiple consignees via stopoffs. Enter the number of stopoffs, excluding the final consignee.
58-59	14	Enter the total number of shipment units loaded in the van. If more than 99, enter XX and show the number of shipment units loaded in T_9 data entries.
60-62	15	Enter the code for the date the van will be released for movement to the POE from appendix F7. If the van is loaded at the POE, leave blank.
63	16	Enter the code for the ETA at the POE from appendix F9. If the van is loaded at the POE, leave blank.
64-67	17	Enter the van cubic capacity in whole cubic feet as listed on the van, preceded by zeros, if less than four digits.
68-71	22	For MILVANs, enter 0001; for SEAVANs, enter total number of pieces preceded by zeros, if less than four digits.
72-76	23	For MILVANs, enter the total weight of the van and its contents. For SEAVANs, enter only the total weight of the contents of the van preceded by zeros, if less than five digits.
77-80	24	For MILVANs, enter the outside cube of the van. For SEAVANs, enter the total cube of the van contents preceded by zeros, if less than four digits.

Figure D-5 (Cont.)

Prime Data TCMD Entries for CONEX (containing cargo), Unitized Pallet Loads, and all Loaded Consolidation Containers MILVAN (DI T_3)

Prime Data rp	DD Form 1384 Block	Procedure
1-3	1	Enter three position code. First position is T. Select the second position from the list in appendix F8, paragraph 2. For consolidation containers, the third position is always three.
4-8	2	Enter the number marked on the consolidation container[3] (see appendix F6).
9-14	3	Enter the DoDAAC of the activity loading the consolidation container. In-the-clear text may be added on DD Form 1384. For consolidation containers loaded in a RORO, MILVAN, or SEAVAN.[3]
15-19	4	Enter the applicable commodity code as follows: For water, enter the five position code (appendix F20) for the commodity with the greatest cube. For air, enter the two position code (appendix F2) for the commodity with the greatest weight in rp 18-19. For short shelf-life items, enter K for GSA managed sealants/adhesives, M for medical items, or Z for all others.

Figure D-6 (Cont.)

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3 When a consolidation container is loaded in an RORO, MILVAN, or SEAVAN, the following entries apply:

4-8	2	Enter the RORO, MILVAN, or SEAVAN number.
9-14	3	Enter the consolidation container number.

Prime Data TCMD Entries for CONEX (containing cargo), Unitized Pallet Loads, and all Loaded Consolidation Containers MILVAN (DI T_3)

20	5	For air shipments, enter code (appendix F3).
21-23	6	Enter the appropriate POE air or water port identifier code (appendix F4 or F21).
24-26	7	Enter the appropriate POD air or water port identifier code.
27	8	Enter the mode/method code for movement of the consolidation container to the POE (appendix F13). For consolidation containers loaded at the POE, leave blank.
28-29	9	Enter the type pack code (appendix F14).
30-46	10	Enter the shipment unit TCN.
47-52	11	Enter the DoDAAC for consignee of the consolidation container. In-the-clear text may be added on DD Form 1384.
53	12	Enter the highest transportation priority for any shipment unit loaded in the consolidation container.
54-56	13	Enter the earliest RDD for any shipment unit loaded in the consolidation container.
57-59	14	Enter the project code, if any. (See chapter 2, paragraph B.1.b.(4).)
60-62	15	Enter the code for the date the shipment will be released for movement to the POE (appendix F7).

Figure D-6 (Cont.)

Prime Data TCMD Entries for CONEX (containing cargo), Unitized Pallet Loads, and all Loaded Consolidation Containers MILVAN (DI T_3)

63	16	Enter the ETA code (appendix F9). For consolidation containers loaded on an RORO, MILVAN, or SEAVAN.[4]
64-67	17	Leave blank.
68-71	22	Enter 0001.
72-76	23	Enter total weight of the consolidation container and its contents, preceded by zeros if less than five digits.
77-80	24	Enter the gross cube of the consolidation container, preceded by zeros if less than four digits.

Figure D-6 (Cont.)

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[4] When consolidation containers are loaded in an RORO, MILVAN, or SEAVAN, the following entries apply:

63	16	Enter one of the following codes to indicate if individual shipment units are to be delivered to the RORO, MILVAN, or SEAVAN consignee or at stopoff points:

X	There are no stopoffs.
1	Deliver at first stopoff.
2	Deliver at second stopoff.
3, 4...	Deliver at third, fourth, etc., stopoff.
Z	Deliver at final destination.

Prime Data TCMD Entries for Shipment Units Loaded into all Consolidation Containers (DI T_4)

Prime Data rp	DD Form 1384 Block	Procedure
1-3	1/32	Enter a three position code. The first position is always T. The second and third positions are selected from the list in appendix F8, paragraph 2. On advance TCMDs for shipment units loaded in a consolidation container, the third position is always four.
4-8	2/33	Enter the number of the RORO trailer, SEAVAN/MILVAN, or other consolidation container as explained in appendix F6. The number entered is always identical to rp 4-8 (block 2) of the corresponding T_2 or T_3 entry.[5]
9-14	3/34	Enter the DoDAAC of the consignor of the actual shipment unit loaded in the RORO trailer, SEAVAN, MILVAN or other consolidation containers.[5] The clear text may be added on DD Form 1384.
15-19	4/35	Enter the applicable commodity code for the mode of overseas movement (appendix F4 for air shipments or appendix F20 for water shipments). (See note 2, figure D-5.)

Figure D-7 (Cont.)

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[5] For shipment units in consolidation containers also loaded in RORO/SEAVAN/MILVAN, the prime data T_4 entries are changed as follows:

4-8	2/33	Enter the RORO/SEAVAN/MILVAN number from the prime data T_2 entry.
9-14	3/34	Enter the number marked on the consolidation container. (See appendix F, paragraphs 3.b. and c.) Leave rp 14 blank.

Prime Data TCMD Entries for Shipment Units Loaded into all Consolidation Containers (DI T_4)

		For air shipments, rp 15-17 are left blank except for short shelf-life items; for these items, enter one of the following codes in rp 15: K - GSA managed sealants/adhesives. M - Medical items.
20	5/36a	For air shipments, enter the appropriate code (appendix F3).
21-23	6/36b	Enter the appropriate air or water POE identifier code (appendix F4 or appendix F21).
24-26	7/36	Enter the appropriate air or water POD identifier code (appendix F4 or appendix F21).
27	8/38	Enter the code for the mode/method of movement to the POE (appendix F13).
28-29	9/39	Enter the code for the type of pack (appendix F14).
30-46	10/40	Enter the TCN for the shipment unit. (See appendix C.)
47-52	11/41	Enter the DoDAAC of the ultimate consignee.
53	12/42	Enter the transportation priority for the shipment unit. (See chapter 2, paragraph B.1.b.(2).)
54-56	13/43	Enter the RDD of the shipment unit, if any. (See chapter 2, paragraph B.1.b.(3).)
57-59	14/43	Enter the Project code for the shipment unit, if any. (See chapter 2, paragraph B.1.b.(4).)
60-62	15/43	Enter the code for the date of release for movement of the shipment unit to the POE (appendix F7).

Figure D-7 (Cont.)

Prime Data TCMD Entries for Shipment Units Loaded into all Consolidation Containers (DI T_4)

63	16/43	Enter the code for the estimated time of arrival at the POE[6] from appendix F9.
64-67	17/41	Enter the Transportation Account Code for the shipment unit from MILSTAMP, Volume II, or other source document.
68-71	22/44	Enter the number of pieces for the shipment unit. If greater than 9999, see chapter 2, paragraph B.1.b.(7)(d).
72-76	23/44	Enter the total weight of the shipment unit. If greater than 99,999, see chapter 2, paragraph B.1.b.(7)(d).
77-80	24/44	Enter the total cube of the shipment unit. If greater than 9999, see chapter 2, paragraph B.1.b.(7)(d).

Figure D-7 (Cont.)

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[6] For all shipments in SEAVANs or MILVANs, the prime data T_4 entries are changed as follows:

63 16/43 Enter a code indicating if the shipment unit is to be delivered at a particular stopoff point, or at the final destination of the SEAVAN or MILVAN. Select the code from the following list:

Code	Explanation
X	There are no intermediate stopoffs.
1	Deliver this shipment unit at first stopoff point.
2,3...	Deliver this shipment unit at the second, third, etc., stopoff point.
Z	Deliver this shipment unit at the final destination of the SEAVAN or MILVAN.

Trailer Data TCMD Entries for Outsized Dimensions (DI T_5)

Prime Data rp	DD Form 1384 Block	Procedure
1-3	32	Enter a three position code. The first position is always T. The second position is always the same as the second position of the corresponding prime data entry. For shipments with outsize dimensions the third position is always five. For shipments of vehicles to Central and South America, TV5 entries are changed as shown in note.[7]
4-8	33	Enter the trailer, van or container number from the prime data entry.
9-14	34	For Government vehicles, trailers, wheeled/tracked guns, and aircraft, enter the model or abbreviated nomenclature. For all other items, leave blank.
15-19	35	For Government vehicles, trailers, wheeled/tracked guns, and aircraft, enter BII in rp 15-17 and the number of pieces of BII per vehicle in rp 18-19; e.g., BII00 for no pieces, BII02 for two pieces, etc. For all other items, enter the commodity code from the prime data entry.
20	36a	For air shipments enter the air dimension code (appendix F3).
21-23	36b	Enter the POE identifier code from the prime data entry.

Figure D-8 (Cont.)

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[7] For shipments of vehicles to Central and South America, a TV9 trailer entry indicating the vehicle make and year in rp 54-79 (blocks 43 and 44) is required. In addition, the TV5 entries are changed as follows:

9-14	34	Enter the model instead of the nomenclature.

Trailer Data TCMD Entries for Outsized Dimensions (DI T_5)

24-26	37	Enter the POD identifier code from the prime data entry.
27	38	Enter the Mode/Method Code from the prime data entry.
28-29	39	Enter the Type Pack Code from the prime data entry.
30-46	40	Enter the TCN from the prime data entry.
47-52	41	Enter the consignee DoDAAC from the prime data entry.
53	42	Enter the Transportation Priority from the prime data entry.
54-59	43	Enter the length of the item, in inches, followed by the letter L. If less than five digits, left zero fill.
60-63		Enter the width, in inches, followed by the letter W. If less than three digits, left zero fill.
64-67		Enter the height, in inches, followed by the letter H. If less than three digits, left zero fill.
68-71	44	Enter the number of pieces to which the dimensions apply.[8] If less than four digits, left zero fill. If greater than 9999, see chapter 2, paragraph B.1.b.(7)(d).

Figure D-8 (Cont.)

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[8] For shipments of Government vehicles, trailers, wheeled/tracked guns, and aircraft, the TV5 entries are changed as follows:

68-80	44	For single vehicle shipment units, enter the serial number. For multiple vehicle shipments, leave blank.

Trailer Data TCMD Entries for Outsized Dimensions (DI T_5)

72-76	Enter weight of one piece. If less than five digits, left zero fill. If greater than 99,999, see chapter 2, paragraph B.1.b.(7)(d).
77-80	Enter the cube of one piece. If less than four digits, left zero fill. If greater than 9999, see chapter 2, paragraph B.1.b.(7)(d).

Figure D-8 (Cont.)

Trailer Data TCMD Entries for Ammunition Round Count, Hazardous Material, Stock Number, and IMCO Classification (DI T_6)

Prime Data rp	DD Form 1384 Block	Procedure
1-3	32	Enter a three position code. The first position is always T. The second position is the same as the second position of the prime data entry. For shipments of ammunition, explosives, and other hazardous materials, the third position is six. For nonhazardous material, see rp 54-66 below, before generating a T_6 record.
4-8	33	Same as the prime data entry.
9-14	34	For hazardous materials other than ammunition, leave blank. For ammunition shipments, enter the total round count in the shipment unit. If the quantity exceeds 999,999, enter the number in thousands followed by the letter M. If the quantity exceeds 999,999, and is not shipped in units of 1,000, enter the number in units of thousands followed by an M and indicate the total round count in rp 54-79 (block 43/44) of an accompanying TE9 entry. In all cases, left zero fill the field.
15-19	35	Enter the code from the prime data entry. In addition, for air, enter the Loading and Storage (L/S) Group Code in rp 16-17. The L/S groups are defined in AFM 71-4, et al. Leave rp 15 blank. (See note 2, figure D-5.)
20	36a	Same as the prime data entry.
21-23	36b	Same as the prime data entry.
24-26	37	Same as the prime data entry.
27	38	Same as the prime data entry.

Figure D-9 (Cont.)

Trailer Data TCMD Entries for Ammunition Round Count, Hazardous Material, Stock Number, and IMCO Classification (DI T_6)

28-29	39	Same as the prime data entry.
30-46	40	Same as the prime data entry.
47-52	41	Same as the prime data entry.
53	42	Same as the prime data entry.
54-66	43	Enter the NSN. If the NSN is not known, enter NNSN (no national stock number) in rp 54-57 and leave the balance of the field blank. When multiple line items are consolidated and the consolidation container is not comprised of 51 percent or more by weight of a single NSN, a T_6 record will not be generated. T_6 records are not required for personal effects, i.e., HHGs, baggage, and POVs, and other material for sale in stores, and material which is not covered by NSNs.
67-80		For nonhazardous material, enter the abbreviated nomenclature of the item listed in rp 54-66.
67-70	44	For ammunition and explosives, enter the DoDIC. (See chapter 2, paragraph B.1.b.(15)(a)5.) For other hazardous materials, enter the letters IMO.
71-72		Enter the two digit UN class and division number, including the decimal fraction from IMDGC, 49 CFR.
73		Leave blank.
74-75		Enter UN or NA.
76-79		Enter the four digit UN or NA identification number from the IMDGC, 49 CFR 172.102/2, or other source publication.
80		For ammunition and explosives, enter the compatibility group code from IMDGC or 49 CFR 172.102 (i.e., the letter following the IMDGC class and division number). For all other hazardous materials, leave blank.

Figure D-9 (Cont.)

Trailer Data TCMD Entries for Net Explosive Weight (NEW) and Lot Number(s) (DI T_7)

Prime Data rp	DD Form 1384 Block	Procedure
1-3	32	Enter a three position code. The first position is always T. The second position is always the same as the second position of the prime data entry. The third position is seven.
4-8	33	Same as the prime data entry.
9-14	34	Enter the Net Explosive Weight (NEW) for Class A, B, and C explosives. If the shipment unit contains more than one lot.[9]
15-19	35	Same as the prime data entry (see note 2, figure D-5).
20	36a	Same as the prime data entry.
21-23	36b	Same as the prime data entry.
24-26	37	Same as the prime data entry.
27	38	Same as the prime data entry.
28-29	39	Same as the prime data entry.
30-46	40	Same as the prime data entry.
47-52	41	Same as the prime data entry.

Figure D-10 (Cont.)

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9 If the shipment unit contains more than one lot, a separate TE7 is made for each lot. Each TE7 reflects the NEW, pieces, weight, and cube of the lot being described. If any single piece of a shipment unit (consolidation container, pallet, etc.), contains multiple lots, separate TE9 data is required for each lot.

Trailer Data TCMD Entries for Net Explosive Weight (NEW) and Lot Number(s) (DI T_7)

53	42	Same as the prime data entry.
54-67	43	Enter the lot number.[10]
68-71	44a	Enter the number of pieces for this lot number. If greater than 9999, see chapter 2, paragraph B.1.b.(7)(d).
72-76	44b	Enter the weight for this lot number. If greater than 99,999, see chapter 2, paragraph B.1.b.(7)(d).
77-80	44c	Enter the cube for this lot number. If greater than 9999, see chapter 2, paragraph B.1.b.(7)(d).

Figure D-10 (Cont.)

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10 If the shipment unit contains more than one lot, separate TE7 is made for each lot. Each TE7 reflects the NEW, pieces, weight, and cube of the lot being described. If any single piece of a shipment unit (consolidation container, pallet, etc.), contains multiple lots, separate TE9 data is required for each lot.

Trailer Data TCMD Entries for Household Goods and Baggage Ownership Data (DI T_8)

Prime Data rp	DD Form 1384 Block	Procedure
1-3	32	Enter a three position code. The first position is always T. The second position is always the same as the second position of the prime data entry. The third position is an eight.
4-8	33	Same as the prime data entry.
9-14	34	For household goods or baggage, enter the consignor DoDAAC. For POVs, enter the last two digits of the POV model year in rp 9-10 and the first four letters of the POV make in rp 11-14, e.g., CHEV, FORD, PLYM, etc.
15-19	35	Same as the prime data entry.
20	36a	Same as the prime data entry.
21-23	36b	Same as the prime data entry.
24-26	37	Same as the prime data entry.
27	38	Same as the prime data entry.
28-29	39	Same as the prime data entry.
30-46	40	Same as the prime data entry.
47-52	41	Same as the prime data entry.
53	42	Same as the prime data entry.
54-66	43	Enter personal property owner's last name.

Figure D-11 (Cont.)

Trailer Data TCMD Entries for Household Goods and Baggage Ownership Data (DI T_8)

67-68		Enter personal property owner's initials.
69-70		Enter the personal property owner's military or civilian grade code (appendix F10).
71-80	44	For household goods and baggage:
	71	Leave blank.
	72-76	Activities outside CONUS enter net weight of DMP shipments to CONUS. CONUS activities, leave blank.
	77-80	If ITGBL codes T, J or 5 enter HHG and baggage carrier SCAC. Otherwise leave blank.
71-80	44	For POVs:
	71	Leave blank.
	72-76	Enter abbreviation for state issuing vehicle license plate. If none, enter NO.
	73-77	Enter last five letters/numbers of license plate. If less than five, left zero fill.
	78-80	Enter abbreviation for predominate vehicle color, e.g., blk, blu, red, etc.

Figure D-11 (Cont.)

Trailer Data TCMD Entries for General Miscellaneous Information not Otherwise Detailed (DI T_9)

Prime Data rp	DD Form 1384 Block	Procedure
1-3	32	Enter a three position code. The first position is always T. The second position is always the same as the second position of the prime data entry. The third position is always nine.
4-8	33	Same as the prime data entry.
9-14	34	Leave blank.
15-19	35	Same as the prime data entry.
20	36a	Same as the prime data entry.
21-23	36b	Same as the prime data entry.
24-26	37	Same as the prime data entry.
27	38	Same as the prime data entry.
28-29	39	Same as the prime data entry.
30-46	40	Same as the prime data entry.
47-52	41	Same as the prime data entry.
53	42	Same as the prime data entry.
54-79	43/44b	Using as many T_9 entries as necessary, enter the clear text data necessary for shipment, but not detailed in other data entries, e.g.,: a. Further description of NOS type cargo codes.

Figure D-12 (Cont.)

Trailer Data TCMD Entries for General Miscellaneous Information not Otherwise Detailed (DI T_9)

b. For shipments of liquor, the type (gin, rye, etc.), bottle size (pint, quart, etc.), and the number of bottles per case.

c. For shipments of cigarettes, the number of cartons per case.

d. For shipments between CONUS and Hawaii or Guam, the clear text NMFC or UFC description of the highest rated article in the shipment unit other than hazardous materials (see chapter 2, paragraph B.1.b.(10)(b)).

e. The Turkish Defense Affairs (TDA) authorization number. (See appendix D, paragraph 3.c.)

f. For classified shipments, container and seal numbers, if any.

g. For personal property TGBL shipments, the name of the origin carrier and GBL number.

h. For SEAVANs or MILVANs containing more than 99 shipments, the total number of shipment units.

i. Any other pertinent information.

80	44c	Enter a sequence number beginning with one for each T_9 entry.

Figure D-12 (Cont.)

Trailer Data TCMD Entries for SEAVAN/MILVAN (Van) Miscellaneous Information (DI T_9) (Includes Empty SEAVAN/MILVAN/CONEX)

Prime Data rp	DD Form 1384 Block	Procedure
1-3	32	Enter a three position code. The first position is always T. The second position is always the same as the second position of the prime data entry. The third position is always nine.
4-8	33	Same as the prime data entry.
9-14	34	Enter an X followed by the five digit ZIP code for the van's point of origin.
15-19	35	For other than reefer vans, same as the prime data entry. For reefer vans, enter an F (Fahrenheit) followed by the temperature or temperature range required to properly maintain the cargo, e.g., 34^0 is shown as F34XX, 34^0 to 41^0 is shown as F3441.
20	36a	Same as the prime data entry.
21-23	36b	Same as the prime data entry.
24-26	37	Same as the prime data entry.
27	38	Enter the letter V.
28-29	39	Enter the length of the van ordered, in feet. For empty vans, enter the actual van length, in feet. For empty CONEX, enter the Type Pack Code.
30-46	40	Same as the prime data (T_2) entry.
47-52	41	Same as the prime data entry.
53	42	Same as the prime data entry.

Figure D-13 (Cont.)

Trailer Data TCMD Entries for SEAVAN/MILVAN (Van) Miscellaneous Information (DI T_9) (Includes Empty SEAVAN/MILVAN/CONEX)

54-55	43	Enter the letters VN.
56-63		Enter the complete van number including the suffix, if any. If less than eight digits, left zero fill.
64-65		Enter the letters SN.
66-73		Enter the complete seal number.[11]
74-77	44a,b	For loaded vans, enter the ocean carrier code (appendix F11).
78-79		For MILVANs, enter the number of beam assemblies for vans equipped with mechanical bracing systems. If the MILVAN is not so equipped, enter 00. For SEAVANs, leave blank.
80	44c	Enter the appropriate sequence number beginning with *one*.

Figure D-13 (Cont.)

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[11] If for any reason, a van must be opened while enroute to its final destination, a new seal is affixed. Whenever a seal is replaced, the new seal number and the activity replacing the seal are identified in rp 54-79 of an additional T_9 entry as follows:

1-52	32-42	Enter the same data as detailed above.
54-65	43	Enter SECOND SEAL leaving rp 65 blank.
66-73		Enter new seal number.
74-79	44b	Identify the activity or ocean carrier which applied the new seal by entering the DoDAAC of the activity or the ocean carrier code from appendix F11.

Trailer Data TCMD Entries For SEAVAN/MILVAN Stop-off Points (DI T_9)

Prime Data rp	DD Form 1384 Block	Procedure
1-3	32	Enter a three position code. The first position is always T. The second position is always the same as the second position of the prime data entry. The third position is always nine.
4-8	33	Same as the prime data entry.
9-14	34	Enter an X followed by the five digit ZIP code for the van's point of origin.
15-19	35	For other than reefer vans, same as the prime data entry. For reefer vans, enter an F (Fahrenheit) followed by the temperature or temperature range required to properly maintain the cargo, e.g., 34^0 is shown as F34XX, 34^0 to 41^0 is shown as F3441.
20	36a	Leave blank.
21-23	36b	Same as the prime data entry.
24-26	37	Same as the prime data entry.
27	38	Enter the letter V.
28-29	39	Enter the length of the van ordered, in feet.
30-46	40	Same as the prime data (T_2) entry.
47-52	41	Same as the prime data entry.
53	42	Same as the prime data entry.
54-59	43	Enter STOP and the stopoff number. e.g., STOP01.

Figure D-14 (Cont.)

Trailer Data TCMD Entries For SEAVAN/MILVAN Stop-off Points (DI T_9)

60-65		Enter the DoDAAC for the stopoff indicated in rp 54-59.
66-67		Leave blank.
68-73	44a,b	If there are additional stopoffs, enter STOP and the next stopoff number. If no additional stopoffs, leave blank.
74-79		Enter the DoDAAC for the stopoff indicated in rp 68-73.
80	44c	Enter sequence indicator, beginning with the letter A, for each T_9 stopoff data entry.

Figure D-14 (Cont.)

Trailer Data TCMD Entries For Additional Required Hazardous Material Information (DI T_9)

Prime Data rp	DD Form 1384 Block	Procedure
1-3	32	Enter a three position code. The first position is always T. The second position is always the same as the second position of the prime data entry. The third position is always nine.
4-8	33	Same as the prime data entry.
9-14	34	Leave blank.
15-19	35	Same as the prime data entry (see note 2, figure D-5).
20	36a	Same as the prime data entry.
21-23	36b	Same as the prime data entry.
24-26	37	Same as the prime data entry.
27	38	Same as the prime data entry.
28-29	39	Same as the prime data entry.
30-46	40	Same as the prime data entry.
47-52	41	Same as the prime data entry.
53	42	Same as the prime data entry.
54	43-44b	Using as many T_9 entries as necessary, enter, in the order listed, the following clear text information: a. The proper shipping name (without abbreviations) as listed in 49 CFR 172.101/2, IMDGC, AFR 71-4, et al. When the material is described by an NOS entry,

Figure D-15 (Cont.)

Trailer Data TCMD Entries For Additional Required Hazardous Material Information (DI T_9)

the technical name of the material must be included in parentheses immediately following the proper shipping name.

b. The hazard class from 49 CFR or AFR 71-4 et al.

c. The letters RQ, if appropriate, to indicate the quantity of hazardous material meets or exceeds the Reportable Quantity listed in 49 CFR etc.

d. The total quantity (number of pieces, type pack, and weight or volume) of the material covered by the description. The actual number of pieces on a pallet or unitized load is reported with the type pack and total weight. For example, twelve 100-pound cylinders on a pallet are listed as 12 cyl 1200 lbs.

e. The flash point for flammable liquids, in degrees Centigrade (C) or Fahrenheit (F). For example, CLOSED CUP FLASH POINT ___ DEGREES C or F.

f. The classification, security risk category, and/or transportation protection service requirements in accordance with appendix F20. These entries will be on separate T_9 records.

g. If the hazardous material was originally packaged prior to 1 January 1988, the following statement is required: ***"GOVERNMENT-OWNED GOODS PACKAGED PRIOR TO JANUARY 1988."***

h. If the shipment is hazardous and subject to POP requirements but waivers in the form of Competent Authority Approval (CAA) (DOT approval to deviate) have been obtained, the CAA number must be entered.

80	44c	Enter sequence number for each T_9 beginning with one.

Figure D-15 (Cont.)

Trailer TCMD Entries for Personal Property Address Information (DI T_9)

Prime Data rp	DD Form 1384 Block	Procedure
1-3	32	Enter a three position code. The first position is always T. The second position is always the same as the second position of the prime data entry. The third position is always nine.
4-8	33	Same as the prime data entry.
9-14	34	Same as the prime data entry.
15-19	35	Same as the prime data entry.
20	36a	Same as the prime data entry.
21-23	36b	Same as the prime data entry.
24-26	37	Same as the prime data entry.
27	38	Same as the prime data entry.
28-29	39	Same as the prime data entry.
30-46	40	Same as the prime data entry.
47-52	41	Same as the prime data entry.
53	42	Same as the prime data entry.
55-79	43-44b	For personal property consigned to a civil address, use as many T_9 entries as necessary to enter the complete clear text address.

Figure D-16 (Cont.)

Trailer TCMD Entries for Personal Property Address Information (DI T_9)

		For unaccompanied baggage of TDY USAF personnel, military and civilian, use the first T_9 entry to list the travel order number and the ADSN/fiscal station number from the DD Form 1610, Request and Authorization for TDY Travel of DoD Personnel, (items 22 and 19 respectively). Additional T_9 entries are made to list the organization that issued the orders, including sufficient data to allow AMC/ACIA billing.
80	44c	Enter the sequence number for each T_9 entry, beginning with the number one.

Figure D-16 (Cont.)

Trailer Data TCMD Entries for Air Load Planning and Manifesting (T_9)

Vehicles

Trailer Data rp	Procedures (for unit moves only)
1 - 3	Enter three position document identifier. First position is always "T." The second position is the same as the second position of the prime data entry. The third position is always "9."
4 - 5	Enter one of the following CALM record type codes, right justified:

Code	Definition
H	Helicopter
R	Wheeled vehicle (truck)
RL	Trailer vehicle
RT	Tracked vehicle
TV	Towed vehicle

6 - 9 Enter the center of balance in inches, rounded to the next whole inch. The formula for computing the center of balance follows:

Distance to wheel 1 X weight of wheel 1 = Moment
Distance to wheel 2 X weight of wheel 2 = Moment
(through number of wheels up to 12)

$$\frac{\textit{Total wheel weights}}{\textit{Total moments}} = \textit{Center of balance}$$

10 - 15 Reserved. Leave blank.

16 - 32 Enter the TCN from rp 30-46 of the prime data entry.

33 - 34 Enter the manifest reference number from appendix F1.

Figure D-17

Trailer Data TCMD Entries for Air Load Planning and Manifesting (T_9)

Vehicle

35 If venting required, enter "Y" for yes; otherwise, enter "N" for no.

36 - 43 Enter one to four load/storage group codes, right justified. Precede single-digit numbers with a leading zero, i.e., 02.

44 - 47 Enter the length in inches, rounded to the next whole inch.

48 - 50 Enter the width in inches, rounded to the next whole inch.

51 - 53 Enter the height in inches, rounded to the next whole inch.

54 - 56 Enter the front overhang in inches, rounded to the next whole inch. If none, leave blank.

57 - 58 Enter the rear overhang in inches, rounded to the next whole inch. If none, leave blank.

59 - 69 Enter the bumper/container number, including spaces. If less than seven characters, right justify.

70 For helicopters, enter one of the following codes:

Code	Definition	Code	Definition
A	UH-60	K	AH-1T
B	CH-58	L	CH-47
C	AH-1S	M	CH-53E
D	AH-1G/J	N	CH-53J
E	UH-1M	O	HH-53E
F	UH-1D/H	P	HH-3
G	UH-1C/M	Q	HH-60
H	AH-64	R	AH-1W
I	CH-46	S	HH-2/F
J	CH-53D	T	HH-65A-1

Figure D-17 (Cont.)

Trailer Data TCMD Entries for Air Load Planning and Manifesting (T_9)

Vehicle

71 For helicopters, enter one of the following codes:

Code	Definition
F	Flyaway or with refuel probe
W	Without wings
P	Without pods
S	Without stabilizers
R	Maximum reduced

72 Enter number of road wheels for type code "RT" items.

73 - 75 Enter tread/skid length in inches, rounded to the next whole inch.

76 - 77 Enter trailer tongue length in inches, rounded to the next whole inch.

78 - 79 Enter the total number of axles. For "RL" items, axle one is the hitch if the trailer tongue is not hinged.

80 Enter the record sequence number beginning with one.

Figure D-17 (Cont.)

Trailer Data TCMD Entries for Air Load Planning and Manifesting (T_9)

Vehicle

Trailer Data rp	Procedures (for unit moves only)
1 - 3	Enter three position document identifier. First position is always "T." The second position is the same as the second position in the prime data entry. The third position is always nine.
4	If roller shoring used, enter "Y" for yes; otherwise, enter "N" for no.
5	If parking shoring used, enter "Y" for yes; otherwise, enter "N" for no.
6	If sleeper shoring used, enter "Y" for yes; otherwise, enter "N" for no.
7	If bridge shoring used, enter "Y" for yes; otherwise, enter "N" for no.
8 - 17	Enter the 10-digit joint line item number (JLIN), or a combination of the line item number (LIN) and its index number (Army, TB 55-46-1; Navy, NAVFAC P-1055). If neither the JLIN nor LIN/index number is available, leave blank. A sample LIN/ index number entry follows: 8 - 13 K31796 (UH1D helicopter) 14 Leave blank 15 - 17 06 (UH1D helicopter with one m/rotor blade removed)
18 - 21	Enter axle distance in inches, rounded to the next whole inch, for axle one. If type code is "RL," enter hitch distance in inches rounded to the next whole inch.
22 - 26	Enter the weight in pounds, rounded to the next whole pound, for axle one. If type code is "RL," enter the hitch weight in pounds, rounded to the next whole pound.

Figure D-18

Trailer Data TCMD Entries for Air Load Planning and Manifesting (T_9)

Vehicle

27 - 29	Enter the span in inches, rounded to the next whole inch, for axle one.
30	Enter "S" for single axle or "B" for bogie for axle one.
31 - 34	Enter the distance in inches, rounded to the next whole inch, for axle two.
35 - 39	Enter the weight in pounds, rounded to the next whole pound, for axle two.
40 - 42	Enter the span in inches, rounded to the next whole inch, for axle two.
43	Enter "S" for single axle or "B" for bogie, for axle two.
44 - 47	Enter axle distance in inches, rounded to the next whole inch, for axle three.
48 - 52	Enter the weight in pounds, rounded to the next whole pound, for axle three.
53 - 55	Enter the span in inches, rounded to the next whole inch, for axle three.
56	Enter "S" for single axle or "B" for bogie, for axle three.
57 - 60	Enter axle distance in inches, rounded to the next whole inch, for axle four.
61 - 65	Enter the weight in pounds, rounded to the next whole pound, for axle four.
66 - 68	Enter the span in inches, rounded to the next whole inch, for axle four.
69	Enter "S" for single axle or "B" for bogie, for axle four.
70	Enter the record sequence number.

Figure D-18 (Cont.)

Trailer Data TCMD Entries for Air Load Planning and Manifesting (T_9)

Vehicle

Trailer Data rp	Procedures (for unit moves only)
1 - 3	Enter three position document identifier. First position is always "T." The second position is the same as the second position of the prime data entry. The third position is always nine.
4 - 7	Enter axle distance in inches, rounded to the next whole inch, for axle five.
8 - 12	Enter the weight in pounds, rounded to the next whole pound, for axle five.
13 - 15	Enter the span in inches, rounded to the next whole inch, for axle five.
16	Enter "S" for single axle or "B" for bogie, for axle five.
17 - 20	Enter axle distance in inches, rounded to the next whole inch, for axle six.
21 - 25	Enter the weight in pounds, rounded to the next whole pound, for axle six.
26 - 28	Enter the span in inches, rounded to the next whole inch, for axle six.
29	Enter "S" for single axle or "B" for bogie, for axle six.
30 - 33	Enter axle distance in inches, rounded to the next whole inch, for axle seven.
34 - 38	Enter the weight in pounds, rounded to the next whole pound, for axle seven.
39 - 41	Enter the span in inches, rounded to the next whole inch, for axle seven.

Figure D-19

Trailer Data TCMD Entries for Air Load Planning and Manifesting (T_9)

Vehicle

42	Enter "S" for single axle or "B" for bogie, for axle seven.
43 - 47	Enter axle distance in inches, rounded to the next whole inch, for axle eight.
48 - 52	Enter the weight in pounds, rounded to the next whole pound, for axle eight.
53 - 56	Enter the spa in inches, rounded to the next whole inch, for axle eight.
57	Enter "S" for single axle or "B" for bogie, for axle eight.
58 - 61	Enter axle distance in inches, rounded to the next whole inch, for for axle nine.
62 - 66	Enter the weight in pounds, rounded to the next whole pound, for axle nine.
67 - 69	Enter the span in inches, rounded to the next whole inch, for axle nine
70	Enter "S" for single axle or "B" for bogie, for axle nine.
71	Enter record sequence number.

Figure D-19 (Cont.)

Trailer Data TCMD Entries for Air Load Planning and Manifesting (T_9)

Vehicle

Trailer Data rp	Procedures (for unit moves only)
1 - 3	Enter three position document identifier. First position is always "T." The second position is the same as the second position of the prime data entry. The third position is always nine.
4 - 7	Enter axle distance in inches, rounded to the next whole inch, for axle 10.
8 - 12	Enter the weight in pounds, rounded to the next whole pound, for axle 10.
13 - 15	Enter the span in inches, rounded to the next whole inch, for axle 10.
16	Enter "S" for single axle or "B" for bogie, for axle 10.
17 - 20	Enter axle distance in inches, rounded to the next whole inch, for axle 11.
21 - 25	Enter the weight in pounds, rounded to the next whole pound, for axle 11.
26 - 28	Enter the span in inches, rounded to the next whole inch, for axle 11.
29	Enter "S" for single axle or "B" for bogie, for axle 11.
30 - 33	Enter axle distance in inches, rounded to the next whole inch, for axle 12.
34 - 38	Enter the weight in pounds, rounded to the next whole pound, for axle 12.
39 - 41	Enter the span in inches, rounded to the next whole inch, for axle 12.

Figure D-20

Trailer Data TCMD Entries for Air Load Planning and Manifesting (T_9)

Vehicle

42 Enter "S" for single axle or "B" for bogie, for axle 12.

43 Enter the record sequence number.

Figure D-20 (Cont.)

Trailer Data TCMD Entries for Air Load Planning and Manifesting (T_9)

Palletized Cargo

Trailer Data rp	Procedures (for unit moves only)
1 - 3	Enter three position document identifier. First position is always "T." The second position is the same as the second position of the prime data entry. The third position is always nine.
4 - 5	Enter one of the following record type codes, right justified:

Code	Definition
P1-6	Palletized cargo train (number equals number of pallets in the train, i.e., P3 is a three pallet train)
AL	Low altitude parachute extraction system
AC	Container delivery system
AH	Heavy equipment
O	Other cargo, i.e., commercial pallets

6	If rp 4-5 equals "AL," enter one of the following codes:

Code	Definition
S	Static line
E	Extraction force coupler

7 - 12	Enter the pallet identifier code.
13 - 16	Enter the center of balance in inches, rounded to the next whole inch.
17 - 22	Leave blank.
23 - 39	Enter the TCN from rp 30-46 of the prime data entry.
40 - 41	Enter the manifest reference number from appendix F1.
42	Enter the pallet profile code from appendix F23, paragraph 2.

Figure D-21

Trailer Data TCMD Entries for Air Load Planning and Manifesting (T_9)

Palletized Cargo

43 Venting instructions, enter "Y" for yes or "N" for no.

44 - 51 Enter one of four load/storage group codes, right justified. Precede single-digit codes with a leading zero.

52 - 55 Enter the length in inches, rounded to the next whole inch.

56 - 58 Enter the width in inches, rounded to the next whole inch.

59 - 61 Enter the height in inches, rounded to the next whole inch.

62 - 63 Enter the front overhang in inches, rounded to the next whole inch. If none, leave blank.

64 - 65 Enter the rear overhang in inches, rounded to the next whole inch. If none, leave blank.

66 - 76 Enter the bumper/container number, including spaces. If less than seven characters, right justify. For cargo other than vehicles or containers, leave blank.

77 For helicopters, enter one of the following codes:

Code	Definition	Code	Definition
A	UH-60	K	AH-1T
B	CH-58	L	CH-47
C	AH-1S	M	CH-53E
D	AH-1G/J	N	CH-53J
E	UH-1M	O	HH-53E
F	UH-1D/H	P	HH-3
G	UH-1C/M	Q	HH-60
H	AH-64	R	AH-1W
I	CH-46	S	HH-2/F
J	CH-53D	T	HH-65A-1

Figure D-21 (Cont.)

Trailer Data TCMD Entries for Air Load Planning and Manifesting (T_9)

Palletized Cargo

78 For helicopters, enter one of the following codes:

Code	Definition
F	Flyaway or with refuel probe
W	Without wings
P	Without pods
S	Without stabilizers
R	Maximum reduced

79 Enter record sequence number beginning with one.

Figure D-21 (Cont.)

Trailer Data TCMD Entries for Air Load Planning and Manifesting (T_9)

Palletized Cargo

Trailer Data rp	Procedures (for unit moves only)
1 - 3	Enter three position document identifier. First position is always "T." The second position is the same as the second position of the prime data entry. The third position is always nine.
2 - 20	Enter the TCN from rp 30-46 of the prime data entry.
21 - 30	Enter the 10-digit joint line item number (JLIN), or a combination of the line item number (LIN) and its index number (Army, TB 55-46-1 or Navy, NAVFAC P-1065). If neither the JLIN nor the LIN/index number is available, leave blank. A sample LIN/index number follows: 21 - 26 K31796 (UH1D helicopter) 27 Leave blank 28 - 30 06, right justified (UH1D helicopter with one m/rotor blade removed)
31	Enter record sequence number.

Figure D-22

Modified Data Entries for Shipments Moving by QUICKTRANS

DD Form 1384 Block	DD Form 1348-1 Block	Procedure
1		Enter TX1.
2		Leave blank.
3	A	Enter the DoDAAC of the consignor.
4	X	Enter the Air Commodity/Special Handling code from appendix F2. If the special handling code is other than Z, a completed DD Form 1387-2 is attached to the QUICKTRANS document.
5		Enter the Air Dimension code from appendix F3. If code entered is D or Z, blocks 43-44 of the DD Form 1384 must be completed.
6	8	For CONUS export shipments, enter the APOE code from appendix F4.
7		For CONUS export shipments, enter the APOD code from appendix F4.
8		Enter the Mode/Method code for movement to the APOE from appendix F13.
9	2	Enter the Type Pack code from appendix F14.
10	14	Enter the TCN. (See appendix C.)
11	B	Enter the DoDAAC of the consignee. For shipments to mobile units, DoDAACs beginning with R or V, located in CONUS, to commercial concerns, or with special pickup/delivery requirements, see block 21 instructions, below.

Figure D-23

Modified Data Entries for Shipments Moving by QUICKTRANS

12		Enter the Transportation Priority. (See chapter 2, paragraph B.1.b.(2).)
13	rp 62-64	Enter the RDD, if any. (See chapter 2, paragraph B.1.b.(3).)
14	rp 57-59	Enter the Project Code, if any. (See chapter 2, paragraph B.1.b.(4).)
15		Enter the code expected release date from appendix F7.
16		Enter code for ETA at APOE from appendix F9.
17	9	Enter the TAC from MILSTAMP, Volume II, or other source.
21	B	Enter special routing instructions or additional addressees. For mobile units, enter the DoDAAC (N series) for the CONUS shore station receiving cargo for the mobile unit.
22	5	Enter total pieces in shipment unit. For consolidated shipments, enter the total pieces, weight, and cube in blocks FF and GG of DD Form 1348-1A.
23	3	Enter total weight of the shipment unit.
24	6	Enter total cube of the shipment unit.
25a	7	Enter QUICKTRANS APOE from appendix F4.
26a		Enter QUICKTRANS APOD from appendix F4.
31	CC	Enter the Navy Air Routing Order (NARO) number issued by the QUICKTRANS ACA.
43-44	DD-EE	Enter the dimensions (LWH), in inches, of any piece which is outsized.

Figure D-23 (Cont.)

Data Entries When Using Electrically Transmitted Message (ETM) Format for an Advance TCMD

Prepare the standard ETM entries prescribed by the various telecommunications publications. In addition, use the following procedures for data entry:

1. Enter TT (tape to tape in the LMF block of the header line, Joint Message Form (DD Form 173)).

2. In the message body:

a. Use symbols as follows:

(1) Use a slash mark (/) to separate data entries.

(2) Use a slash mark followed by an ampersand (/&) to denote the end of data for a DI which does not complete the data for a shipment unit.

(3) Use a slash mark followed by a double ampersand (/&&) to show the data on a shipment unit is complete.

(4) Use a single ampersand to begin additional message form pages.

b. Enter in normal TCMD order, the following required data: (1) All elements of prime data (T_0 through T_4 data). (2) All elements of SEAVAN miscellaneous/stopoff trailer data. (3) For all other trailer data, enter only rp 1-3, 9-14, and 54-80.

c. Make the entries cited in b.(1) and (2) on two lines separated with a slash mark following the last position of the TCN (rp 46).

d. For T_9 trailer entries, the sequence number is entered after the last entry following rp 54.

Figure D-24

Appendix E

TCMD EFFECTIVENESS REPORTING SYSTEM

1. This appendix describes the TCMD effectiveness reporting system. The uses, formats, and general description of the TCMD are contained in chapter 2, paragraph B.2. Appendix D details the actual procedures for preparing a TCMD. The reporting system outlined in this appendix is designed to provide the shippers (and their Service or Agency headquarters) with the feedback necessary to ensure TCMDs are submitted correctly and on time. The reporting system also provides a means to highlight problems within the clearance process. Currently, the reporting system is in effect only for CONUS export shipments.

2. Responsibilities for the Surface Reporting Program Rest With Various Elements of the Transportation System.

a. The Military Traffic Management Command (MTMC):

(1) Prepares the reports detailing TCMD discrepancies.

(2) Distributes the reports to the shippers and the shipping Service and Agency headquarters (MILSTAMP focal points).

(3) Reviews and analyzes the reports to determine possible trends or patterns of discrepancies.

(4) Initiates specific communication with shippers to assist in identifying discrepancy causes and appropriate corrective actions. This assistance is directed first to the shippers with low effectiveness rates (below 90 percent) or a significant number of repetitive discrepancies in any error category.

(5) Takes action to correct any report preparation errors.

b. The (CONUS) shipping activities:

(1) Review and analyze the reports received from MTMC to identify the cause of TCMD deficiencies and take appropriate corrective actions.

(2) Notify MTMC when the analysis reveals the reports erroneously attribute a significant number of errors to the shipper. This notification is essential for MTMC to determine and correct the actual cause of documentation deficiencies.

(3) Report to their respective Service or Agency headquarters any circumstances which are beyond the control of the shipper and which preclude timely submission of accurate TCMDs.

c. The Service and Agency headquarters:

(1) Review monthly summary reports, received from MTMC, and initiate appropriate action with shipping activities which demonstrate poor performance on a continuing basis.

(2) Notify the DoD MILSTAMP System Administrator when operating conditions or other circumstances beyond Service or Agency headquarters control preclude specific shipping activities from meeting MILSTAMP standards for TCMD submission.

d. The DoD MILSTAMP System Administrator:

(1) Reviews reports to identify MILSTAMP system deficiencies and initiate development of necessary system revisions.

(2) Through Headquarters MTMC, ensures distribution of monthly summary reports to Service and Agency headquarters (MILSTAMP focal points) and major shippers.

(3) Takes necessary action with Service and Agency headquarters to correct system deficiencies and conducts onsite research into repetitive problems.

3. The CONUS surface reports generated by the TCMD effectiveness reporting system are explained below with examples illustrated in figures E-2 through E-4. Since these reports are produced separately for outbound shipments moving through terminals in each MTMC area, two reports (with different data) may be produced for the same shipper covering the same period.

a. The Weekly Shipper TCMD Error Listing consists of computer listings identifying the shipping activity, the specific TCMDs (by TCN) on which errors are reported, the type and quantity of errors, and an 80-column printout of the discrepant TCMD(s). The report is prepared by

MTMCEA and MTMCWA for distribution to selected shippers. The error codes used on the reports are explained in figure E-1. Figure E-2 is a sample of the weekly shipper TCMD error listing, complete with explanations of the entries.

b. The monthly MTMC shipper effectiveness summary consists of a statistical summary for each shipping activity which has 10 or more shipments received at a CONUS WPOE during the report month. It is prepared and forwarded by Headquarters MTMC to Service and Agency headquarters, selected shippers, and each MTMC area command.

(1) The report includes a calculated summary of the timeliness of TCMD submission as well as the accuracy of those TCMDs actually submitted. Also included is a numerical summary of the errors noted on the TCMDs. Each part of the summary is detailed separately for non-SEAVAN TCMDs, SEAVAN TCMDs, and a composite of all TCMDs.

(2) The error codes used on the report are explained in figure E-1 and figure E-3 is a sample of the monthly MTMC shipper effectiveness summary, complete with explanations of the entries.

c. The monthly MTMC service effectiveness summary consists of the composite performance of each shipper, grouped together and reported for each Service and Agency. The report is prepared and forwarded by Headquarters MTMC to Service and Agency headquarters and each MTMC area command. Figure E-4 is an example of the report, complete with explanations of the entries.

4. The CONUS air reports and reporting procedures will be addressed in this paragraph when developed.

Error Codes for TCMD Effectiveness Reports

Code	Abbreviation	Explanation
01	MISSING TCMD	Shipper prepared TCMD not in the MTMC data base at the time of cargo receipt.
02	INV TCN	TCMD submitted with TCN containing blank(s) or invalid characters; rejected.
03	INV POE	TCMD submitted with WPOE (rp 21-23) unmatched to MILSTAMP water port identifiers (***appendix F21***), or TCMD submitted to wrong clearance authority for POE listed; rejected.
04	INV TCON	TCMD (DI T_2, T_3, T_4) submitted with blank(s) or invalid characters in rp 4-8; rejected.
05	5 TRLR RQD	TCMD submitted without required trailer entry for out-sized dimensions (DI T_5).
06	6 TRLR RQD	TCMD (DI TE_, TJ_) submitted without required trailer entry for round count/IMO classification (DI T_6).
07	7 TRLR RQD	TCMD (DI TE-) submitted without required trailer entry for lot number (DI TE7).
08	8 TRLR RQD	TCMD (DI TF_, TH_, TP_) submitted without trailer entry for ownership (DI T_8).
09	9 TRLR RQD	TCMD submitted without required trailer entry for miscellaneous information (DI T_9).
10	INV TAC	TCMD submitted with TAC (rp 64-67) unequal to four alphanumeric characters (other than four zeros), or unmatched to TAC edit criteria prescribed by Services and Agencies.
11	UNM CNSE	TCMD submitted with consignee field (rp 47-52) unmatched to DoD Activity Address Directory or Military Assistance Program Address Directory.
12	INV COMM	TCMD submitted with water commodity code (rp 15-17) unmatched to MILSTAMP water commodity code table ***(appendix F20)***.
13	INV CGOX	TCMD for surface shipment submitted with cargo exception field (rp 18-19) unmatched to MILSTAMP type cargo and special handling tables (***appendix F20***).

Figure E-1

14	CNTR W/O CNT	TCMD (DI T_2, T_3) submitted without any content (DI T_4) TCMDs.
15	INV PCS	TCMD submitted with piece field (rp 68-71) value other than as prescribed by MILSTAMP.
16	INV WT	TCMD submitted with weight field (rp 72-76) value other than as prescribed by MILSTAMP.
17	INV CUBE	TCMD submitted with cube field (rp 77-80) value other than as prescribed by MILSTAMP.
18	INV 6 TRLR	Round count and IMO classification trailer entry (DI T_6) submitted with one or more required fields containing blanks or invalid characters.
19	RESERVED	
20	RESERVED	
21	RESERVED	
22	DUPL TRLR	TCMD submitted with more than one DI T_6 or T_8 trailer entry; trailers rejected.
23	INV PRI	TCMD submitted with invalid value in priority field (rp 53); TCMD processed, priority 3 inserted.
24	INV VNOWN	Van TCMD submitted with van owner field (rp 9-12) blank or unmatched to SEAVAN owner abbreviations.
25	INV VNSZ	Van TCMD submitted with van size (rp 13-14) unequal to two numeric characters.
26	INV MODE	TCMD submitted with mode field (rp 27) unmatched to MILSTAMP mode of shipment codes (***appendix F13***).
27	INV PKG	TCMD submitted with type pack field (rp 28-29) unmatched to MILSTAMP type pack codes (***appendix F14***).
28	RESERVED	
29	RESERVED	
30	INV CDIST	Van TCMD submitted with content distribution indicator (DI T_2, rp 57) unequal to S, M, or 1 through 9.
31	INV SV SU	Van TCMD submitted with shipment unit field (DI T_2, rp 58-59) unequal to 01-99 or XX.

Figure E-1 (Cont.)

32	INV DTE	TCMD submitted with date shipped (rp 60-62) unequal to 001-366.
33	INV ETA	TCMD submitted with ETA field (rp 63) unequal to alphanumeric character other than I and O.
34	INV INCUBE	Van TCMD submitted with inside cube capacity (DI T_2, rp 64-67) unequal to four numerics.
35	INV 5 TRLR	Outsize dimensions trailer entry (DI T_5) submitted with one or more required fields blank or containing invalid characters.
36	INV 7 TRLR	Lot number trailer entry (DI TE7) submitted with one or more required fields blank or containing invalid characters.
37	INV 8 TRLR	Ownership trailer entry (DI T_8) submitted with one or more required fields blank or containing invalid characters.
38	INV 9 TRLR	Miscellaneous information trailer entry (DI T_9) submitted with one or more required fields blank or containing invalid characters.
39	INV POD	TCMD submitted with WPOD (rp 24-26) unmatched to MILSTAMP water port identifier codes (***appendix F21***).

Figure E-1 (Cont.)

Weekly Shipper TCMD Error Listing

```
                        NCS-NT-SY-5              NA NTMC WEEKLY SHIPPER TCMD ERROR LISTING   04 FEB 08

(1)  B63408   NAVY MATERIAL TRANSP OFFICE      DIRECT INQUIRIES TO NTE-IT AUTOVON          247-7235
              BUILDING Z-155                                      TELEPHONE (201)  858-7235      * = REJECT ERROR
              US NAVAL STATION
              NORFOLK, VA  23511


(2)  DIC  TCON CNSNR  CONX  POE POD M PK      TCN          CNSNE  P RDD PRJ DS T TAC   PCS   WT CUBE  ERROR CODE        ERROR CODE
(3)  TX1      B63408 71ZZ9 1NJ CR1 B CT B6051432710951XAX B60514 3        0560 B862 0021 00000 0000  16 INV WT        17 INV CUBE
(4)  LX1      B63408 70029 1NJ LD1 B PT X7029532796005XXX X70295 2        05CX B862 0002 01100 0028  11 UNK CNSE
(5)  VX1      B63408 71ZZ9 1NJ NA7 B CT B6305151898067XAX B63031 3        0540 B121 0002 00144 0052  01 MISSING TCMD  A1234567  (6)

     TJ2 09263 ARMY20 70XYZ 1NJ PK1 V YC B6340843535Y977XX2 X63005 3        0531 1280 0001 22609 1280  11 UNK CNSE
(7)  TJ9 09263 X25511 70XYZ 1NJ PK1 V 20 B6340843535Y977XX2 X63005 3 VB0000926538057165753ARMY05


     TCMDS IN ERROR          3                  TOTAL SHIPPER TCMDS        45
```

The numbers in parenthesis are explained below.

(1) The shipping activity responsible for documentation as determined from rp 9-14 (DI T_0/1) or rp 30-35 (DI T_2/3) of the TCMD or other available documentation.

(2) The column headings are abbreviations of the TCMD data fields based on DI T_0/1 entries.

(3) Lines in which the first position of the DI code is T, list the TCMD entries as submitted by the shipper. When the clearance authority enters data from shipper prepared manual TCMDs, the first position of the DI code is 3.

(4) Lines in which the first position of the DI code is L, list the TCMD entries as submitted to the POE under local agreement between the shipper and the port.

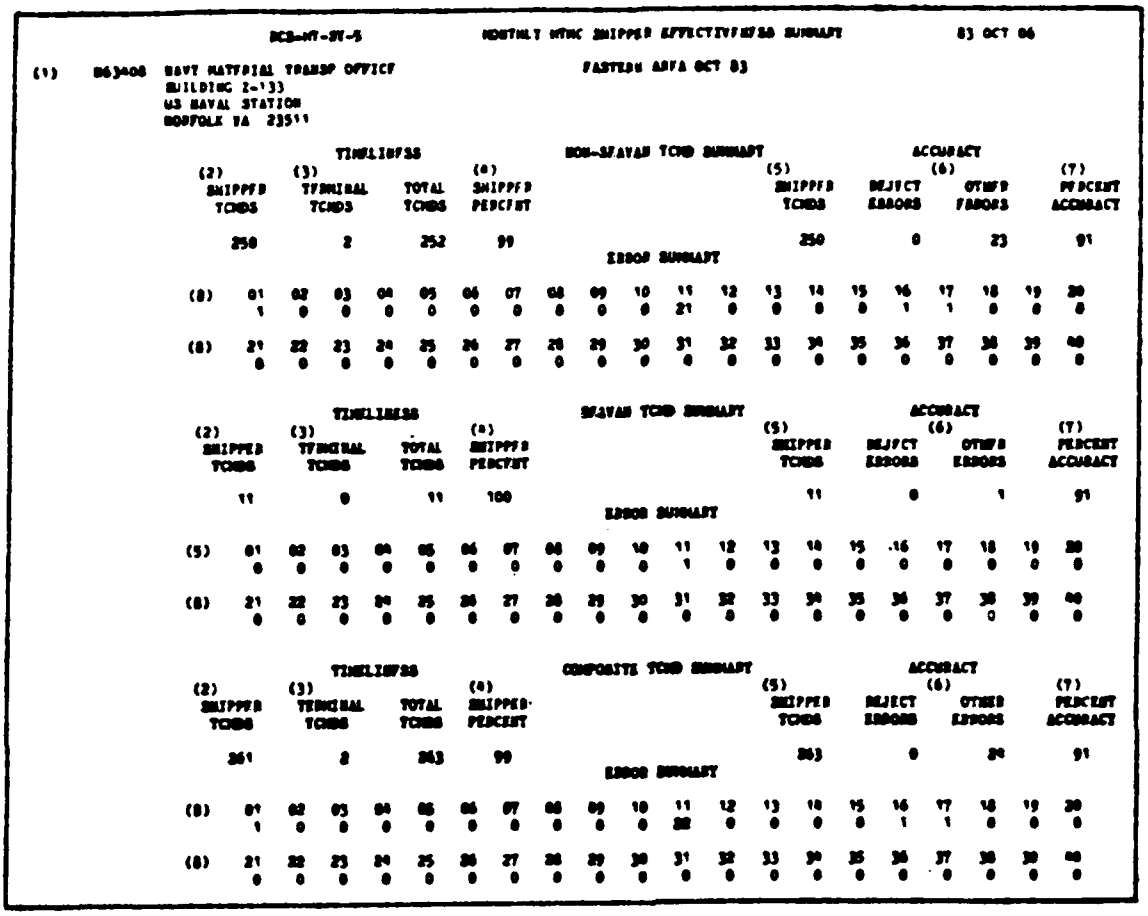
(5) Lines in which the first position of the DI code is V, list the TCMD entries made by the POE when no TCMD is in the MTMC data base when cargo is received. These lines always cite error code 01 MISSING TCMD.

(6) When error code 01 MISSING TCMD is listed, include the number of the GBL on which the shipment was delivered to the POE. If a GBL was not used or is not available, print the abbreviated name of the vendor of delivering carrier.

(7) The data in rp 54-80 of all trailer data is printer consecutively, without spaces.

Figure E-2

Monthly Shipper TCMD Effectiveness Summary



The numbers in parenthesis in figures E-3 and E-4 are explained below.

(1) The shipping activity responsible for documentation as determined from rp 9-14 (DI T_0/1) or rp 30-35 (DI T_2/3) of the TCMD or other available documentation.

(2) SHIPPER TCMDs represents the number of prime data TCMDs available to the POE at time of cargo receipt. For the non-SEAVAN section, the figure is the number of TCMDs with DI code T_0/1 onhand at the POE; for the SEAVAN section, TCMDs with DI code T_2. The composite section reports the sum of the non-SEAVAN and SEAVAN TCMDs onhand.

(3) TERMINAL TCMDs represents the number of shipment units or SEAVANs arriving at the POE without advanced TCMD data. This number is thew same as the number listed under error code 01 MISSING TCMD. TCMDs prepared under local agreement between the shipper and the port are counted as shipper prepared.

(4) The TIMELINESS SHIPPER PERCENT is SHIPPER TCMDs divided by TOTAL TCMDs, multiplied by 100.

(5) Shipper accuracy is based on the number of TCMDs submitted by the shipper. For the non-SEAVAN section, the figure is the number of TCMDs with DI T_0/1 submitted; for the SEAVAN section, TCMDs with DI T_2/3/4. Trailer data entries (T_5 through T_9) are included.

(6) The number listed under REJECT ERRORS and OTHER ERRORS is the number of shipper prepared TCMDs containing errors. The Weekly Shipper TCMD Error Listing (figure E-2) indicates the actual errors in each TCMD. The errors are included in the monthly report under the applicable error code. For accuracy reporting, only one error per TCMD is counted. Error code 01 is used only for computing timeliness.

(7) The PERCENT ACCURACY is the number of accurate TCMDs divided by SHIPPER TCMDs, multiplied by 100.

(8) The top line indicates the error code while the bottom line is the number of times each error was reported during the month

Figure E-3

Monthly MTMC Shipper Effectiveness Summary

EASTERN AREA

COMPOSITE TCMD SUMMARY

SERVICE: NAVY

	TIMELINESS				ACCURACY			
(1) SHIPPER	(2) SHIPPER TCMDs	(3) TERMINAL TCMDs	TOTAL TCMDs	(4) SHIPPER PERCENT	(5) SHIPPER TCMDs	(6) REJECT ERRORS	(6) OTHER ERRORS	(7) PERCENT ACCURACY
N00146	21	1	22	95	21	0	5	77
N00151	37	6	43	86	37	0	3	92
N00189	2969	0	2969	100	2969	24	319	89
N00204	36	0	36	100	36	0	4	89
N00210	12	0	12	100	12	0	0	100
N00216	11	1	12	91	11	0	0	100
N00228	32	32	63	50	32	0	6	82
N00250	313	0	313	100	313	0	4	99
TOTAL	3431	39	3470	99	3431	24	341	89

For explanation of notes indicated by numbers in parenthesis, see figure E-3, page E-8

Figure E-4

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Appendix F2

Air Commodity and Special Handling Codes

SECTION

Number of Characters:	Two
Type of Character:	Alphanumeric
Data Location	
TCMD - DD Form 1384:	Block 4 and Column 35
- Automated Record :	rp 18-19
Responsible Agency:	Air Force

1. **General**. The air commodity and special handling codes are a two position combination. The first position of the code identifies the commodity and the second position identifies the nature of the commodity which may require special handling. The specific special handling requirements are usually further identified in trailer data; e.g., actual temperature control range or type of hazardous materiel.

2. **Commodity**. The first position of the two position code indicates the commodity and is selected from the following:

Code	Explanation
A	Supplies and equipment for aircraft and aerial targets including aircraft and maintenance parts, aircraft accessories, aircraft instruments and laboratory test equipment, aerial targets and gliders, aircraft/missile technical order compliance kits, aerial delivery equipment, tailored tarpaulins and miscellaneous aerial equipment, etc.
B	Construction materiels including paint and related materials, prefabricated buildings, wood products, metal and composition materiels and their products, commercial hardware and miscellaneous items, cement, asphalt, building maintenance materiels, etc.
C	Chemical corps items and all other chemicals not covered in other classifications. When an item has a

chemical proper shipping name and the item is sensitive, select the special handling code from paragraph 3.b., below.

D Animals.

E Engineer supplies, other than those listed under code B.

F Fuels and lubricants including fuel and lubricating supplies and equipment, and gases other than noxious gases.

G Printed forms, publications, drawings, etc.

H Signal Corps supplies and equipment including radio equipment and supplies, communications equipment and supplies, electrical equipment and supplies, etc.

J Unaccompanied baggage.

K Clothing including clothing equipment (other than arms and chemical supplies), cordage, fabrics and leathers, parachutes, etc.

L ARFCOS materiel including communication documents, cryptologic equipment, and State Department diplomatic materiel.

M Medical supplies.

N Ship's parts, Navy.

P Photographic supplies and equipment including training films.

Q Plants, plant products, insects, mites, nematodes, mollusks, soil, meat (other than rations), animal products, vectors and cultures of animal and plant diseases.

R Rations and subsistence supplies.

S	Office and school supplies and equipment including office machines, furniture and stationery, films, synthetic and special training films, etc.
T	HHG.
U	Mail. Select a special handling code from paragraph 3.c., below.
V	Vehicles, machinery, shop and warehouse equipment and supplies including special tools and equipment, ground servicing and special purpose vehicles, marine equipment and supplies, and repair and maintenance parts for the above.
W	Reserved.
X	Intelligence materiels including maps, charts, data, and information vital to military functions such as: flight safety, escape and evasion, current offensive/ defensive operations, foreign clearance requirements, targeting, and National Aeronautics and Space Administration (NASA) projects.
Y	Personnel services.
Z	Human remains.
2	Arms/Weapons (all types) including inert component parts. Select a special handling code from paragraph 3.b., below.
3	Ammunition, (all types) including inert component parts. When the primary hazard of an ammunition item is a chemical (irritant, corrosive, or oxidizer), as indicated by its proper shipping name use commodity code C. For all ammunition, select a special handling code from paragraph 3.b. (3) (b), below.
4	Explosives (any explosive item not included in code 3 above) including inert component parts. Select a special handling code from paragraph 3.b. (3) (b), below.

3. **Special Handling**. The second position of the two position code indicates the type of special handling required by an item to ensure proper transportation without damage to the item, its surrounding, or its security. In addition to entering the special handling code on transportation documents, the shipper prepares a DD Form 1387-2 for all items requiring special precautionary handling. Three types of special handling codes are used, miscellaneous; conventional arms, ammunition, and explosives; and mail.

a. Miscellaneous special handling codes are used for all items except those with commodity codes 2, 3, 4, or M. The handling codes are selected from the following:

Code	Explanation
A	Hazardous materiel requiring hand to hand receipt.
B	Whole blood.
C	See paragraph 3.b., below.
D	Hazardous materiel (not requiring hand to hand receipt) including all regulated items other than special weapons and their components.
E	Aircraft engine, drained and purged (DD Form 1387-2 must so certify).
F	Foodstuffs requiring normal refrigeration.
G	Engines (aircraft and vehicle), not drained or purged (DD Form 1387-2 must so certify).
H	Special weapons, including hazardous components.
I	In-Bond shipment.
J	Material normally hazardous rendered nonhazardous for shipment processing and so certified on DD Form 1387-2.
K	Material which must be accompanied by a military courier and, when required, under armed guard.
L	Sets or systems that must move together to the consignees.

M	See paragraph 3,b., below.
N	See paragraph 3.b., below.
O	Not to be used.
P	Cargo requiring protection from freezing.
Q	Extremely fragile items including delicate instruments.
R	Revenue.
S	See paragraph 3.b., below.
T	Cargo requiring both normal refrigeration and hand to hand receipt.
U	Perishable cargo requiring refrigeration only.
V	Vaccine.
W	Highly perishable cargo requiring subfreezing refrigeration only.
X	Highly perishable cargo requiring both subfreezing refrigeration and hand to hand receipt.
Y	Protected cargo, other than above, including sensitive, cargo requiring hand to hand receipt and/or security precautions.
Z	No special handling required.

b. Arms, ammunition, and explosives special handling codes are used for all items with commodity codes 2, 3, 4, and sensitive items with commodity code C. These special handling codes identify the physical security risk category and are based on the requirements of DoD 5100.76-M (reference x). The handling codes are selected from the following:

Code	Explanation
1	Highest sensitivity, Category I; Arms, Ammunition, and Explosives. Items with this code are not classified.[1]

a. Arms: Nonnuclear missiles and rockets in a ready to fire configuration (e.g., Hamlet, Redeye, Stinger, Dragon, light antitank weapon (LAW), and Viper). This category includes situations where the launcher (tube) and explosive rounds, though not in a ready to fire configuration, are stored or transported together.

b. Ammunition and Explosives: Complete rounds for Category I missiles and rockets.

2 High sensitivity, Category II; Arms, ammunition, and explosives. Items with this code are not classified.[1]

a. Arms: Light automatic weapons up to and including .50 caliber.

b. Ammunition:

(1) Grenades (hand or rifle): High explosive and white phosphorus.

(2) Mines: Antitank and antipersonnel (unpacked weight of 50 pounds or less each).

(3) Warheads: High explosive rounds for missiles or rockets other than Category I (unpacked weight of 50 pounds or less each).

---

1 Special handling codes 1, 2, 3, and 4 relating to ammunition are used only for 1000 or more rounds of small arms ammunition up to and including .50 caliber as well as individual rounds of 40mm and larger nonautomatic conventional, guided missile, and rocket ammunition weighing 100 pounds or less per round. Similar items which are classified and/or do not meet the criteria for codes 1 through 4 are coded as indicated below.

c. Explosives: Used in demolition operations (e.g., C-4, dynamite, TNT, etc.).

3 Moderate Sensitivity, Category III: Arms, ammunition, and explosives. Items with this code are not classified.[2]

a. Arms:

(1) Launch tube and gripstock for Stinger missile.

(2) Launch tube, sight assembly, and gripstock for Hamlet and Redeye missiles.

(3) Tracker for Dragon missiles.

(4) Mortar tubes excluding the 4.2 inch.

(5) Grenade launchers.

(6) Rocket and missile launchers (unpacked weight of 100 pounds or less each).

(7) Flame throwers.

(8) Launcher or missile guidance set or optical sight for the TOW.

b. Ammunition:

(1) Ammunition, .50 caliber and larger, with explosive filled projectile (unpacked weight of 100 pounds or less each).

(2) Grenades, incendiary.

(3) Fuzes for high explosive grenades.

c. Explosives:

---

2 See note 1 on page F2-6.

(1) Blasting caps.

(2) Supplementary charges.

(3) Bulk explosives.

(4) Detonating cord.

4 Low Sensitivity, Category IV; Arms, Ammunition, and Explosives. Items with this code are not classified.[3]

a. Arms:

(1) Shoulder fired weapons (other than grenade launchers), not fully automatic.

(2) Handguns.

(3) Recoilless rifles up to and including 90mm.

b. Ammunition:

(1) Ammunition with nonexplosive projectile (unpacked).

(2) Ammunition for arms in Categories II, III, or IV and not otherwise listed.

(3) Fuzes other than for high explosive grenades.

(4) Grenades, illumination, smoke, and tear producing (CS/CN).

c. Chemical Items:

(1) Incendiary destroyers.

(2) Riot control agents (100 pound packages or less).

---

3 See note 1 on page F2-6.

5 Highest Sensitivity, Category I; Arms, Ammunition, and Explosives with a security classification of Secret.[4]

6 Highest Sensitivity, Category I; Arms, Ammunition, and Explosives with a security classification of Confidential.[4]

8 High Sensitivity, Category II; Arms, Ammunition, and Explosives with a security classification of Confidential.[4]

C Material classified as "Confidential," but which does not meet code 6 or 8 criteria.

M Noncontrolled munitions excluded from categories 1 through 4 above and which, although reflected as pilferable on the shipment release document, do not require protection other than that provided based on the class/degree and hazard/explosive. If none of those characteristics are present, protection is the same as that provided other pilferable items.

N Nonsensitive weapon excluded from the above categories and which, although reflected as pilferable on the shipment release/receipt document (DD Form 1348-1), do not require protection other than normally afforded items such as TVs, radios, typewriters, hand tools, etc.

S Materiel classified as SECRET but which does not meet Code 5 criteria.

Z No special handling required (inert components of materiel with commodity codes 2, 3, and 4 are assigned this special handling code).

c. Mail special handling codes are used with all items with commodity code U. The handling code describes the type of mail shipment. The various types of mail are assigned transportation priorities as indicated in chapter 2, figure 2-B-1. The handling codes for mail are selected from the following:

---

[4] Material with special handling code 5, 6, or 8 is stored and transported under the provisions of DoD 5100.76-M or 5200.1-R, whichever is more stringent.

Code	Explanation
1	Registered mail, letter mail, command pouches, weapons system pouches, CASREP pouches, and priority parcels.
2	Military Official Mail (MOM) including second, third, and fourth class mail marked MOM.
3	Space Available Mail (SAM) and Parcel Air Lift (PAL).
4	Overseas destined and intracommand surface mail.
7	Empty mail bags.
9	Retrograde surface mail.

Appendix F3

Air Dimension Codes

Number of Characters:	One
Type of Character:	Alpha
Data Location	
TCMD - DD Form 1384:	Block 5 and Column 36a
- Automated Record:	rp 20
Responsible Agency:	Air Force

1. **General**. The air dimension code is used for all air shipments. The code indicates whether shipments have one or more outsized dimensions (greater than 72 inches) and/or are consolidations (shipments of multiple requisitions).

2. **Procedures**. Select one of the following codes:

Code	Description
A	Shipment is not a consolidation and does not exceed 72 inches in any dimension.
C	Shipment is a consolidation, but does not exceed 72 inches in any dimension.
D	Shipment is a consolidation and exceeds 72 inches in one or more dimensions.
Z	Shipment is not a consolidation, but does exceed 72 inches in one or more dimensions.

Appendix F4

Air Terminal Identifier Codes

Number of Characters:	Three
Type of Character:	Alpha
Data Location	
TCMD - DD Form 1384:	Blocks 6 and 7 and Column 36b and 37
- Automated Record:	rp 21-23, 24-26
Responsible Agency:	Air Force

1. **General**. These codes identify the name and location of air terminals worldwide. The code representing the actual APOE and APOD is used on all DTS documentation for air shipments. The codes are listed below in two parts.

a. In the first part, the air terminals (followed by their codes) are first divided into CONUS and overseas, then listed alphabetically by geographic location. The CONUS listing includes only the 48 contiguous states and does not segregate further by location. The overseas listing covers all areas (including Alaska and Hawaii) outside CONUS. It is segregated alphabetically into geographic locations either by country name or by island group.

b. In the second part, the air terminal codes (followed by the air terminal name and/or location) are listed alphabetically by code. The listing is not subdivided in any other way.

2. **Airport to Code**

a. CONUS airports

AIRPORT LOCATION/NAME	CODE	AIRPORT LOCATION/NAME	CODE
A		ALBANY, GA, DOUGHERTY COUNTY AP	ABY
ABERDEEN P G, MD, PHILLIPS AAF	APG	ALBANY, NY, ALBANY COUNTY AP	ALB
ABERDEEN, SD, REGIONAL AIRPORT	ABR	ALBUQUERQUE, NM, INTL AIRPORT	ABQ
ABILENE, TX, REGIONAL AIRPORT	ABI	ALEXANDRIA, LA, ENGLAND AFB	AEX
ABILENE, TX, DYESS AFB	DYS	ALEXANDRA, LA, ESLER REGIONAL AP	ESF
AKRON, OH, FULTON INTL AIRPORT	AKR	ALEXANDRIA, MN, CHANDLER FIELD	AXN
AKRON, OH, AKRON-CANTON REG AP	CAK	ALLENTOWN-BETHLEHEM-EASTON AP, PA	ABE
ALAMEDA, CA, ALAMEDA NAS	NGZ	ALTON/ST LOUIS, IL, ST LOUIS AP	ALN
ALAMOGORDO, NM, HOLLOMAN AFB	HMN	ALTOONA, PA, BLAIR COUNTY AIRPORT	AOO
ALAMOSA, CO, BERGMAN FIELD	ALS	ALTUS, OK, ALTUS AFB	LTS

AMARILLO, TX, INTL AIRPORT	AMA
ANNISTON, AL, ANNISTON COUNTY AP	ANB
APPLETON, WI, OUTAGAMIE CTY AP	ATW
ARCATA/EUREKA, CA, ARCATA AIRPORT	ACV
ARDMORE, OK, MUNICIPAL AIRPORT	ADM
ASHVILLE, NC, REGIONAL AIRPORT	AVL
ASTORIA, OR, PORT OF ASTORIA AP	AST
ATLANTA, GA, HARTSFIELD INTL AP	ATL
ATLANTIC CITY, NJ, INTL AIRPORT	ACY
AUGUSTA, GA, BUSH FIELD	AGS
AURORA, CO, BUCKLEY ANGB	BKF
AUSTIN, TX, BERGSTROM AFB	BSM
AUSTIN, TX, R MUELLER MUNI AP	AUS

B

BAKERSFIELD, CA, MEADOWS FIELD	BFL
BALTIMORE, MD, BALT-WASH INTL AP	BWI
BALTIMORE, MD, MARTIN STATE AP	MTN
BANGOR, ME, INTL AIRPORT	BGR
BAR HARBOR, ME	BHB
BARTLESVILLE, OK, F PHILLIPS AP	BVO
BARTOW, FL, MUNICIPAL AIRPORT	BOW
BATON ROUGE, LA, RYAN FIELD	BTR
BATTLE CREEK, MI, W K KELLOGG AP	BTL
BATTLE MTN, NV, LANDER COUNTY AP	BAM
BEAUFORT, SC, MCAS BEAUFORT	NBC
BEAUMONT, TX, JEFFERSON CTY AP	BPT
BECKLEY, WV, RALEIGH CTY MEM AP	BKW
BEDFORD, MA, L G HANSCOM FIELD	BED
BEEVILLE, TX, CHASE FIELD NAS	NIR
BELLEVILLE, IL, SCOTT AFB	BLV
BELLINGHAM, WV, INTL AIRPORT	BLI
BEMIDJI, MN, BEMIDJI-BELTRAMI AP	BJI
BENSON, MN, MUNICIPAL AIRPORT	BBB
BERLIN, NH, MUNICIPAL AIRPORT	BML
BIG SPRING, TX, HOWARD AIRPORT	HCA
BIG SPRING, TX, WEBB AFB	BGS
BILLINGS, MT, LOGAN INTL AIRPORT	BIL
BILOXI, MS, KEESLER AFB	BIX
BINGHAMTON, NY, BROOME COUNTY AP	BGM
BIRMINGHAM, AL	BHM
BISMARCK, ND, MUNICIPAL AIRPORT	BIS
BLOOMINGTON, IN, MONROE CTY AP	BMG
BLYTHE, CA	BLH
BLYTHEVILLE, AR, BLYTHEVILLE AFB	BYH
BOISE, ID, AIR TERMINAL	BOI
BOSSIER CITY, LA, BARKSDALE AFB	BAD
BOSTON, MA, LOGAN INTL AIRPORT	BOS
BOYNE FALLS, MI, BOYNE MTN AP	BFA
BOZEMAN, MT, GALLATIN FIELD	BZN
BRADFORD, PA, REGIONAL AIRPORT	BFD
BRAINERD, MN, W F WIELAND FIELD	BRD
BREMERTON, WA, NATIONAL AIRPORT	PWT
BRIDGEPORT, CT, SIKORSKY MEM AP	BDR
BRIGHAM CITY, UT	BMC
BRISTOL, TN, TRI-CITY REGIONAL AP	TRI
BROWNSVILLE, TX, INTL AIRPORT	BRO
BRUNSWICK, GA, GLYNCO JETPORT	BQK
BRUNSWICK, ME, BRUNSWICK NAS	NHZ
BRYCE CANYON, UT	BCE
BURBANK, CA, BURBANK-PASADENA AP	BUR
BURLINGTON, IA, MUNICIPAL AP	BRL
BURLINGTON, VT, INTL AIRPORT	BTV
BURNS, OR, MUNICIPAL AIRPORT	BNO
BUTTE, MT, BERT MOONEY AIRPORT	BTM

C

CALVERTON, NY, NAV WEAP PLT AP	CTO
CAMP DOUGLAS, WI, VOLK FIELD	VOK
CAMP MACKALL, NC, MACKALL AAF	HFF
CAMP SPRINGS, MD, ANDREWS AFB	ADW
CAMP SPRINGS, MD, ANDREWS NAF	NSF
CAPE GIRARDEAU, MO, MUNICIPAL AP	CGI
CARLSBAD, NM, CAVERN CITY AIRPORT	CNM
CASPER, WY, NATRONA CTY INTL AP	CPR
CEDAR CITY, UT, MUNICIPAL AIRPORT	CDC
CEDAR RAPIDS, IA	CID
CHADRON, NE, CHADRON MUNICIPAL AP	CDR
CHAMPAIGN, IL, UNIV IL-WILLARD AP	CMI
CHANDLER, AZ, WILLIAMS AFB	CHD
CHARLESTON, SC, CHARLESTON AFB	CHS
CHARLESTON, WV, YEAGER AIRPORT	CRW
CHARLOTTE, NC, DOUGLAS INTL AP	CLT
CHARLOTTESVILLE, VA, ALBEMARLE AP	CHO
CHATTANOOGA, TN, LOVELL FIELD	CHA
CHERRY POINT, NC, MCAS CHERRY PT	NKT
CHEYENNE, WY	CYS
CHEYENNE, WY, F E WARREN AFB	FEW
CHICAGO, IL. MIDWAY AIRPORT	MDW
CHICAGO, IL, O'HARE INTL AP	ORD
CHICO, CA, MUNICIPAL AIRPORT	CIC
CHICOPEE, MA, WESTOVER AFB	CEF
CHINA LAKE, CA, ARMITAGE FIELD	NID
CINCINNATI, OH, LUNKEN FIELD	LUK
CLARKSBURG, WV, BENEDUM AIRPORT	CKB
CLEVELAND, OH, BURKE LAKEFRONT AP	BKL
CLEVELAND, OH, HOPKINS INTL AP	CLE
CLINTON, OK, CLINTON-SHERMAN AP	CSM
CLOVIS, NM, CANNON AFB	CVS
COCOA BEACH, FL, PATRICK AFB	COF
COCOA BEACH, FL, SKID STRIP AP	XMR
COEUR D'ALENE, ID, AIR TERMINAL	COE
COLLEGE STA, TX, EASTERWOOD FLD	CLL
COLORADO SPGS, CO, PETERSON FIELD	COS

COLUMBIA, MO, REGIONAL AIRPORT	COU
COLUMBIA, SC, METRO AIRPORT	CAE
COLUMBIA, SC, OWENS DOWNTOWN AP	CUB
COLUMBIA, SC, MC ENTIRE ANG	MMT
COLUMBUS, IN, MUNICIPAL AIRPORT	CLU
COLUMBUS, OH, PORT COLUMBUS INTL	CMH
COLUMBUS, OH, RICKENBACKER ANGB	LCK
COLUMBUS, MS, COLUMBUS AFB	CBM
COLUMBUS, MS, GOLDEN TRIANGLE AP	GTR
COLUMBUS, NM, MUNICIPAL AIRPORT	CUS
CORPUS CHRISTI, TX, INTL AP	CRP
CORPUS CHRISTI, TX, NAS	NGP
COVINGTON, KY, GTR CINC INTL AP	CVG
CRESCENT CITY, CA, MC NANARA AP	CEC
CRESTVIEW, FL, BOB SIKES AIRPORT	CEW
CROWS LANDING, CA, CROWS LDG NAF	NRC
CULVER CITY, CA, HUGHES AIRPORT	CVR
CUT BANK, MT, MUNICIPAL AIRPORT	CTB

D

DAGGETT, CA, BARSTOW-DAGGETT AP	DAG
DALLAS, TX, DALLAS-FT WORTH INTL	DFW
DALLAS, TX, LOVE FIELD	DAL
DALLAS, TX, DALLAS NAS	NBE
DANVILLE, IL, VERMILION CTY AP	DNV
DANVILLE, VA, REGIONAL AIRPORT	DAN
DAYTON, OH, JAS M COX INTL AP	DAY
DAYTON, OH, WRIGHT-PATTERSON AFB	FFO
DAYTONA BEACH, FL	DAB
DECATUR, IL	DEC
DEL RIO, TX, LAUGHLIN AFB	DLF
DEMING, NM, MUNICIPAL AIRPORT	DMN
DENVER, CO, STAPLETON INTL AP	DEN
DES MOINES, IA, DES MOINES INTL	DSM
DETROIT, MI, DETROIT CITY AIRPORT	DET
DETROIT, MI, METRO WAYNE CTY AP	DTW
DETROIT, MI, WILLOW RUN AIRPORT	YIP
DOTHAN, AL	DHN
DOUGLAS, AZ, BISBEE-DOUGLAS INTL	DUG
DOVER, DL, DOVER AFB	DOV
DUBUQUE, IA, REGIONAL AIRPORT	DBQ
DUGWAY PRG GND, UT, MICHAEL AAF	DPG
DULUTH, MN, INTL AIRPORT	DLH
DURANGO, CO, DURANGO-LA PLATA AP	DRO

E

EAST HAMPTON, NY	HTO
EAST HARTFORD, CT, RENTSCHLER AP	EHT
EAU CLAIRE, WI, EAU CLAIRE CTY AP	EAU
EDWARDS, CA, EDWARDS AFB	EDW
EL CENTRO, CA, EL CENTRO NAF	NJK
ELIZABETH CITY, NC, CGAS	ECG
ELKINS, WV, JENNINGS RANDOLPH FLD	EKN
ELLENSBURG, WA, BOWERS FIELD AP	ELN
ELMIRA, NY, REGIONAL AIRPORT	ELM
EL PASO, TX, BIGGS AAF	BIF
EL PASO, TX, INTL AIRPORT	ELP
EMIGRANT GAP, CA, BLUE CANYON AP	BLU
ENID, OK, VANCE AFB	END
EPHRATA, WA, MUNICIPAL AIRPORT	EPH
ERIE, PA, INTL AIRPORT	ERI
ESCANABA, MI, DELTA CTY AIRPORT	ESC
EUGENE, OR, MAHLON SWEET FIELD	EUG
EVANSVILLE, IN, REGIONAL AIRPORT	EVV
EVERETT, WA, SNOHOMISH CTY AP	PAE

F

FAIRFIELD, CA, TRAVIS AFB	SUU
FALLON, NV, FALLON NAS	NFL
FALMOUTH, MA, OTIS ANGB	FMH
FARGO, ND, HECTOR INTL AIRPORT	FAR
FARMINGDALE, NY, REPUBLIC AIRPORT	FRG
FARMINGTON, MN, FOUR CORNERS AP	FMN
FAYETTEVILLE, AR, DRAKE FIELD	FYV
FAYETTEVILLE, NC	FAY
FAYETTEVILLE, NC, POPE AFB	POB
FINDLAY, OH	FDY
FLAGSTAFF, AZ, PULLIAM AIRPORT	FLG
FLINT, MI, BISHOP INTL AP	FNT
FLORENCE, SC, REGIONAL AIRPORT	FLO
FORT BENNING, GA, LAWSON AAF	LSF
FORT CAMPBELL, KY, CAMPBELL AAF	HOP
FORT DEVENS, MA, MOORE AAF	AYE
FORT DRUM, NY, WHEELER-SACK AAF	GTB
FORT EUSTIS, VA, FELKER AAF	FAF
FORT HOOD, TX, ROBERT GRAY AAF	GRK
FORT HUACHUCA, AZ, LIBBY AAF	FHU
FORT IRWIN, CA, BICYCLE LAKE AAF	BYS
FORT KNOX, KY, GODMAN AAF	FTK
FORT LAUDERDALE. FL, INTL AP	FLL
FORT LEAVENWORTH, KS, SHERMAN AFB	FLV
FORT LEONARD WOOD, MO, FORNEY AAF	TBN
FORT MYERS, FL, PAGE FIELD	FMY
FORT ORD, CA, FRITZSCHE AAF	OAR
FORT POLK, LA, POLK AAF	POE
FORT RUCKER, AL, CAIRNS AAF	OZR
FORT SILL, OK, HENRY POST AAF	FSI
FORT SMITH, AR, MUNICIPAL AP	FSM
FORT WAYNE, IN, MUNICIPAL AP	FWA
FORT WORTH, TX, CARSWELL AFB	FWH
FORT WORTH, TX, MEACHAM AIRPORT	FTW
FRANKLIN, PA, CHESS LAMBERTON AP	FKL
FRESNO, CA, AIR TERMINAL	FAT

G

GAGE, OK, GAGE-SHATTUCK AIRPORT	GAG
GAINESVILLE, FL	GNV
GALLUP, NM, MUNICIPAL AIRPORT	GUP
GALVISTON, TX, SCHOLES FIELD	GLS
GARDEN CITY, KS	GCK
GARY, IN, REGIONAL AIRPORT	GYY
GILA BEND, AZ, AF AUX AIRPORT	GBN
GLASGOW, MT, INTL AIRPORT	GGW
GLENDALE, AZ, LUKE AFB	LUF
GLENVIEW, IL, GLENVIEW NAS	NBU
GLYNCO, GA, GLYNCO NAS	NEA
GOLDSBORO, NC, SEYMOUR-JOHNSON AB	GSB
GOODLAND, KS, RENNER FIELD	GLD
GRAND CANYON, AZ, NATL PARK AP	GCN
GRAND FORKS, ND, GRAND FORKS AFB	RDR
GRAND FORKS, ND, INTL AIRPORT	GFK
GRAND ISLAND, NE, CENT NE REG AP	GRI
GRAND JUNCTION, CO, WALKER FIELD	GJT
GRAND RAPIDS, MI, KENT CTY INTL	GRR
GREAT BEND, KS	GBD
GREAT FALLS, MT, INTL AIRPORT	GTF
GREAT FALLS, MT, MALMSTROM AFB	GFA
GREEN BAY, WI, AUSTIN-STRAUBEL AP	GRB
GREENSBORO, NC, PIEDMONT INTL AP	GSO
GREENVILLE, IL	GRE
GREENVILLE, MS, MUNICIPAL AP	GLH
GREENVILLE, TX, MAJORS AIRPORT	GVT
GREER, SC, GREENVILLE-SPTNSBG AP	GSP
GROTON, CT, GROTON-NEW LONDON AP	GON
GULFPORT, MS, GULFPORT-BILOXI AP	GPT
GWINN MI, K I SAWYER AFB	SAW

H

HAGERSTOWN, MD, WASH COUNTY AP	HGR
HALF MOON BAY, CA	HAF
HAMPTON, VA, LANGLEY AFB	LFI
HANCOCK, MI, HOUGHTON CTY MEM AP	CMX
HARLINGEN, TX, RIO GRANDE VAL IAP	HRL
HARRISBURG, PA, INTL AIRPORT	MDT
HARRISON, AR, BOONE COUNTY AP	HRO
HATTIESBURG, MS, B L CHAIN AP	HBG
HAYS, KS, MUNICIPAL AIRPORT	HYS
HAYWARD, CA, AIR TERMINAL	HWD
HELENA, MT, REGIONAL AIRPORT	HLN
HERLONG, CA, AMEDEE AAF	AHC
HOBBS, NM, LEA COUNTY AIRPORT	HOB
HOMESTEAD, FL, HOMESTEAD AFB	HST
HOQUIAM, WA, BOWERMAN AIRPORT	HQM
HOT SPRINGS, AR, MEMORIAL FIELD	HOT
HOULTON, ME, INTL AIRPORT	HUL
HOUSTON, TX, ELLINGTON FIELD	EFD
HOUSTON, TX, INTERCONTINENTAL AP	IAH
HOUSTON, TX, WM P HOBBY AIRPORT	HOU
HUNTINGTON, WV, TRI-STATE AIRPORT	HTS
HUNTSVILLE, AL, INTL AIRPORT	HSV
HUNTSVILLE, AL, REDSTONE AAF	HUA

I

IDAHO FALLS, ID, FANNING FIELD	IDA
INDIAN SPRINGS, NV, AF AUX AP	INS
INDIANAPOLIS, IN, INTL AIRPORT	IND
INTERNATIONAL FALLS, MN, INTL AP	INL
IRON MOUNTIAN, MI, FORD AIRPORT	IMT
IRONWOOD, MI, GOGEBIC CTY AIRPORT	IWD
ISLIP, NY, MAC ARTHUR AIRPORT	ISP
ITHACA, NY, TOMKINS COUNTY AP	ITH

J

JACKSON, MS, COUNTY AIRPORT	JXN
JACKSON, MS, INTL AIRPORT	JAN
JACKSON, TN, MCKELLARSIPES AP	MKL
JACKSON, WY, JACKSON HOLE AIRPORT	JAC
JACKSONVILLE, AR, LITTLE ROCK AFB	LRF
JACKSONVILLE, FL, INTL AIRPORT	JAX
JACKSONVILLE, FL, NAS	NIP
JACKSONVILLE, FL, CECIL FIELD NAS	NZC
JACKSONVILLE, NC, MCAS NEW RIVER	NCA
JAMESTOWN, ND, MUNICIPAL AIRPORT	JMS
JEFFERSON, CITY, MO, MEMORIAL AP	JEF
JOHNSTOWN, PA, CAMBRIA CTY AP	JST
JOPLIN, MO, REGIONAL AIRPORT	JLN

K

KAISER/L OZARK, MO, LEE C FINE AP	AIZ
KALAMAZOO, MI. INTL AIRPORT	AZO
KALISPELL, MT, GLACIER PARK INTL	FCA
KANSAS CITY, MO, INTL AIRPORT	MCI
KANSAS CITY, MO	MKC
KANSAS CITY, MO, RICHARDS-GEBAUR	GVW
KEARNEY, NE, MUNICIPAL AIRPORT	EAR
KEENE, NH, DILLANT-HOPKINS AP	EEN
KEY WEST, FL, KEY WEST NAS	NQX
KINGMAN, AZ	IGM
KINGSVILLE, TX, KINGSVILLE NAS	NQI
KINSTON, NC, REGIONAL JETPORT	ISO
KLAMATH FALLS, OR, INTL AIRPORT	LMT
KNOB NOSTER, MO, WHITEMAN AFB	SZL
KNOXVILLE, TN, MC GHEE-TYSON AP	TYS
KOKOMO, IN, MUNICIPAL AIRPORT	OKK

L

LA CROSSE, WI, MUNICIPAL AIRPORT	LSE
LA JUNTA, CO, MUNICIPAL AIRPORT	LHX

LACONIA, NH, MUNICIPAL AIRPORT	LCI
LAFAYETTE, IN, PURDUE UNIV AP	LAF
LAFAYETTE, LA, REGIONAL AIRPORT	LFT
LAKE CHARLES, LA, REGIONAL AP	LCH
LAKEHURST, NJ, LAKEHURST NAS	NEL
LAKELAND, FL, REGIONAL AIRPORT	LAL
LANCASTER, PA	LNS
LANSING, MI, CAPITOL CITY AIRPORT	LAN
LARAMI, WY, GEN BREES FIELD	LAR
LAREDO, TX, INTL AIRPORT	LRD
LAS CRUCES, NM, INTL AIRPORT	LRU
LAS VEGAS, NV, MUNICIPAL AIRPORT	LVS
LAS VEGAS, NV, MC CARRAN INTL AP	LAS
LAS VEGAS, NV, NELLIS AFB	LSV
LATROBE, PA, WESTMORELAND CTY AP	LBE
LAWTON, OK, MUNICIPAL AIRPORT	LAW
LEBANON, NH, MUNICIPAL AIRPORT	LEB
LEMOORE, CA, LEMOORE NAS	NLC
LEWISTON, ID, NEZ PERCE CTY AP	LWS
LEWISTOWN, MT, MUNICIPAL AIRPORT	LWT
LEXINGTON, KY, BLUE GRASS AIRPORT	LEX
LIBERAL, KS, MUNICIPAL AIRPORT	LBL
LIMA, OH, ALLEN COUNTY AIRPORT	AOH
LIMESTONE, ME, LORING AFB	LIZ
LINCOLN, NE, MUNICIPAL AIRPORT	LNK
LITTLE ROCK, AR, ADAMS FIELD	LIT
LOMPOC, CA, VANDENBERG AFB	VBG
LONDON, KY, LONDON-CORBIN AIRPORT	LOZ
LONG BEACH, CA	LGB
LONGVIEW, TX, GREGG COUNTY AP	GGG
LOS ANGELES, CA, INTL AIRPORT	LAX
LOUISVILLE, KY, STANDIFORD FIELD	SDF
LUBBOCK, TX, INTL AIRPORT	LBB
LUBBOCK, TX, REESE AFB	REE
LUFKIN, TX, ANGELINA COUNTY AP	LFK
LYNCHBURG, VA, MUNICIPAL AIRPORT	LYH

M

MACON, GA, MID GA REGIONAL AP	MCN
MADISON, WI, DANE CTY REG AP	MSN
MANCHESTER, NH	MHT
MANHATTAN, KS, MUNICIPAL AIRPORT	MHK
MANSFIELD, OH, MANSFIELD-LAHM AP	MFD
MARIETTA, GA, ATLANTA NAS	NCQ
MARIETTA, GA, DOBBINS AFB	MGE
MARION, IL, WILLIAMSON CTY REG AP	MWA
MARQUETTE, MI, MARQUETTE CTY AP	MQT
MARTINSBURG, WV, SHEPHERD AIRPORT	MRB
MARY ESTHER, FL, HURLBURT FIELD	HRT
MARYSVILLE, CA, BEALE AFB	BAB
MASON CITY, IA	MCW
MATAGORDA IS, TX, MATAGORDA AFB	MGI
MAYPORT, FL, MAYPORT NAS	NRB
MC ALESTER, OK, REGIONAL AIRPORT	MLC
MC ALLEN, TX, MILLER INTL AP	MFE
MC CALL, ID	MYL
MEDFORD, OR, JACKSON COUNTY AP	MFR
MELBOURNE, FL, REGIONAL AIRPORT	MLB
MEMPHIS, TN, INTL AIRPORT	MEM
MERCED, CA, CASTLE AFB	MER
MERIDIAN, MS, KEY FIELD	MEI
MERIDIAN, MS, MERIDIAN NAS	NMM
MIAMI, FL, INTL AIRPORT	MIA
MIAMI, FL, OPA LOCKA AIRPORT	OPF
MIDLAND, TX, INTL AIRPORT	MAF
MILES CITY, MT, FRANK WILEY FIELD	MLS
MILLINGTON, TN, MEMPHIS NAS	NQA
MILWAUKEE, WI, GEN MITCHELL INTL	MKE
MINNEAPOLIS-ST PAUL, MN, INTL AP	MSP
MINOT, ND, MINOT AFB	MIB
MINOT, ND, INTL AIRPORT	MOT
MISSOULA, MT, INTL AIRPORT	MSO
MITCHELL, SD, MUNICIPAL AIRPORT	MHE
MOAB, UT, CANYONLANDS FIELD	CNY
MOBILE, AL, BATES FIELD	MOB
MOBILE, AL, MOBILE DOWNTOWN AP	BFM
MODESTO, CA, HARRY SHAM FIELD	MOD
MOLINE, IL, QUAD CITY AIRPORT	MLI
MONROE, LA, REGIONAL AIRPORT	MLU
MONTAGUE, CA, SISKIYOU CTY AP	SIY
MONTEREY, CA, MONTEREY PENIN AP	MRY
MONTGOMERY, AL, DANNELLY FIELD	MGM
MONTGOMERY, AL, MAXWELL AFB	MXF
MORGANTOWN, WV	MGW
MOSES LAKE, WA, GRANT COUNTY AP	MWH
MOSINEE, WI, CENT WISC AIRPORT	CWA
MOULTRIE, GA, MUNICIPAL AIRPORT	MGR
MOUNT CLEMENS, MI, SELFRIDGE ANGB	MTC
MOUNT VERNON, IL	MVN
MOUNTAIN HOME, ID, MTN HOME AFB	MUO
MOUNTAIN VIEW, CA, MOFFETT FLD	NUQ
MUSKEGON, MI, MUSKEGON COUNTY AP	MKG
MUSKOGEE, OK, DAVIS FIELD	MKO
MYRTLE BEACH, SC, GRAND STRAND AP	CRE
MYRTLE BEACH, SC, MYRTLE BEACH AB	MYR

N

N KINGSTOWN, RI, QUONSET STATE AP	OQU
N MYRTLE BEACH, SC, GND STRAND AP	CRE
NANTUCKET, MA, MEMORIAL AIRPORT	ACK
NATCHEZ, MS, HARDY-ANDERS FIELD	HEZ
NEEDLES, CA	EED
NEW BEDFORD, MA	EWB
NEW HAVEN, CT, TWEED-NEW HAVEN AP	HVN

NEW ORLEANS, LA, INTL AIRPORT	MSY
NEW ORLEANS, LA, NEW ORLEANS NAS	NBG
NEW YORK, NY, J F KENNEDY INTL AP	JFK
NEW YORK, NY, LA GUARDIA AIRPORT	LGA
NEWARK, NJ, INTL AIRPORT	EWR
NEWBURGH, NY, STEWART INTL AP	SWF
NEWPORT, OR, MUNICIPAL AIRPORT	ONP
NEWPORT NEWS, VA, INTL AIRPORT	PHF
NIAGARA FALLS, NY, INTL AIRPORT	IAG
NORFOLK, VA, INTL AIRPORT	ORF
NORFOLK, VA, NORFOLK NAS	NGU
NORTH, SC, NORTH AF AUX AIRPORT	XNO
NORTH PLATTE, NE, LEE BIRD FIELD	LBF

O

OAK HARBOR, WA, WHIDBEY IS NAS	NUW
OAKLAND, CA, INTL AIRPORT	OAK
OCALA, FL, MUNICIPAL AIRPORT	OCF
OGDEN, UT, HILL AFB	HIF
OGDEN, UT, OGDEN-HINCKLEY AIRPORT	OGD
OKLAHOMA CITY, OK, TINKER AFB	TIK
OKLAHOMA CITY, OK, WILL ROGERS AP	OKC
OLYMPIA, WA	OLM
OMAHA, NE, EPPLEY AIRFIELD	OMA
OMAHA, NE, OFFUTT AFB	OFF
OMAK, WA	OMK
ORLANDO, FL, EXECUTIVE AIRPORT	ORL
ORLANDO, FL, INTL AIRPORT	MCO
OSCODA, MI, WURTSMITH AFB	OSC
OSHKOSH, WI, WITTMAN REGIONAL AP	OSH
OTTUMWA, IA, INDUST AIRPORT	OTM

P

PADUCAH, KY, BARKLEY REGIONAL AP	PAH
PAGE, AZ, MUNICIPAL AIRPORT	PGA
PALM SPRINGS, CA, REGIONAL AP	PSP
PALMDALE, CA, AF PLT 42 AIRPORT	PMD
PANAMA CITY, FL	PFN
PANAMA CITY, FL, TYNDALL AFB	PAM
PARKERSBURG, WV, WOOD COUNTY AP	PKB
PASO ROBLES, CA	PRB
PATUXENT RIVER, MD, PATUX RIV NAS	NHK
PE OS, TX, MUNICIPAL AIRPORT	PEQ
PELLSTON, MI, REGIONAL AIRPORT	PLN
PENDLETON, OR, MUNICIPAL AIRPORT	PDT
PENSACOLA, FL, PENSACOLA NAS	NPA
PENSACOLA, FL, REGIONAL AIRPORT	PNS
PEORIA, IL, REGIONAL AIRPORT	PIA
PERU, IN, GRISSOM AFB	GUS
PHILADELPHIA, PA, INTL AIRPORT	PHL
PHOENIX, AZ, SKY HARBOR INTL AP	PHX
PIERRE, SD, MUNICIPAL AIRPORT	PIR
PINE BLUFF, AR, GRIDER FIELD	PBF
PITTSBURGH, PA, ALLEGHENY CTY AP	AGC
PITTSBURGH, PA, INTL AIRPORT	PIT
PLATTSBURGH, NY, CLINTON CTY AP	PLB
PLATTSBURGH, NY, PLATTSBURGH AFB	PBG
POCATELLO, ID, MUNICIPAL AIRPORT	PIH
POINT MUGU, CA, POINT MUGU NAS	NTD
PORTLAND, ME, INTL AIRPORT	PWM
PORTLAND, OR, INTL AIRPORT	PDX
PORTSMOUTH, NH, PEASE AFB	PSM
PRESQUE ISLE, ME, N MAINE REG AP	PQI
PROVIDENCE, RI, TF GREEN STATE AP	PVD
PROVO, UT, MUNICIPAL AIRPORT	PVU
PUEBLO, CO, MEMORIAL AIRPORT	PUB

Q

QUINCY, IL, QUINCY MUNI AIRPORT	UIN

R

RALEIGH, NC, RALEIGH-DURHAM INTL	RDU
RAPID CITY, SD, ELLSWORTH AFB	RCA
RAPID CITY, SD, REGIONAL AIRPORT	RAP
RAWLINS, WY, MUNICIPAL AIRPORT	RWL
REDDING, CA, MUNICIPAL AIRPORT	RDD
REDMOND, OR, ROBERTS FIELD	RDM
RENO, NV, CANNON INTL AP	RNO
RHINELANDER, WI, ONEIDA COUNTY AP	RHI
RICHMOND, VA, INTL AIRPORT	RIC
RIVERSIDE, CA, MARCH AFB	RIV
RIVERTON, WY, REGIONAL AIRPORT	RIW
ROANOKE, VA, REGIONAL AIRPORT	ROA
ROCHESTER, MN, MUNICIPAL AIRPORT	RST
ROCHESTER, NY, INTL AIRPORT	ROC
ROCKFORD, IL	RFD
ROLLA/VICHY, MO, ROLLA NATL AP	VIH
ROME, NY, GRIFFISS AFB	RME
ROME, GA, RICHARD B RUSSELL AP	RMG
ROSWELL, NM, INDUS AIR CENTER	ROW
RUTLAND, VT, STATE AIRPORT	RUT

S

S LAKE TAHOE, CA	TVL
S WEYMOUTH, MA, S WEYMOUTH NAS	NZW
SACRAMENTO, CA, MATHER AFB	MHR
SACRAMENTO, CA, MC CLELLAN AFB	MCC
SACRAMENTO, CA, METRO AIRPORT	SMF
SAGINAW, MI, TRI CITY INTL AP	MBS
SALEM, OR, MCNARY FIELD	SLE
SALINA, KS, MUNICIPAL AIRPORT	SLN
SALT LAKE CITY, UT, INTL AIRPORT	SLC
SAN ANGELO, TX, MATHIS FIELD	SJT
SAN ANTONIO, TX, KELLY AFB	SKF

SAN ANTONIO, TX, INTL AIRPORT	SAT
SAN BERNARDINO, CA, NORTON AFB	SBD
SAN CLEMENTE, ISLAND, CA	NUC
SAN DIEGO, CA, BROWN FLD MUNI AP	SDM
SAN DIEGO, CA, MIRAMAR NAS	NKX
SAN DIEGO, CA, NORTH ISLAND NAS	NZY
SAN DIEGO, CA, INTL AIRPORT	SAN
SAN FRANCISCO, CA, INTL AIRPORT	SFO
SAN JOSE, CA, INTL AIRPORT	SJC
SAN RAFAEL, CA, HAMILTON FIELD	SRF
SANTA ANA, CA, JOHN WAYNE AIRPORT	SNA
SANTA ANA, CA, MCAS EL TORO	NZJ
SANTA BARBARA, CA	SBA
SANTA FE, NM, SANTA FE CTY AP	SAF
SANTA MARIA, CA	SMX
SANTA MONICA, CA, MONICIPAL AP	SMO
SARANAC LAKE, NY, ADIRONDACK AP	SLK
SARASOTA/BRADENTON, FL	SRQ
SAULT STE MARIE, MI	SSM
SAULT STE MARIE, MI, KINCHELOE AFB	INR
SAVANNAH, GA, HUNTER AAF	SVN
SAVANNAH, GA, INTL AIRPORT	SAV
SCHENECTADY, NY	SCH
SCOTTSBLUFF, NE, WM B HEILIG FLD	BFF
SCRANTON, PA, INTL AIRPORT	AVP
SEATTLE, WA, BOEING FIELD	BFI
SEATTLE, WA, SEATTLE-TACOMA INTL	SEA
SEBRING, FL, REGIONAL AIRPORT	SEF
SELMA, AL, CRAIG FIELD	SEM
SENECA, ARMY DEPOT NY, SENECA AAF	SSN
SHARPE ARMY DEPOT, CA, SHARPE AAF	LRO
SHERIDAN, WY, SHERIDAN COUNTY AP	SHR
SHREVEPORT, LA, BARKSDALE AFB	BAD
SHREVEPORT, LA, REGIONAL AIRPORT	SHV
SIDNEY, NE, MUNICIPAL AIRPORT	SNY
SIOUX CITY, IA, SIOUX GATEWAY AP	SUX
SIOUX FALLS, SD, JO FOSS FIELD	FSD
SOUTH BEND, IN, MICHIANA REG AP	SBN
SPOKANE, WA, FAIRCHILD AFB	SKA
SPOKANE, WA, FELTS FIELD	SFF
SPOKANE, WA, INTL AIRPORT	GEG
SPRINGFIELD, IL, CAPITOL AIRPORT	SPI
SPRINGFIELD, MO, SPFD REGIONAL AP	SGF
SPRINGFIELD, OH, SPFD-BECKLEY AP	SGH
ST GEORGE, UT, MUNICIPAL AIRPORT	SGU
ST JOSEPH, MO, ROSECRANS MEM AP	STJ
ST LOUIS, MO, LAMBERT-ST LOUIS AP	STL
ST PETERSBURG/CLEARWATER, FL, IAP	PIE
STEVENS POINT, WI	STE
STILLWATER, OK	SWO
STOCKTON, CA, METRO AIRPORT	SCK
SUMTER, SC, SHAW AFB	SSC
SWANSBORO, NC, BOGUE FIELD	NJM
SYRACUSE, NY, HANCOCK INTL AP	SYR
T	
TACOMA, WA, GRAY AAF	GRF
TACOMA, WA, MCCHORD AFB	TCM
TALLADEGA, AL, MUNICIPAL AIRPORT	ASN
TAMPA, FL, MAC DILL AFB	MCF
TAMPA, FL, INTL AIRPORT	TPA
TEMPLE, TX, DRAUGHON-MILLER AP	TPL
TERRE HAUTE, IN, HULMAN REG AP	HUF
TETERBORO, NJ	TEB
TEXARKANA, AR, REGIONAL AIRPORT	TXK
THE DALLES, OR	DLS
TOLEDO, OH, EXPRESS AIRPORT	TOL
TONOPAH, NV	TPH
TOPEKA, KS, FORBES FIELD	FOE
TOPEKA, KS, PHILIP BILLARD AP	TOP
TRAVERSE CITY, MI, CHERRY CPTL AP	TVC
TUCSON, AZ, DAVIS-MONTHAN AFB	DMA
TUCSON, AZ, INTL AIRPORT	TUS
TULLAHOMA, TN, ARNOLD AFB	TUH
TULSA, OK, INTL AIRPORT	TUL
TUSCALOOSA, AL	TCL
TWENTYNINE PALMS, CA, MC EAF	NXP
TWENTYNINE PALMS, CA	TNP
TWIN FALLS-SUN VALLEY, ID, REG AP	TWF
TYLER, TX, POUNDS FIELD	TYR
U	
UNIVERSAL CITY, TX, RANDOLPH AFB	RND
UTICA, NY, ONEIDA COUNTY AIRPORT	UCA
UVALDE, TX, GARNER FIELD	UVA
V	
VALDOSTA, GA, MOODY AFB	VAD
VALPARISO, FL, ELGIN AF AUX AP	EGI
VALPARISO, FL, ELGIN AFB	VPS
VAN NUYS, CA	VNY
VERNAL, UT	VEL
VERO BEACH, FL	VRB
VICTORIA, TX, REGIONAL AIRPORT	VCT
VICTORVILLE, CA, GEORGE AFB	VCV
VIRGINIA BEACH, VA, OCEANA NAS	NTU
W	
W YELLOWSTONE, MT	WYS
WACO, TX, TSTI-WACO AIRPORT	CNW
WACO, TX, REGIONAL AIRPORT	ACT
WALLA WALLA, WA	ALW
WALLOPS IS, VA, WALLOPS FLT FAC	WAL
WARMINSTER, PA, WARMINSTER NAF	NJP

WARNER ROBINS, GA, ROBINS AFB	WRB
WASHINGTON, DC, DULLES INTL AP	IAD
WASHINGTON, DC, NATIONAL AIRPORT	DCA
WATERLOO, IA, MUNICIPAL AIRPORT	ALO
WATERTOWN, SD, MUNICIPAL AIRPORT	ATY
WENATCHEE, WA, PANGBORN MEM AP	EAT
WEST PALM BEACH, FL, INTL AP	PBI
WESTFIELD, MA, BARNES MUNI AP	BAF
WESTHAMPTON, NY, SUFFOLK CTY AP	FOK
WHEELING, WV, OHIO COUNTY AP	HLG
WHITE PLAINS, NY, WESTCHESTER AP	HPN
WHITE SANDS, NM, CONDRON AAF	WSD
WICHITA, KS, MC CONNELL AFB	IAB
WICHITA, KS, MID-CONTINENT AP	ICT
WICHITA FALLS, TX, SHEPPARD AFB	SPS
WILLIAMSPORT, PA, LYCOMING CTY AP	IPT
WILLISTON, ND, SLOULIN FLD INTL	ISN
WILLOW GROVE, PA, NAS	NXX
WILMINGTON, DE, NEW CASTLE CTY AP	ILG
WILMINGTON, NC, NEW HANOVER AP	ILM
WINDSOR LOCKS, CT, BRADLEY INTL	BDL
WINSLOW, AZ, MUNICIPAL AIRPORT	INW
WINSTON-SALEM, NC, S REYNOLDS AP	INT
WORCESTER, MA, MUNICIPAL AIRPORT	ORH
WRIGHTSTOWN, NJ, MC GUIRE AFB	WRI
Y	
YAKIMA, WA, AIR TERMINAL	YKM
YAKIMA, WA, YAKIMA FIRING CTR AAF	FCT
YOUNGSTOWN, OH	YNG
YUMA, AZ, MCAS YUMA	NYL
YUMA PROVING GND, AZ, LAGUNA AAF	LGF
Z	
ZANESVILLE, OH	ZZV
ZEPHYRHILLS, FL	ZPH
ZUNI PUEBLO, NM, BLACK ROCK AP	ZUN

b. Overseas airports

AIRPORT LOCATION/NAME	CODE
ALASKA	
ADAK NAVAL AIR STATION	ADK
ANCHORAGE, ELMENDORF AFB	EDF
ANCHORAGE INTERNATIONAL AIRPORT	ANC
BARROW METROPOLITAN AIRPORT	BRW
CAPE LISBURNE	LUR
CAPE NEWENHAM	EHM
CAPE ROMANZOF	CZF
COLD BAY	CDB
CORDOVA, MILE 13 FIELD	CDV
DEADHORSE	SCC
FAIRBANKS, EIELSON AFB	EIL
FAIRBANKS INTL AIRPORT	FAI
FORT YUKON	FYU
GALENA	GAL
HAINES MUNICIPAL AIRPORT	HNS
JUNEAU	JNU
KETCHIKAN INTL AIRPORT	KTN
KING SALMON	AKN
KOTZEBUE	OTZ
SHEMYA, SHEMYA AFB	SYA
SITKA	SIT
SPARREVOHN, SPARREVOHN AFS	SVW
TATALINA, TATALINA AFS	TLJ
TIN CITY, TIN CITY AFS	TNC
UTOPIA CREEK	UTO
WAINWRIGHT	AIN
AMERICAN SAMOA	
PANGO PANGO INTL AIRPORT	PPG
ANTARTICA	
ARGENTINA	
BUENOS AIRES METRO AIRPORT	BUE
ASCENSION ISLAND	
GEORGETOWN, WIDEWAKE FIELD	ASI
AUSTRALIA	
ADELAIDE	ADL
ALICE SPRINGS	ASP
LEARMONTH	LEA
PERTH	PER
RICHMOND	RCM
SYDNEY, KINGSFORD SMITH AP	SYD
WOOMERA	UMR
AZORES	
LAJES AB	LGS
LAJES NAF	CTE
BAHAMAS	
GRAND BAHAMA	GBI

NASSAU INTL AIRPORT	NAS
NORTH ELEUTHERA INTL AIRPORT	ELH
BAHRAIN	
BAHRAIN INTL AIRPORT	BAH
SHAIKH ISA	HSA
BANGLADESH	
DHAKA, ZIA INTL AIRPORT	***DAC***
BELARUS	
MINSK	***MSQ***
BELGIUM	
BRUSSELS NATIONAL AIRPORT	BRU
CHIEVRES	CHE
BERMUDA	
BERMUDA KINDLEY FIELD	BDA
BOLIVIA	
LA PAZ, EL ALTO AIRPORT	LPB
BRAZIL	
RIO DE JANEIRO, METRO AIRPORT	RIO
BURUNDI	
BUJUMBURA INTL AIRPORT	BJM
CANADA	
CAMBRIDGE BAY	YCB
CHURCHILL	YYQ
FORT NELSON	YYE
GANDER, NF	YQX
GOOSE BAY	YYR
BELLY BAY	YUF
ST JOHNS	YYT
SWIFT CURRENT	YYN
WINNIPEG	YWG
CANTON ISLAND	
CANTON ISLAND	CIS
CAROLINE ISLANDS	
ANGAUR	ANG
TRUK	TKK
YAP	YAP
CHILE	
SANTIAGO, ARTURO M BENITEZ AP	SCL
CHRISTMAS ISLAND	
CHRISTMAS ISLAND	XCH
COLOMBIA	
BOGOTA, ELDORADO AIRPORT	BOG
CARTAGENA, RAFAEL NUNEZ AIRPORT	CTG
COMMONWEALTH OF INDEPENDENT STATES (CIS)	
ALMA ATA	***ALA***
ASHKHABAD	***ASB***
BAKU	***BAK***
BISHKEK	***FRU***
DUSHANBE	***DYU***
KISHINEV	***KIV***
TASHKENT	***TAS***
YEREVAN	***EVN***
COSTA RICA	
SAN JOSE, EL COCO AIRPORT	CCC
CUBA [CU]	
GUANTANAMO NAS	GAO
CYPRUS [CY]	
AKROTIRI	AKT
NICOSA	ICO
DENMARK [DK]	
COPENHAGEN	CPH
DIEGO GARCIA	
DIEGO GARCIA	NKW
DOMINICAN REPUBLIC	
SANTO DOMINGO	SDQ
EASTER ISLAND	
EASTER IS, MATAVERI INTL AP	IPC
ECUADOR	
QUITO, MARISCAL SUCR AIRPORT	UIO
EGYPT	
CAIRO INTL AIRPORT	CAI
LUXOR	LXR
EL SALVADOR	
SAN SALVADOR, INTL AIRPORT	SAL
ENEWETAK	
SEE MARSHALL ISLANDS	
ESTONIA	

TALLINN, ULEMISTE AIRPORT	***TLL***
ETHIOPIA	
ADDIS ABABA, BOLE AIRPORT	ADD
FRANCE	
EVREUX	EVX
PARIS, CHAS DE GAULLE AIRPORT	CDG
PARIS, ORLEY AIRPORT	ORY
GERMANY	
BERLIN, TEGEL AIRPORT	TXL
BERLIN, TEMPELHOF	THF
BITBURG, BITBURG AB	BBJ
DRESDEN, DRESDEN AIRPORT	DRS
FRANKFORT INTL AIRPORT	FRA
FRANKFORT, RHEIN-MAIN AFB	FRF
HAHN, HAHN AB	HHN
HAMBURG, FUHLSBUETTEL	HAM
HANOVER, HANOVER AIRPORT	HAJ
NUREMBERG	NUE
RAMSTEIN, RAMSTEIN AB	RMS
SAARBRUECKEN, ENSHEIM AIRPORT	SCN
SEMBACH, SEMBACH AB	SEX
SPANGDAHLEM, SPANGDAHLEM AB	SPM
STUTTGART, ECHTERDINGEN	STR
WIESBADEN, WIESBADEN AB	WIE
GREECE	
ATHENS, HELLINIKON AIRPORT	ATH
LARISA	LRA
TANAGRA	TGR
GREENLAND	
SONDRE STROMFJORD. SONDRESTROM AB	SFJ
THULE, THULE AB	THU
GUAM	
SEE MARIANA ISLANDS	
GUATEMALA	
GUATEMALA CITY, LA AURORA	GUA
HAWAII	
HONOLULU, HICKAM AFB	HIK
HONOLULU INTL AIRPORT	HNL
HOOLEHUA, MOLOKAI AIRPORT	MKK
HONDURAS	
SAN PEDRO SULA	SAP
PLANADAS	PLA
TEGUCIGALPA	TGU
TRUJILLO	TJI
ICELAND	
REYKJAVIK, KEFLAVIK INTL AP	KEF
INDIA	
CALCUTTA	CCU
DELHI, INDIRA GANDHI INTL AP	DEL
INDONSIA	
DJAKARTA AIRPORT	DJK
IRAN	
TEHRAN, MEHRABAD AIRPORT	THR
IRELAND	
SHANNON	SNN
ISRAEL	
TEL AVIV, BEN GURION INTL AP	TLV
ITALY	
ALGHERO, FERTILIA AIRPORT	AHO
AVIANO	AVB
BRINDISI, PAPOLA CASALE AIRPORT	BDS
LAMPEDUSA	LMP
NAPLES	NAP
OLBIA, COSTA SMERALDA AIRPORT	OLB
PISA, GAL GALILEI AIRPORT	PSA
REGGIO, ITALY, TITO MANNITI AP	REG
ROME, FIUMICINO AIRPORT	FCO
IWO JIMA, VOLCANO IS	
IWO JIMA AB	IWO
JAMAICA	
KINGSTON, NORMAN MANLEY AIRPORT	KIN
JAPAN	
FUKUOKA	FUK
IWAKUNI, MCAS IWAKUNI	IWA
KAGOSHIMA	KOJ
KUSHIRO	KUH
MISAWA	MSJ
NIIGATA	KIJ
OKINAWA, KADENA AFB	DNA
OKINAWA, MCAS FUTEMA	NFO
OKINAWA, NAHA AFB	AHA
SAPPORO, CHITOSE AIRPORT	CTS
TOKYO METRO AIRPORT	TYO
TOKYO, NARITA AIRPORT	NRT
TOKYO, YOKOTA AFB	OKO

JOHNSTON ISLAND	
JOHNSTON ISLAND	JON
JORDAN	
AMMAN, QUEEN ALIA INTL AIRPORT	AMM
KENYA	
MOMBASA, MOI INTL AIRPORT	MBA
NAIROBI, JOMO KENYATTA INTL AP	NBO
KIRIBATI	
CANTON ISLAND	CIS
CHRISTMAS ISLAND	CXI
KOREA	
CHEJU, CHEJU AIRPORT	CJU
KUSAN, KUSAN AIR BASE	KUZ
KWANGJU	KWJ
OSAN, OSAN AB	OSN
POHANG	KPO
SEOUL, KIMPO INTL AIRPORT	SEL
SUWON, SUWON AB	HLV
TAEGU	TAE
KUWAIT	
KUWAIT, KUWAIT INTERNATIONAL AP	***KWI***
LEBANON	
BEIRUT INTL AIRPORT	BEY
LIBERIA	
MONROVIA, ROBERTS INTL AIRPORT	ROB
MACTAN ISLAND	***NOP***
MANILA, NINOY AQUINO INTL AP	MNL
MARCUS ISLAND	
MARCUS ISLAND	MUS
MARIANA ISLANDS	
GUAM, AGANA NAS	GUM
GUAM, ANDERSON AFB	UAM
SAIPAN INTL AIRPORT	GSN
MARSHALL ISLANDS	
ENIWETOK	ENT
KWAJALEIN	KWA
MIDWAY ISLAND	
MIDWAY IS, SAND ISLAND FIELD	MDY
MOROCCO	
KENITRA, KENITRA NAF	NNA
NETHERLANDS	
AMSTERDAM-SCHIPHOL AIRPORT	AMS
SOESTERBERG	SSS
NEW ZEALAND	
AUCKLAND INTL AIRPORT	AKL
CHRISTCHURCH INTL AIRPORT	CHC
NICARAGUA	
MANAGUA, AUGUSTO C SANDINO AP	MGA
NORWAY	
OSLO, METRO AIRPORT	OSL
OMAN	
MASIRAH	MSH
MUSCAT, SEEB AIRPORT	MCT
THUMRAIT	TTH
OKINAWA	
SEE JAPAN	
PALAU	
KOROR, AIRAI AIRPORT	ROR
PANAMA	
FORT KOBBE, HOWARD AFB	HOW
PARAGUAY	
ASUNCION, SILVIO PETTIROSSI AP	ASU
PERU [PE]	
LIMA, J CHAVEZ INTL AIRPORT	LIM
PHILIPPINES	
CAGAYAN DE ORO, LUMBIA AIRPORT	CGY
LUZON IS, CLARK FIELD	CRK
LUZON IS, CUBI POINT AIRPORT	CUA
PORTUGAL	
LISBON, LISBOA AIRPORT	LIS
PUERTO RICO	
ROOSEVELT ROADS	NRR
SAN JUAN, LUIS MUNOZ MARIN INTL	SJU
QATAR	
DOHA INTL AIRPORT	DOH

RUSSIA	
MOSCOW, SHEREMETYEVO AIRPORT	***SVO***
NOVOSIBIRSK	***OVB***
ST PETERSBURG, PULKOVO AIRPORT	***LED***
ULAN UDE	***UUD***
VORKUTA	***VKT***
SAIPAN ISLAND	
SEE MARIANA ISLANDS	
SARDINIA	
SEE ITALY	
SAUDI ARABIA	
AL KHARG	AKJ
BATEEN, SEE ABU DHABI, AE	AUH
DHAHRAN	DHA
JEDDAH, KING ABDULAZIZ INTL AP	JED
JUBAIL	QJB
KHAMIS MUSHAIT, KING KHALID AB	KAI
KING ABDUL, AZIZ NAVAL BASE	AAZ
KING FAHD INTL AIRPORT	KDF
KING FAISAL NAVAL BASE	KFJ
KING KHALID INTL AIRPORT	KKI
MILITARY CITY	HBT
RIYADH, KING KHALED INTL AIRPORT	RUH
TABUK	TUU
TAIF	TIF
SICILY	
GERBINI, SIGONELLA AIRPORT	SIZ
SINGAPORE	
CHANGI	CHG
TENGAH,	TGA
SOMOLIA	
BALE DOGLE	***XDZ***
MOGADISHU INTL AIRPORT	MGQ
SOUTH AFRICA	
JOHANNESBURG, JAN SMUTS AIRPORT	JNB
SPAIN	
MADRID, BARAJAS AIRPORT	MAD
MADRID, TORREJON AFB	TOJ
MENORCA	MAH
MORON, MORON AB	OZP
PALMA MALLORCA	PMI
ROTA, ROTA NAS	RTA
SEVILLE	SVQ
ZARAGOZA	ZAZ
SUDAN	
KHARTOUM	KRT
TAIWAN	
TAINAN	TNN
TAIPEI, CHIANG KAI SHEK AIRPORT	TPE
THAILAND	
BANGKOK INTL AIRPORT	BKK
LOP BURI	KKM
TRINIDAD	
PORT OF SPAIN	***POS***
TRUK	
SEE CAROLINE ISLANDS	
TUNISIA	
TRABZON, TRABZON AB	TZK
TURKEY	
ADANA, INCIRLIK AB	ADA
ANKARA, ESENBOGA AIRPORT	ESB
BALIKESIR	BZI
BATMAN (MILITARY)	TCJ
DIYARBAKIR	DIY
ERHAC	EHC
ERZURUM	ERZ
ESKISEHIR	ESK
ISTANBUL, ATATURK AIRPORT	IST
IZMIR, CIGLI MILITARY AIRPORT	IGL
SAMSUM	SSX
YALOVA	TYA
UGANDA	
ENTEBBE	EBB
UKRAINE	
KHARKOV	***HRK***
KIEV, BORISPOL AIRPORT	***KBP***
UNITED ARAB EMIRATES	
ABU DHABI INTL AIRPORT	AUH
AL AIN, BURAYMI, WEST	AAN
AL DHAFRA	ADH
AL MINHAD	AAD
DUBAI	DXB
FUJAIRAH	FUJ
SHARJAH INTL AIRPORT	SHJ
UNITED KINGDOM	

ALCONBURY	AYH
BRAINTREE, WETHER FIELD	WXF
BRIZE NORTON	BZZ
FAIRFORD	FFD
FAKENHAM	FKH
GLASGOW, PRESTWICK AIRPORT	PIK
KINGS LYNN	KNF
LONDON, GATWICK AIRPORT	LGW
LONDON, HEATHROW AIRPORT	LHR
LYNEHAM	LYE
MILDENHALL	MHZ
NEWBURY	EWY
NORTHOLT	NHT
SUTTONHEATH	WOB
UPPER HAYFORD	UHF
WADDINGTON	WTN
WOODBRIDGE	BWY
URAGUAY	
MONTEVIDEO, CARRASCO AIRPORT	MVD
VENEZUELA	
CARACAS, SIMON BOLIVAR AIRPORT	CCS
VIRGIN ISLANDS	
ST CROIX, ALEX HAMILTON AIRPORT	STX
ST THOMAS, H S TRUMAN AIRPORT	STT
WAKE ISLAND	
WAKE ISLAND	AWK
WEST INDIES	
ANTIQUA, V C BIRD INTL AIRPORT	ANU
GRAND TURK ISLAND	GDT
YAP	
SEE CAROLINE ISLANDS	
ZAIRE	
KINSHASA, N'DJILI AIRPORT	FIH
ZAMBIA	
LUSAKA	LUN

3. Code to Airport

CODE	AIRPORT LOCATION/NAME
A	
AAA	***ANAA, FRENCH POLYNESIA***
AAB	***ARRABURY, AUSTRALIA***
AAC	***AL ARISH, EGYPT***
AAD	AL MINHAD, UNITED ARAB EMIRATES
AAE	***ANNABA, ALGERIA, LES SALINES AP***
AAF	***APPLACHICOLA, FL, MUNICIPAL AP***
AAH	***AACHEN, GERMANY***
AAI	***ARRAIAS, BRAZIL***
AAK	***ARANUKA, KIRIBATI***
AAL	***AALBORG, DENMARK***
AAM	***MALA MALA, SOUTH AFRICA***
AAN	AL AIN, UNITED ARAB EMIRATES
AAO	***ANACO, VENEZUELA***
AAP	***HOUSTON, TX, ANDRAU AIRPARK***
AAQ	***ANAPA, CIS***
AAR	***AARHUS, DENMARK, TIRSTRUP AP***
AAS	***APALAPSILI, INDONESIA***
AAT	***ALTAY, CHINA***
AAU	***ASAU, SAMOA***
AAV	***ALAH, PHILIPPINES***
AAX	***ARAXA, BRAZIL***
AAY	***AL GHAYDAH, YEMEN***
AAZ	AZIZ NAVAL BASE, SAUDI ARABIA
ABA	***ABAKAN, CIS***
ABB	***ABINGDON, UNITED KINGDOM, RAF STA***
ABD	***ABADAN, IRAN***
ABE	ALLENTOWN-BETHELEM-EASTON AP, PA
ABF	***ABAIANG, KIRIBATI***
ABG	***ABINGDON, AUSTRALIA***
ABH	***ALPHA, AUSTRALIA***
ABI	ABILENE, TX, REGIONAL AIRPORT
ABJ	***ABIDJAN, COTE d'LVOIRE***
ABK	***KABRI DAR, ETHIOPIA***
ABL	***AMBLER, AK***
ABM	***BAMAGA, AUSTRALIA***
ABN	***ALBINA, SURINAME***
ABO	***ABOISSO, COTE d'LVOIRE***
ABP	***ATKAMBA, PAPUA NEW GUINEA***
ABQ	ALBUQUERQUE, NM, INTL AIRPORT
ABR	ABERDEEN, SD, REGIONAL AIRPORT
ABS	***ABU SIMBEL, EGYPT***
ABT	***AL-BAHA, SAUDI ARABIA, AL-AQIA AP***
ABU	***ATAMBUA, INDONESIA***
ABV	***ABUJA, NIGERIA, INTL AIRPORT***
ABW	***ABAU, PAPUA NEW GUINEA***
ABX	***ALBURY, AUSTRALIA***
ABY	ALBANY, GA, DOUGHERTY COUNTY AP
ABZ	**ABERDEEN, UNITED KINGDOM, DYCE AP**
ACA	***ACAPULCO, MEXICO, ALVAREZ INTL AP***

ACB BELLAIRE, MI, ANTRIM COUNTY AP
ACC ACCRA, GHANA, KOTOKA AIRPORT
ACD ACANDI, COLOMBIA
ACE LANZAROTE, SPAIN
ACH ALTENRHEIN, SWITZERLAND
ACI ALDERNEY, UNITED KINGDOM
ACK NANTUCKET, MA, MEMORILA AIRPORT
ACL AGUACIARA, COLOMBIA
ACM ARICA, COLOMBIA
ACN CIUDAD ACUNA, MEXICO, INTL AIRPORT
ACO ASCONA, SWITZERLAND
ACR ARARACUARA, COLOMBIA
ACS ACHINSK, CIS
ACT WACO, TX, REGIONAL AIRPORT
ACU ACHUTUPO, PANAMA
ACV ARCATA, CA
ACY ATLANTIC CITY, NJ, INTL AP
ADA ADANA, TURKEY, INCIRLIK AB
ADB IZMIR, TURKEY, ADNAN MENDERES AP
ADD ADDIS ABABA, ETHIOPIA, BOLE AP
ADE ADEN, YEMEN, INTL, AIRPORT
ADG ADRIAN, MI, LENAWEE COUNTY AIRPORT
ADH ALDAN, CIS
ADH AL DHAFRA, UNITED ARAB EMIRATES DoD
ADI ARANDIS, NAMIBIA
ADJ AMMAN, JORDAN, CIVIL AIRPORT
ADK ADAK, AK, ADAK NAS
ADL ADELAIDE, AUSTRALIA
ADM ARDMORE, OK, MUNICIPAL AIRPORT
ADN ANDES, COLOMBIA
ADO ANDAMOOKA, AUSRTALIA
ADP ANURADHAPURA, SRI LANKA
ADQ KODIAK, AK, METROPOLITAN AP
ADR ANDREWS, SC
ADS DALLAS, TX, ADDISON AIRPORT
ADV ANDOVER, UNITED KINGDOM
ADW CAMP SPRINGS, MD, ANDREWS AFB
ADX ST ANDREWS, UNITED KINGDOM
ADY ALLDAYS, SOUTH AFRICA
ADZ SAN ANDRES ISLAND, COLOMBIA
AEA ABEMAMA ATOLL, KIRIBATI
AEG AEK GODRNG, INDONESIA
AEH ABECHER, CHAD
AEK ASEKI, PAPUA NEW GUINEA
AEL ALBERT LEA, MN
AEO AIOUN EL ATROUSS, MAURITANIA
AEP BUENOS AIRES, ARGENTINA
AER ADLER/SOCHI, CIS
AES AALESUND, NORWAY, VIGRA AIRPORT
AET ALLAKAKET, AK
AEX ALEXANDRIA, LA, ENGLAND AFB
AEY AKUREYRI, ICELAND

AFA SAN RAFAEL, ARGENTINA
AFD PORT ALFRED, SOUTH AFRICA
AFF COLORADO SPRINGS, CO, USAF ACADEMY
AFI AMALFI, COLOMBIA
AFL ALTA FLORESTA, BRAZIL
AFN JAFFREY, NH, MUNICIPAL AIRPORT
AFO AFTON, WY, MUNICIPAL AIRPORT
AFR AFORE, PAPUA NEW GUINEA
AFW FORT WORTH, TX, ALLIANCE AIRPORT
AFY AFYON, TURKEY
AGA AGADIR, MOROCCO, INEZGANE AIRPORT
AGB AUGSBURG, GERMANY, MUSHLHAUSEN AP
AGC PITTSBURGH, PA, ALLEGHENY CTY AP
AGD ANGGI, INDONESIA
AGE WANGEROOGE, GERMANY, FLUGPLATZ
AGF AGEN, FRANCE, LA GARENNE AIRPORT
AGG ANGORAM, PAPUA NEW GUINEA
AGH HELSINGBORG, SWEDEN, ANGLEHOLM AP
AGI WAGENINGEN, SURINAME
AGJ AGUNI, JAPAN
AGK KAGUA, PAPUA NEW GUINEA
AGL WANIGELA, PAPUA NEW GUINEA
AGM ANGMAGSSALIK, GREENLAND
AGN ANGOON, AK
AGO MAGNOLIA, AR, MUNICIPAL AIRPORT
AGP MALAGA, SPAIN
AGQ AGRINION, GREECE
AGR AGRA, INDIA, KHERIA AIRPORT
AGS AUGUSTA, GA, BUSH FIELD
AGT CIUDAD DEL ESTE, PARAGUAY
AGU AGUASCALIENTS, MEXICO
AGV AGARIGUA, VENEZUELA
AGW AGNEW, AUSTRALIA
AGX AGATTI ISLAND, INDIA
AGY ARGYLE DOWNS, AUSTRALIA
AGZ AGGENEYS, SOUTH AFRICA
AHA OKINAWA, JAPAN, NAHA AFB
AHB ABHA, SAUDI ARABIA
AHC HERLONG, CA, AMEDEE AAF
AHD ARDMORE, OK, DOWNTOWN AIRPORT
AHF ARAPAHOE, NE, MUNICIPAL AIRPORT
AHH AMERY, WI, MUNICIPAL AIRPORT
AHI AMAHAI, INDONESIA
AHL AISHALTON, GUYANA
AHN ATHENS, GA
AHO ALGHERO, ITALY, FERTILIA AIRPORT
AHS AHUAS, HONDURAS
AHT AMCHITKA, AK
AHU AL HOCEIMA, MOROCCO, COTE DU RIF P
AHY AMBATOLAHY, MONACO
AHZ ALPE D HUEZ, FRANCE
AIA ALLIANCE, NE

AIB ANITA BAY, AK
AIC AIROK, MARSHALL ISLANDS
AID ANDERSON, IN, MUNICIPAL AIRPORT
AIE AIOME, PAPUA NEW GUINEA
AIF ASSIS, BRAZIL
AIG YALINGA, CENTRAL AFRICAN REPUBLIC
AII ALISABIEH, DJBOUTI
AIK AIKEN, SC, MUNICIPAL AIRPORT
AIL AILIGANDI, PANAMA
AIM AILUK ISLAND, MARSHALL ISLANDS
AIN WAINWRIGHT, AK
AIO ATLANTIC, IA, MUNICIPAL AIRPORT
AIP AILINGLAPALAP, MARSHALL ISLANDS
AIS ARORAE ISLAND, KIRIBATI
AIT AITUTAKI, COOK ISLANDS
AIU ATIU ISLAND, COOK ISLANDS
AIV ALICEVILLE, AL GEO DOWNER AIRPORT
AIY ATLANTIC CITY, NJ, BADER FIELD
AIZ KAISER/L OZARK, MO, LEE C FINE AP
AJA AJACCIO, FRANCE, COMPO DELL ORO AP
AJF JOUF, SAUDI ARABIA
AJJ AKJOUJT, MAURITANIA
AJL AIZAWL, INDIA
AJN ANJOUAN, COMOROS, OUANI AIRPORT
AJO ALJOUF, YEMEN
AJR ARVIDSJAUR, SWEDEN
AJS ABREOJOS, MEXICO
AJU ARACAJU, BRAZIL
AJY AGADES, NIGER
AKA ANKANG, CHINA
AKB ATKA, AK
AKD AKOLA, INDIA
AKE AKIENI, GABON
AKF KUFRAH, LIBYAN ARAB JAMAHIRIYA
AKG ANGUGANAK, PAPUA NEW GUINEA
AKI AKIAK, AK
AKJ ASAHIKAWA, JAPAN
AKJ AL KHARG, SAUDI ARABIA (DoD)
AKK AKHIOK, AK, AKHIOK SEA PLANE BASE
AKL AUCKLAND, NEW ZEALAND, INTL AP
AKM ZAKOUMA, CHAD
AKN KING SALMON, AK
AKO AKRON, CO, WASHINGTON COUNTY AP
AKP ANAKTUVUK, AK
AKQ ASTRAKSETRA, INDONESIA
AKR AKURE, NIGERIA
AKR AKRON, OH, AKRON FULTON INTL AP
AKS AUKI, SOLOMON ISLANDS
AKT AKROTIRI, CYPRUS, AKROTIRI RAF
AKU AKSU, CHINA
AKV AKULIVIK, CANADA
AKX AKTYUBINSK, CIS
AKY SITTWE, MYANMAR, CIVIL AIRPORT
ALA ALMA ATA, CIS
ALB ALBANY, NY, ALBANY COUNTY AIRPORT
ALC ALICANTE, SPAIN
ALD ALERTA, PERU
ALE ALPINE, TX
ALF ALTA, NORWAY
ALG ALGIERS, ALGERIA
ALH ALBANY, AUSTRALIA
ALI ALICE, TX, INTL AIRPORT
ALJ ALEXANDER BAY, SOUTH AFRICA
ALK ASELA, ETHIOPIA
ALL ALBENGA, ITALY
ALM ALAMOGORDO, NM, MUNICIPAL AIRPORT
ALN ALTON/ST LOUIS, IL, ST LOUIS AP
ALO WATERLOO, IA, MUNICIPAL AIRPORT
ALP ALEPPO, SYRIA, NEJRAB AIRPORT
ALQ ALEGRETE, BRAZIL, FEDERAL AIRPORT
ALR ALEXANDER, NEW ZEALAND
ALS ALAMOSA, CO, BERGMAN FIELD
ALT ALENQUER, BRAZIL
ALU ALULA, SOMALIA
ALV ANDORRA LA VELLA, ANDORRA
ALW WALLA WALLA, WA, REGIONAL AIRPORT
ALX ALEXANDER CITY, AL, RUSSELL FIELD
ALY ALEXANDRIA, EGYPT
ALZ ALITAK, AK, ALITAK SEA PLANE BASE
AMA AMARILLO, TX, INTL AP
AMB AMBILOBE, MADAGASCAR
AMC AM TIMAN, CHAD
AMD AHMEDABAD, INDIA
AME ALTO MOLOCUE, MOZAMBIQUE
AMF AMA, PAPUA NEW GUINEA
AMG AMBOIN, PAPUA NEW GUINEA
AMH ARBA MINTCH, ETHIOPIA
AMI MATARAM, INDONESIA, SELAPARANG AP
AMJ ALMENARA, BRAZIL
AMK DURANGO, CO, ANIMAS AIRPARK
AML PUERTO ARMUELLAS, PANAMA
AMM AMMAN, JORDAN, QUEEN ALIA INTL AP
AMN ALMA, MI, GRATIOT AIRPORT
AMO MAO, CHAD
AMP AMPANIHY, MADAGASCAR
AMQ AMBON, INDONESIA, PATTIMURA AP
AMR ARNO, MARSHALL ISLANDS
AMS AMSTERDAM, NETHERLANDS, SCHIPHOL AP
AMT AMATA, AUSTRALIA
AMU AMANAB, PAPUA NEW GUINEA
AMV AMDERMA, CIS
AMW AMES, IA
AMX AMMAROO, AUSTRALIA

AMY AMBATOMAINTY, MADAGASCAR
AMZ ARDMORE, NEW ZEALAND
ANA ANAHEIM, CA
ANB ANNISTON, AL, ANNISTON COUNTY AP
ANC ANCHORAGE, AK, INTL AIRPORT
AND ANDERSON, SC
ANE ANGERS, FRANCE, ARVILLE AIRPORT
ANF ANTOFAGASTA, CHILE, CERRO MORENO AP
ANG ANGAUR, CAROLINE ISLANDS (DOD)
ANG ANGOULEME, FRANCE, BEL AIR AIRPORT
ANH ANUHA ISLAND, SOLOMON ISLANDS
ANI ANIAK, AK
ANJ ZANAGA, CONGO
ANK ANKARA, TURKEY, ETIMESGUT AP
ANL ANDULO, ANGOLA
ANM ANTALAHA, MADAGASCAR
ANN ANNETTE ISLAND, AK
ANO ANGOCHE, MOZAMBIQUE
ANP ANNAPOLIS, MD, LEE AIRPORT
ANQ ANGOLA, IN, TRI-STATE AIRPORT
ANR ANTWERP, BELGIUM, DEURNE AIRPORT
ANS ANDAHUAULAS, PERU
ANT ST ANTON, AUSTRIA
ANU ANTIQUA, ANTIQUA, V C BIRD INTL AP
ANV ANVIK, AK
ANW AINSWORTH, NE
ANX ANDENES, NORWAY
ANY ANTHONY, KS
ANZ ANGUS DOWNS, AUSTRALIA
AOA AROA, PAPUA NEW GUINEA
AOB ANNANBERG, PAPUA NEW GUINEA
AOD ABOU DEIA, CHAD
AOH LIMA, OH, ALLEN COUNTY AIRPORT
AOI ANCONA, ITALY, FALCONARA AIRPORT
AOJ AOMORI, JAPAN
AOK KARPATHOS, GREECE
AOL PASO DE LOS LIBRES, ARGENTINA
AON ARONA, PAPUA NEW GUINEA
AOO ALTOONA, PA, BLAIR COUNTY AIRPORT
AOR ALOR SETAR, MALAYSIA
AOS AMOOK, AK
AOU ATTOPEU, LAO
APA DENVER, CO, ARAPAHOE COUNTY AP
APB APOLO, BOLIVIA
APC NAPA, CA, NAPA COUNTY AIRPORT
APE SAN JUAN APOSENTO, PERU
APF NAPLES, FLA
APG ABERDEEN P.G., MD, PHILLIPS AAF
APH BOWLING GREEN, VA, CAMP AP HILL AP
API APIAY, COLOMBIA
APK APATAKI, FRENCH POLYNESIA
APL NAMPULA, MOZAMBIQUE
APN ALPENA, MI, ALPENA COUNTY AP
APO APARTADO, COLOMBIA
APP ASAPA, PAPUA NEW GUINEA
APQ ARAPIRACA, BRAZIL
APR APRIL RIVER, PAPUA NEW GUINEA
APS ANAPOLIS, BRAZIL
APT JASPER, TN, MARION COUNTY AP
APU APUCARANA, BRAZIL
APV APPLE VALLEY, CA
APW APIA, SAMOA, FALEOLO AIRPORT
APX ARAPONGAS, BRAZIL
APY ALTO PARNAIBA, BRAZIL
APZ ZAPALA, ARGENTINA
AQA ARARAQUARA, BRAZIL
AQG ANGING, CHINA
AQI QAISUMAH, SAUDI ARABIA
AQJ AQABA, JORDAN
AQM ARIQUEMES, BRAZIL
AQP AREQUIPA, PERU, RODRIGUEZ BALLON AP
AQS SAQANI, FIJI
AQY ALYESKA, AK
ARA NEW IBERIA, LAO, ACADIANA AIRPORT
ARB ANN ARBOR, MI, MUNICIPAL AIRPORT
ARC ARCTIC VILLAGE, AK
ARD ALOR ISLAND, INDONESIA
ARE ARECIBO, PUERTO RICO
ARF ACARICUARA, COLOMBIA
ARG WALNUT RIDGE, AR
ARH ARKHANGELSK, CIS
ARI ARICA, CHILE, CHACALLUTA AIRPORT
ARJ ARSO, INDONESIA
ARK ARUSHA, TANZANIA
ARL ARLY, BURKINA FASO
ARM ARMDALE, AUSTRALIA
ARN STOCKHOLM, SWEDEN, ARLANDA AP
ARO ARBOLETAS, COLOMBIA
ARP ARAGIP, PAPUA NEW GUINEA
APQ ARAQUITA, COLOMBIA
ARR ALRO RIO SENGUERR, ARGENTINA
ARS ARAGARCAS, BRAZIL
ART WATERTOWN, NY
ARU ARACTUBA, BRAZIL
ARV MINOCQUA, WI, NOBLE F LEE AIRPORT
ARW ARAD, ROMANIA
ARX ASBURY PARK, NJ
ARY ARARAT, AUSTRALIA
ARZ N'ZETO, ANGOLA
ASA ASSAB, ETHIOPIA
ASB ASHKHABAD, CIS
ASC ASCENSION, BOLIVIA
ASD ANDROS TOWN, BAHAMAS
ASE ASPIN, CO

ASF ASTRAKHAN, CIS
ASG ASHBURTON, NEW ZEALAND
ASH NASHUA, NH, BOIRE FIELD
ASI GEORGETOWN, ST HELENA
ASJ AMANI O SHIMO, JAPAN
ASK YAMOUSSOUKRO, COTE d'LVOIRE
ASL MARSHALL, TX, HARRISON COUNTY AP
ASM ASMARA, ETHIOPIA, YOHANNES IV AP
ASN TALLADEGA, AL, MUNICIPAL AIRPORT
ASO ASOSA, ETHIOPIA
ASP ALICE SPRINGS, AUSTRALIA
ASQ AUSTIN, NV
ASR KAYSERI, TURKEY
AST ASTORIA, OR, PORT OF ASTORIA AP
ASU ASUNCION, PARAGUAY, S PETTIROSSI AP
ASV AMBOSELI, KENYA
ASW ASWAN, EGYPT
ASX ASHLAND, WI
ASY ASHLEY, ND
ATA ANTA, PERU
ATB ATBARA, SUDAN
ATC ARTHUR'S TOWN, BAHAMAS
ATD ATOIFI, SOLOMON ISLANDS
ATE ANTLERS, OK
ATF AMBATO, ECUADOR, CHACHOAN AP
ATH ATHENS, GREECE, HELLINIKON AP
ATI ARTIGAS, URUGUAY
ATJ ANTSIRABE, MADAGASCAR
ATK ATQASUK, AK
ATL ATLANTA, GA, WM B HARTSFIELD INTL
ATM ALTAMIRA, BRAZIL
ATN NAMATANAI, PAPUA NEW GUINEA
ATO ATHENS, OH, OHIO UNIV AIRPORT
ATP AITAPE, PAPUA NEW GUINEA
ATQ AMRITSAR, INDIA, RAJA SANSI AP
ATR ATAR, MAUITANIA, MOUARCHOTT AP
ATS ARTESIA, NM
ATT ATMAUTLUAK, AK
ATU ATTU ISLAND, AK, CASCO COVE AP
ATV ATI, CHAD
ATW APPLETON, WI, OUTAGAMIE COUNTY AP
ATX ATBASAR, CIS
ATY WATERTOWN, SD, MUNICIPAL AIRPORT
ATZ ASSIUT, EGYPT
AUA ARUBA, ARUBA, REINA BEATRIX AP
AUB ITAUBA, BRAZIL
AUC ARAUCA, COLOMBIA
AUD AUGUSTUS DOWNS, AUSTRALIA
AUE ABU RUDEIS, EGYPT
AUG AUGUSTA, ME
AUH ABU DHABI, UNITED ARAB EMIRATES
AUI AUA ISLAND, PAPUA NEW GUINEA
AUJ AMBUNTI, PAPUA NEW GUINEA
AUK ALAKANUK, AK
AUL AUR ISLAND, MARSHALL ISLANDS
AUM AUSTIN, MN
AUN AUBURN, CA
AUO AUBURN, AL
AUP AGAUN, PAPUA NEW GUINEA
AUQ ATUONA, FRENCH POLYNESIA
AUR AURILLAC, FRANCE
AUS AUSTIN, TX, ROBERT MUELLER MUNI AP
AUT ATAURO, INDONESIA
AUU AURUKUN MISSION, AUSTRALIA
AUW WAUSAU, WI, MUNICIPAL AIRPORT
AUX ARAGUAINA, BRAZIL
AUY ANEITYUM, VANUATA
AUZ AURORA, IL, MUNICIPAL AIRPORT
AVB AVIANO, ITALY
AVF AVORIAZ, FRANCE
AVG AUVERGNE, AUSTRALIA
AVI CIEGO DE AVILA, CUBA, M GOMEZ AP
AVK ARVAIKHEER, MONGOLIA
AVL ASHVILLE, NC, REGIONAL AIRPORT
AVL HENDERSONVILLE, NC
AVN AVIGNON, FRANCE, AVIGONON-CAUM AP
AVO AVON PARK, FL, MUNICIPAL AIRPORT
AVP SCRANTON, PA, INTL AIRPORT
AVP WILKES-BARRE, PA, INTL AIRPORT
AVU AVU AVU, SOLOMON ISLANDS
AVV AVALON, AUSTRALIA
AVW TUCSON, AZ, AVRA VALLEY AIRPORT
AVX CATALINA ISLAND, CA, AVALON BAY AP
AWA AWASSA, ETHIOPIA
AWB AWABA, PAPUA NEW GUINEA
AWD ANIWA, VANUATU
AWE ALOWE, GABON
AWH AWAREH, ETHIOPIA
AWK WAKE ISLAND
AWM WEST MEMPHIS, AR, MUNICIPAL AP
AWN ALTON DOWNS, AUSTRALIA
AWP AUSTRAL DOWNS, AUSTRALIA
AWR AWAR, PAPUA NEW GUINEA
AWZ AHWAZ, IRAN
AXA ANGUILLA, ANGUILLA, WALLBLAKE AP
AXB ALEXANDRIA BAY, NY
AXC ARAMAC, AUSTRALIA
AXD ALEXANDROUPOLIS, GREECE
AXG ALGONA, IA
AXK ATAG, YEMEN
AXL ALEXANDRIA, AUSTRALIA
AXM ARMENIA, CLOMBIA, EL EDEN AIRPORT
AXN ALEXANDRIA, MN, CHANDLER FIELD
AXP SPRING POINT, BAHAMAS

AXR ARUTUA, FRENCH POLYNESIA
AXS ALTUS, OK, MUNICIPAL AIRPORT
AXT AKITA, JAPAN
AXU AXUM, ETHIOPIA
AXV WAPAKONETA, OH, N ARMSTRONG AP
AXX ANGEL FIRE, NM
AYA AYAPEL, COLOMBIA
AYC AYACUCHO, COLOMBIA
AYD AIROY DOWNS, AUSTRALIA
AYE FORT DEVENS, MA, MOORE AAF
AYG YAGUARA, COLOMBIA
AYH ALCONBURY, UNITED KINGDOM
AYI YARI, COLOMBIA
AYK ARKALYK, CIS
AYL ANTHONY LAGOON, AUSTRALIA
AYN ANYANG, CHINA
AYP AYACUCHO, PERU, YANAMILLA AP
AYQ AYERS ROCK, AUSTRALIA, CONNELLAN AP
AUR AYR, AUSTRALIA
AYS WAYCROSS, CA, WARE COUNTY AP
AYT ANTALYA, TURKEY
AYU AIYURA, PAPUA NEW GUINEA
AYW AYAWASI, INDONESIA
AYZ AMITYVILLE, NY, ZAHNS AIRPORT
AZB AMAZON BAY, PAPUA NEW GUINEA
AZD YAZD, IRAN
AZG APTZINGAN, MEXICO
AZI ZAPATOCA, COLOMBIA
AZN ANDIZHAN, CIS
AZO KALAMAZOO, MI, INTL AIRPORT
AZP MEXICO CITY, MEXICO, ATIZAPAN AP
AZR ADRAR, ALGERIA
AZZ AMBRIZ, ANGOLA

B

BAA BIALLA, PAPUA NEW GUINEA
BAB MARYSVILLE, CA, BEALE AFB
BAC BARRANCA DE UPIA, COLOMBIA
BAD BOSSIER CITY, LA, BARKSDALE AFB
BAD SHREVEPORT, LA, BARKSDALE AFB
BAE BARCELONNETTE, FRANCE
BAF WESTFIELD, MA, BARNES MUNICIPAL AP
BAG BAGUIO, PHILLPPINES, LOAKAN AP
BAH BAHRAIN INTERNATIONAL AIRPORT
BAI BUENOS AIRES, COSTA RICA
BAJ BALI, PAPUA NEW GUINEA
BAK BAKU, CIS
BAL BATMAN, TURKEY
BAM BATTLE MTN, NV, LANDER COUNTY AP
BAN BASONGO, ZAIRE
BAO BAN MAK KHAEN, THAILAND, UDORN AP
BAP BAIBARA, PAPUA NEW GUINEA
BAQ BARRANQUILLA, COLOMBIA
BAR BAKER ISLAND, AK, BAKER AAF
BAS BALALAE, SOLOMON ISLANDS
BAT BARRETOS, BRAZIL
BAU BAURU, BRAZIL
BAV BAOTOU, CHINA
BAW BIAWONQUE, GABON
BAX BARNAUL, CIS
BAY BAIA MARE, ROMANIA
BAZ BARBELOS, BRAZIL
BBA BALMACEDA, CHILE, TENIENTO VIDAL AP
BBB BENSON, MN, MUNICIPAL AIRPORT
BBC BAY CITY, TX
BBD BRADY, TX, CURTIS FIELD
BBE BIG BELL, AUSTRALIA
BBF BURLINGTON, MA
BBG BUTARITARI, KIRIBATI
BBH BARTH, GERMANY
BBI BHUBANESWAR, INDIA
BBJ BITBURG, GERMANY, BITBURG AB
BBK KASSANE, BOTSWANA
BBL BABOLSAR, IRAN
BBM BATTAMBANG, CAMBODIA
BBN BARIO, MALAYSIA
BBO BERBERA, SOMALIA
BBP BEMBRIDGE, UNITED KINGDOM
BBQ BARBUDA, BARBUDA
BBR BASSE TERRE, GUADELOUPE, BAILLIF AP
BBS BLACKBUSH, UNITED KINGDOM
BBT BERBERATI, CENTRALAFRICAN REPUBLIC
BBU BUCHAREST, ROMANIA, BANEASA AP
BBV BEREBY, COTE D'LVOIRE
BBW BROKEN BOW, NE
BBX BLUE BELL, PA, WINGS FIELD
BBY BAMBARI, CENTRAL AFRICAN REPUBLIC
BBZ ZAMBEZI, ZAMBIA
BCA BARACOA, CUBA
BCB BLACKSBURG, VA, VIRGINIA TECH AP
BCC BEAR CREEK, AK
BCD BACOLOD, PHILIPPINES
BCE BRYCE, UT
BCF BOUCA, CENTRAL AFRICAN REPUBLIC
BCG BEMICHI, GUYANA
BCH BAUCAU, INDONESIA
BCI BARCALDINE, AUSTRALIA
BCJ BACA GRANDE, CO
BCK BOLWARRA, AUSTRALIA
BCL BARRA COLORADO, COSTA RICA
BCM BACAU, ROMANIA
BCN BARCELONA, SPAIN
BCO JINKA, ETHIOPIA
BCR BOCA DO ACRE, BRAZIL

BCS BELLE CHASSE, LA
BCT BOCA RATON, FL, PUBLIC AP
BCU BAUCHI, NIGERIA
BCX BELORECK, CIS
BCY BULCHI, ETHIOPIA
BCZ BICKERTON ISLAND, AUSTRALIA
BDA BERMUDA, KINDLEY FIELD
BDB BUNDABERG, AUSTRALIA
BDC BARRA DO CORDA, BRAZIL
BDD BADU ISLAND, AUSTRALIA
BDE BAUDETTE, MN
BDF BRADFORD, IL, RINKENBERGER AP
BDG BLANDING, UT
BDH BANDAR LENGEH, IRAN
BDI BIRD ISLAND, SEYCHELLES
BDJ BANJARMASIN, INDONESIA
BDK BONDOUKOU, COTE D'LVOIRE
BDL HARTFORD, CT, BRADLEY INTL AP
BDL SPRINGFIELD, MA, BRADLEY INTL AP
BDL WINDSOR LOCKS, CT, BRADLEY INTL AP
BDM BANDIRMA, TURKEY
BDN BADIN, PAKISTAN, TALHAR AP
BDO BANDUNG, INDONESIA
BDP BHADRAPUR, NEPAL
BDQ VADODARA, INDIA
BDR BRIDGEPORT, CT, SIKORSKY MEM AP
BDS BRINDISI, ITALY, PAPOLA CASALE AP
BDT CBADOLITE, ZAIRE
BDU BARDUFOSS, NORWAY
BDV MOBA, ZAIRE
BDW BEDFORD DOWNS, AUSTRALIA
BDX BROADUS, MT
BDY BRANDON, OR, STATE AP
BDZ BAINDOUNG, PAPUA NEW GUINEA
BEA BEREINA, PAPUA NEW GUINEA
BEB BENBECULA, UNITED KINGDOM
BEC WICHITA, KS, BEECH AIRPORT
BED BEDFORD, MA, L.G. HANSCOM FIELD
BEE BEAGLE BAY, AUSTRALIA
BEF BLUEFIELDS, NICARAGUA
BEG BELGRADE, YUGOSLAVIA
BEH BENTON HARBOR, MI, ROSS FIELD
BEI BEICA, ETHIOPIA
BEJ BERAU, INDONESIA
BEK BARELI, INDIA
BEL BELEM, BRAZIL, VAL DE CANS AP
BEM BOSSEMBELE, CENTRAL AFRICAN REP
BEN BENGHAZI, LIBIA, BENINA INTL AP
BEO NEWCASTLE, AUSTRALIA, BELMONT AP
BEP BELLARY, INDIA
BEQ BURY ST EDMUNDS, UNITED KINGDOM
BER BERLIN, GERMANY, METRO AP
BES BREST, FRANCE, GUIPAVAS AP
BET BETHEL, AK, BETHEL AIRPORT
BEU BEDOURIE, AUSTRALIA
BEV BEER SHEBA, ISRAEL
BEW BEIRA, MOZAMBIQUE
BEX BENSON, UNITED KINGDOM, RAF STATION
BEY BEIRUT, LEBANON, INTERNATIONAL AP
BEZ BERU, KIRIBATI
BFA BOYNE FALLS, MI, BOYNE MTN AIRPORT
BFB BLUE FOX BAY, AK
BFC BLOOMFIELD, AUSTRALIA
BFD BRADFORD, PA, REGIONAL AIRPORT
BFE BIELEFELD, GERMANY
BFF SCOTTSBLUFF, NE, WM B HEILIG FIELD
BFG BULLFROG BASIN, VT
BFI SEATTLE, WA, BOEING FIELD
BFJ BA, FIJI
BFK DENVER, CO, BUCKLEY ANG
BFL BAKERSFIELD, CA, MEADOWS FIELD
BFM MOBILE, AL, DOWNTOWN AIRPORT
BFN BLOEMFONTEIN, SOUTH AFRICA
BFO BUFFALO RANGE, ZIMBABWE
BFP BEAVER FALLS, PA
BFR BEDFORD, IN, VI GRISSOM AIRPORT
BFS BELFAST, UNITED KINGDOM, INLT AP
BFT BEAUFORT, SC, COUNTY AIRPORT
BFX BAFOUSSAM, CAMEROON
BGA BUCARAMANGA, COLOMBIA, PALO NEGRO
BGB BOOUE, GABON
BGC BRAGANCA, PORTUGAL
BGD BORGER, TX
BGE BAINBRIDGE, GA, DECATUR COUNTY AP
BGF BANGUI, CENTRAL AFRICAN REPUBLIC
BGG BONGOUANOU, COTE d'LVOIRE
BGH BOGHE, MAURITANIA, ABBAYE AIRPORT
BGI BRIDGETOWN, BARBADOS, ADAMS INTL AP
BGJ BORGARFJORDUR EYSTRI, ICELAND
BGK BIG CREEK, BELIZE
BGL BAGLUNG, NEPAL
BGM BINGHAMTON, NY, BROOME COUNTY AP
BGM ENDICOTT, NY, BROOME COUNTY AP
BGM JOHNSON CITY, NY, BROOM COUNTY AP
BGN BRUEGGEN, GERMANY, RAF STATION
BGO BERGEN, NORWAY, FLESLAND AP
BGP BONGO, GABON
BGQ BIG LAKE, AK
BGR BANGOR, ME, INTL AIRPORT
BGS BIG SPRINGS, TX, WEBB AFB
BGT BAGDAD, AZ
BGU BANGASSOU, CENTRAL AFRICAN REPUBLIC
BGY BENTO GONCALVES, BRAZIL
BGW BAGHDAD, IRAQ, AL MUTHANA AP

BGX BAGE, BRAZIL
BGY MILAN, ITALY, ORIO AL SERIO AP
BGZ BRAGA, PORTUGAL
BHA BAHIA DE CARAQUEZ, ECUADOR
BHB BAR HARBOR, ME
BHC BULLHEAD CITY, AZ, LAUGHLIN AP
BHD BELFAST, UNITED KINGDOM, CITY AP
BHE BLENHEIM, NEW ZEALAND
BHF BAHIA CUPICA, COLOMBIA
BHG BRUS LAGUNA, HONDURAS
BHH BISHA, SAUDI ARABIA
BHI BAHIA BLANCA, ARGENTINA
BHJ BHUJ, INDIA, RUDRA MATA AP
BHK BUKHARA, CIS
BHL BAHIA ANGELES, MEXICO
BHM BIRMINGHAM, AL
BHN BAIHAN, YEMEN
BHO BHOPAL, INDIA
BHP BHOJPUR, NEPAL
BHQ BROKEN HILL, AUSTRALIA
BHR BHARATPUR, NEPAL
BHS BATHURST, AUSTRALIA, RAGLAN AP
BHT BRIGHTON DOWNS, AUSTRALIA
BHU BHAVNAGAR, INDIA
BHV BAHAWALPUR, PAKISTAN
BHW SARGODHA, PAKISTAN
BHX BIRMINGHAM, UNITED KINGDOM, INTL AP
BHY BEIHAI, CHINA
BHZ BELO HORIZONTE, BRAZIL
BIA BASTIA, FRANCE
BIB BAIDOA, SOMALIA
BIC BIG CREEK, AK
BID BLOCK ISLAND, RI
BIE BEATRICE, NE
BIF EL PASO, TX, BIGGS AAF
BIG BIG DELTA, AK, INTERMEDIATE FIELD
BIH BISHOP, CA
BII BIKINI ATOLL, MARSHALL ISLANDS
BIJ BILIAU, PAPUA NEW GUINEA
BIK BIAK, INDONESIA, MOKMER AIRPORT
BIL BILLINGS, MT, LOGAN INTL AIRPORT
BIM BIMINI, BAHAMAS, INTL AIRPORT
BIN BAMIYAN, AFGHANISTAN
BIO BILBAO, SPAIN
BIP BULIMBA, AUSTRALIA
BIQ BIARRITZ, FRANCE
BIR BIRATNAGAR, NEPAL
BIS BISMARCK, ND, MUNICIPAL AIRPORT
BIT BAITADI, NEPAL
BIU BILDUDALUR, ICELAND
BIV BRIA, CENTRAL AFRICAN REPUBLIC
BIW BILLILUNA, AUSTRALIA
BIX BILOXI, MS, KEESLER AFB
BIY BISHO, SOUTH AFRICA
BIZ BIMIN, PAPUA NEW GUINEA
BJA BEJAIA, ALGERIA
BJC BROOMFIELD, CO, JEFFCO AIRPORT
BJD BAKKAFJORDUR, ICELAND
BJF BATSFJORD, NORWAY
BJG BOLAANG, INDONESIA
BJH BAJHANG, NEPAL
BJI BEMIDJI, MN, BEMIDJI-BELTRAMI AP
BJJ WOOSTER, OH, WAYNE COUNTY AIRPORT
BJK BENJINA, INDONESIA
BJL BANJUL, GAMBIA, YUNDUM INTL AP
BJM BUJUMBURA, BURUNDI, INTL AIRPORT
BJN BAJONE, MOZAMBIQUE
BJO BERMEJO, BOLIVIA
BJR BAHAR DAR, ETHIOPIA
BJS BEIJING, CHINA, METROPOLITAN AP
BJU BAJURA, NEPAL, BAJURA AIRPORT
BJW BAJAWA, INDONESIA
BJX LEON-GUANAJUATO, MEXICO
BJY BELGRADE, YUGOSLAVIA, BATAJNICA AP
BJZ BADAJOZ, SPAIN
BKA MOSCOW, RUSSIA, BYKOVO AIRPORT
BKB BIKANER, INDIA
BKC BUCKLAND, AK
BKD BRECKENRIDGE, TX, STEPHENS CTY AP
BKE BAKER, OR
BKF AURORA, CO, BUCKLEY ANGB
BKF BROOKS LAKE, AK
BKH KEKAHA, HI, BARKING SANDS AP
BKI KOTA KINABALU, MALAYSIA
BKJ BOKE, GUINEA
BKK BANGKOK, THAILAND, INTL AIRPORT
BKL CLEVELAND, OH, BURKE LAKEFRONT AP
BKM BAKALALAN, MALAYSIA
BKN BIRNI NKONI, NIGER
BKO BAMAKO, MALI
BKP BARKLY DOWNS, AUSTRALIA
BKQ BLACKALL, AUSTRALIA
BKR BOKORO, CHAD
BKS BENGKULU, INDONESIA
BKT BLACKSTONE, VA, BLACKSTONE AAF
BKT CAMP PICKETT, VA, BLACKSTONE AAF
BKU BETIOKY, MADAGASCAR
BKW BECKLEY, WV, RALEIGH CTY MEM AP
BKX BROOKINGS, SD
BKY BUKAVU, ZAIRE, KAMENBE AIRPORT
BKZ BUKOBA, TANZANIA
BLA BARCELONA, VENEZUELA
BLB BALBOA, PANAMA
BLC BALI, CAMEROON

BLD	BOULDER CITY, NV
BLE	BORLANGE, SWEDEN, DALA AIRPORT
BLF	BLUEFIELD, WV, MERCER COUNTY AP
BLF	PRINCETON, WV, MERCER COUNTY AP
BLG	BELAGA, MALAYSIA
BLH	BLYTHE, CA
BLI	BELLINGHAM, WV, INTL AIRPORT
BLJ	BATNA, ALGERIA
BLK	BLACKPOOL, UNITED KINGDOM
BLL	BILLUND, DENMARK
BLM	BELMAR, NJ, MONMOUTH COUNTY AP
BLN	BENALLA, AUSTRALIA
BLO	BLONDUOS, ICELAND
BLP	BELLAVISTA, PERU
BLQ	BOLOGNA, ITALY, G MARCONI AIRPORT
BLR	BANGALORE, INDIA, HINDUSTAN AP
BLS	BOLLON, AUSTRALIA
BLT	BLACKWATER, AUSTRALIA
BLU	BLUE CANYON, CA
BLU	EMIGRANT GAP, CA, BLUE CANYON AP
BLV	BELLEVILLE, IL, SCOTT AFB
BLW	WAIMANALO, HI, BELLOWS FIELD
BLX	BELLUNO, ITALY
BLY	BELMULLET, IRELAND
BLZ	BLANTYRE, MALAWI
BMA	STOCKHOLM, SWEDEN, BROMMA AP
BMB	BUMBA, ZAIRE
BMC	BRIGHAM CITY, UT
BMD	BELO, MADAGASCAR
BME	BROOME, AUSTRALIA
BMF	BAKOUMA, CENTRAL AFRICAN REPUBLIC
BMG	BLOOMINGTON, IN, MONROE CTY AIRPORT
BMH	BOMAI, PAPUA NEW GUINEA
BMI	BLOOMINGTON-NORMAL, IL
BMJ	BARAMITA, GUYANA
BMK	BORKUM, GERMANY
BML	BERLIN, NH, MUNICIPAL AIRPORT
BMM	BITAM, GABON
BMN	BAMERNY, IRAQ
BMO	BHAMO, MYANMAR
BMP	BRAMPTON ISLAND, AUSTRALIA
BMQ	BAMBURI, KENYA
BMR	BALTRUM, GERMANY
BMS	BRUMADO, BRAZIL
BMT	BEAUMONT, TX, MUNICIPAL AIRPORT
BMU	BIMA, INDONESIA
BMV	BANMETHUOT, VIET NAM, PHUNG DUC AP
BMW	BORDJ BADJI MOKHTAR, ALGERIA
BMX	BIG MOUNTAIN, AK
BMY	BELEP ISLAND, NEW CALEDONIA
BMZ	BAMU, PAPUA NEW GUINEA
BNA	NASHVILLE, TN
BNB	BOENDE, ZAIRE
BNC	BENI, ZAIRE
BND	BANDAR ABBAS, IRAN
BNE	BRISBANE, AUSTRALIA, INTL AP
BNF	BARANOF, AK
BNG	BANNING, CA
BNH	HARTFORD, CT, BARNES AIRPORT
BNI	BENIN CITY, NIGERIA
BNJ	BONN, GERMANY
BNK	BALLINA, AUSTRALIA
BNL	BARNWELL, SC, COUNTY AIRPORT
BNM	BODINUMN, PAPUA NEW GUINEA
BNN	BRONNOYSUND, NORWAY, BRONNOY AP
BNO	BURNS, OR, MUNICIPAL AIRPORT
BNP	BANNU, PAKISTAN
BNQ	BAGANGA, PHILIPPINES
BNR	BANFORA, BURKINA FASO
BNS	BARINAS, VENEZUELA
BNT	BUNDI, PAPUA NEW GUINEA
BNU	BLUMENAU, BRAZIL
BNV	BOANA, PAPUA NEW GUINEA
BNW	BOONE, IA
BNX	BANJA LUKA, YUGOSLAVIA
BNY	BELLONA, SOLOMON ISLANDS
BNZ	BANZ, PAPUA NEW GUINEA
BOA	BOMA, ZAIRE
BOB	BORA BORA, FRENCH POLYNESIA
BOC	BOCAS DEL TORO, PANAMA
BOD	BORDEAUX, FRANCE, MERIGGNAC AP
BOE	BOUNDJI, CONGO
BOF	WASHINGTON, DC, BOLLING AFB
BOG	BOGOTA, COLOMBIA, ELDORADO AIRPORT
BOH	BOURNEMOUTH, UNITED KINGDOM
BOI	BOISE, ID, AIR TERMINAL
BOJ	BOURGAS, BULGARIA
BOK	BROOKINGS, OR, BROOKINGS STATE AP
BOL	BALLY KELLY, UNITED KINGDOM
BOM	BOMBAY, INDIA
BON	BONAIRE, NETHERLANDS ANTILLES
BOO	BODO, NORWAY
BOP	BOUAR, CENTRAL AFRICAN REPUBLIC
BOQ	BOKU, PAPUA NEW GUINEA
BOR	BELFORT, FRANCE, FONTAINE AP
BOS	BOSTON, MA, LOGAN INTL AIRPORT
BOT	BOSET, PAPUA NEW GUINEA
BOU	BOURGES, FRANCE
BOV	BOANG, PAPUA NEW GUINEA
BOW	BARTOW, FL, MUNICIPAL AIRPORT
BOX	BORROLOOLA, AUSTRALIA
BOY	BOBO DIOULASSO, BURKINA FASO
BOZ	BOZOUM, CENTRAL AFRICAN REPUBLIC
BPA	BETHPAGE, NY, GRUMMAN AIRPORT

BPB BORIDI, PAPUA NEW GUINEA
BPC BAMENDA, CENTRAL AFRICAN REPUBLIC
BPD BAPI, PAPUA NEW GUINEA
BPG BARRA DO GARCAS, BRAZIL
BPH BISLIG, PHILIPPINES
BPI BIG PINEY, WY
BPN BALIKPAPAN, INDONESIA
BPS PORTO SEGURO, BRAZIL
BPT BEAUMONT, TX, JEFFERSON COUNTY AP
BPU BEPPU, JAPAN
BPY BESALAMPY, MADAGASCAR
BQA BALER, PHILIPPINES
BQE BUBAQUE, GUINEA-BISSAU
BQK BRUNSWICK, GA, GLYNCO JETPORT
BQL BOULIA, AUSTRALIA
BQN AGUADILLA, PUERTO RICO
BQO BOUNA, COTE d'LVOIRE
BQQ BARRA, BRAZIL
BQS BLAGOVESCHENSK, CIS
BQT BREST, CIS
BQV GUSTAVUS, AK
BQW BALGO HILLS, AUSTRALIA
BRA BARREIRAS, BRAZIL
BRB BARREIRINHAS, BRAZIL
BRC SAN CARLOS DEBARILOCHE, ARGENTINA
BRD BRAINERD, MN, W F WIELAND FIELD
BRE BREMEN, GERMANY
BRF BRADFORD, UNITED KINGDOM
BRG WHITESBURG, KY
BRH BRAHMAN, PAPUA NEW GUINEA
BRI BARI, ITALY, PALESE AIRPORT
BRJ BRIGHT, AUSTRALIA
BRK BOURKE, AUSTRALIA
BRL BURLINGTON, IA, MUNICIPAL AIRPORT
BRM BARQUISIMETO, VENEZUELA
BRN BERNE, SWITZERLAND, BELP AIRPORT
BRO BROWNSVILLE, TX, INTL AIRPORT
BRP BIARU, PAPUA NEW GUINEA
BRQ BRNO, CZECHOSLOVAKIA, TURANU AP
BRR BARRA, UNITED KINGDOM, NORTH BAY AP
BRS BRISTOL, UNITED KINGDOM
BRT BATHURST ISLAND, AUSTRALIA
BRU BRUSSELS, BELGIUM, NATIONAL AIRPORT
BRV BREMERHAVEN, GERMANY
BRW BARROW, AK, METRO AIRPORT
BRX BARAHONA, DOMINICAN REPUBLIC
BRY BRADSTOWN, KY, SAMUELS FIELD
BRZ BOROTOU, COTE d'LVOIRE
BSA BOSSASO, SOMALIA
BSB BRASILIA, BRAZIL, INTL AIRPORT
BSC BAHIA SOLANO, COLOMBIA
BSD BAOSHEN, CHINA
BSE SEMATAN, MALAYSIA
BSF POHAKULOA, HI, BRADSHAW AAF
BSG BATA, EQUATORIAL GUINEA
BSH BRIGHTON, UNITED KINGDOM
BSI BLAIRSVILLE, PA
BSJ BAIRNSDALE, AUSTRALIA
BSK BISKRA, ALGERIA
BSL BASEL/MULHOUSE, SWITZERLAND
BSM AUSTIN, TX, BERGSTROM AFB
BSN BOSSANGOA, CENTRAL AFRICAN REP
BSO BASCO, PHILIPPINES
BSP BENSBACH, PAPUA NEW GUINEA
BSQ BISBEE, AZ, BISBEE MUNICILAP AP
BSR BASRA, IRAQ, INTERNATIONAL AIRPORT
BSS BALSAS, BRAZIL
BST BOST, AFGHANISTAN
BSU BASANKUSU, ZAIRE
BSV BOSSET, PAPUA NEW GUINEA
BSW BOSWELL BAY, AK
BSX BASSEIN, MYANMAR
BSY BARDEGA, SOMALIA
BSZ BARTIETTS, AK
BTA BERTOUA, CAMEROON
BTB BETOU, CONGO
BTC BATTICALOA, SRI LANKA
BTD BRUNETTE DOWNS, AUSTRALIA
BTE BONTHE, SIERRA LEONE
BTF BOUNTIFUL, UT, SALT LAKE SKYPARK
BTG BATANGAFO, CENTRAL AFRICAN REPUBLIC
BTH BATU BESAR, INDONESIA, BATAM AP
BTI BARTER ISLAND, AK
BTJ BANDA ACEN, INDONESIA
BTK BRATSK, CIS
BTL BATTLE CREEK, MI, W K KELLOGG AP
BTM BUTTE, MT, BERT MOONEY AIRPORT
BTN BENNETTSVILLE, SC
BTO BOTOPASIE, SURINAME
BTP BUTLER, PA, GRAHAM FIELD
BTQ BUTARE, RWANDA
BTR BATON ROUGE, LA, RYAN FIELD
BTS BRATISLAVA, CZECHOSLOVAKIA
BTT BETTLES, AK
BTU BINTULU, MALAYSIA
BTV BURLINGTON, VT, INTL AIRPORT
BTW BATU LICIN, INDONESIA
BTX BETOOTA, AUSTRALIA
BTY BEATTY, NY
BTZ BURSA, TURKEY
BUA BUKA, PAPUA NEW GUINEA
BUB BURWELL, NE, MUNICIPAL AIRPORT
BUC BURKETOWN, AUSTRALIA
BUD BUDAPEST, HUNGARY, FERIHEGY AIRPORT

BUE BUENOS AIRES, ARGENTINA, METRO AP
BUF BUFFALO, NY, INTERNATIONAL AIRPORT
BUG BENGUELA, ANGOLA
BUH BUCHAREST, ROMANIA
BUI BOKONDINI, INDONESIA
BUJ BOUSSAADA, ALGERIA, AIN EDDIS AP
BUK ALBUQ, YEMEN
BUL BULOLO, PAPUA NEW GUINEA
BUM BUTLER, MO
BUN BUENAVENTURA, COLOMBIA
BUO BURAO, SOMALIA
BUP BHATINDA, INDIA
BUQ BULAWAYO, ZIMBABWE
BUR BURBANK, CA, BURBANK-PASADENA AP
BUS BATUMI, CIS
BUT BURTONWOOD, UNITED KINGDOM
BUU BUYO, COTE d'LVOIRE
BUV BELLA UNION, URUGUAY
BUW BAUBAU, INDONESIA
BUX BUNIA, ZAIRE
BUY BUNBURY, AUSTRALIA
BUZ BUSHEHR, IRAN
BVA BEAUVAIS, FRANCE, TILLE AIRPORT
BVB BOA VISTA, BRAZIL
BVC BOA VISTA, CAPE VERDE
BVD BEAVER INLET, AK
BVE BRIVE-LA-GAILLARDS, FRANCE
BVF BUA, FIJI, DAMA AIRPORT
BVG BERLEVAG, NORWAY
BVH VILHENA, BRAZIL
BVI BIRDSVILLE, AUSTRALIA
BVM BELMONTE, BRAZIL
BVO BARTLESVILLE, OK, F PHILLIPS AP
BVP BOLOVIP, PAPUA NEW GUINEA
BVS BREVES, BRAZIL
BVW BATAVIA DOWNS, AUSTRALIA
BVX BATESVILLE, AR, MUNICIPAL AIRPORT
BVY BEVERLY, MA
BVZ BEVERLEY SPRINGS, AUSTRALIA
BWA BHAIRAWA, NEPAL
BWB BARROW ISLAND, AUSTRALIA
BWC BRAWLEY, CA
BWD BROWNWOOD, TX
BWE BRAUNSCHWEIG, GERMANY
BWF BARROW-IN-FURNESS, UNITED KINGDOM
BWG BOWLING GREEN, KY, WARREN COUNTY AP
BWH BUTTERWORTH, MALAYSIA
BWI BALTIMORE, MD, BALT-WASH INTL AP
BWJ BAWAN, PAPUA NEW GUINEA
BWL BLACKWELL, OK
BWM BOWMAN, ND
BWO BALAKOVO, CIS
BWP BEWANI, PAPUA NEW GUINEA
BWQ BREWARRINA, AUSTRALIA
BWS BLAINE, WA
BWT BURNIE, AUSTRALIA
BWU BANKSTOWN, AUSTRALIA
BWY WOODBRIDGE, UNITED KINGDOM
BXA BOGALUSA, LA, GEO R CARR AIRPORT
BXB BABO, INDONESIA
BXC BOXBOROUGH, MA
BXD BADE, INDONESIA
BXE BAKEL, SENEGAL
BXH BALHASH, CIS
BXI BOUNDIALI, COTE d'LVOIRE
BXK BUCKEYE, AZ
BXL BLUE LAGOON, FIJI
BXM BATOM, INDONESIA
BXN BODRUM, TURKEY, IMSIK AIRPORT
BXO BISSAU, GUINEA-BISSAU
BXS BORREGO SPRINGS, CA
BXT BONTANG, INDONESIA
BXU BUTUAN, PHILIPPINES
BXV BREIDDALSVIK, ICELAND
BXX BORAMA, SOMALIA
BYA BOUNDARY, AK
BYB DIGAA, OMAN
BYC YACUIBA, BOLIVIA
BYD BEIDAH, YEMEN
BYG BUFFALO, WY, MUNICIPAL AIRPORT
BYH BLYTHEVILLE, AR, BLYTHEVILLE AFB
BYI BURLEY, ID
BYI RUPERT, ID
BYK BOUAKE, COTE d'LVOIRE
BYL BELLA YELLA, LIBERIA
BYM BAYAMO, CUBA
BYN BAYANKHONGOR, MONGOLIA
BYQ BUNYU, INDONESIA
BYS FORT IRWIN, CA, BICYCLE LAKE AAF
BYT BANTRY, IRELAND
BYU BAYREUTH, GERMANY
BYW BLAKELY ISLAND, WA
BYX BANIYALA, AUSTRALIA
BZA BONANZA, NICARAGUA, SAN PEDRO AP
BZC BUZIOS, BRAZIL
BZD BALRANALD, AUSTRALIA
BZE BELIZE CITY, BELIZE
BZG BYDGOSZCZ, POLAND
BZI BALIKESIR, TURKEY
BZK BRIANSK, CIS
BZL BARISAL, BANGLADESH
BZM BERGEN OP ZOOM, NETHERLANDS
BZN BOZEMAN, MT, GALLATIN FIELD
BZO BOLZANO, ITALY

BZP BIZANT, AUSTRALIA
BZR BEZIERS, FRANCE
BZS WASHINGTON, DC, BUZZARDS POINT AP
BZT BRAZORIA, TX, HINKLES FERRY AP
BZU BUTA, ZAIRE
BZV BRAZZAVILLE, CONGO, MAYA MAYA AP
BZY BELTSY, CIS
BZZ BRIZE NORTON, UNITED KINGDOM

C

CAA CATACAMAS, HONDURAS
CAB CABINDA, ANGOLA
CAC CASCAVEL, BRAZIL
CAD CADILLAC, MI
CAE COLUMBIA, SC, METRO AIRPORT
CAF CARAUARI, BRAZIL
CAG CAGLIARI, ITALY, ELMAS AIRPORT
CAH CA MAU, VIET NAM
CAI CAIRO, EGYPT, INTL AIRPORT
CAJ CANAIMA, VENEZUELA
CAK AKRON, OH, AKRON-CANTON AIRPORT
CAK CANTON, OH, AKRON-CANTON AIRPORT
CAL CAMPBELTOWN, UNITED KINGDOM
CAM CAMIRI, BOLIVIA
CAN GUANGZHOU, CHINA, BAIYUN AIRPORT
CAO CLAYTON, NM
CAP CAP HAITIEN, HAITI
CAQ CAUCASIA, COLOMBIA
CAR CARIBOU, ME, MUNICIPAL AIRPORT
CAS CASABLANCA, MOROCCO, ANFA AIRPORT
CAT CAT ISLAND, BAHAMAS
CAU CARUARU, BRAZIL
CAV CAZOMBO, ANGOLA
CAW CAMPOS, BRAZIL
CAX CARLISLE, UNITED KINGDOM
CAY CAYENNE, FRENCH GUINEA
CAZ COBAR, AUSTRALIA
CBA CORNER BAY, AK
CBB COCHABAMBA, BOLIVIA
CBC CHERRABUN, AUSTRALIA
CBD CAR NICOBAR, INDIA
CBE CUMBERLAND, MD, WILEY FORD AIRPORT
CBF COUNCIL BLUFFS, IA, MUNICIPAL AP
CBG CAMBRIDGE, UNITED KINGDOM
CBH BECHAR, ALGERIA, LEGER AIRPORT
CBJ CABO ROJO, DOMINICAN REPUBLIC
CBK COLBY, KS, MUNICIPAL AIRPORT
CBL CIUDAD BOLIVA, VENEZUELA
CBM COLUMBUS, MS, COLUMBUS AFB
CBN CIREBON, INDONESIA, PENGGUNG AP
CBO COTABATO, PHILIPPINES, AWANG AP
CBP COIMBRA, PORTUGAL
CBQ CALABAR, NIGERIA
CBR CANBERRA, AUSTRALIA
CBS CABIMAS, VENEZUELA
CBT CATUMBELA, ANGOLA
CBV COBAN, GUATEMALA
CBX CONDOBOLIN, AUSTRALIA
CBY CANOBIE, AUSTRALIA
CBZ CABIN CREEK, AK
CCA FORT CHAFFEE, AR, CHAFFEE AFB
CCB UPLAND, CA, CABLE AIRPORT
CCD LOS ANGELES, CA, CENTURY CITY AP
CCE ST MARTIN, GUADELOUPE
CCF CARCASSONNE, FRANCE, SALVAZA AP
CCG CRANE, TX, CRANE COUNTY AIRPORT
CCH CHILE CHICO, CHILE
CCI CONCORDIA, BRAZIL
CCJ CALICUT, INDIA
CCK COCOS ISLANDS, COCOS ISLANDS
CCL CHINCHILLA, AUSTRALIA
CCM CRISCIUMA, BRAZIL
CCN CHAKCHARAN, AFGHANISTAN
CCO CARIMAGUA, COLOMBIA
CCP CONCEPCION, CHILE, CARRIEL SUR AP
CCQ CACHOEIRA, BRAZIL
CCR CONCORD, CA, BUCHANAN FIELD
CCS CARACAS, VENEZUELA, S BOLIVAR AP
CCT COLONIAL CATRIEL, ARGENTINA
CCU CALCUTTA, INDIA
CCV CRAIG COVE, VANUATU
CCW COWELL, AUSTRALIA
CCX CACERES, BRAZIL
CCY CHARLES CITY, IA, MUNICIPAL AIRPORT
CCZ CHUB CAY, BAHAMAS
CDA COOINDA, AUSTRALIA
CDB COLD BAY, AK
CDC CEDAR CITY, UT, MUNICIPAL AIRPORT
CDE CALEDONIA, PANAMA
CDF CORTINA D'AMPEZZ, ITALY, FIAMES AP
CDG PARIS, FRANCE, CHAS DE GAULLE AP
CDH CAMDEN, AR, HARRELL FIELD
CDJ CONCEICAO DO ARAGUAIA, BRAZIL
CDK CEDAR KEY, FL, LEWIS AIRPORT
CDL CANDEL, AK
CDN CAMDEN, SC, WOODWARD FIELD
CDO CRADOCK, SOUTH AFRICA
CDP CUDDAPAH, INDIA
CDQ CROUDON, AUSTRALIA
CDR CHADRON, NE, MUNICIPAL AIRPORT
CDS CHILDRESS, TX
CDU CAMDEN, AUSTRALIA
CDV CORDOVA, AK, MILE 13 FIELD
CDW CALDWELL, NJ, CALDWELL WRIGHT AP

CDY CAGAYAN DE SULU, PHILIPPINES
CEA WICHITA, KS, CESSNA AIRCRAFT FIELD
CEB CEBU, PHILIPPINES
CEC CRESCENT CITY, CA, J MC NAMARA FLD
CED CEDUNA, AUSTRALIA
CEE CHEREPOVETS, CIS
CEF CHICOPEE, MA, WESTOVER AFB
CEG CHESTER, UNITED KINGDOM
CEI CHIANG RAI, THAILAND
CEJ CHERNIGOV, CIS
CEK CHELYABINSK, CIS
CEL CAPE ELEUTHERA, BAHAMAS
CEM CENTRAL, AK
CEN CIUDAD OBREGON, MEXICO
CEO WACO KUNGO, ANGOLA
CEP CONCEPCION, BOLIVIA
CEQ CANNES, FRANCE, MANDELIEU AIRPORT
CER CHERBOURG, FRANCE, MAUPERTUS AP
CES CESSNOCK, AUSTRALIA
CET CHOLET, FRANCE, LE PONTREAU AIRPORT
CEU CLEMSON, SC, OCONEE COUNTY AIRPORT
CEV CONNERSVILLE, IN, METTLE FIELD
CEW CRESTVIEW, FL, BOB SIKES AIRPORT
CEX CHENA HOT SPRINGS, AK
CEY MURRAY, KY, CALLOWAY COUNTY AIRPORT
CEZ CORTEZ, CO, MONTEZUMA COUNTY AP
CFA COFFEE POINT, AK
CFD BRYAN, TX, COULTER FIELD
CFE CLERMONT-FERRAND, FRANCE, AULNAT AP
CFF CAFUNFO, ANGOLA
CFG CIENFUEGOS, CUBA
CFH CLIFTON HILLS, AUSTRALIA
CFI CAMFIELD, AUSTRALIA
CFN DONEGAL, IRELAND
CFO CONFREZA, BRAZIL
CFP CARPENTARIA DOWNS, AUSTRALIA
CFR CAEN, FRANCE, CARPIQUET AIRPORT
CFS COFFS HARBOUR, AUSTRALIA
CFT CLIFTON, AZ, MORENCI AIRPORT
CFU CORFU, GREECE
CFV COFFEYVILLE, KS, MUNICIPAL AIRPORT
CGA CRAIG, AK, CRAIG AIRPORT
CGB CUIABA, BRAZIL, M RONDON AIRPORT
CGC CAPE GLOUCESTER, PAPUA NEW GUINEA
CGD CHANGDE, CHINA
CGE CAMBRIDGE, MD
CGF CLEVELAND, OH, CUYAHOGA COUNTY AP
CGG CASIGURAN, PHILIPPINES
CGH SAO PAULO, BRAZIL
CGI CAPE GIRARDEAU, MO, MUNICIPAL AP
CGJ CHINGOLA, ZIMBABWE
CGK JAKARTA, INDONESIA
CGM CAMIGUIN, PHILIPPINES, MAMBAJAO AP
CGN COLOGNE, GERMANY, KOEIN AIRPORT
CGO ZHENGZHOU, CHINA
CGP CHITTAGONG, BANGLADESH, PATENGA AP
CGQ CHANGCHUN, CHINA
CGR CAMPO GRANDE, BRAZIL, INTL AIRPORT
CGS COLLEGE PARK, MD
CGT CHINGUITTI, MAURITANIA
CGU CIUDAD GUAYANA, VENEZUELA
CGV CAIGUNA, AUSTRALIA
CGX CHICAGO, IL, MERRILL C MEIGS AP
CGY CAGAYAN DE ORO, PHILIPPINES, LUMBIA
CGZ CASA GRANDE, AZ, MUNICIPAL AIRPORT
CHA CHATTANOOGA, TN, LOVELL FIELD
CHB CHILAS, PAKISTAN
CHC CHRISTCHURCH, NEW ZEALAND, INTL AP
CHD CHANDLER, AZ, WILLIAMS AFB
CHE CAHERCIVEEN, IRELAND, REENROE AP
CHE CHIEVRES, BELGIUM (DOD AIRPORT)
CHF CHINHAE, KOREA
CHG CHANGI, SINGAPORE (DOD AIRPORT)
CHG CHAOYANG, CHINA, CHAOYANG AIRPORT
CHH CHACHAPOYAS, PERU
CHI CHICAGO, IL,
CHJ CHIPINGE, ZIMBABWE
CHK CHICKASHA, OK, MUNICIPAL AIRPORT
CHL CHALLIS, ID
CHM CHIMBOTE, PERU
CHN CHONJU, KOREA
CHO CHARLOTTESVILLE, VA, ALBEMARLE AP
CHP CIRCLE HOT SPRINGS, AK
CHQ CHANIA, GREECE, SOUDA AIRPORT
CHR CHATEAUROUX, FRANCE
CHS CHARLESTON, SC, CHARLESTON AFB
CHT CHATHAM ISLAND, NEW ZEALAND
CHU CHUATHBALUK, AK
CHV CHAVIS, PORTUGAL
CHW JIUQUAN, CHINA
CHX CHANGUINIA, PANAMA
CHY CHOISEUL BAY, SOLOMON ISLANDS
CHZ CHILOQUIN, OR, STATE AIRPORT
CIA ROME, ITALY, CIAMPINO AIRPORT
CIB CATALINA ISLAND, CA, AP IN THE SKY
CIC CHICO, CA, MUNICIPAL AIRPORT
CID CEDAR RAPIDS, IA
CIE COLLIE, AUSTRALIA
CIF CHIFENG, CHINA
CIG CRAIG, CO, CRAIG-MOFFAT AIRPORT
CIH CHANGZHI, CHINA
CIJ COBIJA, BOLIVIA, E BELTRAM AIRPORT
CIK CHALKYITSIK, AK
CIL COUNCIL, AK, MELSING CREEK AIRPORT

CIM CIMITARRA, COLOMBIA
CIN CARROLL, IA
CIP CHIPATA, ZAMBIA
CIQ CHIQUIMULA, GAUTEMALA
CIR CAIRO, IL
CIS CANTON ISLAND, KIRIBATI
CIT CHIMKENT, CIS
CIU SAULT STE MARIE, MI, CHIPEWA CTY AP
CIV CHOMLEY, AK
CIW CANOUAT ISLAND, SAINT VINCENT
CIX CHICLAYO, PERU, CORNEL RUIZ AIRPORT
CIY COMISO, ITALY
CIZ COARI, BRAZIL
CJA CAJAMARCA, PERU
CJB COIMBATORE, INDIA, PEELAMEDU AP
CJC CALAMA, CHILE, EL LOA AIRPORT
CJD CANDILEJAS, COLOMBIA
CJI CRAFTON ISLAND, AK
CJL CHITRAL, PAKISTAN
CJN EL CAJON, CA
CJS CIUDAD JUAREZ, MEXICO, INTL AP
CJU CHEJU, KOREA
CKA CHEROKEE, OK, KEGELMAN AIR FIELD
CKB CLARKSBURG, WV, BENEDUM AIRPORT
CKC CHERKASSY, CIS
CKD CROOKED CREEK, AL
CKE CLEAR LAKE, CA
CKG CHONGGING, CHINA
CKH CHOKURDAH, CIS
CKI CROKER ISLAND, AUSTRALIA
CKK CHEROKEE, AR
CKM CLARKSDALE, MS, FLETCHER FIELD
CKN CROOKSTON, MN, MUNICIPAL AIRPORT
CKO CORNELIO PROCOPIO, BRAZIL
CKR CRANE ISLAND, WA
CKS CARAJAS, BRAZIL
CKU CORDOVA, AK, CITY AIRPORT
CKV CLARKSVILLE, TN, OUTLAW FIELD
CKX CHICKEN, AK
CKY CONAKRY, GUINEA
CKZ CANAKKALE, TURKEY
CLA COMILLA, BANGLEDESH
CLB CASTLEBAR, IRELAND
CLC CLEARLAKE, TX. METROPORT
CLD CARLSBAD, CA
CLE CLEVELAND, OH, HOPKINS INTL AP
CLG COALINGA, CA
CLH COOLAH, AUSTRALIA
CLI CLINTONVILLE, WI
CLJ CLUJ, ROMANIA, NAPOCA AIRPORT
CLK CLINTON, OK, MUNICIPAL AIRPORT
CLL COLLEGE STA, TX, EASTERWOOD FIELD
CLM PORT ANGELES, WA, FAIRCHILD AP
CLN CAROLINA, BRAZIL
CLO CALI, COLOMBIA, A B ARAGON AP
CLP CLARKS POINT, AK
CLQ COLIMA, MEXICO
CLR CALIPATRIA, CA
CLS CHEHALIS, WA, CENTRALIA AIRPORT
CLT CHARLOTTE, NC, DOUGLAS INTL AP
CLU COLUMBUS, IN, MUNICIPAL AIRPORT
CLV CALDAS NOVAS, BRAZIL
CLW CLEARWATER, FL, EXECUTIVE AIRPORT
CLX CLORINDA, ARGENTINA
CLY CALVI, FRANCE, STE CATHERINE AP
CLZ CALABOZO, VENEZUELA
CMA CUNNAMULLA, AUSTRALIA
CMB COLOMBO, SRI LANKA
CMC CAMOCIM, BRAZIL
CMD COOTAMUNDRA, AUSTRALIA
CME CIUDAD DEL CARMEN, MEXICO
CMF CHAMBERY, FRANCE
CMG CORUMBA, BRAZIL, INTL AIRPORT
CMH COLUMBUS, OH, PORT COLUMBUS IAP
CMI CHAMPAIGN, IL, UNIV IL-WILLARD AP
CMJ CHI MEI, TAIWAN
CMK CLUB MAKOKOLA, MALAWI
CML CAMOOWEAL, AUSTRALIA
CMM CARMELITA, GUATEMALA
CMN CASABLANCA, MOROCCO, MOHAMED V AP
CMO OBBIA, SOMALIA
CMP SANTANA DO ARAGUAIA, BRAZIL
CMQ CLERMONT, AUSTRALIA
CMR COLMAR, FRANCE, COLMAR-HOUSSEN AP
CMS SCUSCIUBAN, SOMALIA
CMT CAMETA, BRAZIL
CMU KUNDIAWA, PAPUA NEW GUINEA
CMV COROMANDEL, NEW ZEALAND
CMW CAMAGUEY, CUBA, ING AGRAMONTE INTL
CMX HANCOCK, MI, HOUGHTON CTY MEM AP
CMY SPARTA, WI, CAMP MCCOY AAF
CMZ CAIA, MOZAMBIQUE
CNA CANANEA, MEXICO
CNB COONAMBLE, AUSTRALIA
CNC COCONUT ISLAND, AUSTRALIA
CND CONSTANTA, ROMANIA
CNE CANON CITY, CO
CNF BELO HORIZONTE, BRAZIL
CNG COGNAC, FRANCE, PARVAUD AIRPORT
CNH CLAREMONT, NH, MUNICIPAL AIRPORT
CNI CHANGHAI, CHINA
CNJ CLONCURRY, AUSTRALIA
CNK CONCORDIA, KS, BLOSSER AIRPORT
CNL SINDAL, DENMARK

CNM CARLSBAD, NM, CAVERN CITY AIRPORT
CNN CHULMAN, CIS
CNO CHINO, CA
CNP EASTGREENLAND, GREENLAND
CNQ CORRIENTES, ARGENTINA
CNR CHANARAL, CHILE
CNS CAIRNS, AUSTRALIA
CNT CHARATA, ARGENTINA
CNU CHANUTE, KS, MARTIN JOHNSON AP
CNV CANAVIERAS, BRAZIL
CNW WACO, TX, JAMES CONNALL AIRPORT
CNX CHIANG MAI, THAILAND, INTL AIRPORT
CNY MOAB, UT, CANYONLANDS FIELD
CNZ CANGAMBA, ANGOLA
COA COLUMBIA, CA
COB COOLIBAH, AUSTRALIA
COC CONCORDIA, ARGENTINA
COD CODY/YELLOWSTONE, WY, REGIONAL AP
COE COEUR D'ALENE, ID, AIR TERMINAL
COF COCOA BEACH, FL, PATRICK AFB
COG CONDOTO, COLOMBIA, MANDINGA AIRPORT
COH COOCH BEHAR, INDIA
COI COCOA, FL, MERRITT ISLAND AIRPORT
COJ COONABARABRAN, AUSTRALIA
COK COCHIN, INDIA
COL COLL ISLAND, UNITED KINGDOM
COM COLEMAN, TX
CON CONCORD, NH
COO COTONOU, BENIN
COP COOPERSTOWN, NY
COQ CHOIBALSAN, MONGOLIA
COR CORDOBA, ARGENTINA
COS COLORADO SPRINGS, CO, PETERSON AP
COT COTULLA, TX
COU COLUMBIA, MO, REGIONAL AIRPORT
COV COVILHA, PORTUGAL
COX CONGO TOWN, BAHAMAS
COY COOLAWANYAH, AUSTRALIA
COZ CONSTANZA, DOMINICAN REPUBLIC
CPA CAPE PALMAS, LIBERIA, A TUBMAN AP
CPB CAPURGANA, COLOMBIA
CPC SAN MARTIN DELOS ANDES, ARGENTINA
CPD COOBER PEDY, AUSTRALIA
CPE CAMPECHE, MEXICO, INTL AIRPORT
CPF CEPU, INDONESIA
CPG CARMEN DE PATAGONES, ARGENTINA
CPH COPENHAGEN, DENMARK
CPL CHAPARRAL, COLOMBIA
CPM COMPTON, CA
CPN COPE RODNEY, PAPUA NEW GUINEA
CPO COPIAPO, CHILE, CHAMONATE AIRPORT
CPQ CAMPINAS, BRAZIL, INTL AIRPORT
CPR CASPER, WY, NATRONA CTY INTL AP
CPS ST LOUIS, MO, BI-STATE PARKS AP
CPT CAPE TOWN, SOUTH AFRICA, MALAN AP
CPU CURURUPU, BRAZIL
CPV CAMPINA GRANDE, BRAZIL
CPX CULEBRA, PUERTO RICO
CQF CALAIS, FRANCE
CQP CAPE FLATTERY, AUSTRALIA
CQS COSTA MARQUES, BRAZIL
CQT CAQUETANIA, COLOMBIA
CRA CRAIOVA, ROMANIA
CRB COLLARENEBRI, AUSTRALIA
CRC CARTAGO, COLOMBIA
CRD COMODORO, RIVADAVIA, ARGENTINA
CRE MYRTLE BEACH, SC, GRAND STRAND AP
CRF CARNOT, CENTRAL AFRICAN REPUBLIC
CRG JACKSONVILLE, FL, CRAIG AIRPORT
CRH CHERRIBAH, AUSTRALIA
CRI CROOKED ISLAND, BAHAMAS
CRJ COORABIE, AUSTRALIA
CRK LUZON ISLAND, PHILIPPINES
CRL CHARLEROI, BELGIUM, GOSSELIES AP
CRM CATARMAN, PHILIPPINES, NATIONAL AP
CRN CROMARTY, UNITED KINGDOM
CRO CORCORAN, CA
CRP CORPUS CHRISTI, TX, INTL AIRPORT
CRQ CARAVELAS, BRAZIL
CRR CERES, ARGENTINA
CRS CORSICANA, TX
CRT CROSSETT, AR, MUNICIPAL AIRPORT
CRU CARRIACOU ISLAND, GRENADA
CRV CROTONE, ITALY
CRW CHARLESTON, WV, YEAGER AIRPORT
CRX CORINTH, MS, ROSCOE TURNER AIRPORT
CRY CARLTON HILL, AUSTRALIA
CRZ CHARDZHOU, CIS
CSA COLONSAY ISLAND, UNITED KINGDOM
CSB CARANSEBES, ROMANIA
CSC CANAS, COSTA RICA
CSD CRESSWELL DOWNS, AUSTRALIA
CSE CRESTED BUTTE, CO
CSF CREIL, FRANCE
CSG COLUMBUS, GA, METROPOLITAN AIRPORT
CSH CAPE SARICHEF, AK
CSI CASINO, AUSTRALIA
CSJ CAPE ST JACQUES, VIET NAM
CSK CAP SKIRRING, SENEGAL
CSL SAN LUIS OBISPO, CA, AIRPORT
CSM CLINTON, OK, CLINTON-SHERMAN AP
CSN CARSON CITY, NV
CSP CAPE SPENCER, AK

CSQ CRESTON, IA, MUNICIPAL AIRPORT
CSR CASUARITO, COLOMBIA
CSS CASSILANDIA, BRAZIL
CST CASTAWAY, FIJI
CSV CROSSVILLE, TN, MEMORIAL AIRPORT
CSX CHANGSHA, CHINA
CSY CHEBOKSARY, CIS
CTA CATANIA, ITALY, FONTANROSSA AP
CTB CUT BANK, MT, MUNICIPAL AIRPORT
CTC CATAMARCA, ARGENTINA
CTE CARTI, PANAMA
CTE LAJES, PORTUGAL, LAJES NAF (DOD AP)
CTG CARTAGENA, COLOMBIA, R NUNEZ AP
CTH COATSVILLE, PA,
CTI CUITO CUANAVALE, ANGOLA
CTK CANTON, SD
CTL CHARLEVILLE, AUSTRALIA
CTM CHETUMAL, MEXICO
CTN COOKTOWN, AUSTRALIA
CTO CALVERTON, NY, NAVAL WEAPONS PLANT
CTP CARUTAPERA, BRAZIL
CTQ SANTA VITORIA, BRAZIL, DO PALMAR AP
CTR CATTLE CREEK, AUSTRALIA
CTS SAPPORO, JAPAN, CHITOSE AIRPORT
CTT LE CASTELLET, FRANCE
CTU CHENGDU, CHINA
CTW COTTONWOOD, AZ
CTX CORTLAND, NY
CTY CROSS CITY, FL
CTZ CLINTON, NC, SAMPSON COUNTY AP
CUA CIUDAD CONSTITUCION, MEXICO
CUA CUBI POINT, PHILIPPINES, (DOD AP)
CUB COLUMBIA, SC, OWENS DOWNTOWN AP
CUC CUCUTA, COLOMBIA, CAMILO DAZO AP
CUD CALOUNDRA, AUSTRALIA
CUE CUENCA, ECUADOR
CUF CUNEO, ITALY, LEVALDIGI AIRPORT
CUG ORANGE, AUSTRALIA, CUDAL AIRPORT
CUH CUSHING, OK, MUNICIPAL AIRPORT
CUI CURRILLO, COLOMBIA
CUS COLUMBUS, NM, MUNICIPAL AIRPORT
CVG COVINGTON, KY, GTR CINC INTL AP
CVR CULVER CITY, CA, HUGHES AIRPORT
CVS CLOVIS, NM, CANNON AFB
CWA MOSINEE, WI, CENT WISC AIRPORT
CXI CHRISTMAS ISLAND, KIRIBATI
CYS CHEYENNE, WY
CZF CAPE ROMANZOF, AK

D

DAB DAYTONA BEACH, FL
DAC DHAKA, BANGLADESH, ZIA INTL AIRPORT
DAG DAGGETT, CA, BARSTOW-DAGGETT AP
DAL DALLAS, TX, LOVE FIELD
DAN DANVILLE, VA, REGIONAL AIRPORT
DAY DAYTON, OH, JAS M. COX INTL AP
DBQ DUBUQUE, IA, REGIONAL AIRPORT
DCA WASHINGTON, DC, NATIONAL AIRPORT
DEC DECATUR, IL
DEL DELHI, INDIA, GHANDI INTL AP
DEN DENVER, CO, STAPLETON INTL AP
DET DETROIT, MI, DETROIT CITY AIRPORT
DFW DALLAS, TX, DALLAS-FT WORTH INTL
DHA DHAHRAN, SAUDI ARABIA
DHN DOTHAN, AL
DIY DIYARBAKIR, TURKEY
DJK DJAKARTA, INDONESIA, DJAKARTA AP
DLF DEL RIO, TX, LAUGHLIN AFB
DLH DULUTH, MN, INTL AIRPORT
DLS THE DALLES, OR, MUNICIPAL AIRPORT
DMA TUCSON, AZ, DAVIS-MONTHAN AFB
DMN DEMING, NM, MUNICIPAL AIRPORT
DNA OKINAWA, JAPAN, KADENA AFB
DNV DANVILLE, IL, VERMILION CTY AP
DOH DOHA INTL AIRPORT, QATAR
DOV DOVER, DL, DOVER AFB
DPG DUGWAY PRG GND, UT, MICHAEL AAF
DRO DURANGO, CO, DURANGO-LA PLATA AP
DRS DRESDEN, GERMANY
DSM DES MOINES, IA, INTL AIRPORT
DTW DETROIT, MI, METRO WAYNE CTY AP
DUG DOUGLAS, AZ, BISBEE-DOUGLAS INTL
DXB DUBAI, UNITED ARAB EMIRATES
DYS ABILENE, TX, DYESS AFB
DYU DUSHANBE, CIS

E

EAR KEARNEY, NE, MUNICIPAL AIRPORT
EAT WENATCHEE, WA, PANGBORN MEM AP
EAU EAU CLAIRE, WI, EAU CLAIRE CTY AP
EBB ENTEBBE, UGANDA
ECG ELIZABETH CITY, NC, ELIZ CITY CGAS
EDF ANCHORAGE, AK, ELMENDORF AFB
EDW EDWARDS, CA, EDWARDS AFB
EED NEEDLES, CA
EEN KEENE, NH, DILLANT-HOPKINS AP
EFD HOUSTON, TX, ELLINGTON FIELD
EGI VALPARISO, FL, ELGIN AF AUX AP
EHC ERHAC, TURKEY
EHM CAPE NEWENHAM, AK
EHT EAST HARTFORD, CT, RENTSCHLER AP
EIL FAIRBANKS, AK, EIELSON AFB
EKN ELKINS, WV, JENNINGS RANDOLPH FIELD
ELH NORTH ELEUTHERA, BAHAMAS, INTL AP

ELM ELMIRA, NY, REGIONAL AIRPORT
ELN ELLENSBURG, WA, BOWER FIELD
ELP EL PASSO, TX, INTL AIRPORT
END ENID, OK, VANCE AFB
ENT ENIWETOK, MARSHALL ISLANDS
EPH EPHRATA, WA, MUNICIPAL AIRPORT
ERI ERIE, PA, INTL AIRPORT
ERZ ERZURUM, TURKEY
ESB ANKARA, TURKEY, ESENBOGA AP
ESC ESCANABA, MI, DELTA COUNTY AP
ESF ALEXANDRIA, LA, ESLER REGIONAL AP
ESK ESKISEHIR, TURKEY
EUG EUGENE, OR, MAHLON SWEET FIELD
EVN ***YEREVAN, CIS***
EVV EVANSVILLE, IN, REGIONAL AIRPORT
EVX EVREUX, FRANCE
EWB NEW BEDFORD, MA
EWR NEWARK, NJ, INTL AIRPORT
EWY NEWBURY, UNITED KINGDOM

F

FAF FORT EUSTIS, VA, FELKER AAF
FAI FAIRBANKS, AK, INTL AP
FAR FARGO, ND, HECTOR INTL AIRPORT
FAT FRESNO, CA, AIR TERMINAL
FAY FAYETTEVILLE, NC
FCA KALISPELL, MT, GLACIER PARK INTL
FCO ROME, ITALY, FIUMICINO AIRPORT
FCT YAKIMA, WA, YAKIMA FIRING CTR AAF
FDY FINDLAY, OH
FEW CHEYENNE, WY, F.E. WARREN AFB
FFD FAIRFORD, UNITED KINGDOM
FFO DAYTON, OH, WRIGHT-PATTERSON AFB
FHU FORT HUACHUCA, AZ, LIBBY AAF
FIH KINSHASA, ZAIRE, N'DJILI AIRPORT
FKH FAKENHAM, UNITED KINGDOM
FKL FRANKLIN, PA, CHESS LAMBERTON AP
FLG FLAGSTAFF, AZ, PULLIAM AIRPORT
FLL FORT LAUDERDALE, FL, INTL AIRPORT
FLO FLORENCE, SC, REGIONAL AIRPORT
FLV FORT LEAVENWORTH, KS, SHERMAN AFB
FMH FALMOUTH, MA, OTIS ANGB
FMN FARMINGTON, MN, FOUR CORNERS AP
FMY FORT MYERS, FL, PAGE FIELD
FNT FLINT, MI, BISHOP INTL AP
FOE TOPEKA, KS, FORBES FIELD
FOK WESTHAMPTON, NY, SUFFOLK CTY AP
FRA FRANKFORT, GERMANY, INTL AP
FRF FRANKFORT, GERMANY, RHEIN-MAIN AFB
FRG FARMINGDALE, NY, REPUBLIC AIRPORT
FRU ***BISHKEK, CIS***
FSD SIOUX FALLS, SD, JO FOSS FIELD
FSI FORT SILL, OK, HENRY POST AAF
FSM FORT SMITH, AR, MUNICIPAL AIRPORT
FTK FORT KNOX, KY, GODMAN AAF
FTW FORT WORTH, TX, MEACHAM AIRPORT
FUJ FUJAIRAH, UNITED ARAB EMIRATES
FUK FUKUOKA, JAPAN
FWA FORT WAYNE, IN, MUNICIPAL AIRPORT
FWH FORT WORTH, TX, CARSWELL AFB
FYU FORT YUKON, AK
FYV FAYETTEVILLE, AR, DRAKE FIELD

G

GAG GAGE, OK, GAGE-SHATTUCK AIRPORT
GAL GALENA, AK
GAO GUANTANAMO, CUBA, GUANTANAMO NAS
GBD GREAT BEND, KS
GBI GRAND BAHAMA, BAHAMAS
GBN GILA BEND, AZ, GILA BEND AF AUX AP
GCN GRAND CANYON, AZ
GDT GRAND TURK ISLAND, WEST INDIES
GEG SPOKANE, WA, INTL AIRPORT
GFA GREAT FALLS, MT, MALMSTROM AFB
GFK GRAND FORKS, ND, INTL AIRPORT
GGG LONGVIEW, TX, GREGG COUNTY AIRPORT
GGW GLASGOW, MT, INTL AIRPORT
GJT GRAND JUNCTION, CO, WALKER FIELD
GKC GARDEN CITY, KS
GLD GOODLAND, KS, RENNER FIELD
GLH GREENVILLE, MS, MUNICIPAL AIRPORT
GLS GALVISTON, TX, SCHOLES FIELD
GNV GAINESVILLE, FL
GON GROTON, CT, GROTON-NEW LONDON AP
GPT GULFPORT, MS, GULFPORT-BILOXI AP
GRB GREEN BAY, WI, AUSTIN-STRAUBEL IAP
GRE GREENVILLE, IL
GRF TACOMA, WA, GRAY AAF
GRI GRAND ISLAND, NE, CENT NE RFG AP
GRK FORT HOOD, TX, ROBERT GRAY AAF
GRR GRAND RAPIDS, MI, KENT CTY INTL
GSB GOLDSBORO, NC, SEYMOUR-JOHNSON AFB
GSN SAIPAN, MARIANA ISLANDS, INTL AP
GSO GREENSBORO, NC, PIEDMONT INTL AP
GSP GREER, SC, GREENVILLE-SPTNSBG AP
GTB FORT DRUM, NY, WHEELER-SACK AAF
GTF GREAT FALLS, MT, INTL AIRPORT
GTR COLUMBUS, MS, GOLDEN TRIANGLE AP
GUA GUATEMALA CITY, GUATEMALA
GUM GUAM, MARIANA ISLANDS, AGANA NAS
GUP GALLUP, NM, MINICIPAL AIRPORT
GUS PERU, IN, GRISSOM AFB
GVT GREENVILLE, TX, MAJORS AIRPORT
GVW KANSAS CITY, MO, RICHARDS-GEBAUR AP

GYY GARY, IN, REGIONAL AIRPORT

H

HAF HALF MOON BAY, CA
HAJ HANOVER, GERMANY
HAM HAMBURG, GERMANY, FUHLSBUETTEL
HBG HATTIESBURG, MS, B.L. CHAIN AP
HBT MILITARY CITY, SAUDI ARABIA
HCA BIG SPRING, TX, HOWARD CTY AP
HEZ NATCHEZ, MS, HARDY-ANDERS FIELD
HFF CAMP MACKALL, NC, MACKALL AAF
HGR HAGERSTOWN, MD, WASHINGTON CTY AP
HHN HAHN, GERMANY, HAHN AB
HIF OGDEN, UT, HILL AFB
HIK HONOLULU, HI, HICKAM AFB
HLG WHEELING, WV, OHIO COUNTY AIRPORT
HLN HELENA, MT, REGIONAL AIRPORT
HLV SUWON, KOREA, SUWON AB
HMN ALAMOGORDO, NM, HOLLOMAN AFB
HNL HOHOLULU, HI, INTL AIRPORT
HNS HAINES, AK, MUNICIPAL AIRPORT
HOB HOBBS, NM, LEA COUNTY AIRPORT
HOP FORT CAMPBELL, KY, CAMPBELL AAF
HOT HOT SPRINGS, AR, MEMORIAL FIELD
HOU HOUSTON, TX, WM P HOBBY AIRPORT
HOW FORT KOBBE, PANAMA, HOWARD AFB
HPN WHITE PALINS, NY, WESTCHESTER AP
HQM HOQUIAM, WA, BOWERMAN AIRPORT
HRK KHARKOV, UKRAINE
HRL HARLINGEN, TX, RIO GRANDE VAL IAP
HRO HARRISON, AR, BOONE COUNTY AP
HRT MARY ESTHER, FL, HURLBURT FIELD
HSA SHAIKH ISA, BAHRAIN
HST HOMESTEAD, FL, HOMESTEAD AFB
HSV HUNTSVILLE, AL, INTL AIRPORT
HTO EAST HAMPTON, NY
HTS HUNTINGTON, WV, TRI-STATE AIRPORT
HUA HUNTSVILLE, AL, REDSTONE AAF
HUF TERRE HAUTE, IN, HULMAN REGIONAL AP
HUL HOULTON, ME, INTL AIRPORT
HVN NEW HAVEN, CT, TWEED-NEW HAVEN AP
HWD HAYWARD, CA, AIR TERMINAL
HYS HAYS, KS, MINICIPAL AIRPORT

I

IAB WICHITA, KS, MC CONNELL AFB
IAD WASHINGTON, DC, DULLES INTL AP
IAG NIAGARA FALLS, NY, INTERNATIONAL AP
IAH HOUSTON, TX, INTERCONTINENTAL AP
ICO NICOSA, CYPRUS
ICT WICHITA, KS, MID-CONTINENTAL AP
IDA IDAHO FALLS, ID, FANNING FIELD
IGL IZMIR, TURKEY, CIGLI MILITARY AP
IGM KINGMAN, AZ
ILG WILMINGTON, DE, NEW CASTLE CTY AP
ILM WILMINGTON, NC, NEW HANOVER CTY AP
IMT IRON MOUNTAIN, MI, FORD AIRPORT
IND INDIANAPOLIS, IN, INTL AIRPORT
INL INTERNATIONAL FALLS, MN, INTL AP
INR SAULT STE MARIE, MI, KINCHELOE AFB
INS INDIAN SPRINGS, NV, AF AUX AP
INT WINSTON-SALEM, NC, S REYNOLDS AP
INW WINSLOW, AZ, MUNICIPAL AIRPORT
IPC EASTER ISLAND, MATAVERI INTL AP
IPT WILLIAMSPORT, PA, LYCOMING CTY AP
ISN WILLISTON, ND, SLOULIN FIELD INTL
ISO KINSTON, NC, REGIONAL JETPORT
ISP ISLIP, NY, MAC ARTHUR AIRPORT
IST ISTANBUL, TURKEY, ATATURK AIRPORT
ITH ITHICA, NY, TOMKINS COUNTY AIRPORT
IWA IWAKUNI, JAPAN, MCAS IWAKUNI
IWD IRONWOOD, MI, GOGEBIC CTY AIRPORT
IWO IWO JIMA, JAPAN, IWO JIMA AB

J

JAC JACKSON, WY, JACKSON HOLE AIRPORT
JAN JACKSON, MS, INTL APIRPORT
JAX JACKSONVILLE, FL, INTL AIRPORT
JED JEDDAH, SAUDI ARABIA, INTL AIRPORT
JEF JEFFERSON CITY, MO, MEMORIAL AP
JFK NEW YORK, NY, J F KENNEDY INTL AP
JLN JOPLIN, MO, REGIONAL AIRPORT
JMS JAMESTOWN, ND, MUNICIPAL AIRPORT
JNB JOHANNESBURG, S AFRICA, J SMUTS AP
JNU JUNEAU, AK
JON JOHNSTON ISLAND
JST JOHNSTOWN, PA, CAMBRIA CTY AIRPORT
JXN JACKSON, MS, JACKSON CTY AIRPORT

K

KAI KING KHALID AB, SAUDI ARABIA
KBP KIEV, UKRAINE, BORISPOL AIRPORT
KEF REYKJAVIK, ICELAND, KEFLAVIK IAP
KFD KING FAHD INTL AP, SAUDI ARABIA
KFJ KING FAISAL NB, SAUDI ARABIA
KIJ NIIGATA, JAPAN
KIN KINGSTON, JAMAICA, N MANLEY AP
KIV KISHINEV, CIS
KKI KING KHALID INTL AP, SAUDI ARABIA
KKM LOP BURI, THAILAND
KNF KINGS LYNN, UNITED KINGDOM
KOJ KAGOSHIMA, JAPAN
KPO POHANG, KOREA
KRT KHARTOUM, SUDAN

KTN KETCHIKAN, AK, INTL AIRPORT
KUH KUSHIRO, JAPAN
KUZ KUSAN, KOREA, KUSAN AB
KWA KWAJALEIN, MARSHALL ISLANDS
KWI KUWAIT, KUWAIT INTERNATIONAL AP
KWJ KWANGJU, KOREA

L

LAF LAFAYETTE, IN, PURDUE UNIV AP
LAL LAKELAND, FL, REGIONAL AIRPORT
LAN LANSING, MI, CAPITOL CITY AIRPORT
LAR LARAMI, WY, GEN BREES FIELD
LAS LAS VEGAS, NV, MC CARRAN INTL AP
LAW LAWTON, OK, MINICIPAL AIRPORT
LAX LOS ANGELES, CA, INTL AIRPORT
LBB LUBBOCK, TX, INTL AIRPORT
LBE LATROBE, PA, WESTMORELAND CTY AP
LBF NORTH PLATTE, NE, LEE BIRD FIELD
LBL LIBERAL, KS, MUNICIPAL AIRPORT
LCH LAKE CHARLES, LA, L CHARLES REG AP
LCI LACONIA, NH, MUNICIPAL AIRPORT
LCK COLUMBUS, OH, RICKENBACKER ANGB
LEA LEARMONTH, AUSTRALIA
LEB LEBANON, NH, MINICIPAL AIRPORT
LED ST PETERSBURG, RUSSIA, PULKOVO AP
LEX LEXINGTON, KY, BLUE GRASS AIRPORT
LFI HAMPTON, VA, LANGLEY AFB
LFK LUFKIN, TX, ANGELINA COUNTY AP
LFT LAFAYETTE, LA, REGIONAL AIRPORT
LGA NEW YORK, NY, LA GUARDIA AIRPORT
LGB LONG BEACH, CA
LGF YUMA PROVING GND, AZ, LAGUNA AAF
LGS LAJES, AZORES, LAJES AB
LGW LONDON, UNITED KINGDOM, GATWICK AP
LHR LONDON, UNITED KINGDOM, HEATHROW AP
LHX LA JUNTA, CO, LA JUNTA MUNI AP
LIM LIMA, PERU, J. CHAVEZ INTL AIRPORT
LIS LISBON, PORTUGAL, LISBOA AIRPORT
LIT LITTLE ROCK, AR, ADAMS FIELD
LIZ LIMESTONE, ME, LORING AFB
LMP LAMPEDUSA, ITALY
LMT KLAMATH FALLS, OR, INTL AIRPORT
LNK LINCOLN, NE, MUNICIPAL AIRPORT
LNS LANCASTER, PA
LOZ LONDON, KY, LONDON-CORBIN AIRPORT
LPB LA PAZ, BOLIVIA, EL ALTO AIRPORT
LRA LARISA, GREECE
LRD LAREDO, TX, INTL AIRPORT
LRF JACKSONVILLE, AR, LITTLE ROCK AFB
LRO SHARPE ARMY DEPOT, CA, SHARPE AAF
LRU LAS CRUCES, NM, INTL AIRPORT
LSE LA CROSSE, WI, MUNICIPAL AIRPORT
LSF FORT BENNING, GA, LAWSON AAF
LSV LAS VEGAS, NV, NELLIS AFB
LTS ALTUS, OK, ALTUS AFB
LUF GLENDALE, AZ, LUKE AFB
LUK CINCINNATI, OH, LUNKEN FIELD
LUN LUSAKA, ZAMBIA
LUR CAPE LISBURNE, AK
LVS LAS VEGAS, NV, MUNICIPAL AIRPORT
LWS LEWISTON, ID, NEZ PERCE CTY AP
LWT LEWISTON, MT, MUNICIPAL AIRPORT
LXR LUXOR, EGYPT
LYE LYNEHAM, UNITED KINGDOM
LYH LYNCHBURG, VA, MUNICIPAL AIRPORT

M

MAD MADRID, SPAIN, BARAJAS AIRPORT
MAF MIDLAND, TX, INTL AIRPORT
MAH MENORCA, SPAIN
MBA MOMBASA, KENYA, MOI INTL AIRPORT
MBS SAGINAW, MI, TRI CITY INTL AP
MCC SACRAMENTO, CA, MC CLELLAN AFB
MCF TAMPA, FL, MAC DILL AFB
MCI KANSAS CITY, MO, INTL AIRPORT
MCN MACON, GA, MID GA REGIONAL AIRPORT
MCO ORLANDO, FL, INTL AIRPORT
MCT MUSCAT, OMAN, SEEB AIRPORT
MCW MASON CITY, IA, MUNICIPAL AIRPORT
MDT HARRISBURG, PA, INTL AIRPORT
MDW CHICAGO, IL, MIDWAY AIRPORT
MDY MIDWAY ISLAND, SAND ISLAND FIELD
MEI MERIDIAN, MS, KEY FIELD
MEM MEMPHIS, TN, INTL AIRPORT
MER MERCED, CA, CASTLE AFB
MFD MANSFIELD, OH, MANSFIELD-LAHM AP
MFE MC ALLEN, TX, MILLER INTL AIRPORT
MFR MEDFORD, OR, JACKSON COUNTY AIRPORT
MGA MANAGUA, NICARAGUA, A C SANDINO AP
MGE MARIETTA, GA, DOBBINS AFB
MGI MATAGORDA IS, TX, MATAGORDA IS AFB
MGM MONTGOMERY, AL, DANNELLY FIELD
MGQ MOGADISHU, SOMOLIA, INTL AIRPORT
MGR MOULTRIE, GA, MUNICIPAL AIRPORT
MGW MORGANTOWN, WV, MUNICIPAL AIRPORT
MHE MITCHELL, SD, MUNICIPAL AIRPORT
MHK MANHATTAN, KS, MUNICIPAL AIRPORT
MHR SACRAMENTO, CA, MATHER AFB
MHT MANCHESTER, NH
MHZ MILDENHALL, UNITED KINGDOM
MIA MIAMI, FL, INTL AIRPORT
MIB MINOT, ND, MINOT AFB
MKC KANSAS CITY, MO
MKE MILWAUKEE, WI, GEN MITCHELL INTL AP

MKG MUSKEGON, MI, MUSKEGON COUNTY AP
MKK HOOLEHUA, HI, MOLOKAI AIRPORT
MKL JACKSON, TN, MCKELLARSIPES REG AP
MKO MUSKOGEE, OK, DAVIS FIELD
MLB MELBOURNE, FL, REGIONAL AIRPORT
MLC MC ALESTER, OK, REGIONAL AIRPORT
MLI MOLINE, IL, QUAD CITY AIRPORT
MLS MILES CITY, MT, FRANK WILEY FIELD
MLU MONROE, LA, REGIONAL AIRPORT
MMT COLUMBIA, SC, MC ENTIRE ANG
MNL MANILA, PHILIPPINES, N AQUINO IAP
MOB MOBILE, AL, BATES FIELD
MOD MODESTO, CA, HARRY SHAM FIELD
MOT MINOT, ND, INTL AIRPORT
MQT MARQUETTE, MI, MARQUETTE CTY AP
MRB MARTINSBURG, WV, SHEPHERD AIRPORT
MRY MONTEREY, CA, MONTEREY PENIN AP
MSH MASIRAH, OMAN
MSJ MISAWA, JAPAN
MSN MADISON, WI, DANE CTY REG AP
MSO MISSOULA, MT, INTL AIRPORT
MSP MINNEAPOLIS-ST PAUL, MN, INTL AP
MSQ MINSK, BELARUS
MSY NEW ORLEANS, LA, INTL AIRPORT
MTC MOUNT CLEMENS, MI, SELFRIDGE ANGB
MTN BALTIMORE, MD, MARTIN STATE AP
MUO MOUNTAIN HOME, ID, MTN HOME AFB
MUS MARCUS ISLAND
MVD MONTEVIDEO, URAGUAY, CARRASCO AP
MVN MOUNT VERNON, IL
MWA MARION, IL, WILLIAMSON CTY REG AP
MWH MOSES LAKE, WA, GRANT COUNTY AP
MXF MONTGOMERY, AL, MAXWELL AFB
MYL MC CALL, ID
MYR MYRTLE BEACH, SC, MYRTLE BEACH AFB

N

NAP NAPLES, ITALY
NAS NASSAU, BAHAMAS, INTL AIRPORT
NBC BEAUFORT, SC, MCAS BEAUFORT
NBE DALLAS, TX, DALLAS NAS
NBO NAIROBI, KENYA, JOMO KENYATTA IAP
NBU GLENVIEW, IL, GLENVIEW NAS
NCA JACKSONVILLE, NC, MCAS NEW RIVER
NCL LEMOORE, CA, LEMOORE NAS
NCQ MARIETTA, GA, ATLANTA NAS
NEA GLYNCO, GA, GLYNCO NAS
NEL LAKEHURST, NJ, LAKEHURST NAS
NFL FALLON, NV, FALLON NAS
NFO OKINAWA, JAPAN, MCAS FUTEMA
NGB NEW ORLEANS, LA, NEW ORLEANS NAS
NGP CORPUS CHRISTI, TX, NAS
NGU NORFOLK, VA, NORFOLK NAS
NGZ ALAMEDA, CA, ALAMEDA NAS
NHK PATUXENT RIVER, MD, PATUX RIV NAS
NHT NORTHOLT, UNITED KINGDOM
NHZ BRUNSWICK, ME, BRUNSWICK NAS
NID CHINA LAKE, CA, ARMITAGE FIELD
NIP JACKSONVILLE, FL, JACKSONVILLE NAS
NIR BEEVILLE, TX, CHASE FIELD NAS
NJK EL CENTRO, CA, EL CENTRO NAF
NJM SWANSBORO, NC. BOGUR FIELD
NJP WARMINSTER, PA, WARMINSTER NAF
NKT CHERRY POINT, NC, MCAS CHERRY PT
NKW DIEGO GARCIA, DIEGO GARCIA
NKX SAN DIEGO, CA, MIRAMAR NAS
NMM MERIDIAN, MS, MERIDIAN NAS
NNA KENITRA, MOROCCO, KENITRA NAF
NOP MACTAN ISLAND, PHILIPPINES
NPA PENSACOLA, FL, PENSACOLA NAS
NQA MILLINGTON, TN, MEMPHIS NAS
NQI KINGSVILLE, TX, KINGSVILLE, NAS
NQX KEY WEST, FL, KEY WEST NAS
NRB MAYPORT, FL, MAYPORT NAS
NRC CROWS LANDING, CA, CROWS LDG NAF
NRR ROOSEVELT ROADS, PUERTO RICO, NAS
NRT TOKYO, JAPAN, NARITA AIRPORT
NSF CAMP SPRINGS, MD, ANDREWS NAF
NTD POINT MUGU, CA, POINT MUGU NAS
NTU VIRGINIA BEACH, VA, OCEANA NAS
NUC SAN CLEMENTE ISLAND, CA
NUE NUREMBERG, GERMANY
NUG MOUNTAIN VIEW, CA, MOFFETT FLD NAS
NUW OAK HARBOR, WA, WHIDBEY IS NAS
NXP TWENTYNINE PALMS, CA, MC EAF
NXX WILLOW GROVE, PA, WILLOW GROVE NAS
NYL YUMA, AZ, MCAS YUMA
NZC JACKSONVILLE, FL, CECIL FIELD NAS
NZJ SANTA ANA, CA, MCAS EL TORO
NZW SOUTH WEYMOUTH, MA, S WEYMOUTH NAS
NZY SAN DIEGO, CA, NORTH ISLAND NAS

O

OAK OAKLAND, CA, INTL AIRPORT
OAR FORT ORD, CA, FRITZSCHE AAF
OCF OCALA, FL, MUNICIPAL AIRPORT
OCO SAN JOSE, COSTA RICA, EL COCO AP
OFF OMAHA, NE, OFFUTT AFB
OGD OGDEN, UT, OGDEN-HINCKLEY AIRPORT
OKC OKLAHOMA CITY, OK, WILL ROGERS AP
OKK KOKOMO, IN, MUNICIPAL AIRPORT
OKO TOKYO, JAPAN, YOKOTA AFB
OLB OLBIA, ITALY, COSTA SMERALDA AP
OLM OLYMPIA, WA

OMA OMAHA, NE, EPPLEY AIRPORT
OMK OMAK, WA
ONP NEWPORT, OR, MUNICIPAL AIRPORT
OPF MIAMI, FL, OAP LOCKA AIRPORT
OQU N KINGSTOWN, RI, QUONSET STATE AP
ORD CHICAGO, IL, O'HARE INTL AIRPORT
ORF NORFOLK, VA, INTL AIRPORT
ORH WORCESTER, MA, MUNICIPAL AIRPORT
ORL ORLANDO, FL, EXEUTIVE AIRPORT
ORY PARIS, FRANCE, ORLEY AIRPORT
OSC OSCODA, MI, WURTSMITH AFB
OSH OSHKOSH, WI, WITTMAN REGIONAL AP
OSL OSLO, NORWAY, METROPOLITAN AP
OSN OSAN, KOREA, OSAN AB
OTM OTTUMWA, IA, INDUST AIRPORT
OTZ KOTZEBUE, AK
OVB ***NOVOSIBIRSK, RUSSIA***
OZP MORON, SPAIN, MORON AB
OZR FORT RUCKER, AL, CAIRNS AAF

P

PAE EVERETT, WA, SNOHOMISH CTY AP
PAH PADUCAH, KY, BARKLEY REGIONAL AP
PAM PANAMA CITY, FL, TYNDALL AFB
PBI WEST PALM BEACH, FL, INTL AIRPORT
PBF PINE BLUFF, AR, GRIDER FIELD
PBG PLATTSBURGH, NY, PLATTSBURGH AFB
PDT PENDLETON, OR, MUNICIPAL AIRPORT
PDX PORTLAND, OR, INTL AIRPORT
PEQ PECOS, TX, MUNICIPAL AIRPORT
PER PERTH, AUSTRALIA
PFN PANAMA CITY, FL
PGA PAGE, AZ, MUNICIPAL AIRPORT
PHF NEWPORT NEWS, VA, INTL AIRPORT
PHL PHILADELPHIA, PA, INTL AIRPORT
PHX PHOENIX, AZ, SKY HARBOR INTL AP
PIA PEORIA, IL, REGIONAL AIRPORT
PIE ST PETERSBURG/CLEARWATER, FL, IAP
PIH POCATELLO, ID, MUNICIPAL AIRPORT
PIK GLASGOW, UNITED KING, PRESWICK AP
PIR PIERRE, SD, MUNICIPAL AIRPORT
PIT PITTSBURGH, PA, INTL AIRPORT
PKB PARKERSBURG, WV, WOOD COUNTY AP
PLA PLANADAS, HONDURAS
PLB PLATTSBURGH, NY, CLINTON CTY AP
PLN PELLSTON, MI, REGIONAL AIRPORT
PMD PALMDALE, CA, AF PLT 42 AIRPORT
PMI PALMA MALLORCA, SPAIN
PNS PENSACOLA, FL, REGIONAL AIRPORT
POB FAYETTEVILLE, NC, POPE AFB
POE FORT POLK, LA, POLK AAF
POS ***PORT OF SPAIN, TRINIDAD***
PPG PANGO PANGO, AMER SAMOA, INTL AP
PQI PRESQUE ISLE, ME, N MAINE REG AP
PRB PASO ROBLES, CA
PSA PISA, ITALY, GAL GALILEI AIRPORT
PSM PORTSMOUTH, NH, PEASE AFB
PSP PALM SPRINGS, CA, REGIONAL AIRPORT
PUB PUEBLO, CO, MEMORIAL AIRPORT
PVD PROVIDENCE, RI, T F GREEN STATE AP
PVU PROVO, UT, MUNICIPAL AIRPORT
PWM PORTLAND, ME, INTL AIRPORT
PWT BREMERTON, WA, NATL AIRPORT

Q

QJB JUBAIL, SAUDI ARABIA

R

RAP RAPID CITY, SD, REGIONAL AIRPORT
RCA RAPID CITY, SD, ELLSWORTH AFB
RCM RICHMOND, AUSTRALIA
RDD REDDING, CA, MUNICIPAL AIRPORT
RDM REDMOND, OR, ROBERTS FIELD
RDR GRAND FORKS, ND, GRAND FORKS AFB
RDU RALEIGH, NC, RALEIGH-DURHAM INTL AP
REE LUBBOCK, TX, REESE AFB
REG REGGIO, ITALY, TITO MANNITI AIRPORT
RFD ROCKFORD, IL
RHI RHINELANDER, WI, ONEIDA COUNTY AP
RIC RICHMOND, VA, INTL AIRPORT
RIO RIO DE JANEIRO, BRAZIL, METRO AP
RIV RIVERSIDE, CA, MARCH AFB
RIW RIVERTIN, WY, REGIONAL AIRPORT
RME ROME, NY, GRIFFISS AFB
RMG ROME, GA, RICHARD B RUSSELL AIRPORT
RMS RAMSTEIN, GERMANY, RAMSTEIN AB
RND UNIVERSAL CITY, TX, RANDOLPH AFB
RNO RENO, NV, CANNON INTL AIRPORT
ROA ROANOKE, VA, REGIONAL AIRPORT
ROB MONROVIA, LIBERIA, ROBERTS INTL AP
ROC ROCHESTER, NY, INTL AIRPORT
ROR KOROR, PALAU, AIRAI AIRPORT
ROW ROSWELL, NM, INDUS AIR CENTER
RST ROCHESTER, MN, MUNICIPAL AIRPORT
RTA ROTA, SPAIN, ROTA NAS
RUH RIYADH, SAUDI ARABIA
RUT RUTLAND, VT, STATE AIRPORT
RWL RAWLINS, WY, MUNICIPAL AIRPORT

S

SAF SANTA FE, NM, SANTA FE CTY MUNI AP
SAL SAN SAVLADOR, EL SALVADOR INTL AP
SAN SAN DIEGO, CA, INTL AIRPORT
SAP SAN PEDRO SULA, HONDURAS

SAT SAN ANTONIO, TX, INTL AIRPORT
SAV SAVANNAH, GA, INTL AIRPORT
SAW GWINN, MI, K I SAWYER AFB
SBA SANTA BARBARA, CA
SBD SAN BERNADINO, CA, NORTON AFB
SBN SOUTH BEND, IN, MICHIANA REG AP
SCC DEADHORSE, AK
SCH SCHENECTADY, NY
SCK STOCKTON, CA, METRO AIRPORT
SCL SANTIAGO, CHILE, A M BENITEZ AP
SCN SAARBRUECKEN, GERMANY, ENSHEIM AP
SDF LOUISVILLE, KY, STANDIFORD FIELD
SDM SAN DIEGO, CA, BROWN FIELD MUNI AP
SDQ SANTO DOMINGO, DOMINICAN REPUBLIC
SEA SEATTLE, WA, SEATTLE-TACOMA INTL AP
SEF SEBRING, FL, REGIONAL AIRPORT
SEL SEOUL, KOREA, KIMPO INTL AIRPORT
SEM SELMA, AL, CRAIG FIELD
SEX SEMBACH, GERMANY, SEMBACH AB
SFF SPOKANE, WA, FELTS FIELD
SFJ GREENLAND, SONDRESTROM AB
SFO SAN FRANCISCO, CA, INTL AIRPORT
SGF SPRINGFIELD, MO, REGIONAL AIRPORT
SGH SPRINGFIELD, OH, SPFD-BECKLEY AP
SGU ST GEORGE, UT, MUNICIPAL AIRPORT
SHR SHERIDAN, WY, SHERIDAN COUNTY AP
SHV SHREVEPORT, LA, REGIONAL AIRPORT
SIT SITKA, AK
SIY MONTAGUE, CA, SISKIYOU CTY AIRPORT
SIZ GERBINI, SICILY, SIGONELLA AIRPORT
SJC SAN JOSE, CA, MUNICIPAL AIRPORT
SJT SAN ANGELO, TX, MATHIS FIELD
SJU SAN JUAN, PUERTO RICO, MARIN IAP
SKA SPOKANE, WA, FAIRCHILD AFB
SKF SAN ANTONIO, TX, KELLY AFB
SLC SALT LAKE CITY, UT, INTL AIRPORT
SLE SALEM, OR, MCNARY FIELD
SLK SARANAC LAKE, NY, ADIRONDACK AP
SLN SALINA, KS, MUNICIPAL AIRPORT
SMF SACRAMENTO, CA, METRO AIRPORT
SMO SANTA MONICA, CA
SMX SANTA MARIA, CA
SNA SANTA ANA, CA, JOHN WAYNE AIRPORT
SNN SHANNON, IRELAND
SNY SIDNEY, NE, MUNICIPAL AIRPORT
SPI SPRINGFIELD, IL, CAPITOL AIRPORT
SPM SPANGDAHLEM, GERMANY SPANGDAHLEM AB
SPS WICHITA FALLS, TX, SHEPPARD AFB
SRF SAN RAFAEL, CA, HAMILTON FIELD
SRQ SARASOTA/BRADENTON, FL
SSC SUMTER, SC, SHAW AFB
SSM SAULT STE MARIE, MI
SSN SENECA ARMY DEPOT, NYM SENECA AAF
SSS SOESTERBERG, NETHERLANDS
SSX SAMSUM, TURKEY
STE STEVENS POINT, WI
STJ ST JOSEPH, MO, ROSECARNS MEM AP
STL ST LOUIS, MO, LAMBERT-ST LOUIS IAP
STR STUTTGART, GERMANY, ECHTERDINGEN
STT ST THOMAS, VIRGIN IS, H S TRUMAN AP
STX ST CROIX, VIRGIN IS, A HAMILTON AP
SUU FAIRFIELD, CA, TRAVIS AFB
SUX SIOUX CITY, IA, SIOUX GATEWAY AP
SVN SAVANNAH, GA, HUNTER AAF
SVO MOSCOW, RUSSIA, SHEREMETYEVO AP
SVQ SEVILLE, SPAIN
SVW SPARREVOHN, AK, SPARREVOHN AFS
SWF NEWBERG, NY, STEWART INTL AIRPORT
SWO STILLWATER, OK, MUNICIPAL AIRPORT
SYA SHEMYA, AK, SHEMYA AFB
SYD SYDNEY, AUSTRALIA, K SMITH AIRPORT
SYR SYRACUSE, NY, HANCOCK INTL AIRPORT
SZL KNOB NOSTER, MO, WHITMAN AFB

T

TAE TAEGU, KOREA
TAS TASHKENT, CIS
TBN FORT LEONARD WOOD, MO, FORNEY AAF
TCJ BATMAN, TURKEY, MILITARY FIELD
TCL TUSCALOOSA, AL, MUNICIPAL AIRPORT
TCM TACOMA, WA, MCCHORD AFB
TEB TETERBORO, NJ
TGA TENGAH, SINGAPORE
TGR TANAGRA, GREECE
TGU TEGUCIGALPA, HONDURAS
THF BERLIN, GERMANY, TEMPELHOF
THR TEHRAN, IRAN, MEHRABAD AIRPORT
THU THULE, GREENLAND, THULE AB
TIF TAIF, SAUDI ARABIA
TIK OKLAHOMA CITY, OK, TINKER AFB
TJI TRUJILLO, HONDURAS, CAPIRO AIRPORT
TKK TRUK, CAROLINE ISLANDS
TLJ TATALINA, AK, TATALINA AFS
TLL TALLINN, ESTONIA, ULEMISTE AIRPORT
TLV TEL AVIV, ISRAEL, BEN GURION INTL
TNC TIN CITY, NM TIN CITY AFS
TNN TAINAN, TAIWAN
TNP TWENTYNINE PALMS, CA
TOJ MADRID, SPAIN, TORREJON AFB
TOL TOLEDO, OH, EXPRESS AIRPORT
TOP TOPEKA, KS, P BILLARD MUNI AIRPORT
TPA TAMPA, FL, INTL AIRPORT
TPE TAIPEI, TAIWAN, CHIANG KAI SHEK AP
TPH TONOPAH, NV

TPL TEMPLE, TX, DRAUGHON-MILLER AP
TRI BRISTOL, TN, TRI CITY REGIONAL AP
TTH THUMRAIT, OMAN
TUH TULLAHOMA, TN, ARNOLD AFB
TUL TULSA, OK, INTL AIRPORT
TUS TUCSON, AZ, INTL AIRPORT
TUU TABUK, SAUDI ARABIA
TVC TRAVERSE CITY, MI, CHERRY CPTL AP
TVL S LAKE TAHOE, CA
TWF TWIN FALLS-SUN VALLEY, ID, REG AP
TXK TEXARKANA, AR, REGIONAL AP
TXL BERLIN, BERMANY, TEGEL AIRPORT
TYA YALOVA, TURKEY
TYO TOKYO, JAPAN, METRO AIRPORT
TYR TYLER, TX, POUNDS FIELD
TYS KNOXVILLE, TN, MC GHEE-TYSON AP
TZK TRABZON, TUNISIA, TRABZON AB

U

UAM GUAM, MARIANA IS, ANDERSON AFB
UCA UTICA, NY, ONEIDA COUNTY AIRPORT
UHF UPPER HAYFORD, UNITED KINGDOM
UIN QUINCY, IL, MUNICIPAL AIRPORT
UIO QUITO, ECUADOR, MARIŞCAL SUCR AP
UMR WOOMERA, AUSTRALIA
UTO UTOPIA CREEK, AK
UUD ***ULAN UDE, RUSSIA***
UVA UVALDE, TX, GARNER FIELD

V

VAD VALDOSTA, GA, MOODY AFB
VBG LOMPOC, CA, VANDENBERG AFB
VCT VICTORIA, TX, REGIONAL AIRPORT
VCV VICTORVILLE, CA, GEORGE AFB
VEL VERNAL, UT
VIH ROLLA/VICHY, MO, ROLLA NATL AIRPORT
VKT ***VORKUTA, RUSSIA***
VNY VAN NUYS, CA
VOK CAMP DOUGLAS, WI, VOLK FIELD
VPS VALPARISO, FL, ELGIN AFB
VRB VERO BEACH, FL, MUNICIPAL AIRPORT

W

WAL WALLOPS IS, VA, WALLOPS FLT FAC AP
WIE WIESBADEN, GERMANY, WIESBADEN AB
WOB SUTTONHEATH, UNITED KINGDOM
WRB WARNER ROBINS, GA, ROBINS AFB
WRI WRIGHTSTOWN, NJ, MC GUIRE AFB
WSD WHITE SANDS, NM, CONDRON AAF
WTN WADDINGTON, UNITED KINGDOM
WXF BRAINTREE, UNITED KINGDOM
WYS W YELLOWSTONE, MT

X

XCH CHRISTMAS ISLAND
XDZ ***BALE DOGLE, SOMALIA***
XMR COCOA BEACH, FL, SKID STRIP AP
XNO NORTH, SC, NORTH AF AUX AIRPORT

Y

YAP YAP, CAROLINE ISLANDS
YCB CAMBRIDGE BAY, CANADA
YIP DETROIT, MI, WILLOW RUN AIRPORT
YKM YAKIMA, WA, AIR TERMINAL
YNG YOUNGSTOWN, OH, MUNICIPAL AIRPORT
YQX GANDER, CANADA
YUF PELLY BAY, CANADA
YWG WINNIPEG, CANADA
YYE FORT NELSON, CANADA
YYN SWIFT RUN, CANADA
YYQ CHURCHILL, CANADA
YYR GOOSE BAY, CANADA
YYT ST JOHNS, CANADA

Z

ZAZ ZARAGOZA, SPAIN
ZPH ZEPHYRHILLS, FL
ZUN ZUNI PUEBLO, NM, BLACK ROCK AIRPORT
ZZV ZANESVILLE, OH, MUNICIPAL AIRPORT

Appendix F5

Consolidation and Containerization Point and *CONUS Freight* Distribution Center Codes

Number of Characters:	Three
Type of Characters:	Numeric
Data Location MILSTRIP Shipment Status Card:	rp 78-80
Responsible Agency:	DoD MILSTAMP System Administrator

1. General. ***The Consolidation and Containerization Point (CCP) and CONUS Freight Distribution Center (CFDC) codes identify activities which have been established by the Services and DLA to consolidate cargo for onward overseas or within CONUS.***

a. ***The CCP codes are used for overseas shipments. These codes are structured like the CONUS water port identifier codes and are used on MILSTRIP documents to indicate the shipment routing. The first position of the three position code represents the geographic area in which the CCP is located. The second and third positions identify the specific CCP within the geographic area. Activities tracing shipments routed through a CCP cite the code in the POE field and send the tracer to the MTMC area command in which the CCP is located.***

b. ***The CFDC codes which are in the 500 to 599 series, are used for CONUS shipments. Activities tracing shipments routed through a CFDC will use this information in conjunction with the instructions contained in the DTMR (reference j.).***

2. Eastern Area CCPs

Code	CCP
101	***Defense Distribution Region, East, New Cumberland, PA site (CCP)***
103	***Defense Distribution Region, East, Mechanicsburg, PA site***
104	Air Force CCP (AFCCP) (WRALC) Robins AFB, GA
105	***U.S. Navy QUICKTRANS Terminal, Naval Air Station, Norfolk, VA***
201	Red River Army Depot

3. **Western Area CCPs**

Code	CCP
301	***Defense Distribution Region, West, Sharpe, CA site***
302	Sacramento Army Depot (Alternate)
303	***Defense Distribution Region, West, Tracy, CA site***
305	Barstow CCP (MCLB, Barstow CCP), Barstow, CA
306	***U.S. Navy QUICKTRANS Terminal, Travis AFB, CA***

4. ***CONUS Freight Distribution Centers***

Code	*CFDC*
501	***Reserved***
502	***Reserved***
503	***Reserved***
504	***Regional Freight Consolidation Center, Los Angeles, CA***
505	***Reserved***
506	***Defense Distribution Region, East, New Cumberland, PA site (CFDC)***
507	***Reserved***
508	***Defense Distribution Region, Central, Memphis, TN***
509	***Defense Distribution Region, West, Sharpe, CA***
510	***Reserved***
511	***Reserved***

Appendix F6

Container and RORO Number Codes

Number of Characters:		Five
Type of Characters:		Numeric and alphanumeric
Data Location		
TCMD - DD Form 1384:		Block 2 and column 32 (except DI T_3) Block 3 and column 33 (DI T_3)
- Automated Record:		rp 4-8 (except DI T_3) rp 9-14 (DI T_3)
Responsible Agency:	CONEX/MILVAN	- Department of Army
	All others	- DoD MILSTAMP System Administrator

1. **General**. Container and RORO number codes are used to identify specific containers, unitized pallets, or RORO trailers. The number code is entered on TCMD documentation as indicated in the heading above and in appendix D. When a numbered container (etc.) is loaded in (or on) another numbered container (etc.), the number of the former is indicated following the number of the latter in appropriate DI T_3/T_4 entries.

2. **Containers Controlled by Serial Number**. For a CONEX, SEAVAN, MILVAN, or other controlled container, use the permanently assigned serial number as indicated below:

Code	Description
00001-99999	Last five digits of the CONEX, SEAVAN, or MILVAN serial number including any suffix such as a check digit. If the serial number has less than five digits, precede it with zeros.

3. **Noncontrolled Containers**. Use a number constructed as follows.

a. First position is based on the activity preparing the code:

Code	Description
A	Army activity
B	Air Force activity
G	General Services Administration

M	Marine Corps activity
N	Navy activity
S	Defense Logistics Agency
Z	Coast Guard activity

b. Second through fifth positions are an activity assigned number.

Code	Description
0001-9999	Assign numbers in sequence from 0001 to 9999 for each container (alpha characters may be used in lieu of numbers).

4. **RORO Trailers**. Use a number constructed as follows:

a. The first position identifies the type of trailer:

Code	Description
S	Stake and flatbed
V	Van

b. The second through fifth positions are based on the RORO serial number:

Code	Description
0001-9999	Last four digits of the RORO serial number. If the serial number has less than four digits, precede it with zeros.

Appendix F7

Date Shipped and Received Codes

Number Of Characters	
Ocean manifest:	Four
All other documents:	Three
Type of Characters:	Alphanumeric
Data Location	
TCMD - DD Form 1384:	Block 15 and Column 43c
- Automated Record:	rp 60-62
Other documents:	Various locations as specified elsewhere in MILSTAMP
Responsible Agency:	DoD MILSTAMP System Administrator

1. General. The Date Shipped/Received Code is used on advance TCMDs to notify the clearance authority of the anticipated date of cargo release to the carrier and on manifests and in intransit data to indicate the date of lift from the POE. The same code is also used to indicate the receipt date in intransit data and may be used on other documents where a date code is appropriate. There are two ways of constructing the code, one for surface and one for air.

2. Surface Date Codes. The surface date codes are simply the three position day of the year. When a four position code is required (e.g., on surface manifests), the three digit day of the year code is preceded by the last digit of the calendar year. ***Appendix F23*** contains a chart for conversion of the calendar date to day of the year.

3. Air Hour/Day Codes. Because air shipments are usually measured in hours rather than days, the date shipped/received code includes the hour as well as the actual day. The first position of the three position code is a letter indicating the GMT hour (Zulu time). The last two positions of the code are the last two digits of the applicable day of the year.

a. Select the first position (hour) code from the following:

Code	GMT Hour
A	0001 - 0100
B	0101 - 0200
C	0201 - 0300
D	0301 - 0400
E	0401 - 0500
F	0501 - 0600
G	0601 - 0700
H	0701 - 0800
J	0801 - 0900
K	0901 - 1000
L	1001 - 1100
M	1101 - 1200

Code	GMT Hour
N	1202 - 1300
P	1301 - 1400
Q	1401 - 1500
R	1501 - 1600
S	1601 - 1700
T	1701 - 1800
U	1801 - 1900
V	1901 - 2000
W	2001 - 2100
X	2101 - 2200
Y	2201 - 2300
Z	2301 - 2400

b. Select the last two digits of the correct day of the year from the conversion chart in appendix F23

Appendix F8

Document Identifier Codes

Number of Characters:	Three
Type of Characters:	Alpha and Alphanumeric
Data Location	
TCMD - DD Form 1384:	Block 1 and Column 32
- Automated Record:	rp 1-3
Responsible Agency:	DoD MILSTAMP System Administrator

1. **General**. The document identifier (DI) code is used on all MILSTAMP data records. It is a means of identifying the functional area system (transportation, supply, etc.), to which the document relates and the intended purpose of the document (TCMD, manifest, tracer, IDC, etc.).

2. **TCMD and Manifest DIs**. The DIs for TCMDs and manifests are constructed according to the type of shipment, the type of information contained on the transaction and whether the transaction is a TCMD or manifest. The first position entry (always a "T") and the second position entry (indicating the type of shipment) are the same on both a TCMD and a manifest. For consolidated shipments, the second position indicates the hazardous potential of the shipment, if any; otherwise, the code represents the predominant contents by weight for water, cube for air. The third position (indicating the type of information on the record) varies between the different types of transactions i.e., TCMDs, air manifests, and water manifests. The three entries for the three positions are listed sequentially below.

a. Table of TCMD and Manifest DIs.

First Position: Always "T"[1]

Second Fosition: Type of Shipment (or transaction)

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1 The MILSTAMP Document Identifier with "R" in the first position is reserved for simulated mobilization exercises. No physical movement of materiel is required. The "R" is for simulation use only.

A	Manifest Header (see paragraph 3., below, for third position)
B	Accompanied baggage
C	Armed Forces Courier Service (ARFCOS)
D	Intraservice use only
E	Ammunition and explosives
F	Unaccompanied baggage
G	Mail from postal concentration centers
H	Household goods
I	Reserved
J	Hazardous materials (except ammunition and explosives or consumer commodities ORM-D)
K	Intransit data (not a TCMD or manifest document)
L	Dunnage and lashing gear
M	Tracer action (not a TCMD or manifest document)
N	Reserved
O	Reserved
P	Privately owned vehicles
Q	Reserved
R	Reserved
S	Shipment challenge (not a TCMD or manifest document)
T	Reserved
U	Equipment in sets or systems
V	Government vehicles, trailers, wheeled guns, and aircraft

W Reserved

X Shipments (including ORM-D) not otherwise covered above

Y Reserved

Z Reserved

Third Position: Prime and Trailer Entry Identification

Advance TCMD

Air Manifest Documents

Water Manifest Documents

PRIME DATA

0	-	J	Prime document for RU shipment (including empty SEAVAN, CONEX, etc.), not in a consolidation container.
1	A	J	Prime document for LRU shipment (including empty SEAVAN, CONEX, etc.), not in a consolidation container.
2	B	K	Prime document (header) for loaded RORO, SEAVAN, MILVAN, or Air Pallet (463L).
3	C	L	Prime document (header) for CONEX, Unitized Pallet Load, or other Consolidation Container containing multiple shipment units.
4	D	M	Prime document for shipment units consolidated in a container (CONEX, SEAVAN, MILVAN, 463L Pallet, RORO, or Unitized Pallet Load).

TRAILER DATA

5	E	N	Trailer document for cargo with outsize dimensions.
6	F	O	Trailer document for identifying ammunition round count and coding data peculiar to ammunition, explosives, and other hazardous material.

7	G	P	Trailer document for listing the Net Explosive Weight (NEW) and lot number of ammunition and explosives.
8	H	Q	Trailer document for listing personal property ownership information.
9	I	R	Trailer document for listing miscellaneous information both in general and as specifically identified in appendix D.

b. When a TCMD must be corrected or canceled completely, a new TCMD is submitted using the original DI. If the needed correction is in the DI, two new TCMDs must be submitted, one with the old DI to cancel and one with the correct DI. In addition, depending on the TCMD format being used, the following entries are made:

(1) Automated Record:

Corrections. Add a 12-zone overpunch in rp 53 of the prime and trailer cards of each applicable shipment unit.

Cancellations. Add a zero-zone overpunch in rp 53 of the prime and trailer cards of each applicable shipment unit.

(2) DD Form 1384, Manual TCMD. Corrections or cancellations. Annotate "corrected copy" or "cancellation" (as appropriate) in the remarks section (block 31).

(3) Electrically Transmitted Message (ETM). Corrections or cancellations. Add the word "correction" or "cancellation" (as appropriate) to the subject of the message, e.g., "MILSTAMP TCMD CORRECTION."

3. **Manifest Header DIs**. When a TCMD is compiled into a manifest, the "header" entries are made using the following DIs:

Code	Description
TAA	Air manifest header
TAB	Air cargo pallet header
TAJ	Ocean cargo manifest header

4. **Shipment Tracing, Status, Diversion, Hold, and Disposition DIs**. The first two positions of the DI for tracing, status, diversion, hold, and disposition documents are always "TM." The third position of the DI identifies the type of document as follows:

Code	Description
TM1	Request for transportation status
TM2	Shipment diversion authorization
TM3	Shipment hold authorization
TMA	Transportation status (automated response)
TMB	Diversion confirmation
TMC	Shipment hold acknowledgment
TMJ	Transportation status (abbreviated response)
TMK	Diversion denial
TML	Shipment hold denial
TMS	Disposition instructions
TMT	Disposition request

5. **Intransit Data Card DIs**. The first two positions of the DI for the submission of intransit data are always "TK." The third position of the DI identifies the activity preparing the document and type of data it contains. The DI is selected from the following list:

Code	Description
TK1	Prepared by initial LOGAIR or intratheater airlift terminal showing hour/day shipment unit is received and forwarded.
TK2	Prepared by intermediate LOGAIR or intratheater airlift terminal showing hour/day shipment unit is received and forwarded.

TK3	Prepared by final LOGAIR or intratheater airlift terminal showing hour/day shipment unit is received and delivered to the CONUS consignee.
TK4	Prepared by shipping activities showing intransit data on GBL shipments within CONUS, QUICKTRANS shipments to domestic consignees, and overseas intratheater and retrograde shipments.
TK6	Prepared by MAC APOD showing hour/day shipment unit is received at an APOD and forwarded to the ultimate consignee.
TK7	Prepared by HQ MAC/OCCA showing hour/day each export shipment unit is received/lifted from CONUS by MAC and MSC. The OCCA entries include the date of overseas vessel discharge.
TK8	Prepared only by Air Force consignees either when the TK4 is not received or when a shipment unit is received by an overseas consignee.

Appendix F9

Estimated Time of Arrival Codes

Number of Characters:	One
Type of Characters:	Numeric or Alpha
Data Location	
TCMD - DD Form 1384:	Block 16 and Column 43d
- Automated Record:	rp 63
Responsible Agency:	DoD MILSTAMP System Administrator

1. **General**. The estimated time of arrival (ETA) code is used by shippers to indicate the number of days a shipment will be intransit from the consignor to a POE. Using the ETA code and the date shipped code, the POE is able to determine when the shipment should arrive.

2. **Codes**. Select the code from the following:

Code	Estimated Days Intransit	Code	Estimated Days Intransit
0	Same day delivery	H	17
1	1	J	18
2	2	K	19
3	3	L	20
4	4	M	21
5	5	N	22
6	6	P	23
7	7	Q	24
8	8	R	25
9	9	S	26
A	10	T	27
B	11	U	28
C	12	V	29
D	13	W	30 - 35
E	14	X	36 - 40
F	15	Y	41 - 50
G	16	Z	Over 50

Appendix F10

Military and Civilian Grade Codes

Number of Characters:	Two
Type of Characters:	Alphanumeric
Data Location	
TCMD Trailer - DD Form 1384:	Column 43e
- Automated Record:	rp 69
Responsible Agency:	DoD MILSTAMP System Administrator

1. **General**. These grade codes are used only on DTS personal property documents to designate the grade of the owner.

2. **Codes**. Select the appropriate code from the following lists:

a. Military Officers

Code	Grade	Code	Grade
01	O-1	06	O-6
02	O-2	07	O-7
03	O-3	08	O-8
04	O-4	09	O-9
05	O-5	00	O-10

b. Military Warrant Officers

Code	Grade	Code	Grade
W1	WO-1		
W2	WO-2		
W3	WO-3		
W4	WO-4		

c. Military Enlisted

Code	Grade	Code	Grade
E1	E-1	E5	E-5
E2	E-2	E6	E-6
E3	E-3	E7	E-7
E4	E-4	E8	E-8

E9	E-9

d. Civilian, General Schedule

Code	Grade	Code	Grade
G1	GS-1	G0	GS-10
G2	GS-2	GA	GS-11
G3	GS-3	GB	GS-12
G4	GS-4	GC	GS-13
G5	GS-5	GD	GS-14
G6	GS-6	GE	GS-15
G7	GS-7	GF	GS-16
G8	GS-8	GG	GS-17
G9	GS-9	GH	GS-18

e. Civilian, Wage Foreman

Code	Grade	Code	Grade
F1	WF-1	F0	WF-10
F2	WF-2	FA	WF-11
F3	WF-3	FB	WF-12
F4	WF-4	FC	WF-13
F5	WF-5	FD	WF-14
F6	WF-6	FE	WF-15
F7	WF-7	FF	WF-16
F8	WF-8	FG	WF-17
F9	WF-9		

f. Civilian, Work Leader

Code	Grade	Code	Grade
L1	WL-1	L9	WL-9
L2	WL-2	L0	WL-10
L3	WL-3	LA	WL-11
L4	WL-4	LB	WL-12
L5	WL-5	LC	WL-13
L6	WL-6	LD	WL-14
L7	WL-7	LE	WL-15
L8	WL-8	P1	PL-313

g. Civilian, other

Code	Grade	Code	Grade
S1	Special Agent		
C1	All other civilians		

Appendix F11

Ocean Carrier Codes

Number of Characters:	Four
Type of Characters:	Alpha
Data Location	
TCMD - DD Form 1384:	Column 44a and b for DI T_9 entry.
- Automated Record:	rp 74-77 for DI T_9 entry.
Responsible Agency:	Military Sealift Command

1. **General**. This code identifies the ocean carrier that actually transports a SEAVAN, regardless of who owns it. The WTCA/MECOBO provides the shipper with the name of the ocean carrier during the clearance process.

2. **Codes**. The shipper selects a code from the following list:

Code	Ocean Carrier
ACAD	Acadian Marine Services
ACSL	American Costal Lines
ALHT	Alaska Hydro-Train Corp.
APLS	American President Lines, Ltd.
ATLX	American Transport Lines
BSLU	Blue Star Lines, Inc.
CDBA	Cobelfret
CENT	Central Gulf Lines, Inc.
EACL	EAC Lines
FRLN	Farrell Lines, Inc.
FALU	Foss Alaska Lines, Inc.
HMRL	Hawaiian Marine Lines, Inc.
ISSU	Icelandic Steamship Co.
KNUU	Knutsen Lines
LAVS	Lavino Shipping Co.
LYKU	Lykes Bros Steamship Co., Inc.
MATS	Matson Navigation Co.
MMCL	Moore McCormack Lines Inc.
NLBU	Nedlloyd Lines
PADU	Pacific Australian Direct Lines
PEEX	Pacific European Express Line
PGLU	Prudential Grace Lines, Inc.
PITL	Pacific Island Transport Line

PMOL	PM&O Lines
POLY	Polynesia Line
SEAU	Sea-Land Service, Inc.
SSSC	South Seas Steamship's Company
SSTB	Sampson Tug & Barge Co.
TFEI	Trans Freight Lines
TMIT	Trailer Marine Terminal Corp
TOTE	Totem Ocean Trailer Express, Inc.
USLU	United States Lines, Inc.
WSLL	Waterman Steamship Corp.

Appendix F12

SEAVAN Ownership Codes

Number of Characters:	Four
Type of Characters:	Alpha
Data Location	
TCMD - DD Form 1384:	Block 3 for DI T_2 entry
- Automated Record:	rp 9-12
Responsible Agency:	Military Sealift Command

1. **General**. The SEAVAN ownership code identifies the actual owner of a SEAVAN regardless of the ocean carrier that moves it. Since individual SEAVAN owners may use more than one code, the four digit abbreviation actually marked on the SEAVAN is used on the documentation. If there is no abbreviation marked on the SEAVAN, the entry used is XXXX.

2. **Procedures**. After obtaining the four character abbreviation from the SEAVAN the shipper checks the abbreviation against the list of codes in paragraph c., below. If the code is not listed below, or if the entry is XXXX, the shipper lists the clear text name of the SEAVAN owner in the last miscellaneous entry (DI T_9).

3. **Codes**:

Code	SEAVAN Owner
ACFS	American Coastal Lines
ACSU	Adriantic Container Service
ADCU	Flexi-Van Leasing, Inc.
AEIL	Farrell Lines, Inc.
AEIU	Farrell Lines, Inc.
ALHT	Alaska Hydro-Train Corp.
AMAL	American Marine Lines
APLS	American President Lines, Inc.
ARMY	US Army
ATLX	American Transport Lines
BHCU	Bridge Head Container Service
CATU	CATU Containers S.A.
CCCU	Compass Container Corp.
CCSU	Society Location Container
CENT	Central Gulf Lines, Inc.
CLUU	Container Pool, Inc.

CMUU	Farrell Lines, Inc.
CONU	Contrans
CTIU	CTI - Container Transport, Int'l.
CTIZ	CTI - Container Transport, Int'l.
DACP	American President Lines, Inc.
DELT	Delta Steamship Lines, Inc.
DVRU	Delman (European Boxes Leased by U.S. Lines)
EVIU	Flexi-Van Leasing, Inc.
EXPU	U.S. Van Lines (Experimental Van)
FAAA	Farrell Lines, Inc.
FLOU	Pullman-Trailmobile
FOSS	Foss Alaska
FRLL	Farrell Lines, Inc.
FRLN	Farrell Lines, Inc.
GORU	GOT Euffoni, S.P.A.
GRAU	Graziosi
ICEL	Icelandic Steamship
ICSU	Integrated Container Service, Inc.
IEAU	International Equipment Association
IKKU	ITEL Leasing Company
ILIZ	Compass Container Co.
INBU	Interpool
IOLU	Inter Ocean Leasing
JSCU	Container Pool, Inc.
KNUT	Knutsen Lines, Inc.
LCSU	NIC Leasing
LYKU	Lykes Bros Steamship Co.
MATS	Matson Navigation Co.
MATU	Matson Navigation Co.
MSCL	MSC Leased/Controlled SEAVAN/MILVAN
NICA	Lyons Transport
NICB	NIC Leasing
NICC	NIC Leasing
NICU	NIC Leasing
NKKA	Pajushina
NLSU	Nautilus Steamship Company
PFEL	Farrell Lines
PGLU	Prudential Lines, Inc.
PLIU	Delta Steamship Lines, Inc.
PRCH	Traco Container Leasing
PRMU	Puerto Rico Maritime Shipping Authority
PRMZ	Puerto Rico Maritime Shipping Authority
REAZ	Trailer Marine Transport Corp.
RLMZ	Realco
RPMZ	Puerto Rico Maritime Transport Corp.

RTMZ	Trailer Marine Transport Corp.
RTOZ	Totem Ocean Trailer Exp.
SCPU	S.C. Pacific Ltd.
SCXU	Sea Container
SEAU	Sea-Land Service
SLCU	Society Location Container
SSIU	Itel Container International, B.V.
SUCU	Columbus Lines
STLU	Seatrain Lines, Inc.
TOLU	Trans Ocean Leasing Corp.
TOLZ	Trans Ocean Leasing Corp.
TROU	Traco Container Leasing
TMTZ	Trailer Marine Transport Corp.
TTOZ	Totem Ocean Trailer Exp.
UFCU	Evergreen Line
USAA	U.S. Army MILVAN (Ammo)
USAG	U.S. Army MILVAN (General)
USAR	U.S. Army MILVAN (Reefer)
USLU	United States Lines, Inc.
XCLU	Cross Country Leasing Std.
XTRU	XTRA Inc.
XXXX	Owner Code Not Marked on SEAVAN. See TCMD trailer data (DI T_9).

Appendix F13

Transportation Mode/Method Codes

Number of Characters:	One
Type of Characters:	Alpha or numeric
Data Location	
TCMD - DD Form 1384:	Block 8 and Column 38
- Automated Record:	rp 27
Responsible Agency:	DoD MILSTAMP System Administrator

1. **General**. The mode/method code identifies the general mode (e.g., air or surface) and the specific method (e.g., motor, rail, air freight, parcel post, etc.), used for each segment of movement within the DTS. When preparing advance TCMDs for submission to a clearance authority, the code selected identifies the method of transportation which will deliver the shipment to the POE.

2. **Codes**. The modes/methods of shipment and their codes are:

Code	Mode/Method of Shipment
A	Motor, truckload
B	Motor, less than truckload
C	Van (unpacked, uncrated personal or Government property)
D	Driveaway, truckaway, towaway
E	Bus
F	MAC Channel and Special Assignment Airlift Mission
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[1]
L	Rail, less than carload[1]
M	Surface - Freight forwarder
N	LOGAIR
O	Organic military air (including aircraft of foreign governments)
P	Through Government Bill of Lading (TGBL)
Q	Commercial Air freight
R	European Distribution System/Pacific Distribution System
S	Scheduled Truck Service (applies to contract carriage, guaranteed traffic routings and/or scheduled service)
T	Air freight forwarder
U	QUICKTRANS
V	SEAVAN
W	Water, river, lake, coastal (commercial)
X	Bearer, walk-thru (customer pickup of materiel)
Y	Military intratheater airlift service
Z	Military Sealift Command (MSC); controlled, contract, or arranged space
2	Government watercraft, barge, or lighter
3	Roll-on/roll-off (RORO) service
4	Armed Forces Courier Service (ARFCOS)

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1 Includes TOFC/COFC (excluding SEAVAN)

5	Surface - small package carrier
6	Military Official Mail (MOM)
7	Express mail
8	Pipeline
9	Local delivery by Government or commercial truck including onbase 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.

Appendix F14

Type Pack Codes

Number of Characters:	Two
Type of Characters:	Alphanumeric
Data Location	
TCMD - DD Form 1384:	Block 9 and Column 39
- Automated Record:	rp 28-29
Responsible Agency:	DoD MILSTAMP System Administrator

1. **General**. The Type Pack Code provides three kinds of information.

a. For breakbulk shipments, including those which subsequently may be loaded into a cargo container, it identifies the type of packing.

b. For a CONEX container, it identifies the first position of the six position serial number.

c. For cargo containers (SEAVANs/MILVANs/MSCVANs), it identifies who loaded the cargo into the container and the capacity to which the container was loaded.

2. **Breakbulk Shipments**. One of the following codes is used to describe the type of package:

Code	Explanation
BD	Bundle
BE	Bale
BG	Bag, burlap or cloth
BL	Barrel
BS	Basket
BX	Box
CA	Cabinet
CB	Carboy
CC	HHG container, wood
CL	Coil
CM	Container, MAC, International standards organization, lightweight, 8x8x28 foot air container
CN	Can
CO	Container, other than CC, CM, CW, MW, or MX
CR	Crate
CS	Case
CT	Carton
CU	Container, Navy cargo transporter
CW	Container, commercial highway
CY	Cylinder
DB	Duffelbag
DR	Drum
EC	Engine container
ED	Engine cradle or dolly

EN	Envelope[1]
FK	Footlocker
HA	Hamper
KE	Keg
LS	Loose, not packaged
MW	Multiwall container
MX	Mixed, more than one type of shipping container
PC	Piece
PL	Pail
PT	Palletized unit load other than code MW
RL	Reel
RO	Roll
RT	RORO
SA	Sack, paper
SB	Skid, box
SD	Skid
SH	Sheet
SL	Spool
SW	Suitcase
TB	Tub
TK	Truck
TU	Tube
UX	Unitized (use code RT fot unitized cargo in a RORO)
VC	Van chassis
VE	Vehicle
VO	Vehicle in operating condition
VS	SEAVAN-tote
WR	Wrapped

3. CONEX (Container Express) Shipments. The code is based on the CONEX serial number and constructed from the following table:

First Position Code	Second Position Code if Serial Number is:	
X	0	00001 - 99999
	1	100000 - 199999
	2	200000 - 299999
	3	300000 - 399999
	4	400000 - 499999
	5	500000 - 599999
	6	600000 - 699999
	7	700000 - 799999
	8	800000 - 899999
	9	900000 - 999999

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1 *The term "envelope" applies to shipments of material packaged in envelopes larger than DD Form 1387, Military Shipment Label. The Military Shipment Label 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.*

4. Cargo Container (SEAVAN/MILVAN/MSCVAN) Shipments. The code is constructed in two parts; the first position indicates the type of cargo container, the second position provides load data.

a. First position:

Code	Explanation:
A	MSC leased/controlled SEAVAN or MILVAN (MSCVAN)
Y	MILVAN
Z	SEAVAN

b. Second position:

Code	Explanation:
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, loading to capacity completed by contract shipment consolidation facitity.
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 MSC 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.

Appendix F15

Vessel Status and Terms of Carriage Codes

Number of Characters:	Two
Type of Character:	Numeric and Alphanumeric
Data Location	
Ocean Manifest Header Record:	rp 48-49
Responsible Agency:	Military Sealift Command

1. General. The vessel status code identifies the type of shipping and payment agreement for a particular voyage while the terms of carriage code indicates who is responsible for vessel loading and unloading. The codes are used for statistical summaries, contractor payments, cost accounting, vessel operator billing, and related financial purposes. Container service codes which supplement the vessel status and terms of carriage codes, are shown in positions 15 and 16 of the TCN as explained in paragraph C-10.

2. Vessel Status. The first position of the two position code indicates the vessel status and is selected from the following:

MSC Controlled Dry Cargo Ships:

Code	Explanation
1	USNS
4	General Agency Agreement
7	Special Charter
8	Time Charter

Other Commercial Breakbulk:[1]

---

1 This category includes shipments containerized by the carrier for its convenience, but manifested as breakbulk shipments.

Code	Explanation
C	***Service Contract***
F	Shipping Agreement
E	Bill of Lading
6	Shipping Contract

Commercial Container:

Code	Explanation
J	Shipping Contract
S	***Service Contract***
W	Container Agreement
N	Bill of Lading

Non-MSC Movements:

Code	Explanation
3	Other Navy Ships
X	Foreign Flag (FreightFree)[2]
U	All other Non-MSC Movements

MSC Controlled tanker:

Code	Explanation
1	MSC Owned and Operated
2	MSC Owned, Contract Operated
B	Bareboat Chartered, Contract operated
7	Voyage Charter
Q	Long Term Voyage Charter
8	Time Charter

---

2 Applies to MAP Cargo for which the recipient country is paying the port handling and ocean transportation costs but which is being loaded for the convenience of the recipient government over a military terminal.

3. **Terms of Carriage**. The second position of the two position code indicates the vessel terms of carriage and is selected from the following:

	Vessel is:	
Code	Loaded by	Unloaded by
1	Terminal	Terminal
2	Carrier	Carrier
3	Terminal	Carrier
4	Carrier	Terminal

Appendix F16

Vessel Stowage Location Codes

Number of Characters:	Four
Type of Characters:	Alphanumeric
Data Location	
Ocean Manifest - DD Form 1384:	Block 25h and Column 43c
- DD Form 1385:	STOW LOC Column
- DD Form 1386:	STOW LOCATION Column
- Automated Record:	rp 60-63 (DI T_J, T_K, T_L only)
Responsible Agency:	DoD MILSTAMP System Administrator

1. **General**. The vessel stowage location code is used on ocean manifests to identify where cargo is stowed on a vessel. It is used for cargo loaded on all breakbulk ships except those with a combination vessel status/terms of carriage code (appendix F20) of E2, N2, or W2. On container ships, the code has a different construction and is only used when the containers are stowed aboard a military controlled container ship at a military terminal. A third type of vessel stowage code is used for all LASH/SEABEE barges.

2. **Breakbulk Ship Codes**. Breakbulk ship codes are constructed as follows:

a. First position; hatch (rp 60). Enter the hatch number.

b. Second and third position; hold or deck (rp 61-62). Enter one of the followinf codes:

Code	Explanation	Code	Explanation
1D[1]	First deck	DT	Deep tank
2D[1]	Second deck	FD	Forecastle deck
3D[1]	Third deck	FL	Flight deck
AL	Ammo locker	FR	Freeze box or room
CH	Chill box or room	FT	Forecastle tween deck
CM	Care of mate	HD	Hanger deck

---

1 If vessels have lettered decks, use deck letter in rp 61 and the letter "D" in rp 62.

LH	Lower hold	PL	Paint locker
LK	Lower trunk	RB	Reefer box
LM	Mast locker	RD	Orlop deck
LR	Lower reefer flat	SD	Shelter deck
LT	Lower tween deck	SL	Security locker
LV	Lower van flat	SR	Ship's refrigerator
LZ	Lazarette	ST	Strong room
MD	Main deck	TA	Tank deck
ML	Mate locker	TD	Tween deck
MK	Middle trunk	UD	Upper deck
MR	Mailroom	UK	Upper trunk
MT	Main tween deck	UR	Upper reefer flat
OD	On deck	UT	Upper tween deck
PD	Prom deck	UV	Upper van flat

c. Fourth position; section or compartment (rp 63).[2] Enter one of the following codes:

Code	Explanation	Code	Explanation
A	Aft	O	All over the hatch or hold
B	Deck box	P	Port wing
C	Forward across	Q	Square of the hatch
D	Aft across	R	Starboard wing
E	Top stow	S	Starboard wing forward
F	Forward	T	Starboard wing aft
G	Gun crew quarters	U	Starboard wing abreast
H	Against aft bulkhead	V	Against the forward bulkhead
I	Port wing abreast	W	Wings port and starboard
J	Forward end of square	X	Wings abreast
M	Port wing forward		
N	Port wing aft		

3. **Container Ship Codes**. Containership codes are constructed as follows:

a. First position; hatch (rp 60). Enter the hatch number.

---

2 If vessels have numbered sections or compartments, use appropriate compartment number.

Appendix F17

Vessel Sustaining Codes

Number of Characters:	One
Type of Characters:	Numeric
Data Location	
Ocean Manifest Header Automated Record:	rp 51
Responsible Agency:	DoD MILSTAMP System Administrator

1. **General**. The vessel sustaining code indicates the physical capability of the ship's gear to discharge the cargo on board regardless of the vessel terms of carriage. This code is used only on the ocean manifest header cards.

2. **Codes**. Select a code from the following:

Code	Explanation
1	Unassigned
2	Vessel is self-sustaining
3	Vessel is not self-sustaining and requires dock-side offloading equipment
4-9	Unassigned

Appendix F18

Voyage Doucment Number Codes

Number of Characters:	Five
Type of Characters:	Alphanumeric
Data Location	
Ocean Manifest - DD Form 1385:	Block 19 and Column 36
- DD Form 1386:	Voyage Document No. Block
- DD Form 1384:	Block 3
- Automated Record:	rp 19-23
Responsible Agency:	Military Traffic Management Command

1. **General**. The voyage document number identifies the MTMC area in which cargo is loaded on each voyage of a vessel. It is assigned by the booking office (except as indicated in paragraph b., below) and issued to the appropriate vessel manifesting agency for each controlled or commercial ship lifting DTS booked cargo other than bulk POL or coal. The first position of the five character code is alphabetic and represents the MTMC area of the booking office that assigns the code. The other four positions are numeric and selected sequentially from the groupings in paragraphs a. - e., below.

2. **Exception**. As an exception to the general procedures outlined in the balance of this appendix, the numbers 0001 through 0999 are used exclusively by ocean terminals. These numbers may be used in a SEAVAN/MILVAN TCN when the booking office has not assigned a voyage number. Such lack of assignment may occur for TGBL SEAVAN shipments or when a van must be moved to port prior to receiving a firm ocean booking.

3. **Voyage Document Number**. The booking office constructs the voyage document number by selecting a letter code and an area subdivision serial number from the following listing. The "alternate letter code" is used only when, in a single calendar year, all combinations of the "primary letter codes" and the serial numbers for a particular subdivision have been used. For example: Assignment of codes by the COMSCLANT area booking office for USEC/Great Lakes would be in part "A4580, A4581, ... A9998, A9999, B4580, B4581, etc."

a. Atlantic (COMSCLANT)	Primary	Alternate	
MSC Area of Loading	Letter Code	Letter Code	Area Subdivision Serial Number
Reserved	A	B	1000-1250
AZORES	A	B	1300-1550
BERMUDA	A	B	1600-1850
CANADA (East of 95^0)	A	B	1900-2000
CARIBBEAN/PANAMA	A	B	2100-2350
CENTRAL AMERICA	A	B	2400-2650
CUBA	A	B	2700-2950
GREENLAND	A	B	3000-3100
GULF OF ADEN	A	B	3200-3450
ICELAND	A	B	3500-3750
MEXICO (EAST COAST)	A	B	3800-4050
PUERTO RICO	A	B	4060-4310
SOUTH AMERICA	A	B	4320-4570
USEC/GREAT LAKES/USGC (FL, AL, and MS only)	A	B	4580-8799
MS River/USGC (LA and TX only)	G	H	8800-9999

Responsible Office	ETM	AUTODIN
Commander, Military Sealift Command Atlantic Military Ocean Terminal Bayonne Bayonne, NJ 07002	RUEOBME	RUEOBME

b. Pacific (COMSCPAC)	Primary	Alternate	
MSC Area of Loading	Letter Code	Letter Code	Area Subdivision Serial Number
ALASKA	P	Q	1000-1250
CANADA (West of 95^0)	P	Q	1275-1375
HAWAIIAN ISLANDS	P	Q	1400-2900
MEXICO (West Coast)	P	Q	3000-3500
MIDWAY AND WAKE	P	Q	3700-3950
USWC/BRITISH COLUMBIA	P	Q	4000-9999

Responsible Office	ETM	AUTODIN
Commander, Military Sealift Command Pacific Oakland, CA 94625	RUWMEKA	RUWMEKD

c. Mediterranean (COMSCMED)

MSC Area of Loading	Primary Letter Code	Alternate Letter Code	Area Subdivision Serial Number
GREECE	M	N	1000-1250
ITALY	M	N	1300-3800
No. AFRICA	M	N	3801-4300
PAKISTAN	M	N	4301-4500
PERSIAN GULF/RED SEA	M	N	4501-4999
MOROCCO	M	N	5000-5500
WEST/SOUTHEAST AFRICA	M	N	5600-5850
SPAIN	M	N	6000-8000
Reserved	M	N	8001-8099
TURKEY	M	N	8100-9700
OTHER	M	N	9740-9999

Responsible Office	ETM	AUTODIN
Commander, Military Sealift Command Mediterranean Subarea P. O. Box 23 FPO New York 09521	RUFLSKA	RUFLSKA

d. Europe (COMSCEUR)

MSC Area of Loading	Primary Letter Code	Alternate Letter Code	Area Subdivision Serial Number
ATLANTIC AND CHANNEL COAST OF FRANCE	E	N/A	1000-1500
BALTIC PORTS	E	N/A	1600-2000
GERMANY/BENELUX (LESS BALTIC PORTS)	E	N/A	2100-9500
SCANDANAVIA/DENMARK	E	N/A	9600-9999

UK/ERIE	J	N/A	1000-9999

Responsible Office	ETM	AUTODIN
Commander, Military Sealift Command Europe APO NY 09069	RUFTREN	RUFTREN

e. Far East (COMSCFE)

MSC Area of Loading	Primary Letter Code	Alternate Letter Code	Area Subdivision Serial Number
JAPAN	F	K	1000-2999
GUAM, MARIANAS	F	K	3000-4999
MARSHALL, KWAJALEIN			
OKINAWA	F	K	4000-4999
KOREA	F	K	5000-5999
PHILIPPINES	F	K	6000-6999
TAIWAN	F	K	7000-7999
SOUTHEAST ASIA, includes BURMA, THAILAND, CAMBODIA, and VIETNAM	F	K	8000-8999
INDIA	F	K	9000-9249
OTHER	F	K	9900-9999

Responsible Office	ETM	AUTODIN
Commander, Military Sealift Command Far East (Yokohama, Japan) FPO Seattle 98760	RUADKHA	RUADKHA

Appendix F19

Voyage Manifest Reference Codes

Number of Characters:	One
Type of Characters:	Alpha
Data Location	
Ocean Manifest Automated Record:	rp 27
Responsible Agency:	DoD MILSTAMP System Administrator

1. **General**. The voyage manifest reference code is included on all ocean manifest Automated Records whether mailed or transceived to the destination. The reference code is assigned to each ocean manifest header card and perpetuated on all shipment unit Automated Records for that manifest.

2. **Codes**. Select a voyage manifest reference code from the following:

Code	Explanation
A	1st manifest
B	2d manifest
C	3d manifest
D	4th manifest
E-Z	5th - 24th manifests (omit I and O)

Appendix F20

Water Commodity and Special Handling Codes

Number of Characters:	Five
Type of Character:	Alphanumeric
Data Location	
TCMD - DD Form 1384:	Block 4 and Column 35
- Automated Record:	rp 15-19
Responsible Agency:	Military Sealift Command

1. General. The water commodity and special handling codes are a five position combination. The first three positions of the code identify the commodity. The fourth position further identifies certain types of cargo and is used with the fifth position to indicate the nature of a commodity or item which may require special handling. The specific special handling requirements are usually further identified in trailer data; e.g., actual temperature control range, type of hazardous materiel, or outsize dimensions.[1]

2. Commodity. The first three positions of the five position code indicate the commodity.

a. If a shipment unit is composed of items having different commodity codes, the code representing the greatest volume (cube) is used. When the items and commodities are so numerous no single code is dominant, a generalized code is used. These generalized codes include "NOS" (Not Otherwise Specified) in the explanation.

b. Whenever an "NOS" commodity code is used, additional explanation is always included as a trailer entry using DI T_9. This explanation is not a reiteration of the description shown in this paragraph (e.g., Subsistence, NOS; General, NOS), but may be a clear text description such as "Exchange Resale Items - Consolidated." Certain of these items are described in specific detail as required by appendix D, figure 12 (rp 54-79).

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1 MTMC will convert the MILSTAMP water commodity code to the FSC and pass it to the JDA for DTS surface shipments as required.

c. Water commodity codes are grouped by general categories. These categories are alphabetically listed below along with the code groups which may be used to determine a specific commodity code from the numeric listing in paragraph d., below.

Commodity Category	Code Group
Aircraft, unboxed	900-999
Aircraft parts	670-679
Ammunition, explosives, and other hazardous items; except small arms ammunition and radioactive waste	40X-489
Antisubmarine equipment	790-799
Baggage	360-389
Boats and boxed vehicles (less than 35 feet)	640-649
Bulk cargo, unpackaged, dry or liquid, except POL	200-299
Chemicals	630-639
Construction materiel	660-669
Drugs and sundries (not requiring temperature control)	530-549
Dunnage and lashing	099
Empty containers	690-699
HHGs	390-399
Instruments and apparatus	65A-659
Lumber and logs (less than 35 feet)	550-569
Machinery and parts (less than 35 feet)	590-599
Mail	610-619
Metal products (less than 35 feet)	570-579
Miscellaneous items	70X-789

Paints and varnishes	620-629
POL items, other than bulk	600-609
Privately owned vehicles (POVs)	300-359
Radioactive devices, materiel, and waste	490-499
Reefer cargo, chill (above 32^0)	100-149
Reefer cargo, freeze (below 32^0)	150-199
Small arms, small arms ammunition, and inert component parts of explosives/hazardous items	680-689
Special cargo	800-899
Subsistence (other than chill or freeze)	*50A-5TD*
Vehicle parts	580-589

d. The three position water commodity code identifies the specific commodity within each commodity category. Included in the code listing for each commodity is the abbreviation used on the ocean cargo manifest. Select a code from the following:

(1) Dunnage and Lashing (099)

CODE	EXPLANATION	ABBREVIATION
099	DUNNAGE AND LASHING GEAR (NONREVENUE)	DUNLSH

(2) Reefer cargo, chill (above 32^0) (100-149)

CODE	EXPLANATION	ABBREVIATION
100	BUTTER AND MARGARINE	BUTTER
101	BAKERY PRODUCTS	BAKERY
102	BEEF, BOXED OR CARCASS	BEEFCL
103	CANDY OR CONFECTIONERY	CDYCHI
105	CHEESE	CHEESE
106	CONDIMENTS	CONCHL
107	EGGS	EGGCHL

108	DAIRY PRODUCTS EXCEPT AS OTHERWISE SPECIFICALLY IDENTIFIED	DAIRY
110	FISH	FISCHL
115	FRUIT, NOS	FRUCHL
117	JUICES	JUICES
118	LARD AND SHORTENING	LARCHL
126	LETTUCE	LETCHL
119	MEATS, NOS	MTSCHL
120	MILK	MLKCHL
125	VEGETABLES, NOS	VEGCHL
129	YEAST	YSTCHL
130	SUBSISTENCE, CHILL, NOS	SUBCHL
131	BATTERIES, TEMPERATURE CONTROLLED 0^0 TO 40^0	BAT400
135	CHILL, OTHER THAN SUBSISTENCE, NOS	CHLNOS
141	MEDICAL SUPPLIES, TEMPERATURE CONTROLLED 35^0 TO 41^0	MS3542
142	MEDICAL SUPPLIES, TEMPERATURE CONTROLLED 35^0 TO 45^0	MS3545
143	MEDICAL SUPPLIES, TEMPERATURE CONTROLLED 50^0 TO 70^0	MS5070
144	MEDICAL SUPPLIES, TEMPERATURE CONTROLLED 50^0 TO 80^0	MS5080

(3) Reefer cargo, freeze (below 32^0) (150-199)

CODE	EXPLANATION	ABBREVIATION
150	BAKERY PRODUCTS	BKYFRZ
151	BUTTER	BUTFRZ
152	BEEF, BOXED OR CARCASS	BEEFFZ
153	DESSERT TOPPING	DESFRZ
155	FISH	FSHFRZ
160	FRUITS, NOS	FRUFRZ
165	ICE CREAM	ICECRM
170	JUICE CONCENTRATES	JUCFRZ
174	MARGARINE	MARFRZ
175	MEALS, PREPARED, NOS	MLSFRZ
176	MEALS, PREPARED, RED MEAT BASE	MLSRMB
177	MEALS, PREPARED, PORK BASE	MLSPKB
178	MEALS, PREPARED, POULTRY BASE	MLSPOB
179	MEALS, PREPARED, SEAFOOD BASE	MLSSFB
180	MEATS, RED (FRESH)	MTFFRZ
181	MEATS, RED (COOKED)	MTSCKD
182	PORK (FRESH)	PORKFZ
183	PORK (COOKED)	PORKCK
184	MEATS, NOS	MTSFRZ
185	POULTRY AND PARTS (COOKED)	POLCKD
186	POULTRY AND PARTS (FRESH)	POLFRZ
187	SHELL FISH	SHFFRZ
188	MILK	MLKFRZ
189	VEGETABLE, NOS	VEGFRZ
192	SUBSISTENCE, FREEZE, NOS	SUBFRZ
195	FREEZE, OTHER THAN SUBSISTENCE, NOS	FRZNOS

(4) Bulk cargo, unpackaged, dry or liquid, except POL (200-299)

CODE	EXPLANATION	ABBREVIATION
200	BULK, NOS	BULKNS
210	ASPHALT	ASPHLT
220	CEMENT	CEMENT
230	COAL, OTHER THAN ANTHRACITE OR BITUMINOUS	COAL
231	COKE	COKE
232	COAL, ANTHRACITE	COALA
233	COAL, BITUMINOUS	COALB
240	FERTILIZER	FERTLZ
250	GRAIN, HEAVY	GRNHVY
260	GRAIN, LIGHT	GRNLT
270	OIL, EDIBLE	OILSED
280	ORE	ORE

(5) Privately Owned Vehicles (POVs) (300-359)

CODE	EXPLANATION	ABBREVIATION
300	AUTOMOBILES, SPACE AVAILABLE[2]	NOTE[3]
310	MOTORCYCLES, SPACE AVAILABLE[2]	NOTE[3]
320	AUTOMOBILES, SPACE REQUIRED	NOTE[3]
330	VANS AND PICKUPS, SPACE AVAILABLE[2]	NOTE[3]
340	MOTORCYCLES, SPACE REQUIRED	NOTE[3]
350	VANS AND PICKUPS, SPACE REQUIRED	NOTE[3]
351	HOUSETRAILERS, SPACE REQUIRED (SEE 819)	NOTE[3]
352	RECREATIONAL VEHICLES, SPACE REQUIRED	NOTE[3]

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2 Space available codes are restricted to POVs of foreign manufacture, purchased outside CONUS, and being returned to CONUS on MSC controlled ships at the owner's expense.

3 The manifest abbreviation is the last two digits of the POV year followed by the first four letters of the vehicle make; e.g., 80PONT, 86MERC, etc.

(6) Baggage (360-389)

CODE	EXPLANATION	ABBREVIATION
360	BAGGAGE, HOLD, ACCOMPANIED	BGHDAC
370	BAGGAGE, HOLD, UNACCOMPANIED	BGHDUN
380	BAGGAGE, PRI-BAG	BGPRI

(7) Household goods (390-399)

CODE	EXPLANATION	ABBREVIATION
390	HHG, GOVERNMENT CONTAINER METHOD	HHGGOV
391	HHG, OTHER THAN LISTED IN THIS SERIES	HHGOTH
392	HHG, TGBL, MODE 2	HHGTB2
395	HHG, TGBL, MODE 5	HHGTB5
396	HHG, TGBL, ENTERING THE DTS DURING A STRIKE PERIOD	HHGSTK

(8) Ammunition, explosives, and other hazardous items; except small arms, ammunition and radioactive waste (40X-489) (Includes all military explosives, munitions, and other hazardous materials not specifically listed elsewhere. These commodities require isolated or specialized storage space. Their USCG classes from Title 46, CFR, are indicated in parentheses following the explanation. This category does not include small arms ammunition, code group 680-689, or radioactive devices, materiel, and waste, code group 490-499.)

CODE	EXPLANATION	ABBREVIATION
40X	CONSOLIDATION OF AMMUNITION AND EXPLOSIVE ITEMS IN SEAVANs OR MILVANs (USED ONLY IN DI TE2 ENTRIES)	N/A
400	DETONATING FUZES (ICC CLASS C), MECHANICAL TIME FUZES, AND LIKE ITEMS (I)	FUZDET
401	BULK PROPELLANTS SUCH AS BALLISITE, CORDITE, FHN, NH AND NC POWDER, "MADEUP BAG CHARGES" IN OUTSIDE SHIPPING CONTAINER (II-A)	BLKEXP
402	FIXED AMMUNITION WITHOUT EXPLOSIVE PROJECTILES AND LIKE ITEMS (II-B)	SKLPOW
403	PYROTECHNIC (FIREWORKS) (II-C)	FIREWK
404	CHEMICAL AMMUNITION OTHER THAN LISTED BELOW (II-D)	CMLWP
405	CHEMICAL AMMUNITION (HC FILLED), SOLID (II-E)	CMLHC
406	CHEMICAL AMMUNITION (FS OR FM FILLED), SMOKE, LIQUID (II-F)	CMLFS
407	CHEMICAL AMMUNITION (IM, NP, OR PT FILLED), INCENDIARY COMPOSITION (OIL GEL) (II-G)	CMLGEL
408	CHEMICAL AMMUNITION (WATER ACTIVATED) (II-H)	CMLWAC
409	CHEMICAL AMMUNITION (TH FILLED), INCENDIARY COMPOSITION (SOLID) (II-J)	CMLTH

411	FUZES, PD WITHOUT BOOSTER; AT MINE FUZES (NONCHEMICAL) WITHOUT BOOSTER FUZES, BOMB TAIL WITHOUT BOOSTER; FUZES, TRACER; PRIMER; PRIMER DETONATORS; ETC. (III)	FUXPD
412	FIXED AND SEMI-FIXED AMMUNITION WITH EXPLOSIVE LOADED PROJECTILE (IV)	FXAMEX
414	SEPARATE LOADING PROJECTILES FILLED WITH EXPLOSIVE "D" (V)	SHLEXD
415	BD FUZES; PD FUZES WITH BOOSTER; BOMB FUZES WITH BOOSTER; ROCKET FUZES WITH BOOSTER; LIKE ITEMS (VI)	BDFUZ
416	SEPARATE LOADING PROJECTILES (FILLED WITH HE), OTHER THAN EXPLOSIVE "D" (VII)	SHLHE
417	BLASTING CAPS, DETONATORS, AT MINE FUZES (CHEMICAL), ETC. (VIII)	CAPFUZ
420	EXPLOSIVES, IN BULK, SUCH AS BLACK POWDER, PROPELLANT EXPLOSIVES FOR SMALL ARMS, ETC. (IX)	EXPBLK
421	HIGH EXPLOSIVES, SUCH AS DYNAMITE, TNT, DEMOLITION BLOCKS (IX-B)	HIEXPL
422	INITIATING AND PRIMING EXPLOSIVES (IN BULK) (IX-C)	PREXBK
423	EXPLOSIVE BOMBS, MINES, TORPEDOES, ETC. (X-A)	EXBOMB
425	EXPLOSIVE BOMBS, MINES, TORPEDOES, ETC., PACKED WITH FUZE IN INTEGRAL PACKAGE (X-B)	EXBMFZ
427	GUIDED MISSILES WITH SOLID PROPELLANT MOTORS, PACKED WITH OR WITHOUT WARHEAD (X-C)	MSLSHE
428	GUIDED MISSILES WITH LIQUID PROPELLANT MOTORS, PACKED WITH HE WARHEAD (X-D)	MSLLHE
429	ROCKET ENGINE, LIQUID (X-E)	RKTENG
430	CHEMICAL AMMUNITION, LETHAL (XI-A)	CMLXXX
431	CHEMICAL AMMUNITION, NONLETHAL (XI-B)	CMLNON
432	FUELS, IN CONTAINERS, FOR GUIDED MISSILES AND ROCKETS (XI-C)	FULMSL
433	OXIDIZERS, IN CONTAINERS, FOR GUIDED MISSILES AND ROCKETS (XI-D)	OXMSL
436	ALL OTHER HAZARDOUS ITEMS, NOS	HAZNOS
450	ACIDS, LIQUID, CORROSIVE	ACIDLC

(9) Radioactive devices, materiels, and waste (490-499)

CODE	EXPLANATION	ABBREVIATION
490	WASTE, RADIOACTIVE, IN METAL DRUMS	WSTRAC
491	RADIOACTIVE DEVICE, NOS	RDNOS
492	RADIOACTIVE MATERIEL, FISSILE, NOS	RMFNOS
493	RADIOACTIVE MATERIEL, LOW SPECIFIC ACTIVITY (LSA), NOS	RMLSAN
494	RADIOACTIVE MATERIEL, NOS	RMNOS
495	RADIOACTIVE MATERIEL, LIMITED QUANTITY, NOS	RMLQN
496	RADIOACTIVE MATERIEL, SPECIAL FORM, NOS	RMSFN

General Cargo (500-799) (Includes all items not described elsewhere, weighing 10,000 pounds or less per piece (as configured for ocean shipping - packaged, palletized, unitized, containerized, etc.), and

measuring less than 35 feet in the largest dimension. See special cargo, 800-899, for larger items.)

(10) Subsistence (other than chill or freeze) (50A-529)

CODE	EXPLANATION	ABBREVIATION
50A	ANIMAL FOOD	ANMLFD
500	SUBSISTENCE, NOS	SUBNOS
501	BAKERY GOODS	BKGDS
502	BEANS, DRIED, IN BAGS	BNSBAG
503	BEER	BEER
504	BEVERAGES, NONALCOHOLIC, IN GLASS	BEVGLS
505	BEVERAGES, NONALCOHOLIC, IN TINS	BEVTNS
506	BEVERAGES, NONALCOHOLIC, IN OTHER THAN GLASS OR TIN	BEVOTH
507	BISCUITS	BSCUTS
508	CANDY AND CONFECTIONERY	CANDY
509	CANNED GOODS, NOS	CANNOS
51A	MEALS, COMBAT	MLCMBT
51B	***MEAL, READY-TO-EAT (MRE)***	***MRE***
51D	DESSERT PREPARATIONS	DESPRP
51E	FOOD PACKETS, IN-FLIGHT	FPXFLT
51F	FOOD OILS AND FATS	OILFAT
51G	JAMS, JELLIES, PRESERVES	JAMJEL
51H	MEATS, IN GLASS	MTSGLS
51J	***SUNDRY PACK, TYPE I***	***SUNTI***
51K	***SUNDRY PACK, TYPE II***	***SUNTII***
51N	FOOD PACKETS, LONG RANGE PATROL	FPKPAT
51P	JUICE, IN GLASS	JUCGLS
51Q	***JUICE, IN CONTAINERS, OTHER THAN GLASS***	***JUCCON***
51R	MILK OR CREAM, POWDERED	MLKPWD
51S	CHEESE AND CHEESE PRODUCTS, DRIED OR DEHYDRATED	CHEPDS
51T	FRUITS, DRIED OR DEHYDRATED	FRUDRY
51U	WHEAT AND FLOUR PRODUCTS (MACARONI, SPAGHETTI, ETC.)	WHFLPD
51V	FOOD PACKETS, SURVIVAL	FPKSUR
51W	FRUIT, IN GLASS	FRUGLS
510	CEREALS, READY TO EAT	CERLDY
511	CEREALS REQUIRING COOKING	CERLCK
512	COFFEE, ROASTED	COFFEE
513	CONDIMENTS AND RELATED PRODUCTS	CNREPD
514	CRACKERS	CRAKER
515	FLOUR, PREPARED, IN PACKAGES	FLRPKG
516	FLOUR, WHEAT, IN BAGS OR BALES	FLRBAG
517	GUM, CHEWING	GUMCHE
518	LIQUOR, NOS	LIQUOR
519	MILK, EVAPORATED OR CONDENSED, IN TINS OR CANS	EVPMLK
52C	VEGETABLES, IN GLASS	VEGPKG
52D	SYRUP PRODUCTS INCLUDING HONEY, MOLASSES, ETC.	SYUPDS
52E	VEGETABLES, DRIED OR DEHYDRATED	VEGDRY
520	PINEAPPLE, CANNED	PINAPL
521	RICE	RICE

522	SALT, COMMON	SALT
523	SUGAR, REFINED	SUGAR
524	CANNED VEGETABLES	CANVEG
525	CANNED FRUIT	CANFRT
526	CANNED MEATS, OTHER THAN CHILL OR FREEZE	CANMTS
527	CANNED JUICE, OTHER THAN CHILL OR FREEZE	CANJUC
528	CANNED SOUPS, OTHER THAN CHILL OR FREEZE	CANSUP
529	FISH AND FISH PRODUCTS, ALL TYPES, OTHER THAN CHILL OR FREEZE	FISHPD
5BB	*B RATIONS, BREAKFAST, UNITIZED*	*BRATSB*
5BD	*B RATIONS, DINNER, UNITIZED*	*BRATSD*
5BH	*B RATIONS, HOSPITAL*	*BRATSH*
5GP	*GIFT PACKS*	*GIFPKS*
5MA	*MILK, WHITE, LIQUID*	*MILKWH*
5MB	*MILK, CHOCOLATE, LIQUID*	*MILKCH*
5MC	*MEAL, ORDERED READY-TO-EAT, CANDY*	*MOREC*
5ME	*MEAL, ORDERED READY-TO-EAT, MAIN ENTREE*	*MOREME*
5MF	*MEAL, ORDERED READY-TO-EAT, FRUIT*	*MOREF*
5MP	*MEAL, ORDERED READY-TO-EAR, PUDDING*	*MOREP*
5MS	*MEAL, ORDERED READY-TO-EAT, SOUP*	*MORES*
5MU	*MEAL, ORDERED READY-TO-EAT, UNITIZED*	*MOREU*
5PB	*POUCH BREAD*	*POUBRD*
5PD	*POWDERED DRINKS*	*POWDNK*
5PU	*PLASTIC UTENSILS (DINING PACKS)*	*PLAUTN*
5TB	*T RATIONS, BREAKFAST*	*TRATSB*
5TD	*T RATIONS, DINNER*	*TRATSD*

(11) Drugs and sundries (not requiring temperature control) (530-549)

CODE	EXPLANATION	ABBREVIATION
530	ALCOHOL, GRAIN OR WOOD, NOT FOR HUMAN CONSUMPTION	ALCOHL
531	DENTAL GOODS, NOS	DNTNOS
532	DRUGS AND MEDICINES EXCLUDING PENICILLIN, SULPHA, SERUMS, VACCINES, AND VITAMINS	DRUGS
533	ETHER OR CHLOROFORM	ETHER
534	MEDICAL SUPPLIES, NOS	MEDNOS
535	SANITARY PADS, AND ACCESSORIES	SANPDS
536	PAPER, TOILET	PAPTLT
537	PENICILLIN	PENCLN
539	RAZOR BLADES AND SHARPENERS	RAZBLD
540	SERUMS AND VACCINES	SERUMS
541	SODIUM CHLORATE	SODCLO
542	SODIUM PEROXIDE	SODPRX
543	TOILET PREPARATIONS, NOS	TLTNOS
544	VITAMINS	VTAMNS

(12) Lumber and logs (less than 35 feet) (550-569)

CODE	EXPLANATION	ABBREVIATION
552	LOGS, POLES AND PILINGS, TREATED (SEE 832)	LOGTRT
553	LOGS, POLES AND PILINGS, UNTREATED (SEE 835)	LOGUTR
556	LUMBER, TREATED, HARDWOOD (SEE 841)	LMTRTH
557	LUMBER, TREATED, SOFTWOOD (SEE 844)	LMTRTS
558	LUMBER, UNTREATED, HARDWOOD (SEE 847)	LMUNTH
559	LUMBER, UNTREATED, SOFTWOOD (SEE 850)	LMUNTS
560	PLYWOOD	PLYWD
561	WALLBOARD	WALBRD

(13) Metal products (less than 35 feet) (570-579)

CODE	EXPLANATION	ABBREVIATION
570	BARRELS AND METAL DRUMS, 10-14 FT^3, EMPTY, OTHER THAN POL CONTAINERS	DRMMTY
571	IRON SHEET	IRNSHT
572	IRON OR STEEL BARS (SEE 822)	IRNBAR
573	BOLTS OR NUTS (IRON OR STEEL)	BLTSNT
574	IRON OR STEEL, STRUCTURAL, NOS (SEE 825)	IRNNOS
575	NAILS, IRON OR STEEL	NAILS
576	METAL AND METAL PRODUCTS, NOS (SEE 855)	METNOS
578	TRACTOR TREADS OR STREET PLATES	TRACSP
579	STEEL SPRINGS	STLSPR

(14) Vehicle parts (580-589)

CODE	EXPLANATION	ABBREVIATION
580	ANTIFREEZE	ANTIFZ
581	AUTOMOBILE PARTS, NEW, NOS	AUTOPT
582	BATTERIES AND PARTS (SEE 131)	BATTRY
583	SPARK PLUGS	SPKPLG
584	TIRES AND TUBES, PNEUMATIC, OTHER THAN AIRCRAFT	TIRES
585	AUTO ACCESSORIES	AUTOAC
586	VEHICLE PARTS, OTHER THAN AUTOMOBILE, NOS	VEHPTS

(15) Machinery and parts (less than 35 feet) (590-599)

CODE	EXPLANATION	ABBREVIATION
590	GENERATORS AND PARTS	GENATR
591	MACHINERY, NOS (SEE 853)	MCHNRY
592	MACHINERY PARTS, NOS	MCHPTS
593	MOTORS AND PARTS	MOTORS
594	PUMPS AND PARTS	PUMPS
595	TRANSFORMER	TRANSF
596	GASKETS	GASKET
597	CLAMSHELL BUCKETS	CLSHBU
598	BULLDOZER BLADE	DOZBLD
599	BOOMS (SEE 811)	BOOMS

(16) POL items, other than bulk (600-609)

CODE	EXPLANATION	ABBREVIATION
600	GASOLINE OR JET FUEL	GAS
601	KEROSENE, OTHER THAN JET FUEL	KERSN
602	DISTILLATE FUEL OIL, INCLUDING DIESEL FUEL	DISFOL
603	PETROLEUM, LUBRICATING OR SIMILAR OILS	OIL
604	PETROLEUM, LUBRICATING GREASE	LUBGRS
605	ASPHALT PITCHES OR TARS	ASPHPT
606	ASPHALT PAVING BLOCKS OR MIXTURES	ASPHBM
607	EMPTY POL DRUMS INCLUDING GASOLINE	POLDRM
608	PETROLEUM PRODUCTS OR DERIVATIVES, NOS, WITH FLASHPOINT OF 80^0 OR LOWER	PLLNOS
609	PETROLEUM PRODUCTS OR DERIVATIVES, NOS, WITH FLASHPOINT HIGHER THAN 80^0	PLHNOS

(17) Mail (610-619)

CODE	EXPLANATION	ABBREVIATION
610	MAIL, FIRST CLASS, OTHER THAN PARCEL POST	MAILFC
611	MAIL, OTHER THAN FIRST CLASS OR PARCEL POST	MAILOT
612	MAIL SACKS (EMPTY), LOCKS, AND RELATED POSTAL EQUIPMENT	MAILSK
613	PARCEL POST, SACKED	PPOSAC
614	PARCEL POST, UNSACKED	PPOUNS

(18) Paints and varnishes (620-629)

CODE	EXPLANATION	ABBREVIATION
620	PAINT, IN INDIVIDUAL CONTAINERS LESS THAN 10 FT^3	PAINT
621	PAINT, OTHER	PNTOTH
622	SHELLAC	SHELAC
623	VARNISH	VARNSH

(19) Chemicals (630-639)

CODE	EXPLANATION	ABBREVIATION
630	INSECTICIDES, FUMIGANTS	INSECT
631	INSECTICIDES, NOS	INTNOS
632	WASTE MATERIEL, LIQUID	WSTLIQ
633	WASTE MATERIEL, OTHER THAN LIQUID	WSTOTH
634	CYLINDERS, COMPRESSED GAS, FILLED OR EMPTY	CYLCMP
635	CHEMICALS, OTHER THAN DRUGS OR SUNDRIES, NOS	CHEMCL
639	HERBICIDES	HERBSD

(20) Boats and boxed vehicles (less than 35 feet) (640-649)

CODE	EXPLANATION	ABBREVIATION
640	BOATS, USA TRANSPORTATION CORPS CRAFT, LIFT (SEE 804)	BOATCL
641	BOATS, USA TRANSPORTATION CORPS CRAFT, TOW (SEE 807)	BOATCT
642	BOATS, NOS (SEE 810)	BOATS
643	VEHICLES, BOXED	VEHBXD

(21) Instruments and apparatus (65A-659)

CODE	EXPLANATION	ABBREVIATION
65A	ELECTRONIC EQUIPMENT, INSTRUMENTS, OR PARTS, NOS	ELCTRN
650	INSTRUMENTS, DENTAL	INDENT
651	INSTRUMENTS, MEDICAL AND SURGICAL	INSURG
652	INSTRUMENTS, SCIENTIFIC	INSCI
653	INSTRUMENTS, NOS	INNOS
654	TUBES, X-RAY	TBXRAY
655	ULTRAVIOLET RAY APPARATUS AND EQUIPMENT	ULTVIL
656	X-RAY APPARATUS AND EQUIPMENT	XRAYEQ
657	INSTRUMENTS, ELECTRIC METER	INSMET
658	ELECTRICAL APPLIANCES, NOS	ELEQUP
659	ELECTRICAL APPLIANCES, OTHER THAN HOUSEHOLD (SEE 752)	ELEAPL

(22) Construction material (660-669) (Other construction materiels are listed in commodity groups 550-569 (Lumber and logs), 570-579 (Metal products), 620-629 (Paints and varnishes), 70X-789 (Miscellaneous items), and 800-899 (Special cargo).)

CODE	EXPLANATION	ABBREVIATION
660	CEMENT, CONSTRUCTION	CEMCON
661	ALUMINUM MATTING	ALUMAT
662	STEEL MATTING	STIMAT
663	COMPOUND, INSULATING	CMPDIN
664	BARBED WIRE (SEE 769)	BARBWR
665	LIME, ALL KINDS	LIMEAK

(23) Aircraft parts (670-679)

CODE	EXPLANATION	ABBREVIATION
670	AIRCRAFT TANKS, WING AND BELLY	ACFTTK
671	AIRCRAFT PARTS (OTHER THAN ARMAMENT SYSTEMS)	AFTPTS
672	AIRCRAFT ENGINE, PACKED IN FULL CAN	AENGFC
673	AIRCRAFT ENGINE, PACKED IN HALF CAN	AENGHC
674	AIRCRAFT ENGINE, DOLLY MOUNTED	AENGDM
675	AIRCRAFT ENGINE, BOXED	AENGBX
676	TOWBAR, AIRCRAFT	TOWBAR

(24) Small arms, small arms ammunition, and inert component parts of explosives/hazardous items (680-689)

CODE	EXPLANATION	ABBREVIATION
680	AMMUNITION FOR SMALL ARMS	AMMOSA
681	WEAPONS, SMALL ARMS UP TO AND INCLUDING 50 CALIBER, NOS	WEAPON
682	WEAPONS PARTS, SMALL ARMS, NOS	WEAPRT
683	LAUNCHER, ROCKET/GRENADE, OTHER THAN SELF-PROPELLED, NOS	LAUNCH
684	MORTAR/RECOILLESS RIFLE, OTHER THAN SELF-PROPELLED, NOS	MRIFLE
685	WEAPON PARTS, OTHER THAN SMALL ARMS, NOS	WEPNOS
686	INERT COMPONENT PARTS OF EXPLOSIVES/HAZARDOUS ITEMS	INERT

(25) Empty containers (690-699) (See also 634 (cylinder, compressed gas) and 760/860 (steel storage tanks).)

CODE	EXPLANATION	ABBREVIATION
690	CONEX, EMPTY	CNXMTY
691	CONTAINERS, OTHER THAN CONEX, SEAVAN, MILVAN, MSCVAN, EMPTY, WOOD OR METAL, CARRIED AS SPACE REQUIRED CARGO	CONMTY
692	CONTAINERS, OTHER THAN CONEX, SEAVAN, MILVAN, MSCVAN, EMPTY, WOOD OR METAL, CARRIED AS SPACE AVAILABLE CARGO	CONMSA
693	SEAVAN, MILVAN, MSCVAN, EMPTY, CARRIED AS SPACE REQUIRED CARGO	VANMTY
694	SEAVAN, MILVAN, MSCVAN, EMPTY, CARRIED AS SPACE AVAILABLE CARGO	VANMSA

(26) Miscellaneous items (less than 35 feet) (70D-789)

CODE	EXPLANATION	ABBREVIATION
70D	CONSUMER COMMODITY GOODS ORM-D (CFR 49)	CCORMD
70X	CONSOLIDATION OF DANGEROUS ARTICLES IN SEAVAN/MILVAN (USED ONLY IN DI TJ2 ENTRIES)	N/A
700	GENERAL CARGO, NOS	GENNOS
701	BOOKS	BOOKS
702	BOOTS AND SHOES, LEATHER	BOOTLE
703	BOOTS AND SHOES, RUBBER	BOOTRB
704	GLASS OR GLASS ITEMS, NOS	GLASS
705	CEMENT, LIQUID	CEMLIQ
706	CEMENT, RUBBER	CEMRUB
707	CIGARETTES, NOS	CIGRET
708	CIGARS, NOS	CIGARS
709	CLOTHING, NOS	CLTNOS
710	DETERGENTS	DETERG
711	FOIL, ALUMINUM	FOILAL
712	FURNITURE, NEW, OTHER THAN HHG	FURNNF
713	HARDWARE, NOS	HDWNOS
714	MATTRESSES, PACKED	MATTRS

715	MAGAZINES OR PERIODICALS, NEW	MAGNEW
716	MOTION PICTURE FILM, EXPOSED	FLMEXP
717	MOTION PICTURE FILM, UNEXPOSED	FLMUNX
718	TRAINING MATERIEL	TRNMAT
719	PAPER NAPKINS	PAPNAP
720	PAPER TOWELS	PAPTWL
721	PAPER, OTHER THAN NAPKINS OR TOWELS	PAPER
722	PARACHUTES	PARACH
723	RADIO PARTS AND EQUIPMENT, EXCLUDING TUBES PACKED SEPARATELY	RADPTS
724	RADIO TUBES, PACKED SEPARATELY	RADTBS
725	REFRIGERATORS	REFRIG
726	SCRAP AND SALVAGE, SPACE AVAILABLE	SCRPSA
727	SCRAP AND SALVAGE, SPACE REQUIRED	SCRPSR
728	SOAPS, OTHER THAN DETERGENT	SOAPS
729	SPORTING GOODS	SPTGDS
730	STATIONERY	STATON
731	TOBACCO, SMOKING, NOS	TOBSMK
732	TOOLS, HAND AND PORTABLE, ELECTRIC	TLSPRT
733	TOYS	TOYS
734	OFFICE MACHINES (TYPEWRITERS, ADDING MACHINES, ETC.)	OFFMCH
735	WATCHES AND PARTS	WATCHS
736	PLUMBING SUPPLIES	PLMSUP
737	PRINTED FORMS	FORMS
738	LOW VALUE SURPLUS ITEMS, SPACE REQUIRED (SEE 858)	LOVSSR
739	LOW VALUE SURPLUS ITEMS, SPACE AVAILABLE (SEE 839)	LOVVSA
740	TARPAULINS	TARPS
741	TROOP ISSUE CLOTHING AND EQUIPMENT	TRPQUP
742	BEARINGS	BEARING
743	ELECTRICAL CABLE	ELECAB
744	OPTICAL GOODS	OPTIGD
745	REELS OF CABLE, OTHER THAN ELECTRICAL	RELCAB
746	WELDING RODS	WELROD
747	GUN STOCKS	GUNSTK
748	BRUSHES, OTHER THAN WIRE	BRUSHD
749	PREFABRICATED HOUSES, SET UP (SEE 856)	PFBHSU
750	PREFABRICATED HOUSES, KNOCKED DOWN (SEE 857)	PFBHKD
751	FORAGE, HAY AND STRAW	FORAGE
752	HOUSEHOLD APPLIANCE (SEE 725)	HSEAPP
753	HOUSEWARES AND RELATED PRODUCTS	HSRLPD
754	JEWELRY	JWLRY
755	LUGGAGE	LUGAGE
756	PHOTO EQUIPMENT AND SUPPLIES, OTHER THAN FILM OR PAPER (SEE 759)	PHOTOP
757	PIECE GOODS, CLOTH, NOS	PCGDS
758	RADIOS, TELEVISIONS, RECORD PLAYERS, TAPE RECORDERS (SEE 773 AND 774)	RADTV
759	FILM AND PHOTO PAPER, OTHER THAN MOTION PICTURE (SEE 716 AND 717)	FILMPA
760	STEEL STORAGE TANKS AND PONTOONS (SEE 860)	STLTNK
761	ELECTRIC LAMPS	ELELMP
762	WET HIDES	HIDES

763	BAGS, SACKS	BAGSAC
764	CLEANING SUPPLIES, OTHER THAN DETERGENTS AND SOAPS	CLNSUP
765	MATCHES	MATCHS
766	POLISHING COMPOUNDS	POLCMP
767	TABLEWARE (PAPER, PLASTIC, OR WOOD)	TABWRE
768	RAGS, CLEANING	RAGCLM
769	WIRE, CONCERTINA (SEE 664)	WIRECN
770	POLE PICKETS	POLEPK
771	SAND BAGS	SANDBG
772	PLASTIC ARTICLES, NOS	PLASTIC
773	MILITARY TACTICAL RADIOS (SEE 758)	TACRAD
774	MILITARY TACTICAL TELEPHONES AND TELETYPE	TACTEL
775	AIRCRAFT ARMAMENT SYSTEMS	ACARMT
776	SHIPBOARD GUN MOUNTS	SHPGUN
777	ANTIAIRCRAFT GUNS	AACGUN
778	GUIDED MISSILE SYSTEMS	MISILE
779	MILITARY TACTICAL LAND BASED RADARS (SEE 812)	TRADAR

(27) Antisubmarine equipment (790-799)

CODE	EXPLANATION	ABBREVIATION
790	ANTISUBMARINE EQUIPMENT, NOS	ASWNOS
791	BUOYS, NOS	ADBUOY
792	NETS	ASNEW
793	JACK STAYS, SHACKLE RINGS, ANCHORS, CHAINS, ETC.	ASWEOP

(28) Special cargo (800-899) (Includes all unboxed vehicles not described elsewhere, regardless of size or weight, and any item weighing more than 10,000 pounds or measuring 35 feet or more in any dimension. See commodity group 300-359 for POVS and group 900-999 for unboxed aircraft. Loaded cargo trailers moving in RORO service are coded according to the commodities being carried as detailed in appendix D.)

CODE	EXPLANATION	ABBREVIATION
800	SPECIAL CARGO, NOS	SPCNOS
801	AIRCRAFT, BOXED	ACFTBX
804	BOATS, USA TRANSPORTATION CORPS CRAFT, LIFT (SEE 640)	BOATCL
807	BOATS, USA TRANSPORTATION CORPS CRAFT, TOW (SEE 641)	BOATCT
809	SELF-PROPELLED SHIPS AND CRAFTS	SHIPSP
810	BOATS, NOS (SEE 642)	BOATS
811	BOOMS (SEE 599)	BOOMS
812	MILITARY TACTICAL LAND BASED RADARS (SEE 779)	TRADAR
813	GUNS, HOWITZER, RECOILLESS RIFLE, UNBOXED, TRACKED	GNTNOS
816	GUNS, HOWITZER, RECOILLESS, UNBOXED, WHEELED	TNWNOS
817	GUN TUBES, OTHER THAN SMALL ARMS, LOOSE OR BOXED, NOS	GNTUBE
819	HOUSE TRAILERS (SEE 351)	
820	HUMAN REMAINS	HUMRMS
822	IRON OR STEEL BARS (SEE 572)	IRNBAR
825	IRON OR STEEL, STRUCTURAL, NOS (SEE 574)	IRNNOS

829	LIFT TRUCKS (SEE 891)	LIFTRK
832	LOGS, POLES AND PILING, TREATED (SEE 552)	LOGTRT
835	LOGS, POLES AND PILING, UNTREATED (SEE 553)	LOGUTR
838	LOW VALUE SURPLUS ITEMS, SPACE REQUIRED (SEE 738)	LVSSR
839	LOW VALUE SURPLUS ITEMS, SPACE AVAILABLE (SEE 739)	LVSSA
841	LUMBER, TREATED, HARDWOOD (SEE 556)	LMTRTH
844	LUMBER, TREATED, SOFTWOOD (SEE 557)	LMTRTS
847	LUMBER, UNTREATED, HARDWOOD (SEE 558)	LMUNTH
850	LUMBER, UNTREATED, SOFTWOOD (SEE 559)	LMUNTS
853	MACHINERY, NOS (SEE 591)	MCHNRY
855	METAL AND METAL PRODUCTS, NOS (SEE 576)	METNOS
856	PREFABRICATED HOUSES, SET UP (SEE 749)	PFBHSU
857	PREFABRICATED HOUSES, KNOCKED DOWN (SEE 750)	PFBHKD
858	RAILROAD ROLLING STOCK, SET UP	RRSTK
860	STEEL STORAGE TANKS AND PONTOONS (SEE 760)	SLTNK
864	TANKS, COMBAT	TKCMBT
867	VEHICLES, MILITARY AMBULANCES, BUSES, TRUCKS, NOT EXCEEDING 2-1/2 TON CAPACITY	VEHMIL
870	VEHICLES, MILITARY, MUTTS (JEEPS)	VEHMUT
873	VEHICLES, MILITARY, HALF-TRACKED	HLFTRK
876	VEHICLES, MILITARY, TRACKED	VHTRAK
879	VEHICLES, MILITARY SEDAN	MILSED
882	VEHICLES, MILITARY TRUCKS, EXCEEDING 2-1/2 TON CAPACITY	VEHMLO
885	VEHICLES, ROAD CONSTRUCTION	VEHRDC
888	VEHICLES, ROROS, EMPTY	ROROMT
891	VEHICLES, DESIGNED FOR MATERIELS HANDLING IN AND AROUND AIRFIELDS, TERMINALS, AND DEPOTS; INCLUDING TRUCKS, TRACTORS, TRAILERS, AND STACKERS (SEE 829)	VEHMHF
892	VEHICLES, TRAILERS AND SEMITRAILERS, NOT EXCEEDING 2-1/2 TON CAPACITY	VEHTRS
893	VEHICLES, TRAILERS AND SEMITRAILERS, EXCEEDING 2-1/2 TON CAPACITY	VEHTRO
894	VEHICLES, NOS	VEHNOS

(29) Aircraft, unboxed (990-999) (Includes whole aircraft and complete fuselages with or without engines, but does not include spare parts or engines (670-679), armament systems (775), or aircraft repair supplies.)

CODE	EXPLANATION	ABBREVIATION
900	AIRCRAFT, UNBOXED	ACFUBX

3. **Type Cargo**. The fourth position of the five position code identifies certain types of cargo, primarily those which are hazardous. (When two or more codes apply to a shipment unit, the type of cargo code representing the greatest hazard (in the order of hazards from 49 CFR, when applicable) is used. An in-the-clear description of other applicable type of cargo codes is included in miscellaneous information trailer data (DI T_9). For example: A shipment "subject to damage from

heat" and a "Poison Class B" is coded with a "P" for type cargo and "subject to damage from heat" is entered as miscellaneous trailer data (DI T-9).) Select a code from the following:

Code Explanation (including required hazardous labels)

A Radioactive Substance, UN Class 7 (radioactive label)

B Mixed hazardous materiels, consolidated only as authorized by USCG regulations, Title 49, CFR. Use with T_2 or T_3 documents only

C Etiologic Agent, UN Class 6

D Contaminated cargo (not including hazardous materiel)

E Empty hazardous materiel containers or packages (empty label)

F Explosives Class C, UN Class 1, (explosive C label)

G Nonflammable compressed gas UN Class 2 (nonflammable gas label except oxygen which requires an oxidizer label and fluorine which requires poison and oxidizer labels)

H Subject to damage from heat

I Explosive Class A, UN Class 1 (explosive A label)

J Explosive Class B, UN Class 1 (explosive B label)

K Spontaneously combustible substances, UN Class 4 (spontaneously combustible labels and flammable solid labels)

L Water reactive substance, UN Class 4 (flammable solid labels and dangerous when wet labels)

M Magnetic materiel

N Dangerous materiel in limited quantities (no label required)

O Flammable compressed gas, UN Class 3 (flammable gas label)

P Poison Class B, UN Class 6 (poison label)

Q Subject to damage from freezing

R Flammable liquids, UN Class 3 (flammable liquids label)

S Poison Class A, UN Class 2 (poison gas label) or UN Class 6 (poison label)

T Poison Class C, UN Class 6 (irritant label)

U Combustible liquids (no label)

V Miscellaneous hazardous materiels, UN Class 9 (no label)

W Corrosive materiels, UN Class 8 (corrosive label)

X Flammable solids, UN Class 4 (flammable solid label)

Y Oxidizing materiels, UN Class 5 (oxidizer or organic peroxide label)

Z No special type of cargo code applicable

1 Aircraft engine internal combustion engines and fuel control devices

2 Type cargo code not applicable (for Air Force internal use)

3 Electrostatic Sensitive Device (ESD) (see appendix A)

4 Radioactive Material (no label required)

4. **Special Handling**. The fifth position of the five position code indicates those items which require special handling as a result of their size (outsized, any dimension exceeding 6 feet), weight (heavy lift, any piece 10,000 pounds or more), or need for security (classified or protected). (Note: Outsize and heavy lift refer to a single piece in its shipping configuration whether packaged, palletized, unitized, or containerized, but exclude SEAVANs and MILVANs themselves. Using column (1) or line (i) for items with a single handling condition and columns (2), (3), and (4) for multiple handling conditions; select a code from the following:

	Single Handling Condition	Multiple Handling Conditions		
		Heavy Lift (HL)	Outsize Dimension (OD)	HL and OD
Security needed (note A)	(1)	(2)	(3)	(4)
Not to be assigned	1	-	-	-
Classified (note B)	2	B	K	S
Classified and protected sensitive (note B)	3	C	L	T
Protected sensitive (note B)	4	D	M	U
Protected pilferable	5	E	N	V
Protected controlled	6	F	O	W
Other security requirements (note C)	7	G	P	X
Unassigned	8	H	Q	Y
No special handling except I, R, or Z	9	I	R	Z

Note A. Appendix A contains a list of definitions.

Note B. Mandatory trailer card (T_9) required to identify level of classification (secret/confidential) and/or degree of risk category.

Note C. To be used only when shipments are neither classified nor protected but certain security measures are dictated by Service regulations. T_9 data is mandatory to identify such regulations and specific paragraphs therein preceded by the abbreviation, OTHER SEC REQD.

Appendix F21

Water Port Identifier Codes

Number of Characters:	Three
Type of Characters:	Alphanumeric
Data Location	
TCMD - DD Form 1384	Block 6 and 7, Columns 36b and 37
- Automated Record:	rp 21-23, 24-26
Responsible Agency:	Military Sealift Command

1. General. These codes identify water ports worldwide. The code representing the actual WPOE and WPOD is used on all DTS documentation for water shipments.

2. Code Structure. The water port codes are based on the geographic location of the port. The letters used in the first two positions of the three position code are generally assigned in alphabetic order, following the coastline. The first position of the three position code represents the major geographic area in which the port is located. These geographic areas are described in detail in paragraph 3., below. The second position in the code represents a subarea within the major geographic area. The third position in the code represents the specific port, port area, or island within the subarea.

3. Major Geographic Areas. The following list identifies the major geographic regions of the world and the code associated with each. This code is the first position of the water port identifier code and should assist in locating the specific port code in paragraph 4., below.

Code	Area	Geographic Region
1	United States, East Coast	Includes all ocean ports of Maine, New Hampshire, Massachusetts, Rhode Island, Connecticut, New York, New Jersey, Pennsylvania, Delaware, Maryland, District of Columbia, Virginia, North Carolina, Georgia, the east coast of Flordia (including Key West), port of Montreal, Canada, and all ports on Lake Erie, Lake Ontario, and Lake Michigan.

2	United States, Gulf Coast	Includes all ocean ports of the west coast of Florida (excluding Key West), Alabama, Mississippi, Louisiana, Texas, and the ports of the Mississippi River.
3	United States, California Coast	Includes all ocean ports of California.
4	United States, Northwest Coast	Includes all ocean ports of Oregon, Washington, and those of British Columbia south of 50^0 north latitude.
A	North Atlantic	Includes all ocean ports of New Brunswick, Prince Edward Island, Newfoundland, Nova Scotia, Greenland, Iceland, and east to 12^0 west longitude and all Arctic points of Canada to 100^0 west longitude.
B	Panama	Includes all ocean ports of the Republic of Panama.
C	Caribbean Area	Includes all ocean ports of Bermuda, Virgin Islands, Leeward Islands, Windward Islands, Tobago, Trinidad, Venezuela, British Guiana, Surinam, French Guiana, Puerto Rico, east coasts of Mexico and Central America, Cuba, Haiti, Jamaica, Bahamas, Turks and Caicos Islands, Dominican Republic, and the northern coast ports of Colombia.
D	Middle Americas, West Coast	Includes all ocean ports on the western coasts of Mexico and Central America, excluding the ports of the Republic of Panama and the Panama Canal Zone.
E	South America, West Coast	Includes all ocean ports on the western coast of South America from (and including) the Republic of Colombia to Cape Horn, and the Pacific island possessions of South American countries west to 100^0 west longitude.

F	South America, East Coast	Includes all ocean ports on the eastern coast of South America from (but excluding) French Guiana to Cape Horn.
G	Azores	Includes all ocean ports in the Azores.
H	British Isles	Includes all ocean or English Channel ports of Great Britain and Ireland
J	Northern Europe	Includes all ocean ports of West Germany, Netherlands, Belgium, Norway, Sweden, Denmark, Finland, and Atlantic Ocean ports of France and Spain north of the Portuguese border.
K	West Mediterranean	Includes all ocean ports of Portugal and Spain south of the northern Portuguese border, Mediterranean ports of Spain and France, Canary Islands, French and Spanish Morocco, Algeria, Tunisia, Balearic Islands, Corsica, Sardinia, Malta, Sicily, and the west coast of Italy.
L	East Mediterranean	Includes the Mediterranean Sea ports of Libya, Egypt, Israel, Lebanon, Syria, Cyprus, Crete, and Turkey; all ports of the Adriatic, Ionian, Aegean and Black Seas including the east coast of Italy.
M	West Africa	Includes all ocean ports on the west coast of Africa from the northern boundary of Rio de Oro to the southern boundary of Angola, including the Cape Verde Islands, Ascension Island, and St. Helena.
N	South and East Africa	Includes all ocean ports on the southern and eastern coasts of Africa including Madagascar from the southern boundary of Angola on the west coast to Cape Guardafui between the Gulf of Aden and the Indian Ocean on the east coast.
P	Persian Gulf, Red Sea	Includes all ports on the Red Sea, Persian Gulf, Gulf of Aden to Cape Guardafui, and

		Gulf of Oman to the West Pakistan-Iran border.
Q	Burma-India	Includes all ocean ports from the West Pakistan-Iran border to the Burma-Thailand border.
R	China Sea	Includes all ocean ports from the Burma-Thailand border including Sumatra, Java, Timor, Celebes, Ceram, Borneo, Malay States, Taiwan, and Hong Kong. Excludes New Guinea, Palau, and the Philippines.
S	Philippines	Includes all ocean ports of the Philippine Islands.
T	Central Pacific Islands	Includes all ocean ports of the Marshall Islands, Mariana Islands, Palau Islands, and Yap from 132^0 east longitude, 13^0 north latitude to 146^0 east longitude and south to the equator.
U	Bonin and Ryukyu Islands, Korea and Japan	Includes all ocean ports of the Bonin and Ryukyu Islands (Okinawa, et al.), Korea, and Japan.
V	Australia, New Zealand, and Coral Sea	Includes all ocean ports of Australia, New Guinea, Tasmania, New Zealand, and Melanesia. (Comprising the Admiralty Islands, New Ireland, New Britian, the Solomons, New Hebrides, and New Caledonia.)
W	South Pacific Islands	Includes all ocean ports of the South Pacific Islands from 180^0 longitude to 100^0 west longitude and north to 19^0 north latitude.
X	Hawaiian Islands and North Central Pacific	Includes all ocean ports of the Hawaiian Islands, Midway Islands, Kure Islands, Wake Is. and Marcus Islands. Excludes Johnston Island (see South Pacific Islands).
Y	North Pacific and Northwest Arctic	Includes all ports of British Columbia north of 50^0 latitude and all ports of Alaska, the

		Aleutian Islands and all points in the Arctic west of 100^0 west longitude to 170^0 west longitude.
Z	Antarctica	All ports in Antarctica.

4. **Port Codes**. The following list identifies each port or port area.

a. United States, east coast ports

MAINE AREA:
1B1 CASCO BAY
1B2 PORTLAND
1B3 SEARSPORT

NEW HAMPSHIRE AREA:
1C1 PORTSMOUTH NAVY SHIP YARD
1C2 NEWINGTON

MASSACHUSETTS AREA:
1D1 BOSTON
1D2 QUINCY
1D3 NEW BEDFORD
1D4 CHARLESTOWN
1D5 CHELSEA
1D6 CAPE COD
1D7 GLOUCESTER
1D8 BUZZARDS BAY

RHODE ISLAND AREA:
1E1 PROVIDENCE
1E2 MELVILLE
1E3 TIVERTON
1E4 QUONSET POINT
1E5 DAVISVILLE
1E6 NEWPORT
1ED QUONSET POINT NAS
1EF NEWPORT NSD
1EG BRENTON REEF

CONNECTICUT AREA:
1F1 NEW HAVEN
1F2 GROTON
1F3 NEW LONDON
1F4 BRIDGEPORT

NEW YORK AREA:
1G1 NEW YORK
1G2 PORT JEFFERSON, LONG ISLAND
1G3 BAYONNE, NJ
1G4 CARTERET, NJ
1G5 EARLE, NJ
1G6 PORT NEWARK, NJ
1G7 PERTH AMBOY, NJ
1G8 PATERSON, NJ
1G9 PORT ELIZABETH, NJ
1GA PORT READING, NJ
1GC BAYONNE, NJ, MILITARY OCEAN TERMINAL
1GE EDGEWATER, NJ
1GF WEEHAWKEN, NJ
1GG HOBOKEN, NJ
1GH HOWLAND HOOK, STATEN ISLAND
1GJ BROOKLYN
1GK KEARNEY, NJ
1GL FORT SCHULER
1GM STATEN ISLAND

DELAWARE AREA:
1H1 DELAWARE CITY
1H2 PETTY ISLAND
1H3 WILMINGTON

NEW JERSEY AREA:
1JI ATLANTIC CITY
1J2 PAULSBORO
1J5 TREMLEY

PENNSYLVANIA AREA:
1K1 MARCUS HOOK
1K2 PHILADELPHIA
1K3 CAMDEN, NJ
1K4 GLOUCESTER CITY, NJ, HOLT MARINE TERMINAL
1K5 PHILADELPHIA, PIER 124
1K6 PHILADELPHIA, PIER 18
1K7 PHILADELPHIA, PIER 84
1K8 BRISTOL

1K9 CHESTER
1KA PENNSAUKEN, NJ
1KB WESTVILLE (EAGLE POINT), NJ
1KC SALEM, NJ

MARYLAND AREA:
1L1 BALTIMORE
1L2 CURTIS BAY
1L3 PINEY POINT
1L4 ANNAPOLIS
1L5 SPARROWS POINT
1L6 BALTIMORE (SHIPYARD)
1LA BALTIMORE OUTPORT

VIRGINIA AREA:
1M1 NORFOLK
1M2 NEWPORT NEWS
1M3 PENNIMAN, NSC, CHEATHAN ANNEX
1M4 YORKTOWN NWS
1M5 CRANEY ISLAND
1M6 PORTSMOUTH NSY
1M7 ST. JULIANS CREEK NAD
1M8 RICHMOND
1M9 FORT EUSTIS
1MA PORTSMOUTH
1MB NORFOLK (SHIPBUILDING AND DRYDOCK CO.)
1MC CAPE CHARLES (ANCHORAGE)
1MG NORFOLK (JACKSONVILLE, FL)
1MJ NORFOLK NSC
1MK LYNNHAVEN ROADS
1ML LAMBERTS POINT
1MM HAMPTON ROADS
1MN NORFOLK (NORSHIPCO)
1MP CHEATHAM ANNEX
1MQ SWELLS POINT
1MR FORT STORY
1MS JAMES RIVER RESERVE FLEET

NORTH CAROLINA AREA:
1N1 BEAUFORT
1N2 MOREHEAD CITY
1N3 WILMINGTON
1N4 SOUTHPORT, MILITARY OCEAN TERMINAL SUNNY POINT
1NA ONSLOW BAY
1NB CAPE FEAR

SOUTH CAROLINA AREA:
1P1 BEAUFORT
1P2 CHARLESTON
1P3 PORT ROYAL
1P4 GEORGETOWN
1PB CHARLESTON NYS
1PK CHARLESTON WET STORAGE BASIN

GEORGIA AREA:
1Q1 SAVANNAH
1Q2 KINGS BAY NAVAL SUBMARINE BASE
1Q3 BRUNSWICK

FLORIDA AREA:
1R1 CAPE CANAVERAL
1R2 COCOA BEACH
1R3 JACKSONVILLE
1R4 MAYPORT
1R5 MIAMI
1R6 KEY WEST
1R7 PORT EVERGLADES
1R8 FORT LAUDERDALE
1R9 WEST PALM BEACH
1RA KEY WEST PINE LINE
1RB COCOA BEACH, PATRICK AFB
1RC FORT PIERCE
1RD MAYPORT NAVAL AUXILIARY AIR STATION
1RE MIAMI, DODGE ISLAND
1RF KEY WEST NAVAL STATION
1RG GREEN COVE SPRINGS

GREAT LAKES, LAKE ERIE AND LAKE HURON AREA:
1S1 BUFFALO, NY
1S2 CLEVELAND, OH
1S3 DETROIT, MI
134 ERIE, PA
1S5 BAY CITY, MI
1S6 TOLEDO, OH
1S7 PORT HURON, MI
1S8 ROGERS CITY, MI
1S9 SARNIA. CANADA
1SA HARRISVILLE. MI
1SB ECORSE, MI
1SC DETROIT, MI MARINE TERMINAL
1SL DETROIT, MI HARBOR TERMINAL

GREAT LAKES, LAKE MICHIGAN AREA:
1T1 CHICAGO, IL
1T2 BURNS, IN
1T3 KENOSHA, WI
1T5 MUSKEGON, MI
1T7 MILWAUKEE, WI
1T8 GREEN BAY, WI
1T9 ESCANABA, MI

GREAT LAKES, LAKE ONTARIO AREA:
1U1 TORONTO, CANADA
1U2 ROCHESTER, NY
1U3 OSWEGO, NY
1U4 HAMILTON, CANADA
1U5 WATERTOWN, NY

GREAT LAKES, SAINT LAWRENCE RIVER AREA:
1V1 MONTREAL, CANADA
1V2 QUEBEC, CANADA
1V3 OGDENSBURG, NY
1V4 RIMOUSKI, CANADA

GREAT LAKES, LAKE SUPERIOR AREA:
1W1 DULUTH, MN
1W2 MARQUETTE, MI
1W3 SAULT STE. MARIE

b. United States, gulf coast ports

FLORIDA AREA:
2A1 PANAMA CITY
2A2 PENSACOLA NAS
2A3 TAMPA
2AR PENSACOLA
2A5 PORT TAMPA
2A6 SANTA ROSA
2AA PANAMA CITY NAVAL MINE DEFENSE LABORATORY

ALABAMA AREA:
2B1 MOBILE
2B2 THEODORE
2B3 BROOKLEY AFB
2B4 BIRMINGHAM

MISSISSIPPI AREA:
2C1 GULFPORT
2C2 PASCAGULA

LOUISIANA AREA:
2D1 BATON ROUGE
2D2 LAKE CHARLES
2D3 NEW ORLEANS
2D4 ST. ROSE
2D5 CHALMETTE
2D6 NORCO
2D7 GOODHOPE
2D8 SUNSHINE
2D9 SAINT JAMES
2DA LOOP
2DB MORGAN CITY
2DC NEW ORLEANS
2DD VIOLET

TEXAS, EAST AREA:
2E1 BEAUMONT
2E2 FREEPORT
2E3 GALVESTON
2E4 HOUSTON
2E5 ORANGE
2E6 PORT ARTHUR
2E7 TEXAS CITY
2E8 PORT NACHES
2E9 BAYTOWN
2EA NEDERLAND
2EB JACINTO
2ED PASADENA
2EF FAIRWAY (ANCHORAGE)
2EN ORANGE NAVAL STATION

TEXAS, SOUTH AREA:
2F1 BROWNSVILLE
2F2 CORPUS CHRISTI
2F3 PORT ISABEL
2F4 DEER PARK
2FB CORPUS CHRISTI NAS

MISSISSIPPI RIVER AREA:
2G1 ST. LOUIS, MO
2G2 MEMPHIS, TN

c. United States, California ports

HUMBOLT BAY AREA:
3A1 EUREKA

NORTH CENTRAL AREA, EXCEPT INLAND SAN FRANCISCO:
3B_ RESERVED

SAN FRANCISCO, UPPER BAY AREA:
3C1 OZOL
3C2 RICHMOND

3C3 MARTINEZ
3C4 PORT CHICAGO
3C5 STOCKTON
3C6 OLEUM
3C7 MARE ISLAND
3C8 TIBURON
3C9 PORT COSTA
3CA AVON
3CB RICHMOND, NFD, POINT MOLATE
3CC SACRAMENTO
3CD PORT CHICAGO, NAD, CONCORD
3CE STOCKTON ANNEX, NSC OAKLAND
3CF RODEO
3CG BENECIA, ARMY RESERVE
3CH EXXON BENECIA
3CI HERCULES

SAN FRANCISCO, LOWER BAY AREA:
3D1 SAN FRANCISCO
3D2 OAKLAND
3D3 ALAMEDA
3D4 REDWOOD CITY
3D5 HUNTERS POINT
3DA SUISUN BAY
3DB OAKLAND NSC
3DC ALAMEDA NAS
3DK OAKLAND, MOTBA
3DL ALAMEDA, MOTBA
3DS OAKLAND, SEALAND TERMINAL

MONTEREY BAY AREA:
3E1 DAVENPORT
3E2 MONTEREY

ESTERO BAY AREA:
3F1 AVILA
3F2 POINT SAN LUIS
3F3 ESTERO BAY

SANTA BARBARA CHANNEL AREA:
3G1 PORT HUENEME
3G2 SANTA CRUZ ISLAND
3GA PORT HUENEME NCBC

LOS ANGELES AREA:
3H1 LOS ANGELES
3H2 SAN PEDRO
3H3 LONG BEACH
3H4 EL SEGUNDO
3H5 WILMINGTON
3H6 SEAL BEACH NWS
3H7 TERMINAL ISLAND
3HA BLYTHE
3HC LONG BEACH NSC
3HL SAN PEDRO MTMC TERMINAL
3HR CAMP PENDELTON
3HS LONG BEACH

SAN DIEGO AREA:
3J1 SAN DIEGO
3JA SAN DIEGO NSC
3JB SAN DIEGO NAS

d. United States, northwest coast ports

BRITISH COLUMBIA AREA:
4A1 PORT ALBERNI, VANCOUVER ISLAND
4A2 NANAIMO, VANCOUVER ISLAND
4A3 VANCOUVER, BRITISH COLUMBIA

NORTHWEST WASHINGTON AREA:
4B1 BELLINGHAM
4B2 ANACORTES
4B3 FERNDALE

WHIDBEY ISLAND AREA:
AC1 PORT ANGELES
4C2 PORT TOWNSEND
4C3 WHIDBEY ISLAND
4C4 MUKILTEO
4C5 EVERETT
4CC WHIDBEY ISLAND NAS
4CD INDIAN ISLAND

PUGET SOUND, UPPER AREA:
4D1 PORT GAMBLE
4D2 BREMERTON SEALAND TERMINAL
4D3 SEATTLE
4D8 RICHMOND BEACH
4D9 EDMONDS
ADB BREMERTON NSY
4DK BREMERTON NAD, BANGOR
4DL SEATTLE MTMC TERMINAL
4DS SEATTLE SEALAND TERMINAL
4DT KEYPORT

PUGET SOUND, LOWER AREA:
4E1 TACOMA
4E2 OLYMPIA

4E3 BANGOR
4EA TACOMA NAVAL STATION
4EB COMMENCEMENT BAY (ANCHORAGE)

GRAYS HARBOR AREA:
4F1 HOQUIAM
4F2 ABERDEEN
4F3 RAYMOND

ASTORIA, OREGON AREA:
4G1 ASTORIA
4G2 BEAVER
4G3 WARRENTON

COLUMBIA RIVER, INLAND AREA:
4H1 WAUNA, OR
4H2 WESTPORT, OR
4H3 LONGVIEW, WA
4H4 RAINIER, OR
4H5 ST HELENS, WA
4H6 PORTLAND, OR
4H7 VANCOUVER, WA
4H8 BRADWOOD, WA
4H9 PORTLAND, OR, N.W. MARINE IRON WORKS

OREGON, CENTRAL AREA:
4J1 NEWPORT

OREGON, SOUTH AREA:
4K1 COOS BAY

e. North Atlantic ports

NEW BRUNSWICK AND NOVA SCOTIA AREA:
AA1 ST, JOHNS, NEW BRUNSWICK
AA2 HALIFAX, NOVA SCOTIA
AA3 SIDNEY, NOVA SCOTIA

QUEBEC AREA:
AB1 MINGAN
AB2 MECATINA

NEWFOUNDLAND, EAST AREA:
AC1 ST. JOHN'S
AC2 ARGENTIA
AC3 ELLISTON
AC4 REDCLIFF

NEWFOUNDLAND, WEST AREA:
AD1 CORNERBROOK
AD2 ST. GEORGES BAY
AD3 STEPHENVILLE (HARMON)

NEWFOUNDLAND, NORTH AREA:
AE1 ST. ANTHONY
AE2 LASCIE

LABRADOR, EAST AREA:
AF1 FOX HARBOR
AF2 SPOTTED ISLAND
AF3 CARTWRIGHT
AF4 GOOSE BAY

LABRADOR, CENTRAL AREA:
AG1 CUT THROAT ISLAND
AG2 CAPE MAKKOVIK
AG3 HOPEDALE

LABRADOR, NORTHEAST AREA:
AH1 SAGLEK
AH2 FORT CHIMO, QUEBIC

BAFFIN ISLAND, SOUTHEAST AREA:
AJ1 FROBISHER BAY
AJ2 RESOLUTION ISLAND
AJ3 BREVOORT ISLAND, N.W. TERRITORY

BAFFIN ISLAND, WEST AREA:
AK1 WEST BAFFIN ISLAND, FOX B
AK2 LONGSTAFF BLUFF, FOX 2
AK3 BRAY ISLAND, FOX A
AK4 ROWLEY ISLAND, FOX 1
AK5 FORT CHURCHILL, MANITOBA

BAFFIN ISLAND, NORTH AREA:
AL1 PADLOPING ISLAND
AL2 CAPE DYER, DYE
AL3 DURBAN ISLAND, FOX E
AL4 BROUGHTON ISLAND, FOX 5
AL5 KIVITOO, FOX D
AL6 CAPE HOOPER, FOX 4
AL7 EKALUGAD FJORD, FOX C
AL8 CLYDE RIVER
AL9 CAPE HARRISON, DEVON ISLAND
ALA CAPE CHRISTIAN

GREENLAND, SOUTH AREA:
AM1 IVIGTUT
AM2 GRONDAL

AM3 IKATEG
AM4 NARARSSUAK

GREENLAND, WEST AREA:
AN1 UPERNAVIK
AN2 SONDRESTROM, BW8
AN3 ITIVDLEG, DYE 1
AN4 CRUNCHER ISLAND
AN5 DYE 2
AN6 DYE 3

GREENLAND, NORTHEAST AREA:
AP1 KULUSUK, DYE 4
AP2 HALL LAKE, FOX

GREENLAND, NORTH AREA:
AQ1 THULE

GREENLAND, EAST AREA:
AR1 ANGMAGSSALIK

NORTHEAST ARCTIC, EAST AREA:
AS1 WEST MELVILLE PENINSULA, CAM 5
AS3 EAST SIMPSON PENINSULA, CAM E
AS4 WEST SIMPSON PENINSULA, CAM 4

NORTHEAST ARCTIC, WEST AREA:
AT1 SIMPSON LAKE, CAM D
AT2 SHEPHERD BAY, CAM 3
AT3 MATTHESON POINT, CAM C
AT4 KING WILLIAM ISLAND, CAM 2

ICELAND AREA:
AU1 REYKJAVIK
AU2 KEFLAVIK
AU3 HOFN
AU4 LANGANES
AU5 GRINDAVIK
AU6 HAFNARFJORDUR
AU7 HVALFJORDUR
AU8 NJARDVIKUR
AU9 HELGUVIK

f. Panama ports

BA1 BALBOA
BA4 RODMAN NAVAL STATION
BA5 FARFAN
BA6 MIRA FLOPES LOCK, CANAL ZONE
BB1 CRISTOBAL
BB2 GATUN
BB3 COCO SOLO
BB4 TORO POINT
BB5 LAS MINAS
BB6 COLON, CANAL ZONE
BB7 SAMBA BONITA ISLAND, CANAL ZONE
BB8 MINDI PIER, CANAL ZONE

g. Caribbean ports

BERMUDA AREA:
CA1 HAMILTON
CA2 ST. GEORGE
CA3 NAVAL STATION

BAHAMAS AREA (NORTH OF 24 DEGREES):
CB1 GRAND BAHAMA
CB2 NEW PROVIDENCE, NASSAU
CB3 GOVERNOR'S HARBOUR
CB4 ANDOS
CB5 ANDOS
CB6 SOUTH RIDING POINT
CB7 ABACO ISLAND, BAHAMAS

BAHAMAS AREA (SOUTH OF 24 DEGREES):
CC1 MAYAGUANA
CC2 GRAND TURK

CUBA, NORTHWEST AREA:
CD1 HAVAVA
CD2 MATANZAS
CD3 SANTA CLARA

CUBA, SOUTHEAST AREA:
CE1 GUANTANAMO
CE2 SANTIAGO
CE3 PUERTO MANATÍ
CE4 NUEVITAS

CUBA, SOUTH CENTRAL AREA:
CF1 CIENFUEGOS
CF2 NUEVA GERONA, ISLE DE PINOS

CF3 JUCARO

JAMAICA AREA:
CG1 KINGSTON
CG2 PORT ANTONIO
CG3 GRAND CAYMAN

HAITI AREA:
CH1 PORT AU PRINCE
CH2 CAPE HATIEN
CH3 GONAIVES ELEUTHERA

DOMINICAN REPUBLIC AREA:
CJ1 SANTA DOMINGO
CJ2 PUERTO PLATA
CJ3 ANDRES
CJ4 RIO DAINA (HAINA)

PUERTO RICO AREA:
CK1 SAN JUAN
CK2 ROOSEVELT ROADS
CK3 AQUADILLA
CK4 ENSENADA
CK5 MAYAGUEZ
CK6 PONCE
CK7 YABUCOA
CK8 GUAYANILLA
CKA SAN JUAN NAVAL STATION

ARUBA AREA:
CL1 ST. NICOLAS BAY
CL2 WILLEMSTAD, CURACAO
CL3 BONAIRE
CL4 ORANJESTAD, NETHERLANDS WEST INDIES
CL5 CARACAS BAY

VIRGIN ISLAND AREA:
CM1 CHARLOTTE AMALIE, ST. THOMAS
CM2 CHRISTIANSTES, ST. CROIX
CM3 ROAD TOWN, TORTOLA
CM4 VIEQUES, VIEQUES
CM5 ST. CHRISTOPHER, ST. KITTS
CM6 FREDERIKSTED, ST. CROIX
CM7 PORT ALUEROIX

LESSER ANTILLES, LEEWARD AREA:
CN1 BASSE TERRE, GUADELOUPE
CN2 ST. JOHN'S, ANTIGUA

LESSER ANTILLES, WINDWARD AREA:
CP1 FORT DE FRANCE, MARTINIQUE
CP2 CASTRIES, ST. LUCIA
CP3 BRIDGETOWN, BARBADOS
CP4 ST. GEORGE'S, GRENADA
CP5 ROSEAU, DOMINICA
CP6 ST. MARTEEN, ANTILLES
CP7 KINGSTON. ST. VINCENT
CP8 GEORGETOWN, ST, VINCENT

MEXICO, EAST AREA:
CQ1 COATZACOALCOS (PUERTO)
CQ2 VERA CRUZ
CQ3 DOS BOCAS
CQ4 CAYO ARCOS

HONDURAS AND GUATEMALA GULF AREA:
CR1 BELIZE, HONDURAS
CR2 LIVINGSTON, GUATEMALA
CR3 PUERTO BARRIOS, GUATEMALA
CR4 PUERTO CORTEX, HONDURAS
CR5 AMAPOLA, HONDURAS
CR6 PUERTO SANTO THOMAS DE CASTILLA, GUATEMALA
CR7 PUERTO CASTILLA, HONDURAS

NICARAGUA AND COSTA RICA, EAST AREA:
CS1 BLUEFIELDS, NICARAGUA
CS2 LIMON, COSTA RICA

COLOMBIA, NORTH AREA:
CT1 CARTAGENA
CT2 BARRANQUILLA
CT3 SANTA MARTA
CT4 CARTAGENA, BOLIVAR NAVAL BASE

VENEZUELA AREA:
CU1 LA GUAIRA
CU2 CARACAS
CU3 PUERTO CABELLO
CU4 AMURAY BAY
CU5 PUERTO LA CRUZ
CU6 PUNTA CARDON MARACAIBO
CU7 MARACAIBO
CU8 EL PALITO

TRINIDAD AREA:
CV1 PORT OF SPAIN

GUYANA AREA:
CW1 GEORGETOWN, GUYANA
CW2 PARAMARIBO, SURINAME
CW3 CAYENNE, FRENCH GUIANA

h. Middle America, west coast ports

MEXICO, WEST AREA:
DA1 MAZATLAN
DA2 GUAYMAS
DA3 MANZANILLO
DA4 ACAPULCO
DA5 SOCARRO ISLAND
DA6 COATZACOALCOS

GUATEMALA AREA:
DB1 SAN JOSE
DB2 PUERTO QUETZAL

EL SALVADOR AREA:
DC1 LA UNION
DC2 LA LIBERTAD
DC3 ACAJUTLA
DC4 SAN SALVADOR

NICARAGUA AREA:
DD1 CORINTO
DD2 MANAGUA

COSTA RICA AREA:
DE1 PUNTARENAS
DE2 CALDERA
DE3 QUEPOS
DE4 GOLFITO

HONDURAS AREA:
DF1 SAN LORENZO
DF2 FUERZA
DF3 BASEDE PUERTO

i. South America, west coast ports

GALAPAGOS AND COCOS ISLAND AREA:
EA1 COCOS ISLANDS
EA2 *WRECK BAY, GALAPAGOS ISLAND*

COLOMBIA AREA:
EB1 BUENAVENTURA
EB2 BOGOTA

ECUADOR AREA:
EC1 GUAYAQUIL
EC2 ESMERALDES
EC3 LA LIBERTAD
EC4 PUERTO BOLIVAR
EC5 MANTA

PERU AREA:
ED1 CALLAO
ED2 LIMA
ED3 MOLLENDO
ED4 MATARANI
ED5 SALAVERRY
ED6 TALARA
ED7 CHIMBOTE
ED8 IQUITOS
ED9 ANCON
EDA BAYOVAR
EDB EAYOZR

CHILE AREA:
EE1 ANTOFAGASTA
EE2 ARICA
EE3 VALPARISO
EE4 TALCHAUANO
EE5 PUNTA ARENAS
EE6 CHANARAL, DE LAS ANIMAS
EE7 SAN ANTONIO
EE8 TOCOPILLA
EE9 PUERTO MONTT
EEA VALDIVIA
EEB IQUIQUE

j. South America, east coast ports

BRAZIL, NORTHEAST COAST AREA:
FA1 BELEM
FA2 NATAL
FA3 RECIFE
FA4 AMAPA
FA5 SAO LUIS
FA6 FORTALEZA

BRAZIL, SOUTHEAST COAST AREA:
FB1 RIO DE JANEIRO

FB2 SANTOS
FB3 PORTO ALEGRE
FB4 BAHIA
FB5 RIO GRANDE

URUGUAY AREA:
FC1 MONTEVIDEO

PARAGUAY AREA:
FD1 ASUNCION

ARGENTINA AREA:
FE1 BUENOS AIRES
FE2 BAHIA BLANCA
FE3 PUERTO BELGRANO
FE4 PUERTO MADRYN

FALKLAND ISLANDS AREA:
FF1 PORT STANLEY

k. Azores Islands ports

GA1 PONTA DELGADA
GA2 SANTA MARIA
GA3 PRAIA DA VITORIA
GA4 HORTA, FAYAL
GA5 LYLES PICO
GA6 ANGRA DI HEROISMO
GA7 LAJES

l. British Isles ports

ENGLAND, SOUTHEAST AREA:
HA1 PLYMOUTH
HA2 EXETER
HA3 HANBLE
HA4 SOUTHAMPTON
HA5 PORTSMOUTH
HA6 THAMESHAVEN
HA7 LONDON
HA8 FELIXSTOWE
HA9 DOVER
HAA ISLE OF GRAIN
HAB HARWICH
HAC NEWHAVEN
HAD TILBURY
HAE ORFORD NESS
HAF CHATHAM
HAG SHEERNESS
HAH COLCHESTER
HAJ SHOREHAM-BY-THE-SEAS
HAK FAWLEY
HAL PURFLEET
HAM CORYTON
HAN TURFLEET
HAP HIGH WYCOMBE
HAQ GRAVESEND
HAR ROCHESTER
HAS FALMOUTH
HAT WEST THURROCK
HAU LLANELLI, WALES
HAV FAIRFORD
HAW FLEETWOOD
HAX BRIXHAM
HAY RAMSGATE
HAZ MISTLEY

ENGLAND, WEST AREA:
HB1 BRISTOL
HB2 AVONMOUTH
HB3 MILFORD HAVEN
HB4 LIVERPOOL
HB5 MANCHESTER
HB6 BARRY, SOUTH WALES
HB7 SWANSEA
HB8 POOLE
HB9 PRESTON
HBA ANDERTON
HBB GARSTON
HBC EASTHAM
HBD ELLESMERE PORT
HBE RUNCORN
HBF HOLYHEAD
HBG NEWPORT, SOUTH WALES
HBH PEMBROKE
HBJ ROYAL PORTBURY DOCK
HBK BARRY PILOT
HBL WATCHET

ENGLAND, EAST AREA:
HC1 HULL
HC2 NEWCASTLE
HC3 IMMINGHAM **(STORAGE)**
HC4 IPSWICH

HC5 GRIMSBY
HC6 GREAT YARMOUTH
HC7 WALLSEND
HC8 TEES PORT
HC9 TYNEMOUTH
HCA SALTEND
HCB KILLINGHOLME
HCC MIDDLEBROUGH
HCD KINGS LYNN
HCE SOUTH SHIELDS
HCF LOWESTAFT
HCG GOOLE
HCH CANVEY ISLAND
HCJ WHITBY
HCL RIDHAM
HCM HYTHE
HCN CLIFF JETTY
HCK IMMINGHAM

IRELAND AREA:
HD1 BELFAST
HD2 CORK
HD3 DUBLIN
HD4 LONDONDERRY
HD5 GALWAY
HD6 COBH, ERIE
HD7 LARNE
HD8 RED BAY
HD9 WARRENPOINT

SCOTLAND, WEST AREA:
HE1 BOWLING
HE2 PRESTWICK
HE3 HOLY LOCH
HE4 GLASGOW
HE5 CAIRN RYAN
HE6 LOCH STRIVEN
HE7 CAMPBELTOWN
HE8 ARDROSSAN
HE9 LOCH EWE
HEA STRANRAER
HEB SHANDON
HEC LOCH LONG
HED GREENOCK
HEE FAIRLIE
HEF GLEN DOUGLAS
HEG FASLANE

SCOTLAND, EAST AREA:
HFI INVERFORDEN
HF2 ABERDEEN
HF3 ROSYTH
HF4 EDINBURGH, LEITH
HF5 SCRABSTER, CAITHNESS
HF6 GRANGEMOUTH
HF7 HOUND POINT

SCOTTISH ISLANDS AREA:
HG1 LERWICH, SHETLAND ISLANDS
HG2 BALRA SOUND
HG3 LY NESS, ORKNEY ISLAND
HG4 YELL SOUND, SHETLAND ISLANDS
HG5 SULLOM VOE, SHETLAND ISLANDS

FAEROE ISLANDS AREA:
HJ1 FAEROE ISLAND

m. Northern Europe ports

NORWAY AREA:
JA1 OSLO
JA2 HORTEN
JA3 NARVIK
JA4 BERGEN
JA5 STAVENGER
JA6 TRONDHEIM
JA7 BODO (PORT)
JA8 KRISTIANSAND
JA9 DRAMMEN
JAB MOSS
JAC BEJERKVIK
JAD SALANGSVERKET
JAE HOVRINGEN
JAF HUMLA
JAG FAUSKE
JAH ANDOYA (KVALNES PIER)
JAJ LARKOLLEN
JAK MO-I-RANA
JAL SORREISA
JAM NAMSOS
JAN GANGSAAS
JAP LURA
JAQ FINNSNESS
JAR MURUVIK
JAS STEINSVICK
JAT AANDALSNES
JAU HOMMELVIK
JAV BOGEN
JAW LARVIK

JAZ ANDENES
J1A ORKANGER
J1B HAAKONSVERN
J1C SANDEFJORD
J1D BOTNANESET
J1E MELLOMOEYA
J1F VALNESET
J1G SORTLAND
J1H ANDENEF
J1K LISTA
J1L FREDERIKFTADT
J1M HAMMARNEFODDEN
J1N VERDAY
J1P ST. JORDAL
J1Q TANANGER
J1R HJELTEFJORDON
J1S SALANGEN
J1T TROMSO

SWEDEN AREA:
JB1 GOTHENBURG
JB2 STOCKHOLM
JB3 HELSINGBORG
JB4 WALLHAM
JB5 SOEDERTAELJE
JB6 KARLSKRONA
JB7 UDDERVALLA
JB8 VARBARG
JB9 MALMO

DENMARK AREA:
JC1 COPENHAGEN
JC2 AARHUS
JC3 AALBORG
JC4 FREDERIKSHAVN
JC5 ESBJERG
JC6 KORSOER
JC7 FREDERICIA

FINLAND AREA:
JD1 HELSINKI
JD2 HANGO
JD3 HAMINA

POLAND AND USSR AREA:
JE1 GDYNIA
JE2 LENINGRAD
JE3 WARSAW

GERMANY AREA:
JF1 BREMERHAVEN
JF2 BREMEN
JF3 EMDEN
JF4 HAMBURG
JF6 NORDENHEIM
JF7 SYLT
JF8 CUXHAVEN
JF9 FARGE
JFA WILHELMSHAVEN
JFB BRUNSBUTTELKOOG
JFC KEIL
JFD MOENCHENGLAD-BACH
JFE BRAKE
JFF TRAVEMUNDE
JFG VILSECK
JFH WESERREEDE
JFJ ECKERNFORDE

THE NETHERLANDS AREA:
JG1 ROTTERDAM
JG2 AMSTERDAM
JG3 PORTERSHAVEN
JG4 BUITENBUIZEN
JG5 TERNEUZEN
JG6 HOOK OF HOLLAND
JG7 DORDRECHT
JG8 PERMIS
JG9 VLISSINGEN (FLUSHING)
JGA EEMSHAVEN
JGB ROZENBURG
JGC SCHEVENINGEN

BELGIUM AREA:
JH1 ZEEBRUGGE
JH2 ANTWERP
JH3 OSTEND
JH4 GHENT

FRANCE, CHANNEL PORTS AREA:
JJ1 CHERBOURG
JJ2 DUNKERQUE
JJ3 LE HAVRE
JJ4 ROUEN
JJ5 CALAIS
JJ6 BOULOGNE
JJ7 DIEPPE
JJ8 D'ARQUES
JJ9 PETIT COURONNE

FRANCE, BAY OF BISCAY AREA:
JK1 BORDEAUX
JK2 BASSENS
JK3 DONGES
JK4 LA PALLICE

JK5 NANTES
JK6 PAUILLAC
JK7 ST. HERBLAIN
JK8 ST. NAZAIRE
JK9 ROCHEFORT
JKA PIRIAC
JKC LE VERDON

SPAIN, BAY OF BISCAY AREA:
JL1 SANTANDER
JL2 EL FERROL
JL3 GIJON
JL4 LA CORUNA
JL5 SAN SEBASTIAN
JL6 BILBAO
JL7 VIGO
JL8 ALGELIRAS

GERMANY, RHINE RIVER AREA:
JM1 GERMERSHEIM
JM2 MAINZ
JM3 MANNHEIM
JM4 BINGEN
JM5 LUDWIGSHAFEN
JM6 GERNSHEIM
JM7 KARLSRUHE
JM8 WORMS
JM9 FRANKFURT AM MAIN

n. Western Meditteranean ports

PORTUGAL AREA:
KA1 LISBON
KA2 PORTO
KA3 FUNCHAL, MADEIRA ISLAND
KA4 ALVERCA
KA5 SETUBAL
KA6 FARO

MOROCCO AREA:
KB1 CASABLANCA
KB2 FERDALA
KB3 LAS PALMAS, CANARY ISLANDS
KB4 TENERIFE, CANARY ISLANDS
KB5 MELILLA
KB6 PORT LYAUTEY
KB7 RABAT
KB8 SAFI
KB9 TANGIERS
KBB MOHAMMEDIA
KBC SANTA CRUZ DE LE PALMA, CANARY ISLANDS
KBF MOROCCO, US NAVAL TRAINING COMMAND, KENTITA PORT LYAUTEY
KBG CEUTA

ALGERIA AREA:
KC1 ALGIERS
KC2 ORAN
KC3 ARZEW
KC4 BEJAIA

TUNISIA AREA:
KD1 TUNIS
KD2 BIZERTE
KD3 SIDI AHMED
KD4 SKHIRA

SICILY AREA:
KE1 PALERMO
KE2 AUGUSTA
KE3 CATANIA, NAF, SIGONELLA
KE4 VALETTA, MALTA ISLAND
KE5 SIRACUSA
KE6 TRAPANI
KE7 LAMPEDUSA ISLAND
KE8 PORTO EMPEDOCLE
KE9 MILAZZO
KEA MELLILI
KEB MESSINA

ITALY, WEST AREA:
KF1 NAPLES
KF2 POZZUOLI
KF3 LEGHORN
KF4 GENOA
KF5 LA SPEZIA
KF6 CIVITAVECCHIA
KF7 BASTIA, CORSICA
KF8 GAETA
KF9 SALERNO
KFA TOMBOLO (AMMUNITION PORT)
KFB PIOMBINO
KFC TALAMONE
KFD SANTO STEFANO
KFF LIVORNO
KFG SAVONA
KFH CASTELLAMMARE DI STABBIA

SARDINIA AREA:
KG1 CAGLIARI
KG2 LA MADDALENA
KG3 OLBIA
KG4 TORRES
KG5 TORTO TORRES
KG6 ORISTANO
KG7 SARROCH

FRANCE, MEDITERRANEAN AREA:
KH1 MARSEILLE
KH2 TOULON
KH3 CANNES
KH4 LAVERN
KH5 MONTE CARLO, MONACO
KH6 L'ESPIGUETTE
KH7 FOS
KH8 RADE D'HYERES

SPAIN, SOUTH ATLANTIC AREA:
KJ1 CADIZ
KJ2 ROTA
KJ3 SEVILLE
KJ4 GIBRALTER
KJ5 HUELVA
KJ6 ALGECIRAS

SPAIN, MEDITERRANEAN AREA:
KL1 BARCELONA
KL2 CARTAGENA
KL3 ALICANTE
KL4 LA ALGAMECA
KL5 VALENCIA
KL6 TARRAGONA
KL7 PALMA, BALERIC ISLAND
KL8 ALMERIA
KL9 MALAGA
KLA CASTELLON

o. Eastern Meditteranean ports

ITALY, EAST AREA:
LA1 VENICE
LA2 TARANTO
LA3 BRINDISI
LA4 BARI
LA5 ANCONA
LA6 PRIOLA
LA7 MARGHERA

TRIESTE AREA:
LB1 TRIESTE

YUGOSLAVIA AREA:
LC1 BAKAR
LC2 RIJEKA
LC3 PLOCE
LC4 KOPER

GREECE, SOUTHERN AREA:
LD1 PIRAEUS
LD2 ELEVSIS
LD3 PATRAS
LD4 HATTARAS
LD5 CANDIA, CRETE
LD6 SALAMIS
LD7 ANDIKIRA
LD8 IRAKLION, CRETE
LD9 SUDA BAY, CRETE
LDA SKARAMANGA BAY
LDB ST. THEODORIA
LDC PERAMA

GREECE, AEGEAN SEA AREA:
LE1 THESSALONIKI
LE2 VOLOS
LE3 STILIS
LE4 OROPUS
LE5 AKHILLION
LE6 RHODES
LE7 LEROS ISLAND
LE8 ACHINOS
LE9 MEGARA
LEB KAVALLA
LEC MYKONOS ISLAND
LED KOS ISLAND
LEE SYROS, SYROS ISLAND
LEF PYLOS
LEG KALAMATA

SYRIA AREA:
LF1 LATAKIA
LF2 TARTUS

CYPRUS AREA:
LG1 LARNACA
LG2 FAMAGUSTA
LG3 LIMASSOL
LG4 AKROTIRI

LEBANON AREA:
LH1 BEIRUT
LH2 JUNIYAH
LH3 SAYDA

ISRAEL AREA:
LJ1 HAIFA
LJ2 TEL AVIV
LJ3 JAFFA
LJ4 EILAT
LJ5 ASHDOD

EGYPT AREA:
LK1 ALEXANDRIA
LK2 CAIRO
LK3 PORT SAID
LK4 SUEZ
LK5 RASSHUKHEIR
LK6 JABAL AT THAIR ISLAND
LK7 BURSA SAFAGO
LK8 TEWFIK
LK9 EL BALLAH
LKA GREAT BITTER LAKE (BUHEIRAT)

LIBYA AREA:
LL1 TARABULUS
LL2 BENGASI
LL3 MARSA AL BURAYGAH
LL4 ES SIDER
LL5 RA'S AL UNUF
LLA HALQ EL QUED, TUNISIA

TURKEY, SOUTH AREA:
LQ1 ISKENDERUN
LQ2 MERSIN
LQ3 ANTALYA
LQ4 YUMURTALIK

TURKEY, WEST AREA:
LR1 IZMIR
LR2 ISTANBUL MILITARY TERMINAL
LR3 DORINCE
LR4 GELIBOLU
LR5 *GOLCUK*
LR6 ISTANBUL
LR7 ISTANBUL, HAYDARPASS
LR8 KARAMURSEL
LR9 ISTANBUL, CEKMECE
LRA TEKIRDAG
LRB BANDIRMA
LRC KONCA
LRD KUSADASI

TURKEY, BLACK SEA AREA:
LS1 SAMSUN
LS2 SINOP
LS3 TRABZON
LS4 AMASRA
LS5 CONSTANTZA, ROMANIA
LS6 GALATI, ROMANIA

GREECE, IONIAN ISLANDS AREA:
LT1 CORFU ISLAND
LT2 IGOUMENITSA

p. West Africa ports

ASCENSION ISLANDS AREA:
MA1 CLARENCE BAY

ST. HELENA ISLAND AREA:
MB1 ST. HELENA

CAPE VERDE ISLANDS AREA:
MC1 PRAI
MC2 SANTA MARIA, SAL ISLAND

SENEGAL AREA:
MD1 DAKAR

GUINEA AREA:
ME1 BISSAU

GAMBIA AREA:
MF1 BATHURST

SIERRE LEONE AREA:
MG1 FREETOWN

LIBERIA AREA:
MH1 MONROVIA

IVORY COAST AREA:
MJ1 ABIDJAM
MJ2 GRAND BASSAM

GHANA AREA:
MK1 ACCRA
MK2 SEKONDI

MK3 TAKORADI
MK4 LOME, TOGO
MK5 TEMA

NIGERIA AREA:
ML1 LAGOS
ML2 PORT HARCOURT
ML3 APAPA
ML4 FORCADOS
ML5 BONNY
ML6 ESCRAVOS
ML7 BASS RIVER TERMINAL

CAMEROON AREA:
MM1 DIUALA
MM2 KOLE

CONGO AREA:
MN1 MATADI, ZAIRE
MN2 BRAZZAVILLE, CONGO
MN3 POINTE NOIRE, CONGO
MN4 BOMA, ZAIRE

GABON AREA:
MP1 LIBREVILLE
MP2 OWENDO
MP3 SAO TOME ISLAND

ANGOLA AREA:
MQ1 LUANDA
MQ2 LOBITA

GUINEA AREA:
MR1 CONAKRY

DAHOMEY AREA:
MS1 PORTO NOVO
MS2 COTONOU

MURITANIA AREA:
MT1 NOUAKCHOTT

q. South and East Africa ports

REPUBLIC OF SOUTH AFRICA AREA:
NA1 CAPETOWN
NA2 PRETORIA
NA3 WALVIS BAY
NA4 PORT ELIZABETH
NA5 DURBAN

MOZAMBIQUE AREA:
NB1 BEIRA
NB2 LOURENCO MARQUES

MADAGASCAR AREA:
NC1 TOAMASINA
NC2 TANANARIVE
NC3 PORT LOUIS, MAURITIUS

TANZANIA AREA:
ND1 TANGA
ND2 DAR ES SALAAM
ND3 ZANZIBAR

KENYA AREA:
NE1 MOMBASA

SOMALI AREA:
NF1 ***MOGADISHU***
NF2 CHISIMAIO

r. Persian Gulf and Red Sea ports

SOMALIA AREA:
PA1 BERBERA

DJIBOUTI AREA:
PB1 DJIOUTI

ETHIOPIA AREA:
PC1 MASSAWA
PC2 ASSAB

SUDAN AREA:
PD1 PORT SUDAN
PD2 PORT SUDAN (ANCHORAGE)

JORDAN AREA:
PE1 AQABA

SAUDI ARABIA, EAST AREA:
PF1 UNASSIGNED
PF2 RAS AT TANNURA

PF3 DHAHRAN
PF4 ASHSHUQAYQ
PF5 RAS AL MISHAB
PF6 AD DAMMAN
PF7 AL KHOBAR
PF8 AL JUBAYL
PFS SAFE HAVEN

YEMEN AREA:
PG1 HODEIDA
PG2 MOCHA

ADEN AREA:
PH1 ADEN

OMAN AREA:
PJ1 MUSCAT
PJ2 MINA AL FAHAL
PJ3 MINA AL RAYSUT
PJ4 MINA QABOOS
PJ5 SHARJAH
PJ6 MASIRAH
PJ7 MATRAH
PJ8 SALALAH

BAHRAIN AREA:
PK1 BAHRAIN
PK2 HALUL ISLAND, QATAR
PK3 BAHRAIN ISLAND (ANCHORAGE)
PK4 AD DAWHAH (DOHA), QATAR
PK5 MINA SULMAN

IRAQ AREA:
PL1 BASRA

IRAN AREA:
PM1 BANDAR KHOMEYNI
PM2 KORRAMSHAHR
PM3 ABADAN
PM4 BANDAR ABBAS
PM5 BANDAR-E MASHUR
PM6 BUSHEHR
PM7 KHARG ISLAND

KUWAIT AREA:
PN1 AL KUWAIT

SAUDI ARABIA, WEST AREA:
PP0 RESERVED
PP1 JIDDA
PP2 YANBU A BAHR
PP3 YANBO
PP4 QUIZAN
PP5 RABIGH

UNITED ARAB EMIRATES AREA:
PQ1 DUBAI
PQ2 ABU DHABI
PQ3 MINA JABAL ALI
PQ4 AL FUJAYRAH
PQ5 KHOR FAKKEN
PQ6 ZIRKU ISLAND
PQ8 MINA ZAYED

s. Burma and India ports

PAKISTAN AREA:
QA1 KARACHI
QA2 CHITTAGONG

INDIA AREA:
QB1 BOMBAY
QB2 CALCUTTA
QB3 MADRAS
QB4 COCHIN

BURMA AREA:
QC1 RANGOON

CEYLON AREA:
QD1 COLOMBO
QD2 TRINCOMALEE

SEYCHELLES ISLAND AREA:
QE1 VICTORIA HARBOR, MAHE ISLAND
QF1 DIEGO GARCIA ISLAND

LAREUNION AREA:
QG1 LEPORT, LAREUNION ISLAND

t. China Sea ports

THAILAND AREA:
RA1 BANGKOK
RA2 PATAYA
RA3 SATTAHIP
RA4 THUNG PRONG

MALAYA AREA:
RB1 SINGAPORE
RB2 PORT SWETTENHAM
RB3 PENANG
RB4 PORT KELANG
RB5 JOHOR BAHARU

SUMATRA AREA:
RC1 MEDAN
RC2 PEDANG
RC3 PALEMBANG
RC4 DUMAI

JAVA AREA:
RD1 DJAKARTA
RD2 SURABAJA
RD3 SEMARANG
RD4 CILICAP (TUILATAP)

TIMOR ISLAND AREA:
RE1 DILI

CAMBODIA AREA:
RF1 PHNOM PENH
RF2 KOMPONG SOM

VIETNAM AREA:
RG1 SAIGON
RG2 HAIPHONG
RG3 DA NANG
RG4 QUI NHON
RG5 NHA THRANG
RG6 PHUQUOC
RG7 HUE
RG8 NHABE
RG9 CHU LAI
RGA VUNG TAU
RGB CAN THO
RGC AN THOI
RGD CON SON ISLAND
RGE CAM RANH BAY
RGF PHAN THIET
RGG TUY HOA
RGH VUNG RO
RGJ PHAN RANG
RGK DONG TAM
RGL DONG HA
RGM MY THO
RGN CAT LAI
RGP DUC PHO
RGQ THON MY THUY
RGR BANGOI
RGS TAN MY
RGT VINH LONG
RGU SAIGON, NEWPORT
RGV VINH HUNG
RGW DONG NAI
RGX LONG XUYEN
RGY NUI SAP

CANTON AREA:
RH1 CONTON
RH2 HONG KONG
RH3 HSINHSIANG
RH4 SHANGHAI

TAIWAN AREA:
RJ1 KEELUNG
RJ2 TANSHUI
RJ3 KAOHSIUNG
RJ4 WUCH'I
RJ5 HUALIEN
RJ6 SUAO

BORNEO AREA:
RK1 KUNCHING

CELEBES AREA:
RL1 PALOPA
RL2 MAKASSAR
RL3 MANADO
RL4 AMBON, MOLUCCA ISLANDS
RL5 SURABAYA
RL6 SINGAPORE
RL7 HALIM DJAKARTA, INDONESIA
RL8 BLANG LANCANG, INDONESIA

u. Philippines ports

LUZON ISLAND AREA:
SA1 MANILA
SA2 SANGLEY POINT
SA3 SUBIC BAY
SA4 BATAAN
SA5 QUINTANG POINT
SA6 LOCANIN POINT
SA7 SAN FERNANDO
SA8 PORO POINT
SA9 SUBIC CITY
SAA SUBIC BAY (NAVMAG SUBIC)

CENTRAL ISLANDS AREA:
SB1 ILOILO, PANEY ISLAND
SB2 CEBU, CEBU ISLAND
SB3 LEYTE, MANICONI ISLAND
SB4 TACLOBAN, LEYTE ISLAND
SB5 SAMAR, SAMAR ISLAND
SB6 PUERTO PRINCESA, PALAWAN ISLAND
SB7 LUBANG ISLAND
SB8 TABOGON ISLAND
SBB MACTAN ISLAND
SBC BATANGAS ISLAND

MINDANAO AREA:
SC1 BUENA VISTA
SC2 CAGAYAN DE ORO
SC3 DAVAO
SC4 BUGO
SC5 ZAMBOANGA
SC6 JOLO ISLAND

v. Central Pacific Islands ports

MARIANAS AREA:
TA1 APRA HARBOR, GUAM
TA2 NSD, GUAM
TA3 GARAPAN, SAIPAN
TA4 TINIAN ISLAND
TA5 ROTA ISLAND
TA6 NAVMAG, GUAM

MARSHALL ISLANDS, RALIK CHAIN AREA:
TJ1 KWAJALEIN ATOLL
TJ2 EBEYE ISLAND, KWAJALEIN
TJ3 JALUIT ATOLL
TJ4 ENIWETOK ISLAND
TJ5 ENIWETOK LAGOON
TJ6 WOTHO ISLAND
TJ7 UJELANG ISLAND
TJ8 ROI NAMUR

MARSHELL ISLANDS, RATAK CHAIN AREA:
TK1 MAJINO ISLAND
TK2 WOTJE ATOLL
TK3 BIKINI ATOLL
TK4 AILINGINAE ATOLL
TK5 LIKIEP ATOLL
TK6 RONGELAB ATOLL
TK7 RONGERIK ATOLL
TK8 UTIRIK ATOLL

CAROLINE ISLANDS AREA:
TL1 PULAP ISLAND
TL2 PONAPE ISLAND
TL3 OSI LUI ISLAND
TL4 TRUK ISLAND
TL5 ULITHI ISLAND
TL6 KAPINGARANGI ISLAND
TL7 KUSEL ISLAND
TL8 TARAWA ATOLL

PALAU ISLAND AREA:
TS1 YAP ISLAND
TS2 MALEKEIOK ISLAND
TS3 KOROR ISLAND
TS4 PELELIU ISLAND

w. Bonin and Ryukyu Islands, Korea, and Japan ports

BONIN ISLANDS AREA:
UA1 KITA, IWO JIMA ISLAND
UA2 CHICHI, JIMA ISLANDS

RYUKYU ISLANDS AREA:
UB1 NAHA, OKINAWA ISLAND (MILITARY TERMINAL)
UB2 BUCKNER BAY, OKINAWA ISLAND
UB3 CHIMU WAN, OKINAWA ISLAND
UB4 ISHIGAKI ISLAND

UB5 IE SHIMA
UB6 KUME ISLAND
UB7 MIYAKO ISLAND
UB8 OKINO ISLAND
UB9 YAEYAMA ISLAND
UBA HEIANZA SHIMA
UBB KIN, OKINAWA ISLAND
UBC TENGAN, OKINAWA
UBD NAHA, OKINAWA ISLAND (COMMERCIAL TERMINAL)
UBE IRISUNA, JIMA ISLAND
UBF AJA PORT, OKINAWA ISLAND

KOREA, WEST AREA:
UC1 CHINNAMPO
UC2 INCHON
UC3 PAENGNYONG DO
UC4 GAZAN
UC5 CHANGHANG

KOREA, SOUTH AREA:
UD1 KUNSAN
UD2 MOKPO
UD3 CHINDO
UD4 YOSU
UD5 MASAN
UD6 PUSAN (MILITARY TERMINAL)
UD7 ULSAN
UD8 CHEJU DO
UD9 SUYONG
UDA CHINHAE
UDB HAEUNDAE
UDC PUSAN (COMMERCIAL TERMINAL)
UDD SAMIL
UDE ONSAN
UDF TOKSOK RI
UDG MIPO
UDH YOMPO
UDI YOCHEON
UDJ OKPO
UDK CHUNGMU
UDL SAMCHONPO

KOREA, NORTHEAST AREA:
UE1 POHANG
UE2 KOSONG
UE3 WONSAN
UE4 IWON
UE5 TAECHON
UE6 CHONGJIN
UE7 HUNGHAM
UE8 SAMCHOK
UE9 YANG DO
UEA MUKHOJIN-NI
UEB SOKCHO
UEC PUKPYONG-NI
UED GANG NEUNG
UEE DAESAN

JAPAN, HOKKAIDO, WEST AREA:
UF1 WAKKANI
UF2 OTARU

JAPAN, HOKKAIDO, EAST AREA:
UG1 HAKODATE
UG2 MURORAN
UG3 KUSHIRO
UG4 TOMAKOMAI

JAPAN, HONSHU, NORTH AREA:
UH1 AOMORI
UH2 HACHINOHE

JAPAN, HONSHU, WEST-CENTRAL AREA:
UJ1 NILIGATE
UJ2 AIOI

JAPAN, HONSHU, SOUTHWEST AREA:
UK1 TSUSHIM
UK2 UBE
UK3 MIZUSHIMA

JAPAN, HONSHU, SOUTHEAST AREA:
UL1 KURE
UL2 OSAKA
UL3 KOBE
UL4 TOKUYAMA
UL5 HIROSHIMA
UL6 WAKAYAMA
UL7 IWAKUNI
UL8 SHIMOTSU
UL9 HIRO

JAPAN, HONSHU, EAST-CENTRAL AREA:
UM1 YOKOHAMA ARMY TERMINAL, NORTH PIER
UM2 SHIMIZU
UM3 TOKYO
UM4 YOKOSUKA
UM5 KOSHIBA
UM6 NAGOYA
UM7 SENDAI
UM8 TSURUMI
UM9 CHIBA
UMC YOKOSUKA (SHIP REPAIR FACILITY)

UMD TAURA
UME YOKOHAMA (COMMERCIAL TERMINAL)
UMF KAWASAKI

JAPAN, SHIKOKU, SOUTHEAST AREA:
UN1 KOCHI
UN2 PORT OF UNO
UN3 MATSUYAMA
UN4 NANSEI

JAPAN, KYUSHU, EAST AREA:
UP1 MOJI
UP2 SHIMONOSEKI
UP4 OMURA
UP5 KUDAMATSU
UP6 TSUKUMI
UP7 TOBATA
UP8 YOWATA
UP9 OITA

JAPAN, KYUSHU, WEST AREA:
UQ1 KARATSU
UQ2 SASEBO
UQ3 OMUTA
UQ4 NAGASAKI
UQ5 HAKATA
UQ6 SAITOZAKI
UQ7 YAMAKAWA
UQ9 KAGOSHIMA
UQA WAKAMATSU
UQL MISUMI

DAITO ISLAND AREA:
UR1 MINAMI
UR2 KITA

x. Australia, New Zealand, and Coral Sea ports

AUSTRALIA, WEST AREA:
VA1 PERTH
VA2 FREEMANTLE
VA3 NORTHWEST CAPE
VA4 GARALDTON
VA5 KWINANA

AUSTRALIA, SOUTH AREA:
VB1 ADELAIDE
VB2 MELBOURNE
VB3 GAELONG
VB4 DEVONPORT, TASMANIA
VB5 POINT WILSON

AUSTRALIA, EAST AREA:
VC1 SYDNEY
VC2 NEW CASTLE
VC3 BRISBANE
VC4 TOWNSVILLE
VC5 PORT KEMBLA
VC6 CAIRNS

AUSTRALIA, NORTH AREA:
VD1 DARWIN

NEW ZEALAND AREA:
VE1 AUCKLAND
VE2 WELLINGTON
VE3 CHRISTCHURCH
VE4 DUNEDIN
VE5 PORT LYTTELTON
VE6 TIMARU
VE7 PORT CHALMERS

NEW GUINEA AREA:
VF1 WEWAK
VF2 NUMBOLT BAY
VF3 LAE
VF4 PORT MORESBY

SOLOMON ISLANDS AREA:
VG1 SELWYN
VG2 UGI
VG3 NUSSI, BOUGAINVILLE
VG4 HONAIRA, GUADALCANAL
VG5 RANDOVA

BISMARCK ARCHIPELAGO AREA:
VH1 LALA, ADMIRALTY ISLANDS
VH2 SANTA CRUZ ISLANDS

FIJI ISLANDS AREA:
VJ1 SUVA, FIJI ISLANDS

LOYALTY ISLANDS AREA:
VK1 LIFOU ISLANDS
VK2 NOUMEA, NEW CALEDONIA

NEW HEBRIDES AREA:
VLI PORT-VILA, VANUATA

GILBERT ISLANDS AREA:
VM1 NONUTI
VM2 NAURU
VM3 BITAKI
VM4 FUNAFUTI, ELLICE ISLAND

y. South Pacific Islands ports

LINE ISLANDS AREA:
WAI PALMYRA ISLAND
WA2 FANNING ISLAND
WA3 WASHINGTON ISLAND
WA4 CHRISTMAS ISLAND

SAMOAN ISLANDS AREA:
WB1 PAGO PAGO, TUTILA ISLAND
WB2 APIA, UPOLU ISLAND
WB3 OFU, MANUA ISLAND
WB4 AUNUU, AUNUU ISLAND

PHOENIX ISLAND AREA:
WC1 CANTON ISLAND
WC2 PHOENIS ISLAND
WC3 BAKER ISLAND

SOCIETY ISLANDS AREA:
WD1 PAPEETE, TAHITI
WD2 COOK ISLAND
WD3 TONGA ISLAND

JOHNSTON ISLAND AREA:
WE1 JOHNSTON ISLAND

EASTER ISLAND AREA:
WF1 EASTER ISLAND

PITCAIRN ISLAND AREA:
WG1 PITCAIRN ISLAND

z. Hawaii and North Central Pacific ports

HAWAII AREA:
XA1 HILO
XA2 KAWAIHAE

MAUI AREA:
XB1 KAHULUI
XB2 KAHOOLAWE

LANAI AREA:
XC1 LANAI CITY

MOLOKAI AREA:
XD1 KAUNAKAKAI

OAHU AREA:
XE1 HONOLULU
XE2 PEARL HARBOR, NSC
XE3 PEARL HARBOR, NAD
XE4 KANEOHE
XE5 WAIPIO POINT
XE6 HONOLULU, ARMY PIERS
XE7 PEARL HARBOR, NAVY SHIPYARD

KUAI AREA:
XF1 LIHUE
XF2 NAWILIWILI
XF3 PORT ALLEN

FRENCH FRIGATE SHOALS AREA:
XG1 TERN ISLAND

OUTER HAWAIIAN ISLANDS AREA:
XJ1 MIDWAY ISLAND
XJ2 KURE ISLAND

WAKE ISLAND AREA:
XK1 WAKE ISLAND

MARCUS ISLAND AREA:
XL1 MARCUS ISLAND

aa. North Pacific and Northwest Arctic ports

CANADA, BRITISH COLUMBIA AREA:

YA1 PORT ALICE, VANCOUVER ISLAND
YA2 QUEEN CHARLOTTE ISLAND
YA3 PRINCE RUPERT

ALASKA, SOUTHEAST AREA:

YB1 KETCHIKAN
YB2 CRAIG
YB3 WRANGEL
YB4 PETERSBURG
YB5 SITKA
YB6 JUNEAU
YB7 HAINES
YB8 SKAGWAY
YB9 DUNCAN CANAL
YBA METLAKATLA
YBB BIORKA ISLAND
YBC LEVEL ISLAND
YBF HOONAH
YBG SMUGGLER COVE
YBH ANNETTE
YBK SUMNER STRAIT AND CAPE DECISION
YBL CAPE SPENCER AND CROSS SOUND AREA
YBM SISTERS ISLAND
YBN COGHLAN ISLAND

ALASKA, CENTRAL AREA:

YC1 CORDOVA
YC2 VALDEZ
YC3 WHITTIER
YC4 SEWARD
YC6 ANCHORAGE
YC7 HOMER
YC8 YAKUTAT
YC9 CHENEGA
YCA YAKATAGZ
YCB BOSWELL BAY
YCC POINT MCKENZIE
YCD FIRE ISLAND
YCE TATALINA
YCF COPE HINCHINBROOK
YCH OCEAN CAPE
YCK NIKISHKA, KENAI PENINSULA
YCL NIKISKI, KENAI PENINSULA
YCM CAPE ST ELIAS
YCN KENAI
YCP MIDDLETON ISLAND
YCQ JOHNSTONE POINT
YCR ENGLISH BAY
YCS PORT ETCHES
YCT KACHMAK
YCU TYONEK
YCV TATITLER
YCW PORT GRAHAM
YCX PORT GRAVINA

ALASKA, KODIAK AREA:

YD1 KODIAK ISLAND
YD3 SITKINAK
YD4 WOMENS BAY, KODIAK ISLAND
YD5 LARSON BAY
YD6 OLD HARBOR
YD7 OUZINKIE, SPRUCE ISLAND
YD8 AKHIOK
YD9 KARLUK
YDA PORT LIONS
YDB UGASHIK

ALASKA, DUTCH HARBOR AREA:

YE1 DUTCH HARBOR
YE2 COLD BAY
YE3 CAPTAINS BAY, UNALASKA ISLAND
YE4 KING COVE
YE5 FALSE PASS

ALASKA, SOUTHWEST AREA:

YF1 NEWENHAM
YF2 BETHEL
YF3 PORT MOLLER
YF4 PORT HEIDEN
YF5 MIDDLE KUSKOKWIM, KALSKAG, AND ANIAK
YF6 MCGRATH
YF7 CLARKS POINT
YF8 GOODNEWS BAY
YF9 DILLINGHAM
YFA KUSKOKWIM
YFB NAKNEK
YFC SCAMMON POINT
YFD TOGIAK
YFE SAND POINT
YFF TANUNAK
YFG PERRYVILLE
YFH CHIGNIK LAKE
YFJ HOOPER BAY
YFK KINPNUK
YFL MEKORYUX
YFM NICHTMUTE
YFN TAKOTNA
YFP SLEETMUTE

YFQ MANOKOTAK
YFR LEVELOCK
YFS KVALINA
YFT CHIGNIK LAGOON
YFU IVANOF BAY
YFV NELSON LAGOON
YFW CHEVAK
YFX HOLLY CROSS
YFY NEWTOK
YFZ PLATINUM

ALASKA, WEST CENTRAL AREA:
YG1 CAPE ROMANZOF
YG2 ST MICHAEL
YG3 NOME
YG4 SAVOONGA, ST LAWRENCE ISLAND
YG5 GAMBELL, ST LAWRENCE ISLAND
YG6 CAPE PRINCE OF WALES
YG7 MOSES POINT
YG8 DIME LANDING
YG9 UNALAKLEET
YGA EGEGIK BAY AND KING SALMON RIVER
YGB NORTH RIVER
YGC NORTHEAST CAPE
YGD TIN CITY
YGE PORT CLARENCE
YGF ANVIL MOUNTAIN
YGG ELIM
YGH WHITE MOUNTAIN
YGJ BIG MOUNTAIN
YGK GOLOVIN
YGL TELLER
YGM SHELDON POINT
YGN ALAKANUK
YGP EMMONAK
YGQ SHISHMAREF
YGR PILOT STATION
YGS MOUNTAIN VILLAGE
YGT TULUKSAK
YGU SHAKTOOLIK
YGV BREVIG MISSION
YGW KOYUK
YGX STEBBINS
YGY LITTLE DIOMEDE ISLAND
YGZ PITKAS POINT

ALASKA, SOUTHWEST AREA:
YHA ST MARY'S
YHB TWIN HILLS
YHC NEW STUYABOK
YHD QUINHAGAK
YHE EEK
YHF MARSHALL
YHG KOLIGANEK
YHH KOKSOOK BAY
YHJ ALEKNAGIK
YHK KWETHLUK
YHL AKIACHAK
YHM AKIAK
YHN KASIGLUK
YHQ KONGIGANEK
YHR KWIGILLINGOK
YHS NAPAKIAK
YHT TUNTUTULIAK
YHU NUNAPITCHUK
YHV CHEFORNAK
YHW EKWOK
YHX NAPASKIAK
YHY OSCARVILLE
YHZ STONY RIVER

ALASKA, NORTHWEST AREA:
YJ1 CAPE LISBURNE
YJ2 CAPE BEAUFORT (LIZ A)
YJ3 POINT LAY (LIZ 2)
YJ4 ICY CAPE (LIZ B)
YJ5 WAINWRIGHT (LIZ 3)
YJ6 PEARD BAY (LIZ C)
YJ7 POINT BARROW (POW)
YJ8 KOTZEBUE
YJ9 WALES (ARCTIC SECTOR)
YJA POINT HOPE
YJB KIANA
YJC AMBLER
YJD SHUNGNAK
YJE NOORVIK
YJF BUCKLAND
YJG POINT BARROW (AAC CAMP)
YJH DEERING
YJJ NOATAK
YJK SELAWIK
YJL ANVIK

ALASKA, NORTH AREA:
YK1 CAPE SIMPSON (POW A)
YK2 PITT POINT (POW 1)
YK3 KOGRU RIVER (POW B)
YK4 OKIKTOK POINT (POW 2)
YK5 POINT MCINTYRE (POW C)
YK6 SAVAKAVIK POINT (POW 3)
YK7 CAMDEN BAY (POW D)
YK8 BARTER ISLAND (BAR)
YK9 ASCHOFF CAPE (BAR A)
YKA PRUDHOE BAY

YKB KAKTOVIK

ALEUTIAN ISLANDS AREA:
YL1 ADDAK ISLAND
YL2 ATTU ISLAND
YL3 SHEMYA ISLAND
YL4 AMCHITAK ISLAND
YL5 KISKA ISLAND
YL6 NIKOLSKI
YL7 DRIFTWOOD BAY
YL8 CAPE SARICHEF
YL9 SCOTCH CAP
YLA ATKA ISLAND
YLB CHERNOFSKI
YLC AKUTAN
YLD UNAK ISLAND (FORT GLEN)

ARCTIC, NORTHWEST AREA:
YM1 BAGNALL BEACH (BAR 1)
YM2 STOKES POINT (BAR B)
YM3 BLOW RIVER (BAR 2)
YM4 TUNUNUK CAMP (BAR C)
YM5 TUKTUK (BAR 3)
YM6 ATKINSON POINT (BAR D)
YM7 TUKTOYAKTUK

ARCTIC, NORTHWEST AREA:
YN1 NICHOLSON PENINSULA (BAR 4)
YN2 HORTON RIVER (BAR E)
YN3 CAPE PARRY (PIN)
YN4 PEARCE POINT HARBOR (PIN A)
YN5 CLINTON POINT (PIN 1)

ARCTIC, NORTHWEST AREA:
YP1 CLIFTON POINT (PIN B)
YP2 YOUNG POINT (PIN 2)
YP3 BERNARD HARBOR (PIN C)
YP4 LADY FRANKLIN POINT (PIN 3)
YP4 ROSS POINT (PIN D)

ARCTIC, NORTHWEST AREA:
YQ1 NO NAME POINT (PIN 4)
YQ2 CAPE PEEL (PIN E)
YQ3 CAMBRIDGE BAY (CAM)
YQ4 STURT POINT (CAM A)
YQ5 JENNY LIND ISLAND (CAM 1)
YQ6 HAT ISLAND (CAM B)

PRIBOLF ISLANDS AREA:
YR1 ST PAUL ISLAND
YR2 ST GEORGE ISLAND
YR3 NEWHALEN, ILIAMNA LAKE
YR4 IGUIGIG, ILIAMNA LAKE
YR5 ILIAMNA LAKE
YR6 KALTAG, YUKON RIVER
YR7 GALENA, YUKON RIVER
YR8 KOTLIK, YUKON RIVER
YR9 KOYUKUK, YUKON RIVER
YRA NULATO, YUKON RIVER
YRB RUSSIAN MISSION, YUKON RIVER
YRC CHUATHBALUK
YRD CHIGNIK
YRE PILOT POINT

ab. Antarctica ports

ZA1 MCMURDO SOUND
ZA2 WINTER QUARTERS BAY

Appendix F22

Other Codes in MILSTAMP

1. General. Other codes are included elsewhere in MILSTAMP when they relate most directly to only one specific topic or are more meaningful by such placement. These codes and their locations are listed below.

2. MILSTAMP Document Codes

a. Transportation holding delay codes.	figure 2-B-7

3. TCN Codes

a. Type shipment codes for non-MILSTAMP shipments.	paragraph C.8.
b. Type shipment codes for nonappropriated fund purchase orders.	paragraph C.4.
c. Type shipment codes for personal property.	paragraph C.9.
d. SEAVAN service codes.	paragraph C.10.
e. Partial and split shipment codes.	paragraph C.11.

4. Transportation Priority Codes

a. Transportation priority codes.	figure 2-B-1
b. Urgency verification codes.	figure 2-B-1

5. FMS Delivery Term Codes	figure K-1

Appendix F23

Miscellaneous Codes and Charts

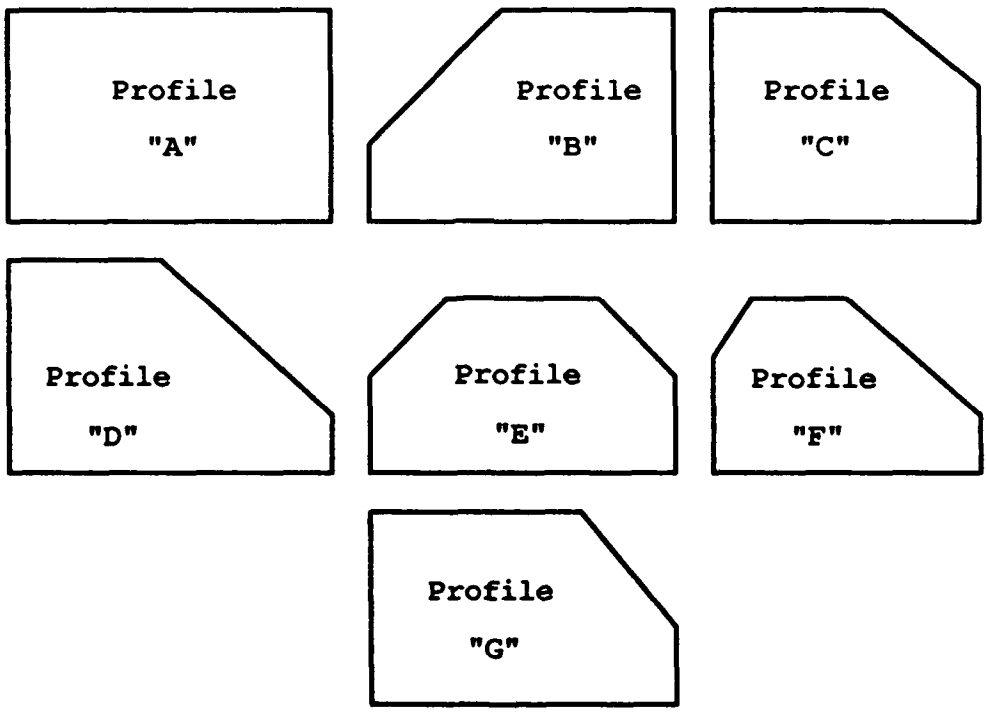
1. Calendar Conversion Chart

CALENDAR CONVERSION CHART (CALENDAR DAY CONVERTED TO DAY OF THE YEAR)

DATE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31
JAN	001	002	003	004	005	006	007	008	009	010	011	012	013	014	015	016	017	018	019	020	021	022	023	024	025	026	027	028	029	030	031
FEB	032	033	034	035	036	037	038	039	040	041	042	043	044	045	046	047	048	049	050	051	052	053	054	055	056	057	058	059			
MAR	060	061	062	063	064	065	066	067	068	069	070	071	072	073	074	075	076	077	078	079	080	081	082	083	084	085	086	087	088	089	090
APR	091	092	093	094	095	096	097	098	099	100	101	102	103	104	105	106	107	108	109	110	111	112	113	114	115	116	117	118	119	120	
MAY	121	122	123	124	125	126	127	128	129	130	131	132	133	134	135	136	137	138	139	140	141	142	143	144	145	146	147	148	149	150	151
JUN	152	153	154	155	156	157	158	159	160	161	162	163	164	165	166	167	168	169	170	171	172	173	174	175	176	177	178	179	180	181	
JUL	182	183	184	185	186	187	188	189	190	191	192	193	194	195	196	197	198	199	200	201	202	203	204	205	206	207	208	209	210	211	212
AUG	213	214	215	216	217	218	219	220	221	222	223	224	225	226	227	228	229	230	231	232	233	234	235	236	237	238	239	240	241	242	243
SEP	244	245	246	247	248	249	250	251	252	253	254	255	256	257	258	259	260	261	262	263	264	265	266	267	268	269	270	271	272	273	
OCT	274	275	276	277	278	279	280	281	282	283	284	285	286	287	288	289	290	291	292	293	294	295	296	297	298	299	300	301	302	303	304
NOV	305	306	307	308	309	310	311	312	313	314	315	316	317	318	319	320	321	322	323	324	325	326	327	328	329	330	331	332	333	334	
DEC	335	336	337	338	339	340	341	342	343	344	345	346	347	348	349	350	351	352	353	354	355	356	357	358	359	360	361	362	363	364	365

LEAP YEAR - ADD 1 DAY AFTER 29 FEBRUARY

2. ***Pallet Profile Codes.*** ***Select the pallet profile code from the following drawings which are taken from AFM 28-346:***



3. UMMIPS Time Standards

Time Segment	Time Standard (in calendar days) for UMMIPS Priority Designators			
	01-03 (TP-1)	04-08 (TP-2)	09-15 (TP-3)	
A. Requisition submission	1	1	2	Use when shipments are consilidated at origin into SEAVAN containers
B. Passing action	1	1	2	
C. ICP availabity determination	1	1	3	
D. Depot/storage site	1	2	8	23
E. Transportation hold and in-transit to CONUS requisitioner, Canada, or POE	3*	6*	13	13
F. Overseas shipment/delivery (CONUS outbound and retrograde)				
1. Alaska, Hawaii, South America, Caribbean, or North Atlantic	4*	4*	38	23
2. Europe, Mediterranean, or North Atlantic	4*	4*	43	28
3. Western Pacific	5*	5*	53	38
G. Receipt takeup by requisitioner	1	1	3	3

* Time standards for priority designators 09-15 apply when cargo is diverted to surface movement. High priority requisitions will be diverted to surface movement only when: (a) a temporary blanket authorization is granted by JCS or the cognizant CINC, (b) a specific authorization is provided by therequisitioner, or (c) the characteristics of the materiel preclude air movement due to size, weight, or hazard classification.

Appendix F24

Military Customs Inspector Codes

1. *General.* *Military Customs Inspector (MCI) status codes are required for all DoD sponsored shipments returning to the customs territory of the United States. The MCI status code will be entered as prime shipment unit data in rp 53 (block 12 of DD Form 1348). Select the appropriate MCI status code from paragraph 2, below.*

2. *Codes.* *The MCI status codes are as follows:*

Code	*Definition*
X	*No Exceptions Noted by MCI*
Y	*Exceptions Noted by MCI (Redlined)*
Z	*Status of Inspection Unknown*

Appendix G

Unit Moves

1. **General**. Various Service regulations, directives, and field manuals prescribe the actions required to prepare deploying units for movements. This appendix outlines the provisions of MILSTAMP which apply when the cargo belonging to these deploying units is moved by MSC arranged ships, through common user ocean terminals, or via AMC airlift, LOGAIR or QUICKTRANS.

a. Transportation data for unit cargo movement during contingencies and classified mobilization exercises is afforded the maximum protection possible within the limitations and constraints of existing systems (Defense Transportation Program Policy Memorandum-DTPPM 84-1, 7 June 1984). Since data processing in the DTS is unclassified, classified data requires handling and processing separate from other movement data.

b. When available, clearance and advance movement data updates required by this appendix may be accomplished through the Transportation Coordinator's Automated Information for Movements System (TCAIMS) being developed by each Service.

c. Host Nation Agreements

(1) Unit movements in support of an overseas contingency/exercise must comply with standard host nation agreements in addition to MILSTAMP. These agreements provide the host nation, POD, and theater commander with information necessary for terminal operations and onward movement of equipment/cargo within the theater.

(2) In NATO these agreements are known as Standard NATO Agreements (STANAGs). Figure G-1 lists movement related STANAGs, highlights those which the deploying units must follow, and provides individual Service contact points for assistance concerning STANAG requirements.

2. **Procedures**. The procedures used for MILSTAMP documentation of unit moves are minor variations from normal MILSTAMP procedures. They are detailed in paragraphs 3. through 12., below.

3. **Shipment Unit Configuration**. To limit the quantity of advance data which must be passed when transporting unit move cargo, each shipment unit is documented individually with minimal detailing of the content of unitized cargo. A T_6 record covering the NSN must be provided in the format prescribed in appendix D, figure D-9, unless the multipak or other exception provision applies.

a. Each consolidated pallet load, vehicle (loaded or empty), multiple vehicles combined as an integral unit (e.g., nested trailers), CONEX, MILVAN, or SEAVAN, is controlled and accountability of equipment and supplies loaded in a shipment unit documented as a single shipment unit visibility and are the responsibility of the deploying units.

b. Sensitive, classified, and/or hazardous material will not be loaded in unit vehicles except when operationally required and authorized by the units' service headquarters and the appropriate transportation component command (TCC), AMC or MTMC. See also paragraphs 7.c. and 7.d.

c. Vehicles are to be reduced in length, width, and height for shipping according to directives of each Service.

4. **Marking of Shipment Units.** Equipment/cargo is marked in accordance with Service directives and MIL-STD 129. As a minimum, the Transportation Control Number must be indicated on each shipment unit. A DD Form 1387-2, Special Handling Data/Certification (see chapter 2, paragraph B.4.c.), must be prepared for all hazardous material moving by air.

a. Labeling: DD Form 1387 labels with a bar coded TCN will be uniformly applied to all unit move equipment/cargo. These bar coded labels allow use of LOGMARS (Logistics Application of Automated Marking and Reading Symbols) technology to process unit move shipments through the terminals expeditiously.

(1) One label is required on each shipment unit except for vehicles and consolidated shipment units (MILVANs, SEAVANs, CONEXs, and 463L pallets) where labels will be applied on two adjacent sides.

(a) For vehicles, one label is placed on the front of the vehicle, either on the left side of the bumper or corresponding location for vehicles without bumpers. The other label is placed on the left side door or comparable location.

(b) For MILVANs, SEAVANs, and CONEXs, one label will be placed on the left rear door and the other on the adjacent side.

(2) Upon arrival at the POE or other transshipment point, the bar coded labels on the equipment/cargo are scanned to automatically update the advance movement data file and establish cargo accountability. If bar coded labels are not available upon deployment, they are applied at the POE.

(3) When completing a DD Form 1387 for a classified movement, the POD, Consignee and RDD fields will be left blank.

b. Stenciling. In addition to the labels applied to each shipment unit, stenciling of the TCN will be accomplished when required by applicable service directives.

5. Transportation Control Number. Each shipment unit (including SEAVAN shipments) is controlled by a unique TCN. The TCN for each shipment unit is constructed as outlined below:

TCN Position	TCMD rp	Explanation
1	30	Service code (A-Army, F-Air Force, M-Marine Corps, N-Navy).
2-8	31-37	***Army activities will enter a Unit Identification Code (UIC) beginning with TCN position 2 and putting a $ (dollar) special character in position 8. All other Services will enter the Unit Line Number (ULN) beginning in position 2 and filling any unused positions with a $ (dollar) special character.***
9-10	38-39	Service use, except for code "CH" which is reserved to identify small units (10 tons of equipment or less) moving by air. Requires data entry, do not leave blank. Use zeros if no data available.

11-14	40-43	Shipment no.: increment no., or serial no.
15	44	Unit cargo TCN indicator. (A zero must always be entered.)
16-17	45-46	Split/partial shipment or complete shipment unit indicator.

6. Transportation Documentation Codes

a. Most of the various codes required for completion of transportation documentation are detailed in appendix F.

b. Transportation Account Codes (TACs). The following service TACs are used for unit movements during actual emergency deployments:

Service	Code[1]
U.S. Army	A229
U.S. Air Force	F8A0
U.S. Navy	(To be obtained from Fleet Commander in Chief or other authority directing the deployment prior to movement)
U.S. Marine Corps	(To be assigned at time of deployment)

7. Advance Movement Data Formats. Transportation data for unit moves is compiled and submitted using the formats and codes prescribed for all shipments in appendices D and F except as follows:

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1 Problems and questions about TAC codes for contingency/deployment operations should be directed to the applicable Service focal point specified in Volume II of MILSTAMP.

a. CONEX, MILVAN, and SEAVAN. Each of these containers, loaded or empty, is a single shipment unit and is not documented as a consolidated shipment. Document Identifier (DI) T_0/1 data formats and applicable trailer data as prescribed in appendix D are used unless otherwise directed by the responsible Ocean Cargo Clearance Authority (OCCA).

b. Vehicles. Each vehicle (empty or loaded) is single shipment unit and is documented using data formats with DI TV as detailed in appendix D. The piece count will always be 0001. For empty vehicles, the actual weight and cube of the vehicles, as shipped, will be given. For loaded vehicles, the weight and cube will reflect the actual loaded vehicle weight and cube as shipped.

c. Hazardous Material. Shipments units of hazardous material are detailed in DI TE/TJ_ data formats prescribed in appendix D. When authorized by the appropriate TCC, hazardous material loaded in unit vehicles or containers is identified by the appropriate commodity/special handling codes and detailed in DI TV9 trailer formats reflecting the proper shipping name, UN number, weight, and cube for each category of hazardous material. For ammunition and explosive material, also specify DOT Hazard Class, IMDGC Class/Division, Storage Compatibility Group, Lot number, round count (if applicable) and Total Net Explosive Weight.

d. Protected Shipments. Classified and sensitive shipment units will be identified using the appropriate commodity/special handling codes and detail T_9 trailers prescribed in appendices D and F. These codes and formats will also be used to identify transportation level of protection required for security shipments loaded in unit vehicles or containers.

8. Clearance, Routing and Advance Data Submission. Cargo and equipment must be cleared by providing advance data before actual movement to the POE can begin. This procedure allows proper routing of the cargo to be determined and provides for coordinated movement of material into the transshipment facilities. Units should be familiar with the movement information necessary to support these routing and clearance procedures.

a. Movement data, including requests for routing, are normally prepared as far in advance as possible, maintained by the cognizant

transportation element,[2] and updated in coordination with the supported unit. This advance preparation allows immediate submission to the appropriate clearance authority identified in appendix J when a unit move is required.

b. The cognizant transportation element[3] submits the advance movement data to the clearance authority unless prior arrangements have been made to provide automated movement requirements through a service system.[4] Automated systems may be established for CONUS units in coordination with HQMTMC (ATTN: MTIT) or, for overseas units, with the theater commander and supporting surface and air clearance authorities. Such action is routed through the supported unit's chain of command.

(1) Commercial Transportation. When movement to the POE is to be made by commercial transportation, the cognizant transportation element[3] obtains a routing by submitting the movement requirements as detailed in the Defense Traffic Management Regulation (DTMR), reference (j), for CONUS or applicable theater directives overseas.

(2) Road March. When movement to the POE is to be made by road march (in organic vehicles), the cognizant transportation element[3] submits advance data/Export Traffic Release Requests (ETRR) and is notified by MTMC or AMC of the appropriate POE and required arrival date.[4]

(3) All Methods. After receiving routing information for movement of the equipment/cargo to the POE, the cognizant transportation element[3] submits advance data in TCMD format, as outlined in chapter 2, to

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2 For Army and Air Force this is generally the Transportation Officer. For Navy, in the absence of the Transportation Officer, it is the Senior Supply Officer or designee of the Commanding Officer. For Marine Corps, it is the Traffic Management Officer (TMO) or the unit logistics planner in conjunction with the TMO.

3 See note 2, page G-5.

4 U.S. Army FORSCOM active and reserve units use the Automated Unit Equipment List (AUEL), detailed in FORSCOM Regulation 55-1/55-2, for submission of all surface movement requirements.

the appropriate surface or airlift clearance authority listed in appendix J.[5]

c. Preparation and use of a Transportation Control and Movement Document (DD Form 1384) is not required for clearance, movement by commercial transportation, or terminal processing. The data outlined by this appendix is required and must be submitted in machine readable form, but the DD Form 1384 may be used to compile it.

d. CALM/AALPS. See appendix D, figures D-17 through D-22 for record formats.

9. Surface Booking and Terminal Processing. Advance data provides the basis for arranging ocean movement and processing unit equipment/ cargo through the POE.

a. Export Traffic Releases (DTMR), AUEL and movement orders/ directives are used by MTMC Ocean Cargo Clearance Authority (OCCA) and Ocean Cargo Booking Offices (OCBO) to book ocean vessels and ensure adequate sealift is available at designated POEs.

b. The advance movement data (TCMD, Export Traffic Release, AUEL) provided to the clearance authority and movement orders/directives are used by the water terminals to plan vessel prestow and terminal operations (marshalling and staging areas, receipt of cargo, vessel loading). Cargo receipt data are used to update the advance movement data and enable terminals to prepare final vessel stow plans, ocean cargo manifests and cargo traffic messages/STANAGs.

10. Air Terminal Processing. Advance movement data provided to air clearance authorities and movement orders/directives are used by AMC for planning and the receipt/processing of cargo at the terminals. Cargo receipt data are used to update the advance movement data and enable terminals to generate air cargo manifests.

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5 For FORSCOM units moving through MTMC controlled common user water ports, advance data/ETRR is not required if AUEL data are available.

11. **Hazardous Material Exemptions**. Transportation of hazardous materials during unit moves must be in compliance with Service regulations and the regulations discussed in chapter 2. The Department of Transportation (DOT) does, however, issue certain exemptions related to unit moves.

a. The Commander, MTMC is the authorized representative of the sponsoring services in obtaining new or modified exemptions. In emergencies, the sponsoring Services are authorized to make direct contact with DOT to obtain exemptions. The Commander, MTMC, ATTN: MTSS, 5611 Columbia Pike, Falls Church, VA 22041-5050, is to be promptly notified of each emergency action.

b. Units may obtain specific information on exemptions from the following:

(1) U.S. Army - HQ MTMC (see paragraph 11.a.)

(2) U.S. Air Force - MAJCOM Transportation Office (LGT-TR or DST)

(3) U.S. Navy - Refer to NAVSEA OP 2165, volume I, appendix E

(4) U.S. Marine Corps - Refer to NAVSEA OP 2165, volume I, appendix E

12. **Transportation Discrepancies.** Discrepancies (loss, damage, etc.) are reported in accordance with the Joint Regulation Reporting of Transportation Discrepancies in Shipments, reference (q).

List of STANAGs

1. This figure highlights STANAGs which deploying units must follow, lists other movement related STANAGs, and provides STANAG information contact points for each Service.

2. The following STANAGs are of particular interest to individual units during movements in support of a NATO contingency/exercise.

a. STANAG 2023, Marking of Military Cargo for International Movement by all International Means of Transport. The U.S. implementing document is MIL-STD 129. Deploying units are responsible for compliance with this document which pertains to cargo only. Vehicle identification markings are in accordance with Service regulations.

b. STANAG 2156, Surface Transport Request and Reply to Surface Transport Request. The U.S. implementing documents are: U.S. Army - FM 55-10, U.S. Air Force - TBD, U.S. Navy - TBD, U.S. Marine Corps - TBD. Units, in conjunction with theater Commanders, are responsible for compliance with this document.

3. The following is a list of movement related STANAGs which may have application for individual units.

General Movements and Transport

2024	Military Vehicle Lighting
2025	Basic Military Road Traffic Operations
2026	NATO Travel Order
2041	Operation Orders, Tables and Graphs for Road Movements
2154	Regulations for Military Motor Vehicle Movement by Road
2155	Road Movement Documents
2159	Identification of Movement Control and Traffic Control Personnel and Agencies
2174	Military Routes and Route/Road Networks
2176	Procedures for Military Road Movements Across National Frontiers
2152	Loading Ramps Made from Railway Sleepers

Figure G-1

List of STANAGs

2158	Identification of Military Trains
2173	Regulations for Securing of Military Tracked and Wheeled Vehicles on Railway Wagons
2175	Classification and Designation of Flat Wagons Suitable for Transporting Military Equipment
2832	Restrictions for the Transport of Military Equipment by Rail on European Railways

4. Implementing document information and other pertinent details concerning STANAG requirements may be obtained by contacting the appropriate Service headquarters as follows:

a. U.S. Army

Headquarters, Army Materiel Command
ATTN: AMCIP-P
5001 Eisenhower Avenue
Alexandria, VA 22333-0001
DSN 284-8554
Commercial (202) 274-8554

b. U.S. Air Force

Headquarters, U.S. Air Force/X0XX
(ILSO), Washington, DC 20330-5058
DSN 227-2139
Commercial (703) 695-2139

c. U.S. Navy

Chief of Naval Operations
ATTN: OP953C1
Washington, DC 20350
DSN 226-5080
Commercial (703) 696-5080

d. U.S. Marine Corps

Doctrine Department (C 094)
Marine Corps Combat Development Command
Code WF12E
Quantico, VA 22134-5001
DSN 278-3616
Commercial (703) 640-3616

Figure G-1 (cont.)

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Appendix H

CONUS WATER PORT OF EMBARKATION SELECTION GUIDE

1. This appendix provides CONUS shippers with a means to select the optimum water port of embarkation (WPOE) for overseas destined LRU shipments as explained in chapter 2, paragraph B.1.b.(11)(c)2. The guide is used to the extent permitted by operational considerations. It is based primarily on the availability of service and the overall cost associated with movement from CONUS origin to the overseas destination. Deviations from the ports outlined are made only as authorized in this appendix. Recommended changes or additions to this appendix are directed to the Commander, Military Traffic Management Command, ATTN: MT-ITX, through the appropriate focal point listed in chapter 1, paragraph B.1.c.(1).

2. Certain general rules or concepts apply to use of port selections listed in this appendix.

a. Surface LRU shipments are usually routed to overseas destinations through the water ports of embarkation listed in figure H-1. This figure lists ports which are generally cost favorable for LRU shipments from CONUS to specified overseas destinations. Shipments through ports other than those listed in figure H-1 are authorized when cost or service favorable.

b. Cost Favorability for a particular shipment is determined by comparing the cost to the overseas destination port via the various CONUS ports which are capable of handling shipments to that destination. The costs are determined by using the freight rates for movement to the CONUS port added to the ocean transportation costs for movement to the destination port. When cost and service are equal among two or more ports, shipments may be directed at the discretion of the shipping activity.

c. Time constraints on some shipments (e.g., TP-1, TP-2, or TP-3 and a near RDD) may override routing based solely on transportation cost considerations. To assist the shipper in evaluating transit time, the CONUS OCCA can provide approximate transit times to overseas destinations. These transit times are added to estimated CONUS inland transit times to determine the port providing service which meets the time requirements of the shipment.

d. Many of the port listings in figure H-1 have accompanying notes indicated by numbers in parentheses. A complete explanation of these notes is contained in figure H-2. For convenience, applicable notes are also condensed and listed on each page of figure H-1.

e. The full names of the CONUS port terminals cited in figure H-1 are listed in figure H-3. Consignment instructions for shipments through these ports are detailed in the appropriate terminal facilities guides listed in figure H-3.

f. WPOEs for personal property POVs, DPM, and Code 5 shipments are selected as follows:

(1) POVs are routed as prescribed in appendix N of DoD 4500.34-R, Personal Property Traffic Management Regulation.

(2) DPM and Code 5 shipments are routed as indicated in figure H-4. ITGBL Military Rate Tenders (MRTs) are not used by the shipper to select WPOEs for these shipments.

g. U.S. Postal Service packages are not sent to CONUS water terminals for reshipment overseas unless postal regulations prohibit direct mailing. Instructions for parcel post shipment are contained in sponsoring Service regulations.

3. Several exceptions to use of the ports listed in figure H-1 must be considered when routing export shipments.

a. Because of limited terminal cold storage space and refrigerated space on ships, shippers obtain an ETR before sending LRU shipments of temperature controlled cargo to any water port.

b. Shipments of small arms, small arms ammunition, narcotics, and classified items require an ETR. LRU shipments of other protected (sensitive) ans protected (controlled) items are routed through a military controlled terminal authorized for use to that overseas destination. Protected (sensitive/controlled) shipments for Alaska are offered for airlift regardless of priority. The CONUS military controlled terminals are:

1GC MOT Bayonne, NJ
1MJ NSC Norfolk, VA
2DC Gulf Outport, New Orleans, LA
3DK MOT Bay Area Oakland, CA
3GA NCBC Port Hueneme, CA

c. Routing instructions for shipments destined to Navy fleet or mobile units are obtained from:

Navy Material Transportation Office (NAVMTO)
Building Z-133, Code 0311, Naval Station
Norfolk, VA 23511-6691
Commercial (804) 444-7831, DSN 564-7831, FTS 954-7831

d. Shipments through ports not listed in figure H-1 may be authorized by the clearance authority under unusual circumstances. Shippers furnish the clearance authority all available information in support of specific requests. This includes shipments originating in the local area of the port and cleared under local agreements.

e. Inquiries seeking routing instructions for shipments to destinations not listed in this appendix or requests for further information are directed to the applicable clearance authority.

Ports Generally Cost Favorable for LRU Shipments

From States of:		AL	AZ	AR	CA	CO	CT	DE
To:								
Area/Country	Note	Water Ports of Embarkation						
A N. Atlantic, except:	(2)							
Argentia		1MJ	1MJ	1MJ	1MJ	1MJ	1MJ	1MJ
Iceland		1MJ	1MJ	1MJ	1MJ	1MJ	1MJ	1MJ
B Panama		2DC	2DC	2DC	2DC	2DC	1GC	1GC
C Caribbean								
Bermuda		1MJ	1MJ	1MJ	1MJ	1MJ	1MJ	1MJ
Bahamas		1R1	1R1	1R1	1R1	1R1	1R1	1R1
Guantanamo Bay	(3)	1MJ	1MJ	1MJ	1MJ	1MJ	1MJ	1MJ
Dominican Republic		2DC	2DC	2DC	2DC	2DC	1GC	1GC
Puerto Rico		2DC	2DC	2DC	2DC	2DC	1GC	1GC
Down Range Islands	(7)	1R1	1R1	1R1	1R1	1R1	1R1	1R1
Guatemala		2DC	2DC	2DC	2DC	2DC	1GC	1GC
N. Colombia		2DC	2DC	2DC	2DC	2DC	1GC	1GC
D W. Coast Middle America		2DC	2DC	2DC	2DC	2DC	1GC	1GC
E W. Coast South America		1GC	2DC	2DC	2DC	1GC	1GC	2DC
F E. Coast South America								
Rio de Janeiro		2DC	1GC	1GC	1GC	1GC	1GC	1GC
Porto Alegre		2DC	2DC	2DC	2DC	2DC	1GC	1GC
Montevideo		2DC	2DC	2DC	2DC(1)	2DC	1GC	1GC
Asuncion		2DC	2DC	2DC	2DC	2DC	1GC	1GC
Buenos Aires		2DC	2DC	2DC	2DC	2DC(1)	1GC	1GC
G Azores		1GC	1GC	1GC	1GC	1GC	1GC	1GC
H British Isles except:		2DC	3HL	2DC	3DK(1)	3DK	1GC	1GC
Scotland		1GC	1GC	1GC	1GC	1GC	1GC	1GC
Holy Loch		1PB	1PB	1PB	1PB	1PB	1PB	1PB

Notes: See figure H-2.

Figure H-1

Ports Generally Cost Favorable for LRU Shipments

From States of: To: Area/Country	Note	AL	AZ	AR	CA	CO	CT	DE
		Water Ports of Embarkation						
J Northern Europe, except:		2DC	3HL	2DC	3DK(1)	3DK	1GC	1GC
Norway		1GC	1GC	1GC	1GC	1GC	1GC	1GC
Denmark		1GC	1GC	1GC	1GC	1GC	1GC	1GC
K W. Mediterranean, except:	(3)	1MJ	1MJ	1MJ	1MJ	1MJ	1GC	1MJ
Portugal		1GC	1GC	1GC	1GC	1GC	1GC	1GC
Morocco		1GC	1GC	1GC	1GC	1GC	1GC	1GC
Tunisia	(3)	2DC	2DC	2DC	2DC	2DC	1GC	1GC
Italy	(3)	1MJ	1MJ	1MJ	1MJ	1MJ	1GC	1GC
Spain	(3)	1MJ	1MJ	1MJ	1MJ	1MJ	1GC	1GC
L E. Mediterranean, except:	(3)	1MJ	1MJ	1MJ	1MJ	1MJ	1MJ	1MJ
Turkey	(3)	1GC	1GC	1GC	1GC	1GC	1GC	1GC
Greece	(3)	1MJ	1MJ	1MJ	1MJ	1MJ	1GC	1GC
M W. Africa		2DC	1GC	1GC	1GC	1GC	1GC	1GC
N S. and E. Africa								
South Africa	(5)							
East Africa		(5)	2DC	2DC	2DC	2DC	(5)	(5)
P Persian Gulf/Red Sea,		*(8)*	*(8)*	*(8)*	*(8)*	*(8)*	*(8)*	*(8)*
Q Burma/India								
Calcutta		2DC	2DC	2DC	3DK	2DC	1GC	1GC
Diego Garcia		3DK	3DK	3DK	3DK	3DK	3DK	3DK
R China Sea								
Thailand		2DC	3DK	1MJ	3DK	3DK	1GC	1GC
Indonesia		2DC	2DC	2DC	3DK	2DC	1GC	1GC
Taiwan		1MJ	3HL	2DC	3DK(1) 3HL	3DK	1CG	ICG

Notes: See figure H-2.

Figure H-1 (Cont.)

Ports Generally Cost Favorable for LRU Shipments

From States of: To: Area/Country	Note	AL	AZ	AR	CA	CO	CT	DE
		Water Ports of Embarkation						
S Philippines		2DC	3HL	2DC	3DK(1) 3HL	3DK	1GC	1CG
T Central Pacific Islands, except:		2DC	3HL	2DC	3DK	3DK	1GC	1GC
Kwajalein Atoll		3DK	3DK	3DK	3DK	3DK	3DK	3DK
U Japan/Korea/Ryukyu and Bonin Island		2DC	3HL	2DC	3DK(1) 3HL	3DK	1GC	1GC
V Australia/New Zealand		3DK	3DK	3DK	3DK	3DK	3DK	3DK
W South Pacific Islands								
Pago Pago, Samoa	(5)	3DK	3DK	3DK	3DK	3DK	3DK	3DK
Johnston Island	(5)	3DK	3DK	3DK	3DK	3DK	3DK	3DK
X Hawaii/N. Central Pacific,	(6)	2DC	3HL	2DC	3DK(1) 3HL	3DK	1GC	1GC
except: Midway		3DK	3DK	3DK	3DK	3DK	3DK	3DK
Y W. Pacific and NW Arctic,								
except: Alaska	(4)	4DL	4DL	4DL	4DL	4DL	4DL	4DL

Notes: See figure H-2.

Figure H-1 (Cont.)

Ports Generally Cost Favorable for LRU Shipments

From States of: To:		DC	FL	GA	ID	IL	IN	IA
Area/Country	Note	Water Ports of Embarkation						
A N. Atlantic except:	(2)							
Argentia		1MJ	1MJ	1MJ	1MJ	1MJ	1MJ	1MJ
Iceland		1MJ	1MJ	1MJ	1MJ	1MJ	1MJ	1MJ
B Panama		1MJ	2DC	2DC	2DC	1GC	1GC	2DC
C Caribbean								
Bermuda		1MJ	1MJ	1MJ	1MJ	1MJ	1MJ	1MJ
Bahamas		1E1	1R1	1R1	1R1	1R1	1R1	1R1
Guantanamo Bay	(3)	1LM	1JM	1JM	1JM	1JM	1JM	1JM
Dominican Republic		1GC	2DC	2DC	2DC	1GC	1GC	1GC
Puerto Rico		1GC	2DC	2DC	2DC	2DC	1GC	2DC
Down Range Islands	(7)	1R1	1R1	1R1	1R1	1R1	1R1	1R1
Guatemala		1GC	2DC	2DC	2DC	1GC	1GC	2DC
N. Colombia		1GC	2DC	2DC	2DC	1GC	1GC	2DC
D W. Coast Middle America		1GC	2DC	2DC	2DC	1GC	1GC	2DC
E W. Coast South America		1GC	2DC	2DC	2DC	1GC	1GC	2DC
F E. Coast South America								
Rio de Janeiro		1GC	2DC	2DC	1GC	1GC	1GC	2DC
Porto Alegre		1GC	2DC	2DC	1GC	1GC	1GC	2DC
Montevideo		1GC	2DC	2DC	2DC	1GC	1GC	2DC
Asuncion		1GC	2DC	2DC	2DC	1GC	1GC	2DC
Buenos Aires		1GC	2DC	2DC	2DC	1GC	1GC	2DC
G Azores		1GC	1GC	1GC	1GC	1GC	1GC	1GC
H British Isles, except:		1GC	2DC	2DC	3DK	1GC	1GC	1GC
Scotland		1GC	1GC	1GC	1GC	1GC	1GC	1GC
Holy Loch		1PB	1PB	1PB	1PB	1PB	1PB	1PB

Notes: See figure H-2.

Figure H-1 (Cont.)

Ports Generally Cost Favorable for LRU Shipments

From States of:		DC	FL	GA	ID	IL	IN	IA
To: Area/Country	Note	Water Ports of Embarkation						
J Northern Europe, except:		1GC	2DC	2DC	3DK	1GC	1GC	1GC
Norway		1GC	1GC	1GC	1GC	1GC	1GC	1GC
Denmark		1GC	1GC	1GC	1GC	1GC	1GC	1GC
K W. Mediterranean, except:	(3)	1MJ	1MJ	1MJ	1MJ	1MJ	1MJ	1MJ
Portugal		1GC	1GC	1GC	1GC	1GC	1GC	1GC
Morocco		1GC	1GC	1GC	1GC	1GC	1GC	1GC
Tunisia	(3)	1GC	2DC	2DC	2DC	2DC	2DC	2DC
Italy	(3)	1GC	1MJ	1MJ	1GC	1GC	1GC	1GC
Spain	(3)	1GC	1MJ	1MJ	1GC	1GC	1GC	1GC
L E. Mediterranean, except:	(3)	1MJ	1MJ	1MJ	1MJ	1MJ	1MJ	1MJ
Turkey	(3)	1GC	1GC	1GC	1GC	1GC	1GC	1GC
Greece	(3)	1GC	1MJ	1MJ	1GC	1GC	1GC	1GC
M W. Africa		1GC	2DC	2DC	1GC	1GC	1GC	2DC
N S. and E. Africa								
South Africa	(5)							
East Africa		(5)	(5)	(5)	2DC	(5)	(5)	(5)
P Persian Gulf/Red Sea,		*(8)*	*(8)*	*(8)*	*(8)*	*(8)*	*(8)*	*(8)*
Q Burma/India								
Calcutta		1GC	2DC	2DC	3DK	1GC	1GC	1GC
Diego Garcia		3DK	3DK	3DK	3DK	3DK	3DK	3DK
R China Sea								
Thailand		1GC	2DC	2DC	3DK	1GC	1GC	1GC
Indonesia		1GC	2DC	2DC	3DK	2DC	2DC	2DC
Taiwan		1MJ	1MJ	1MJ	3DK	1MJ	1MJ	1MJ

Notes: See figure H-2.

Figure H-1 (Cont.)

Ports Generally Cost Favorable for LRU Shipments

From States of:		DC	FL	GA	ID	IL	IN	IA
To:								
Area/Country	Note	Water Ports of Embarkation						
S Philippines		1GC	2DC	2DC	4DL	1GC	1GC	4DL
T Central Pacific Islands, except:		1GC	2DC	2DC	4DL	1GC	1GC	4DL
Kwajalein Atoll		3DK	3DK	3DK	3DK	3DK	3DK	3DK
U Japan/Korea/Ryukyu and Bonin Island		1GC	2DC	2DC	4DL	1GC	1GC	4DL
V Australia/New Zealand	(5)	3DK	3DK	3DK	3DK	3DK	3DK	3DK
W South Pacific Islands								
Pago Pago, Samoa	(5)	3KD	3DK	3DK	3DK	3DK	3DK	3DK
Johnston Island	(5)	3DK	3DK	3DK	3DK	3DK	3DK	3DK
X Hawaii/N. Central Pacific,	(6)	1GC	2DC	2DC	4DL	1GC	1GC	4DL
except: Midway		3DK	3DK	3DK	3DK	3DK	3DK	3DK
Y W. Pacific and NW Arctic,								
except: Alaska	(4)	4DL	4DL	4DL	4DL	4DL	4DL	4DL

Notes: See figure H-2.

Figure H-1 (Cont.)

Ports Generally Cost Favorable for LRU Shipments

From States of:		KS	KY	LA	ME	MD	MA	MI
To:								
Area/Country	Note	Water Ports of Embarkation						
A N. Atlantic, except:	(2)							
Argentia		1MJ	1MJ	1MJ	1MJ	1MJ	1MJ	1MJ
Iceland		1MJ	1MJ	1MJ	1MJ	1MJ	1MJ	1MJ
B Panama		2DC	1MJ	2DC	1GC	1GC	1GC	1GC
C Caribbean								
Bermuda		1MJ	1MJ	1MJ	1MJ	1MJ	1MJ	1MJ
Bahamas		1R1	1R1	1R1	1R1	1R1	1R1	1R1
Guantanamo Bay	(3)	1MJ	1MJ	1MJ	1MJ	1MJ	1MJ	1MJ
Dominican Republic		2DC	1GC	2DC	1GC	1GC	1GC	1GC
Puerto Rico		2DC	1GC	2DC	1GC	1GC	1GC	1GC
Down Range Islands	(7)	1R1	1R1	1R1	1R1	1R1	1R1	1R1
Guatemala		2DC	2DC	2DC	1GC	1GC	1GC	1GC
N. Colombia		2DC	2DC	2DC	1GC	1GC	1GC	1GC
D W. Coast Middle America		2DC	2DC	2DC	1GC	1GC	1GC	1GC
E W. Coast South America		2DC	2DC	2DC	1GC	1GC	1GC	1GC
F E. Coast South America								
Rio de Janeiro		1GC	2DC	2DC	1GC	1GC	1GC	1GC
Porto Alegre		2DC	2DC	2DC	1GC	1GC	1GC	1GC
Montevideo		2DC	2DC	2DC	1GC	1GC	1GC	1GC
Asuncion		2DC	2DC	2DC	1GC	1GC	1GC	1GC
Buenos Aires		2DC	2DC	2DC	1GC	1GC	1GC	1GC
G Azores		1GC	1GC	1GC	1GC	1GC	1GC	1GC
H British Isles, except:		2DC	1MJ	2DC	1GC	1GC	1GC	1GC
Scotland		1GC	1GC	1GC	1GC	1GC	1GC	1GC
Holy Loch		1PB	1PB	1PB	1PB	1PB	1PB	1PB

Notes: See figure H-2.

Figure H-1 (Cont.)

Ports Generally Cost Favorable for LRU Shipments

From States of: To: Area/Country	Note	KS	KY	LA	ME	MD	MA	MI
		Water Ports of Embarkation						
J Northern Europe, except:		2DC	1MJ	2DC	1GC	1GC	1GC	1GC
Norway		1GC	1GC	1GC	1GC	1GC	1GC	1GC
Denmark		1GC	1GC	1GC	1GC	1GC	1GC	1GC
K W. Mediterranean, except:	(3)	1MJ	1MJ	2DC	1GC	1MJ	1GC	1MJ
Portugal		1GC	1GC	1GC	1GC	1GC	1GC	1GC
Morocco		1GC	1GC	1GC	1GC	1GC	1GC	1GC
Tunisia	(3)	2DC	2DC	2DC	1GC	1GC	1GC	1GC
Italy	(3)	1MJ	1MJ	1MJ	1GC	1GC	1GC	1GC
Spain	(3)	1MJ	1MJ	1MJ	1GC	1GC	1GC	1GC
L E. Mediterranean, except:	(3)	1MJ	1MJ	1MJ	1MJ	1MJ	1MJ	1MJ
Turkey	(3)	1GC	1GC	1GC	1GC	1GC	1GC	1GC
Greece	(3)	1MJ	1MJ	1MJ	1GC	1GC	1GC	1GC
M W. Africa		1GC	2DC	1GC	1GC	1GC	1GC	1GC
N S. and E. Africa								
South Africa	(5)							
East Africa		2DC	(5)	2DC	(5)	(5)	(5)	(5)
P Persian Gulf/Red Sea,		*(8)*	*(8)*	*(8)*	*(8)*	*(8)*	*(8)*	*(8)*
Q Burma/India								
Calcutta		2DC	1GC	2DC	1GC	1GC	1GC	1GC
Diego Garcia		3DK	3DK	3DK	3DK	3DK	3DK	3DK
R China Sea								
Thailand		3DK	1GC	1MJ	1GC	1GC	1GC	1GC
Indonesia		2DC	2DC	2DC	1GC	1GC	1GC	1GC
Taiwan		1MJ	1MJ	2DC	1GC	1MJ	1GC	1MJ

Notes: See figure H-2.

Figure H-1 (Cont.)

Ports Generally Cost Favorable for LRU Shipments

From States of:		KS	KY	LA	ME	MD	MA	MI
To:								
Area/Country	Note	Water Ports of Embarkation						
S Philippines		2DC	1MJ	2DC	1GC	1GC	1GC	1GC
T Central Pacific Islands, except:		2DC	1MJ	2DC	1GC	1GC	1GC	1GC
Kwajalein Atoll		3DK	3DK	3DK	3DK	3DK	3DK	3DK
U Japan/Korea/Ryukyu and Bonin Island		2DC	1MJ	2DC	1GC	1GC	1GC	1GC
V Australia/New Zealand	(5)	3DK	3DK	3DK	3DK	3DK	3DK	3DK
W South Pacific Islands								
Pago Pago, Samoa	(5)	3DK	3DK	3DK	3DK	3DK	3DK	3DK
Johnston Island	(5)	3DK	3DK	3DK	3DK	3DK	3DK	3DK
X Hawaii/N. Central Pacific,	(6)	2DC	1KJ	2DC	1GC	1GC	1GC	1GC
except: Midway		3DK	3DK	3DK	3DK	3DK	3DK	3DK
Y W. Pacific and NW Arctic,								
except: Alaska	(4)	4DL	4DL	4DL	4DL	4DL	4DL	4DL

Notes: See figure H-2.

Figure H-1 (Cont.)

Ports Generally Cost Favorable for LRU Shipments

From States of:		MN	MS	MO	MT	NE	NV	NH
To:								
Area/Country	Note	Water Ports of Embarkation						
A N. Atlantic, except:	(2)							
Argentia		1MJ	1MJ	1MJ	1MJ	1MJ	1MJ	1MJ
Iceland		1MJ	1MJ	1MJ	1MJ	1MJ	1MJ	1MJ
B Panama		2DC	2DC	2DC	2DC	2DC	2DC	1GC
C Caribbean								
Bermuda		1MJ	1MJ	1MJ	1MJ	1MJ	1MJ	1MJ
Bahamas		1R1	1R1	1R1	1R1	1R1	1R1	1R1
Guantanamo Bay	(3)	1MJ	1MJ	1MJ	1MJ	1MJ	1MJ	1MJ
Dominican Republic		1GC	2DC	2DC	2DC	2DC	2DC	1GC
Puerto Rico		2DC	2DC	2DC	2DC	2DC	2DC	1GD
Down Range Islands	(7)	1R1	1R1	1R1	1R1	1R1	1R1	1R1
Guatemala		1GC	2DC	2DC	2DC	2DC	2DC	1GC
N. Colombia		1GC	2DC	2DC	1GC	1GC	2DC	1GC
D W. Coast Middle America		1GC	2DC	2DC	2DC	2DC	2DC	1GC
E W. Coast South America		1GC	2DC	2DC	1GC	1GC	2DC	1GC
F E. Coast South America								
Rio de Janeiro		1GC	2DC	1GC	1GC	1GC	1GC	1GC
Porto Alegre		1GC	2DC	1GC	1GC	1GC	1GC	1GC
Montevideo		1GC	2DC	2DC	1GC	1GC	2DC	1GC
Asuncion		1GC	2DC	2DC	1GC	1GC	2DC	1GC
Buenos Aires		1GC	2DC	2DC	2DC	2DC	2DC	1GC
G Azores		1GC	1GC	1GC	1GC	1GC	1GC	1GC
H British Isles, except:		1GC	2DC	2DC	3DK	2DC	3HL	1GC
Scotland		1GC	1GC	1GC	1GC	1GC	1GC	1GC
Holy Loch		1PB	1PB	1PB	1PB	1PB	1PB	1PB

Notes: See figure H-2.

Figure H-1 (Cont.)

Ports Generally Cost Favorable for LRU Shipments

From States of:		MN	MS	MO	MT	NE	NV	NH
To:								
Area/Country	Note	Water Ports of Embarkation						
J Northern Europe, except:		1GC	2DC	2DC	3DK	2DC	3HL	1GC
Norway		1GC	1GC	1GC	1GC	1GC	1GC	1GC
Denmark		1GC	1GC	1GC	1GC	1GC	1GC	1GC
K W. Mediterranean, except:	(3)	1MJ	1MJ	1MJ	1MJ	1MJ	1MJ	1GC
Portugal		1GC	1GC	1GC	1GC	1GC	1GC	1GC
Morocco		1GC	1GC	1GC	1GC	1GC	1GC	1GC
Tunisia	(3)	2DC	2DC	2DC	1GC	1GC	2DC	1GC
Italy	(3)	1GC	1MJ	1MJ	1GC	1GC	1MJ	1GC
Spain	(3)	1GC	1MJ	1MJ	1GC	1GC	1MJ	1GC
L E. Mediterranean, except:	(3)	1MJ	1MJ	1MJ	1MJ	1MJ	1MJ	1MJ
Turkey	(3)	1GC	1GC	1GC	1GC	1GC	1GC	1GC
Greece	(3)	1GC	1MJ	1MJ	1GC	1GC	1MJ	1GC
M W. Africa		1GC	2DC	1GC	1GC	1GC	1GC	1GC
N S. and E. Africa								
South Africa	(5)							
East Africa		(5)	(5)	2DC	1GC	1GC	(5)	(5)
P Persian Gulf/Red Sea,		*(8)*	*(8)*	*(8)*	*(8)*	*(8)*	*(8)*	*(8)*
Q Burma/India								
Calcutta		1GC	2DC	2DC	1GC	1GC	2DC	1GC
Diego Garcia		3DK	3DK	3DK	3DK	3DK	3DK	3DK
R China Sea								
Thailand		1GC	2DC	1MJ	3DK	3DK	3DK	1GC
Indonesia		2DC	2DC	2DC	3DK	1GC	2DC	1GC
Taiwan		1MJ	2DC	1MJ	3DK	1MJ	3HL	1GC

Notes: See figure H-2.

Figure H-1 (Cont.)

Ports Generally Cost Favorable for LRU Shipments

From States of:		MN	MS	MO	MT	NE	NV	NH
To:								
Area/Country	Note	Water Ports of Embarkation						
S Philippines		4DL	2DC	2DC	4DL	4DL	3HL	1GC
T Central Pacific Islands, except:		4DL	2DC	2DC	4DL	4DL	3HL	1GC
Kwajalein Atoll		3DK	3DK	3DK	3DK	3DK	3DK	3DK
U Japan/Korea/Ryukyu and Bonin Island		4DL	2DC	2DC	4DL	4DL	3HL	1GC
V Australia/New Zealand	(5)	3DK	3DK	3DK	3DK	3DK	3DK	3DK
W South Pacific Islands								
Pago Pago, Samoa	(5)	3DK	3DK	3DK	3DK	3DK	3DK	3DK
Johnston Island	(5)	3DK	3DK	3DK	3DK	3DK	3DK	3DK
X Hawaii/N. Central Pacific,	(6)	4DL	2DC	2DC	4DL	4DL	3HL	1GC
except: Midway		3DK	3DK	3DK	3DK	3DK	3DK	3DK
Y W. Pacific and NW Arctic,								
except: Alaska	(4)	4DL	4DL	4DL	4DL	4DL	4DL	4DL

Notes: See figure H-2.

Figure H-1 (Cont.)

Ports Generally Cost Favorable for LRU Shipments

From States of: To: Area/Country	Note	NJ	NM	NY	NC	ND	OH	OK
		Water Ports of Embarkation						
A N. Atlantic, except:	(2)							
Argentia		1MJ	1MJ	1MJ	1MJ	1MJ	1MJ	1MJ
Iceland		1MJ	1MJ	1MJ	1MJ	1MJ	1MJ	1MJ
B Panama		1GC	2DC	1GC	1MJ	2DC	1GC	2DC
C Caribbean								
Bermuda		1MJ	1MJ	1MJ	1MJ	1MJ	1MJ	1MJ
Bahamas		1R1	1R1	1R1	1R1	1R1	1R1	1R1
Guantanamo Bay	(3)	1MJ	1MJ	1MJ	1MJ	1MJ	1MJ	1MJ
Dominican Republic		1GC	2DC	1GC	1GC	2DC	1GC	2DC
Puerto Rico		1GC	2DC	1GC	2DC	2DC	1GC	2DC
Down Range Islands	(7)	1R1	1R1	1R1	1R1	1R1	1R1	1R1
Guatemala		1GC	2DC	1GC	1GC	2DC	1GC	2DC
N. Colombia		1GC	2DC	1GC	1GC	1GC	1GC	2DC
D W. Coast Middle America		1GC	2DC	1GC	1GC	2DC	1GC	2DC
E W. Coast South America		1GC	2DC	1GC	1GC	1GC	1GC	2DC
F E. Coast South America								
Rio de Janeir		1GC	1GC	1GC	1GC	1GC	1GC	1GC
Porto Alegre		1GC	1GC	1GC	1GC	1GC	1GC	1GC
Montevideo		1GC	2DC	1GC	1GC	1GC	1GC	2DC
Asuncion		1GC	2DC	1GC	1GC	1GC	1GC	2DC
Buenos Aires		1GC	2DC	1GC	1GC	2DC	1GC	2DC
G Azores		1GC	1GC	1GC	1GC	1GC	1GC	1GC
H British Isles, except:		1GC	3HL	1GC	1MJ	1GC	1GC	2DC
Scotland		1GC	1GC	1GC	1GC	1GC	1GC	1GC
Holy Loch		1PB	1PB	1PB	1PB	1PB	1PB	1PB

Notes: See figure H-2.

Figure H-1 (Cont.)

Ports Generally Cost Favorable for LRU Shipments

From States of:		NJ	NM	NY	NC	ND	OH	OK
To:								
Area/Country	Note	Water Ports of Embarkation						
J Northern Europe, except:		1GC	3HL	1GC	1MJ	1GC	1GC	2DC
Norway		1GC	1GC	1GC	1GC	1GC	1GC	1GC
Denmark		1GC	1GC	1GC	1GC	1GC	1GC	1GC
K W. Mediterranean, except:	(3)	1GC	1MJ	1GC	1MJ	1MJ	1MJ	1MJ
Portugal		1GC	1GC	1GC	1GC	1GC	1GC	1GC
Morocco		1GC	1GC	1GC	1GC	1GC	1GC	1GC
Tunisia	(3)	1GC	2DC	1GC	1GC	1GC	1GC	2DC
Italy	(3)	1GC	1MJ	1GC	1MJ	1GC	1GC	1MJ
Spain	(3)	1GC	1MJ	1GC	1MJ	1GC	1GC	1MJ
L E. Mediterranean, except:	(3)	1MJ	1MJ	1MJ	1MJ	1MJ	1MJ	1MJ
Turkey	(3)	1GC	1GC	1GC	1GC	1GC	1GC	1GC
Greece	(3)	1GC	1MJ	1GC	1MJ	1GC	1GC	1MJ
M W. Africa		1GC	1GC	1GC	1GC	1GC	1GC	1GC
N S. and E. Africa								
South Africa	(5)							
East Africa		(5)	2DC	(5)	(5)	1GC	(5)	2DC
P Persian Gulf/Red Sea,		*(8)*	*(8)*	*(8)*	*(8)*	*(8)*	*(8)*	*(8)*
Q Burma/India								
Calcutta		1GC	2DC	1GC	1GC	1GC	1GC	2DC
Diego Garcia		3DK	3DK	3DK	3DK	3DK	3DK	3DK
R China Sea								
Thailand		1GC	1MJ	1GC	1GC	3DK	1GC	3DK
Indonesia		1GC	2DC	1GC	1GC	1GC	1GC	2DC
Taiwan		1GC	1MJ	1GC	1MJ	1MJ	1MJ	3HL

Notes: See figure H-2.

Figure H-1 (Cont.)

Ports Generally Cost Favorable for LRU Shipments

From States of: To:		NJ	NM	NY	NC	ND	OH	OK
Area/Country	Note	Water Ports of Embarkation						
S Philippines		1GC	3HL	1GC	1MJ	4DL	1GC	2DC
T Central Pacific Islands, except:		1GC	3DL	1GC	1MJ	4DL	1GC	2DC
Kwajelein Atoll		3DK	3DK	3DK	3DK	3DK	3DK	3DK
U Japan/Korea/Ryukyu and Bonin Island		1GC	3HL	1GC	1MJ	4DL	1GC	2DC
V Australia/New Zealand	(5)	3DK	3DK	3DK	3DK	3DK	3DK	3DK
W South Pacific Islands								
Pago Pago, Samoa	(5)	3DK	3DK	3DK	3DK	3DK	3DK	3DK
Johnston Island	(5)	3DK	3DK	3DK	3DK	3DK	3DK	3DK
X Hawaii/N. Central Pacific,	(6)	1GC	3HL	1GC	1MJ	4DL	1GC	2DC
except: Midway		3DK	3DK	3DK	3DK	3DK	3DK	3DK
Y W. Pacific and NW Arctic,								
except: Alaska	(4)	4DL	4DL	4DL	4DL	4DL	4DL	4DL

Notes: See figure H-2.

Figure H-1 (Cont.)

Ports Generally Cost Favorable for LRU Shipments

From States of:		OR	PA	RI	SC	SD	TN	TX
To:								
Area/Country	Note	Water Ports of Embarkation						
A N. Atlantic, except:	(2)							
Argentia		1MJ	1MJ	1MJ	1MJ	1MJ	1MJ	1MJ
Iceland		1MJ	1MJ	1MJ	1MJ	1MJ	1MJ	1MJ
B Panama		2DC	1GC	1GC	1MJ	2DC	1MJ	2DC
C Caribbean								
Bermuda		1MJ	1MJ	1MJ	1MJ	1MJ	1MJ	1MJ
Bahamas		1R1	1R1	1R1	1R1	1R1	1R1	1R1
Guantanamo Bay	(3)	1MJ	1MJ	1MJ	1MJ	1MJ	1MJ	1MJ
Dominican Republic		2DC	1GC	1GC	1GC	2DC	2DC	2DC
Puerto Rico		2DC	1GC	1GC	2DC	1GC	2DC	2DC
Down Range Island	(7)	1R1	1R1	1R1	1R1	1R1	1R1	1R1
Guatemala		2DC	1GC	1GC	1GC	2DC	2DC	2DC
N. Colombia		2DC	1GC	1GC	1GC	2DC	2DC	2DC
D W. Coast Middle America		2DC	1GC	1GC	1GC	2DC	2DC	2DC
E W. Coast South America		2DC	1GC	1GC	1GC	2DC	2DC	2DC
F E. Coast South America								
Rio de Janeiro		1GC	1GC	1GC	1GC	1GC	2DC	1GC
Porto Alegre		1GC	1GC	1GC	1GC	1GC	2DC	1GC
Montevideo		2DC	1GC	1GC	1GC	2DC	2DC	2DC
Asuncion		2DC	1GC	1GC	1GC	2DC	2DC	2DC
Buenos Aires		2DC	1GC	1GC	1GC	2DC	2DC	2DC
G Azores		1GC	1GC	1GC	1GC	1GC	1GC	1GC
H British Isles, except,		3DK	1GC	1GC	1MJ	1GC	1MJ	2DC
Scotland		1GC	1GC	1GC	1GC	1GC	1GC	1GC
Holy Loch		1PB	1PB	1PB	1PB	1PB	1PB	1PB

Notes: See figure H-2.

Figure H-1 (Cont.)

Ports Generally Cost Favorable for LRU Shipments

From States of:		OR	PA	RI	SC	SD	TN	TX
To:								
Area/Country	Note	Water Ports of Embarkation						
J Northern Europe, except:		3DK	1GC	1GC	1MJ	1GC	1MJ	2DC
Norway		1GC	1GC	1GC	1GC	1GC	1GC	1GC
Denmark		1GC	1GC	1GC	1GC	1GC	1GC	1GC
K W. Mediterranean, except:	(3)	1MJ	1GC	1GC	1MJ	1MJ	1MJ	1MJ
Portugal		1GC	1GC	1GC	1GC	1GC	1GC	1GC
Morocco		1GC	1GC	1GC	1GC	1GC	1GC	1GC
Tunisia	(3)	2DC	1GC	1GC	2DC	2DC	2DC	2DC
Italy	(3)	1GC	1GC	1GC	1MJ	1GC	1MJ	1MJ
Spain	(3)	1GC	1GC	1GC	1MJ	1GC	1MJ	1MJ
L E. Mediterranean, except:	(3)	1MJ	1MJ	1MJ	1MJ	1MJ	1MJ	1MJ
Turkey	(3)	1GC	1GC	1GC	1GC	1GC	1GC	1GC
Greece	(3)	1GC	1GC	1GC	1MJ	1GC	1MJ	1MJ
M W. Africa		1GC	1GC	1GC	1GC	1GC	2DC	1GC
N S. and E. Africa								
South Afric	(5)							
East Africa		2DC	(5)	(5)	(5)	2DC	(5)	2DC
P Persian Gulf/Red Sea,		*(8)*	*(8)*	*(8)*	*(8)*	*(8)*	*(8)*	*(8)*
Q Burma/India								
Calcutta		3DK	1GC	1GC	1GC	2DC	2DC	2DC
Diego Garcia		3DK	3DK	3DK	3DK	3DK	3DK	3DK
R China Sea								
Thailand		3DK	1GC	1GC	2DC	3DK	2DC	3DK
Indonesia		3DK	1GC	1GC	2DC	3DK	2DC	2DC
Taiwan		3DK	1MJ	1GC	1P2	3DK	2DC	3HL

Notes: See figure H-2.

Figure H-1 (Cont.)

Ports Generally Cost Favorable for LRU Shipments

From States of:		OR	PA	RI	SC	SD	TN	TX
To:								
Area/Country	Note	Water Ports of Embarkation						
S Philippines		4DL	1GC	1GC	1MJ	4DL	1MJ	2DC
T Central Pacific Islands, except:		4DL	1GC	1GC	1MJ	4DL	1MJ	2DC
Kwajalein Atoll		3DK	3DK	3DK	3DK	3DK	3DK	3DK
U Japan/Korea/Ryukyu and Bonin Island		4DL	1GC	1GC	1MJ	4DL	1MJ	2DC
V Australia/New Zealand	(5)	3DK	3DK	3DK	3DK	3DK	3DK	3DK
W South Pacific Islands								
Pago Pago, Samoa	(5)	3DK	3DK	3DK	3DK	3DK	3DK	3DK
Johnston Is	(5)	3DK	3DK	3DK	3DK	3DK	3DK	3DK
X Hawaii/N. Central Pacific	(6)	4DL	1GC	1GC	1MJ	4DL	1MJ	2DC
except: Midway		3DK	3DK	3DK	3DK	3DK	3DK	3DK
Y W. Pacific and NW Arctic,								
except: Alaska	(4)	4DL	4DL	4DL	4DL	4DL	4DL	4DL

Notes: See figure H-2.

Figure H-1 (Cont.)

Ports Generally Cost Favorable for LRU Shipments

From States of:		UT	VT	VA	WA	WV	WI	WY
To:								
Area/Country	Note	Water Ports of Embarkation						
A N. Atlantic, except:	(2)							
Argenti		1MJ	1MJ	1MJ	1MJ	1MJ	1MJ	1MJ
Iceland		1MJ	1MJ	1MJ	1MJ	1MJ	1MJ	1MJ
B Panama		2DC	1GC	1MJ	2DC	1MJ	1GC	2DC
C Caribbean								
Bermuda		1MJ	1MJ	1MJ	1MJ	1MJ	1MJ	1MJ
Bahamas		1R1	1R1	1R1	1R1	1R1	1R1	1R1
Guantanamo Bay	(3)	1MJ	1MJ	1MJ	1MJ	1MJ	1MJ	1MJ
Dominican Republic		2DC	1GC	1GC	2DC	1GC	1GC	2DC
Puerto Rico		2DC	1GC	1GC	2DC	1GC	1GC	2DC
Down Range Islands	(7)	1R1	1R1	1R1	1R1	1R1	1R1	1R1
Guatemala		2DC	1GC	1GC	2DC	1GC	1GC	2DC
N. Colombia		2DC	1GC	1GC	2DC	1GC	1GC	2DC
D W. Coast Middle America		2DC	1GC	1GC	2DC	1GC	1GC	2DC
E W. Coast South America		2DC	1GC	1GC	2DC	1GC	1GC	2DC
F E. Coast South America								
Rio de Janeiro		1GC	1GC	1GC	1GC	1GC	1GC	1GC
Porto Alegre		1GC	1GC	1GC	1GC	1GC	1GC	1GC
Montevideo		2DC	1GC	1GC	2DC	1GC	1GC	2DC
Asuncion		2DC	1GC	1GC	2DC	1GC	1GC	2DC
Buenos Aires		2DC	1GC	1MJ	2DC	1GC	1GC	2DC
G Azores		1GC	1GC	1GC	1GC	1GC	1GC	1GC
H British Isles, except:		3DK	1GC	1MJ	3DK	1MJ	1GC	3DK
Scotland		1GC	1GC	1GC	1GC	1GC	1GC	1GC
Holy Loch		1PB	1PB	1PB	1PB	1PB	1PB	1PB

Notes: See figure H-2.

Figure H-1 (Cont.)

Ports Generally Cost Favorable for LRU Shipments

From States of:		UT	VT	VA	WA	WV	WI	WY
To:								
Area/Country	Note	Water Ports of Embarkation						
J Northern Europe, except:		3DK	1GC	1MJ	3DK	1MJ	1GC	3DK
Norway		1GC	1GC	1GC	1GC	1GC	1GC	1GC
Denmark		1GC	1GC	1GC	1GC	1GC	1GC	1GC
K W. Mediterranean, except:	(3)	1MJ	1GC	1MJ	1MJ	1MJ	1MJ	1MJ
Portugal		1GC	1GC	1GC	1GC	1GC	1GC	1GC
Morocco		1GC	1GC	1GC	1GC	1GC	1GC	1GC
Tunisia	(3)	2DC	1GC	1GC	2DC	1GC	1GC	2DC
Italy	(3)	1MJ	1GC	1MJ	1GC	1MJ	1GC	1GC
Spain	(3)	1MJ	1GC	1MJ	1GC	1MJ	1GC	1GC
L E. Mediterranean, except:	(3)	1MJ	1MJ	1MJ	1MJ	1MJ	1MJ	1MJ
Turkey	(3)	1GC	1GC	1GC	1GC	1GC	1GC	1GC
Greece	(3)	1MJ	1GC	1MJ	1GC	1MJ	1GC	1GC
M W. Africa		1GC	1GC	1GC	1GC	1GC	1GC	1GC
N S. and E. Africa								
South Africa	(5)							
East Africa		2DC	(5)	(5)	2DC	(5)	(5)	2DC
P Persian Gulf/Red Sea,		*(8)*	*(8)*	*(8)*	*(8)*	*(8)*	*(8)*	*(8)*
Q Burma/India								
Calcutta		2DC	1GC	1GC	3DK	1GC	1GC	2DC
Diego Garcia		3DK	3DK	3DK	3DK	3DK	3DK	3DK
R China Sea								
Thailand		3DK	1GC	1GC	3DK	1GC	1GC	3DK
Indonesia		3DK	1GC	1GC	3DK	1GC	1GC	2DC
Taiwan		3DK	1GC	1MJ	3DK	1MJ	1MJ	3DK

Notes: See figure H-2.

Figure H-1 (Cont.)

Ports Generally Cost Favorable for LRU Shipments

	From States of:		**UT**	**VT**	**VA**	**WA**	**WV**	**WI**	**WY**
	To:								
	Area/Country	**Note**	**Water Ports of Embarkation**						
S	Philippines		3DK	3DK	1MJ	4DL	1GC	1GC	3DK
T	Central Pacific Islands, except:		3DK	1GC	1MJ	4DL	1GC	1GC	3DK
	Kwajalein Atoll		3DK	3DK	3DK	3DK	3DK	3DK	3DK
U	Japan/Korea/Ryukyus and Bonin Island		3DK	1GC	1MJ	4DL	1GC	1GC	3DK
V	Australia/New Zealand	(5)	3DK	3DK	3DK	3DK	3DK	3DK	3DK
W	South Pacific Islands								
	Pago Pago, Samoa	(5)	3DK	3DK	3DK	3DK	3DK	3DK	3DK
	Johnston Island	(5)	3DK	3DK	3DK	3DK	3DK	3DK	3DK
X	Hawaii/N. Central Pacific,	(6)	3DK	3DK	1MJ	4DL	1GC	1GC	3DK
	except: Midway		3DK	3DK	3DK	3DK	3DK	3DK	3DK
Y	W. Pacific and NW Arctic,								
	except: Alaska	(4)	4DL	4DL	4DL	4DL	4DL	4DL	4DL

Notes: See figure H-2.

Figure H-1 (Cont.)

Explanatory Notes For Entries in Figure H-1

The following list explains the notes indicated in parentheses in figure H-1.

(1) Use the port which is most economical for transportation from the point of origin.

(2) Service is available only during July through September.

(3) Hazardous material (as defined in appendix A) destined to the countries listed below is routed only through the following WPOEs:

Hazardous material to WPOD:	Is routed through WPOE:
Cuba	1MJ Norfolk
Tunisia	1GC Bayonne
Italy	1MJ Norfolk
Spain	1MJ Norfolk
Greece	1MJ Norfolk
Crete	1MJ Norfolk
Cyprus	1GC Bayonne
Libya	1GC Bayonne
Turkey	1GC Bayonne

(4) LRU shipments of protected (sensitive) and protected (controlled) cargo to Alaska are offered for airlift regardless of priority.

(5) All LRU cargo to this destination through this port requires an ETR prior to shipment.

(6) When 1MJ or 1GC is indicated as the WPOE, use 3DK as the WPOE for Navy sponsored shipments.

(7) Includes Eleuthra (CB3); Andros (CB5); Grand Turk (CC2); St. Thomas, V.I. (CM1); St. Croix, V.I. (CM2); Antigua (CN2); Barbados (CP3); and St. George's, Grenada (CP4).

Figure H-2

Explanatory Notes For Entries in Figure H-1

(8) All LRU shipments to Persian Gulf/Red Sea are to be routed to the DLA CCP or to the Service CCP as follows:

Army	*New Cumberland CCP (W25N14)*
Navy	*NSC Norfolk (N00189)*
Air Force	*Warner robins CCP (FY8412)*
Marine Corps	*MCLB Barstow CCP (M62004)*[1]
AAFES	*Forest Park (HX7EAW)*

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1 *The following items are excluded from the Marine Corps CCP operation and will not be shipped to MCLB Barstow: a, cargo requiring refrigeration; b, security classified items; c, warlike items such as weapons and ammunition; d, hazardous items requiring certification for packaging, handling, and shipment. Items excluded from routing to the CCP will require an ETR. Shipments will not be released to water ports without an ETR from the appropriate MTMC area command.*

Figure H-2

Water Ports Capable of Receiving LRU Shipments

Detailed consignment instructions for ports capable of receiving LRU shipments are contained in the following consignment guides:

a. For Army operated water ports, use AR 55-355 et al, (reference j, volume 2).

b. For the Navy operated water port at the Naval Supply Center, Norfolk, use AR 55-355 et al, (reference j, volume 3).

c. For the Navy operated water port at Charleston Naval Shipyard (1PB); specified for personal property shipments to Holy Loch, Scotland; use NSC Charleston entry in the Personal Property consignment Instruction Guide Worldwide, Volume I, CONUS.

d. For the water port at Jacksonville, FL, use the consignment instructions in note (1) of figure H-4.

e. For the Air Force operated water port at Cape Canaveral, use the "Terminal Facilities Guide, U.S. Air Force" (AR 55-359/NAVSUP PUB 447/ AFM 75-42/MCO P4600.11A/DLAH 4510.3).

f. The following list explains the codes used in this appendix.

1GC	Military Ocean Terminal, Bayonne, New Jersey
1MJ	Naval Supply Center, Norfolk, Virginia
1P2	South Atlantic Outport, Charleston, South Carolina
1PB	Charleston Naval Shipyard, Charleston, South Carolina (Holy Loch Code 5/DPM personal property only)
1R1	Cape Canaveral, Florida
1R3	Jacksonville, Florida (Guantanamo Bay, Cuba Code 5 personal property only)
2DC	Gulf Outport, New Orleans, Louisiana
3DK	Military Ocean Terminal, Bay Area, Oakland, California
3HL	Southern California Outport, Compton, California
4DL	Pacific Northwest Outport, Seattle, Washington
4E1	Pacific Northwest Outport, Port Dock, Tacoma, Washington

CONUS Export Shipments of Code 5 and DPM Household Goods

From	Iceland, Newfoundland, Bermuda, Cuba (1)	Panama	Puerto Rico	Down Range Islands (2)	Morocco, Turkey, Scotland, Portugal, Azores	Greenock (Holy Loch), Scotland	Belgium, Germany, Netherlands, England
AL	1MJ	2DC	2DC	1R1	1GC	1PB	2DC
AZ	1MJ	2DC	2DC	1R1	1GC	1PB	3HL
AR	1MJ	2DC	2DC	1R1	1GC	1PB	2DC
CA(N)	1MJ	2MJ	2DC	1R1	1GC	1PB	3DK
CA(S)	1MJ	2DC	2DC	1R1	1GC	1PB	3HL
CO	1MJ	2DC	2DC	1R1	1GC	1PB	2DC
CT	1MJ	1GC	1GC	1R1	1GC	1PB	1GC
DE	1MJ	1GC	1GC	1R1	1GC	1PB	1GC
DC	1MJ	1MJ	1GC	1R1	1GC	1PB	1GC
FL	1MJ	2DC	2DC	1R1	1GC	1PB	2DC
GA	1MJ	2DC	2DC	1R1	1GC	1PB	2DC
ID	1MJ	2DC	2DC	1R1	1GC	1PB	3DK
IL	1MJ	1GC	2DC	1R1	1GC	1PB	1GC
IN	1MJ	1GC	1GC	1R1	1GC	1PB	1GC
IA	1MJ	2DC	2DC	1R1	1GC	1PB	1GC
KS	1MJ	2DC	2DC	1R1	1GC	1PB	2DC
KY	1MJ	1MJ	1GC	1R1	1GC	1PB	1MJ
LA	1MJ	2DC	2DC	1R1	1GC	1PB	2DC
ME	1MJ	1GC	1GC	1R1	1GC	1PB	1GC
MD	1MJ	1GC	1GC	1R1	1GC	1PB	1GC
MA	1MJ	1GC	1GC	1R1	1GC	1PB	1GC
MI	1MJ	1GC	1GC	1R1	1GC	1PB	1GC
MN	1MJ	2DC	2DC	1R1	1GC	1PB	1GC
MS	1MJ	2DC	2DC	1R1	1GC	1PB	2DC
MO	1MJ	1GC	2DC	1R1	1GC	1PB	2DC

(1) All shipments to Cuba are routed via DPM and routed via Norfolk, VA.

(2) Includes Eleuthra; Andros; Grand Turk; St. Thomas; St. Croix, Antigua; Barbados; and St. George's, Grenada.

Figure H-4

From	Iceland, Newfoundland, Bermuda, Cuba (1)	Panama	Puerto Rico	Down Range Islands (2)	Morocco, Turkey, Scotland, Portugal, Azores	Greenock (Holy Loch), Scotland	Belgium, Germany, Netherlands, England
MT	1MJ	2DC	2DC	1R1	1GC	1PB	1GC
NE	1MJ	1GC	2DC	1R1	1GC	1PB	2DC
NV	1MJ	2DC	2DC	1R1	1GC	1PB	3HL
NH	1MJ	1GC	1GC	1R1	1GC	1PB	1GC
NJ	1MJ	1GC	1GC	1R1	1GC	1PB	1GC
NM	1MJ	2DC	2DC	1R1	1GC	1PB	2DC
NY	1MJ	1GC	1GC	1R1	1GC	1PB	1GC
NC	1MJ	1MJ	2DC	1R1	1GC	1PB	1MJ
ND	1MJ	2DC	2DC	1R1	1GC	1PB	1GC
OH	1MJ	1GC	1GC	1R1	1GC	1PB	1GC
OK	1MJ	2DC	2DC	1R1	1GC	1PB	2DC
OR	1MJ	2DC	2DC	1R1	1GC	1PB	3DK
PA	1MJ	1GC	1GC	1R1	1GC	1PB	1GC
RI	1MJ	1GC	1GC	1R1	1GC	1PB	1GC
SC	1MJ	1MJ	2DC	1R1	1GC	1PB	1MJ
SD	1MJ	2DC	2DC	1R1	1GC	1PB	1GC
TN	1MJ	1MJ	2DC	1R1	1GC	1PB	1MJ
TX	1MJ	2DC	2DC	1R1	1GC	1PB	2DC
UT	1MJ	2DC	2DC	1R1	1GC	1PB	3DK
VT	1MJ	1GC	1GC	1R1	1GC	1PB	1GC
VA	1MJ	1MJ	1GC	1R1	1GC	1PB	1MJ
WA	1MJ	2DC	2DC	1R1	1GC	1PB	3DK
WV	1MJ	1MJ	1GC	1R1	1GC	1PB	1MJ
WI	1MJ	1GC	1GC	1R1	1GC	1PB	1GC
WY	1MJ	2DC	2DC	1R1	1GC	1PB	1GC

(1) All shipments to Cuba are routed via DPM and routed via Norfolk, VA.

(2) Includes Eleuthra; Andros; Grand Turk; St. Thomas; St. Croix, Antigua; Barbados; and St. George's, Grenada.

Figure H-4 (Cont.)

From	Spain, Italy, Greece, Bahrain (3)	Guam, Hawaii, Philip-pines, Japan, Korea, Okinawa	Aus-tralia, New Zealand	Alaska (4)
AL	1MJ	2DC	3DK	4DL
AZ	1MJ	3HL	3DK	4DL
AR	1MJ	2DC	3DK	4DL
CA(N)	1MJ	3DK	3DK	4DL
CA(S)	1MJ	3HL	3DK	4DL
CO	1MJ	3DK	3DK	4DL
CT	1GC	1GC	3DK	4DL
DE	1GC	1GC	3DK	4DL
DC	1GC	1GC	3DK	4DL
FL	1MJ	2DC	3DK	4DL
GA	1MJ	2DC	3DK	4DL
ID	1GC	4DL	3DK	4DL
IL	1GC	1GC	3DK	4DL
IN	1GC	1GC	3DK	4DL
IA	1GC	4DL	3DK	4DL
KS	1MJ	2DC	3DK	4DL
KY	1MJ	1MJ	3DK	4DL
LA	1MJ	2DC	3DK	4DL
ME	1GC	1GC	3DK	4DL
MD	1GC	1GC	3DK	4DL
MA	1GC	1GC	3DK	4DL
MI	1GC	1GC	3DK	4DL
MN	1GC	4DL	3DK	4DL
MS	1MJ	2DC	3DK	4DL
MO	1MJ	2DC	3DK	4DL

(3) Shipments to Bahrain are routed to NCS Norfolk. All doucments are prepared for surface move from 1MJ to KJ2 FFT (BAH) via MAC.

(4) DPM only.

Figure H-4 (Cont.)

From	Spain, Italy, Greece, Bahrain (3)	Guam, Hawaii, Philip-pines, Japan, Korea, Okinawa	Aus-tralia, New Zealand	Alaska (4)
MT	1GC	4DL	3DK	4DL
NE	1GC	4DL	3DK	4DL
NV	1MJ	3HL	3DK	4DL
NH	1GC	1GC	3DK	4DL
NJ	1GC	1GC	3DK	4DL
NM	1MJ	3HL	3DK	4DL
NY	1GC	1GC	3DK	4DL
NC	1MJ	1MJ	3DK	4DL
ND	1GC	4DL	3DK	4DL
OH	1GC	1GC	3DK	4DL
OK	1MJ	2DC	3DK	4DL
OR	1GC	4DL	3DK	4DL
PA	1GC	1GC	3DK	4DL
RI	1GC	1GC	3DK	4DL
SC	1MJ	1MJ	3DK	4DL
SD	1GC	4DL	3DK	4DL
TN	1MJ	1MJ	3DK	4DL
TX	1MJ	2DC	3DK	4DL
UT	1MJ	3DK	3DK	4DL
VT	1GC	1GC	3DK	4DL
VA	1MJ	1MJ	3DK	4DL
WA	1GC	4DL	3DK	4DL
WV	1MJ	1MJ	3DK	4DL
WI	1GC	1GC	3DK	4DL
WY	1GC	3DK	3DK	4DL

(3) Shipments to Bahrain are routed to NCS Norfolk. All doucments are prepared for surface move from 1MJ to KJ2 FFT (BAH) via MAC.

(4) DPM only.

Figure H-4 (Cont.)

Appendix I

CONUS WATER PORT OF DEBARKATION SELECTION GUIDE

1. This appendix provides overseas shippers with a means to select the preferable water port of debarkation (WPOD) for shipments to CONUS. The guide is used to the extent permitted by operational considerations and Service limitations. More detailed guidance for particular breakbulk and container shipments, CONUS terminal capabilities, and the availability of linehaul service to CONUS inland destinations can be obtained from the appropriate CONUS ocean clearance authority as listed in appendix J. Recommended changes or additions to this appendix are directed to the Commander, MTMC, ATTN: MT-ITX, through the appropriate focal point listed in chapter 1, paragraph B.1.c.(1).

2. Certain general rules or concepts apply to all routings suggested by this appendix. Unless otherwise indicated in this paragraph or in paragraph 3, all retrograde SEAVAN shipments are routed to the WPOD which provides cost effective service to the final destination of the cargo.

a. Unless provided specific instructions to the contrary, SEAVANs loaded with cargo for one consignee are consigned to that consignee.

b. SEAVANs loaded with cargo for multiple consignees which cannot be served by stop-off delivery are consigned to the military activity providing breakbulk service and cost effective onward movement.

c. For MILVANs, use the same procedures as for SEAVANs, unless directed otherwise by the sponsoring Service.

3. Certain types of shipments are exceptions to the normal WPOD selection procedures.

a. Ammunition (for other than small arms) and explosives are routed only through ammunition ports. Small arms ammunition may be routed through these ports when in the best interest of the Government; otherwise, it is routed in accorance with paragraph 3.b. The CONUS ammunition ports are:

1G5 NAD Earle, NJ
1N4 Southport (MOT Sunny Point), NC
3CD Port Chicago (NAD Concord), CA

b. Classified and protected (sensitive/controlled) items destined to CONUS from Alaska are offered for airlift.

c. Classified and protected (sensitive/controlled) items, including small arms ammunition, but not other ammunition or explosives, are routed only through the military controlled ports listed below. Whenever possible, protected (sensitive) cargo is consolidated into SEAVANs, or other protective packing for ocean lift. SEAVANs containing protected (sensitive) cargo moving in commercial service, are consigned to military controlled ports. SEAVANs are routed by direct ship rather than by substitute or linehaul service in which an ocean carrier serves a port by overland movement. The CONUS military controlled ports are:

1E5 NCBC Davisville, RI
1GC MOT Bayonne, NJ
1MJ NSC Norfolk, VA
2DC Gulf Outport, New Orleans, LA
3DK MOT Bay Area, Oakland, CA
3JA NSC San Diego, CA

d. WPODs for personal property POVs, DMP, and Code 5 shipments are selected as follows:

(1) POVs are routed in accordance with appendix N of DoD 4500.34-R, Personal Property Traffic Management Regulation.

(2) DPM and Code 5 shipments are routed as indicated in figure I-3. ITGBL Military Rate Tenders (MRTs) are not used by the shipper to select WPODs for these shipments.

CONUS Import Shipments of Code 5 and DPM Household Goods (3)

From	Iceland, Newfoundland, Bermuda, Cuba (1)	Panama	Puerto Rico	Down Range Islands (2)	Morocco, Turkey, Scotland, Portugal, Azores	Greenock (Holy Loch) Scotland
AL	1MJ	2DC	2DC	1R1	1GC	1PB
AZ	1MJ	2DC	2DC	1R1	1GC	1PB
AR	1MJ	2DC	2DC	1R1	1GC	1PB
CA(N)	1MJ	2DC	2DC	1R1	1GC	1PB
CA(S)	1MJ	2DC	2DC	1R1	1GC	1PB
CO	1MJ	2DC	2DC	1R1	1GC	1PB
CT	1MJ	1GC	1GC	1R1	1GC	1PB
DE	1MJ	1GC	1GC	1R1	1GC	1PB
DC	1MJ	1MJ	1GC	1R1	1GC	1PB
FL	1MJ	2DC	2DC	1R1	1GC	1PB
GA	1MJ	2DC	2DC	1R1	1GC	1PB
ID	1MJ	2DC	2DC	1R1	1GC	1PB
IL	1MJ	1GC	2DC	1R1	1GC	1PB
IN	1MJ	1GC	1GC	1R1	1GC	1PB
IA	1MJ	2DC	2DC	1R1	1GC	1PB
KS	1MJ	2DC	2DC	1R1	1GC	1PB
KY	1MJ	1MJ	1GC	1R1	1GC	1PB
LA	1MJ	2DC	2DC	1R1	1GC	1PB
ME	1MJ	1GC	1GC	1R1	1GC	1PB
MD	1MJ	1GC	1GC	1R1	1GC	1PB
MA	1MJ	1GC	1GC	1R1	1GC	1PB
MI	1MJ	1GC	1GC	1R1	1GC	1PB
MN	1MJ	2DC	2DC	1R1	1GC	1PB
MS	1MJ	2DC	2DC	1R1	1GC	1PB
MO	1MJ	1GC	2DC	1R1	1GC	1PB

(1) All shipments from Cuba are routed via DPM and routed through Norfolk, VA.

(2) Includes Eleuthra; Andros; Grand Turk; St. Thomas; St. Croix, Antigua; Barbados; and St. George's, Grenada.

(3) For a list of codes used to identify the water terminal responsible for arranging the onward movement or pickup of personal property shipments see appendix H, figure H-2, paragraph (f).

Figure I-1

From	Iceland, Newfoundland, Bermuda, Cuba (1)	Panama	Puerto Rico	Down Range Islands (2)	Morocco, Turkey, Scotland, Portugal, Azores	Greenock (Holy Loch) Scotland
MT	1MJ	2DC	2DC	1R1	1GC	1PB
NE	1MJ	1GC	2DC	1R1	1GC	1PB
NV	1MJ	2DC	2DC	1R1	1GC	1PB
NH	1MJ	1GC	1GC	1R1	1GC	1PB
NJ	1MJ	1GC	IGC	1R1	1GC	1PB
NM	1MJ	2DC	2DC	1R1	1GC	1PB
NY	1MJ	1GC	1GC	1R1	1GC	1PB
NC	1MJ	1MJ	2DC	1R1	1GC	1PB
ND	1MJ	2DC	2DC	1R1	1GC	1PB
OH	1MJ	1GC	1GC	1R1	1GC	1PB
OK	1MJ	2DC	2DC	1R1	1GC	1PB
OR	1MJ	2DC	2DC	1R1	1GC	1PB
PA	1MJ	1GC	1GC	1R1	1GC	1PB
RI	1MJ	1GC	1GC	1R1	1GC	1PB
SC	1MJ	1MJ	2DC	1R1	1GC	1PB
SD	1MJ	2DC	2DC	1R1	1GC	1PB
TN	1MJ	1MJ	2DC	1R1	1GC	1PB
TX	1MJ	2DC	2DC	1R1	1GC	1PB
UT	1MJ	2DC	2DC	1R1	1GC	1PB
VT	1MJ	1GC	1GC	1R1	1GC	1PB
VA	1MJ	1MJ	1GC	1R1	1GC	1PB
WA	1MJ	2DC	2DC	1R1	1GC	1PB
WV	1MJ	1MJ	1GC	1R1	1GC	1PB
WI	1MJ	1GC	1GC	1R1	1GC	1PB
WY	1MJ	2DC	2DC	1R1	1GC	1PB

(1) All shipments from Cuba are routed via DPM and routed through Norfolk, VA.

(2) Includes Eleuthra; Andros; Grand Turk; St. Thomas; St. Croix, Antigua; Barbados; and St. George's, Grenada.

Figure I-1 (Cont.)

From	Belgium, England, Netherlands, West Germany	Greece Spain, Italy, Bahrain(4)	Guam, Hawaii, Philippines, Japan, Korea, Okinawa	Australia, New Zealand	Alaska
AZ	3HL	1MJ	3HL	3DK	4DL
AR	2DC	1MJ	2DC	3DK	4DL
CA(N)	3DK	1MJ	3DK	3DK	4DL
CA(S)	3DK	1MJ	3HL	3DK	4DL
CO	3DK	1MJ	3DK	3DK	4DL
CT	1GC	1GC	1GC	3DK	4DL
DE	1GC	1GC	1GC	3DK	4DL
DC	1GC	1GC	1GC	3DK	4DL
FL	2DC	1MJ	2DC	3DK	4DL
GA	2DC	1MJ	2DC	3DK	4DL
ID	3DK	1GC	4DL	3DK	4DL
IL	1GC	1GC	1GC	3DK	4DL
IN	1GC	1GC	1GC	3DK	4DL
IA	1GC	1GC	4DL	3DK	4DL
KS	2DC	1MJ	2DC	3DK	4DL
KY	1MJ	1MJ	1MJ	3DK	4DL
LA	2DC	1MJ	2DC	3DK	4DL
ME	1GC	1GC	1GC	3DK	4DL
MD	1GC	1GC	1GC	3DK	4DL
MA	1GC	1GC	1GC	3DK	4DL
MI	1GC	1GC	1GC	3DK	4DL
MN	1GC	1GC	4DL	3DK	4DL
MS	2DC	1MJ	2DC	3DK	4DL
MO	2DC	1MJ	2DC	3DK	4DL

(4) Shipments to Bahrain are routed to MSC Norfolk. All documents are prepared for movement from Norfolk to Bahrain via MSC.

Figure I-1 (Cont.)

From	Belgium England, Netherlands, West Germany	Greece Spain, Italy, Bahrain(4)	Guam, Hawaii, Philippines, Japan, Korea, Okinawa	Australia, New Zealand	Alaska
MT	3DK	1GC	4DL	3DK	4DL
NE	2DC	1GC	4DL	3DK	4DL
NV	3HL	1MJ	3HL	3DK	4DL
NH	1GC	1GC	1GC	3DK	4DL
NJ	1GC	1GC	1GC	3DK	4DL
NM	3HL	1MJ	3HL	3DK	4DL
NY	1GC	1GC	1GC	3DK	4DL
NC	1MJ	1MJ	1MJ	3DK	4DL
ND	1GC	1GC	4DL	3DK	4DL
OH	1GC	1GC	1GC	3DK	4DL
OK	2DC	1MJ	2DC	3DK	4DL
OR	3DK	1GC	4DL	3DK	4DL
PA	1GC	1GC	1GC	3DK	4DL
RI	1GC	1GC	1GC	3DK	4DL
SC	1MJ	1MJ	1MJ	3DK	4DL
SD	1GC	1GC	4DL	3DK	4DL
TN	1MJ	1MJ	1MJ	3DK	4DL
TX	2DC	1MJ	2DC	3DK	4DL
UT	3DK	1MJ	3DK	3DK	4DL
VT	1GC	1GC	1GC	3DK	4DL
VA	1MJ	1MJ	1MJ	3DK	4DL
WA	3DK	1GC	4DL	3DK	4DL
WV	1MJ	1MJ	1GC	3DK	4DL
WI	1GC	1GC	3DK	3DK	4DL
WY	1GC	1GC	1MJ	3DK	4DL

(4) Shipments to Bahrain are routed to MSC Norfolk. All documents are prepared for movement from Norfolk to Bahrain via MSC.

Figure I-1 (Cont.)

Appendix J

CLEARANCE AUTHORITIES AND BOOKING OFFICES

1. This appendix contains an explanation of how to select the appropriate clearance authority and a list of clearance authorities located throughout the world. The clearance authorities are listed separately for shipments by water and by air. Liaison offices operated by sponsoring Services at some transshipping activities (ports) are also listed with the appropriate clearance authorities. Also listed are applicable ocean cargo booking offices.

2. The responsibility for developing and maintaining the information contained in this appendix rests with the Service organizations as listed below. These organizations provide revisions to the DoD MILSTAMP System Administrator for inclusion in this appendix. For this regulation, each overseas country listed is identified, by area, with a letter in parentheses as follows: (A) for Alaska, (C) for Panama (including Central and South America), (E) for Europe, (L) for Atlantic, and (P) for Pacific.

Responsible Organization	Area/Mode (Service)
Commander, Military Traffic Management Command	CONUS, ocean. Alaska, except Adak, ocean. Europe, ocean functions under its cognizance. Pacific, ocean functions under its cognizance. Panama, ocean.
HQ, U.S. Army Materiel Command	CONUS, air (Army). Alaska, air. Panama, air.
Commander, Naval Supply Systems Command	CONUS, Air (Navy). Alaska, Adak, ocean and air, QUICKTRANS.
Commander, Air Force Logistics Command	CONUS, air (Air Force), LOGAIR.
Commandant of the Marine Corps	CONUS, air (Marines).
Commander-in-Chief, Pacific	Pacific theater, ocean (other than MTMC) and air.

Commander-in-Chief, Europe	European theater, ocean (other than MTMC) and air.
Commander-in-Chief, Atlantic	Atlantic theater, ocean (other than MTMC) and air

3. The clearance authorities are listed in this appendix according to the mode of shipment and the location of the clearance authority.

a. The procedures used for selecting the appropriate clearance authority are detailed preceding each mode and area. The groupings are:

Location/Mode	Paragraph
CONUS, ocean	J-4
CONUS, domestic air	
LOGAIR	J-5
QUICKTRANS	J-6
CONUS, export air	J-7
Overseas, ocean	J-8
Overseas, air	J-9

b. Whenever applicable, the information listed for each clearance authority includes the:

(1) Location.

(2) Sponsoring Service and area responsibility.

(3) Title of the clearance organization.

(4) Mailing address.

(5) DSN number.

(6) Commercial telephone number.

(7) AUTODIN routing indicator codes.

(8) ETM or TWX routing indicator codes

4. CONUS water clearance authorities (WCAs) are designated by the Military Traffic Management Command based on the location of the water port without regard to the Service sponsoring the shipment. Listed below

are the two CONUS WCAs, as well as the booking offices which secure the actual ocean carriage. Each entry provides the responsible organization, its mailing address, telephone number(s), AUTODIN routing indicator code, and message address. The addresses included here, as well as the areas of responsibility, are for MILSTAMP data only; requests for ETRs are submitted as directed in the DTMR (reference j)

a. Eastern Area

(1) Location: Bayonne, NJ

(a) Water clearance authority for all Services

1 Responsibility: All water shipments through CONUS ports on the east and gulf coasts (port indicator codes 1__ and 2__) except the city of St. Louis, MO.

2 Organization: Military Traffic Management Command, Eastern Area.

3 Mail: Commander, Military Traffic Management Command, Eastern Area, ATTN: MTE-ITD, Bayonne, NJ 07002-5302.

4 DSN: 247-7191, export traffic releases. 247-6215/7237, ocean manifest, cargo traffic messages. 247-7365/66, tracer actions. 247-7236/37/7314, advance TCMD.

5 Telephone: (201) 823- plus appropriate extension.

6 AUTODIN: RUEOBMD (advance TCMD data and tracer action in MILSTAMP format.) RUEOBMY (ocean manifests) Eastern Management Information Systems Office (EMISO, MTMC), Bayonne, NJ 07002-5302.

7 ETM: RUEOBMT/Data Control Branch (EMISO-ADP,MTMC) Bayonne, NJ (disciplined TCMD format) RUEOBMA/CDR MTMCEA (all other narrative messages).

(b) Booking office:

1 Responsibility: All water shipments from CONUS east and gulf coast ports, other North/South Atlantic ports, ports in Mexico (east coast), Central and South America, the Caribbean, Iceland, and the Azores. (Port codes beginning with 1, 2, A, B, C, D (except DA_), E, F, and G.)

2 Organization: Military Traffic Management Command, Eastern Area

3 Mail: Commander, MTMC Eastern Area, ATTN: MTE-ITE, Bayonne, NJ 07002-5302

4 DSN: 247-6383

5 Telephone: (201) 823-6383

6 AUTODIN: RUEOBMA

7 Message address: CDR MTMCEA BAYONNE NJ//MTE-ITE//

b. Western Area

(1) Location: Oakland, CA

(a) Water clearance authority for all Service

1 Responsibility: All water shipments through CONUS ports on the west coast (port indicator codes 3__ and 4__) as well as the city of St. Louis, MO

2 Organization: Military Traffic Management Command, Western Area

3 Mail: Commander, Military Traffic Management Command Western Area, ATTN: MTW-ITD, Oakland, CA 94626-0001

4 DSN: 859-2461, ocean manifests, cargo traffic messages; 859-2462, tracers; 859-2465, advance TCMD data

5 Telephone: (415) 466- plus appropriate extension

6 AUTODIN: RUWADMK (ocean manifests, cargo traffic messages) RUWADMU (advance TCMD data and tracers in MILSTAMP automated format)

7 ETM: RUWADMP/CDR MTMCWA OAKLAND CA//MTW-ITD// (disciplined TCMD format) RUWADMA/CDR MTMCWA OAKLAND CA//MTW-ITD// (all other narrative messages)

(b) Booking office:

1 Responsibility: All water shipments from CONUS west coast ports, ports located in the North American pacific area except Alaska (see Seattle, WA), ports in Mexico (west coast), and all other ports in the central pacific area except Hawaii (see Hawaii). (Port codes beginning with 3, 4, DA, TL, TS, YA, Z.)

2 Organization: Military Traffic Management Command, Western Area

3 Mail: Commander, Military Traffic Management Command, Western Area, ATTN: MTW-ITX, Oakland Army Base, Oakland, CA 94626-0001

4 DSN: 859-3416/3417/3418/3419

5 Telephone: (415) 466-3416/3417/3418/3419

6 AUTODIN: RUWADMA

7 Message address: CDR MTMCWA OAKLAND CA//MTW-ITX//

(2) Location: Seattle, WA

(a) Water clearance authority; see Oakland, CA

(b) Booking office:

1 Responsibility: All water shipments to and from Alaskan ports. (Port codes beginning with Y except YA.)

2 Organization: MTMC OCBO Seattle

3 Mail: Commander, Military Traffic Management Command, Pacific Northwest Outport, ATTN: OCBO, 4735 East Marginal Way South, Seattle, WA 98134-2391

4 DSN: 744-3104

5 Telephone: (206) 764-8512/8513/8514

6 AUTODIN: RUDADMD

7 Message address: CDR MTMC PNW OPT SEATTLE WA//MTW-S-OP//

5. The LOGAIR ACAs for domestic shipments are located at each LOGAIR terminal. Airlift clearance is requested from the LOGAIR ACA at the point at which a shipment first enters the LOGAIR system. Mail is addressed to the "Transportation Officer LOGAIR ACA" at the appropriate LOGAIR installatin listed in this paragraph. The LOGAIR ACAs are listed below in alphabetical order according to the installation name. The entries include the DSN and commercial telephone numbers.

Barksdale AFB, LA 71110-5000
DSN: 781-3013/3014
Tel: (318) 456-3013/3014

Blytheville AFB, AR 72315-5000
DSN: 637-1110/7740
Tel: (501) 762-7000, Ext. 7740

Cannon AFB, NM 88101-5000
DSN: 681-2613/2615
Tel: (505) 784-3311, Ext. 2752/2613

Carswell AFB, TX 76127-5000
DSN: 739-7686
Tel: (817) 738-3511, Ext. 7686

Charleston AFB, SC 29404-5000
DSN: 583-2208/2209
Tel: (803) 554-2208/2209

Columbus AFB, MS 39701-5000
DSN: 742-7521/7478
Tel: (601) 434-7521

Davis-Montham AFB, AZ 85707-5000
DSN: 361-4131
Tel: (602) 748-4131

Dover AFB, DE 19901-5000
DSN: 455-6557
Tel: (302) 678-6557

Duluth Intl. Airport, MN 55814-5000
DSN: 825-2618/2377
Tel: (218) 727-8211, Ext. 2618/2377

Dyess AFB, TX 79607-5000
DSN: 885-3400, Ext. 2256
Tel: (915) 696-2256

Eglin AFB, FL 32542-9999
DSN: 872-3168
Tel: (904) 881-6688, Ext. 3168

Ellsworth AFB, SD 57706-5001
DSN: 747-2728
Tel: (605) 399-2728

England AFB, LA 71301-5000
DSN: 683-2365/2378
Tel: (318) 448-2365/2378

Fairchild AFB, WA 99011-5931
DSN: 352-5235
Tel: (509) 274-1212. Ext. 5235

F.E. Warren AFB, WY 82005-5000
DSN: 481-2369/3407
Tel: (307) 775-2369/3407

Grand Forks AFB, ND 58205-5000
DSN: 362-6166/3133
Tel: (701) 594-3133

Griffiss AFB, NY 13441-5000
DSN: 587-4079/4687
Tel: (315) 330-1110, Ext. 4079/4687

Hill AFB, UT 84056-5000
DSN: 458-6115/2532/2752/3088
Tel: (801) 777-6115/2532/2752/3088

Holloman AFB, NM 88330-5000
DSN: 867-4401/7410
Tel: (505) 469-6511, Ext. 4401

Homestead AFB, FL 33039-5000
DSN: 791-7997/7345
Tel: (305) 257-7997/7345

Jacksonvill NAS, FL 32212-5000
DSN: N/A
Tel: (904) 778-0606

Keesler AFB, MS 39534-5000
DSN: 868-3212
Tel: (601) 377-3212

Kelly AFB, TX 78241-5000
DSN: 945-3762
Tel: (512) 925-3762

Key West NAS, FL 33040-5000
DSN: 483-2110
Tel: (305) 296-9513, Ext. 2110

K.I. Sawyer AFB, MI 49843-5000
DSN: 472-2583/2256
Tel: (906) 346-2583

Kirtland AFB, NM 87117-5370
DSN: 964-0193
Tel: (505) 264-0193

Langley AFB, VA 23665-5001
DSN: 432-3531/5781
Tel: (804) 764-3531

L.G. Hanscom Field, MA 01731-5000
DSN: 478-3780
Tel: (617) 274-3780

Little Rock AFB, AR 72076-5000
DSN: 731-6388/3719
Tel: (501) 988-3131, Ext. 6388/3719

Loring AFB, ME 04751-5000
DSN: 920-7283/2568
Tel: (207) 999-7283/2568

Luke AFB, AZ 85309-5000
DSN: 853-2810
Tel: (602) 935-7411/2810

MacDill AFB, FL 33608-5000
DSN: 968-4918/2600
Tel: (813) 830-4918/2600

Malmstrom AFB, MT 59402-5360
DSN: 632-3813/3814/3815/3025
Tel: (406) 731-3813/3814

McChord AFB, WA 98438-5000
DSN: 976-2681/2682/2683
Tel: (206) 984-2681

McClellan AFB, CA 95652-5360
DSN: 633-4460
Tel: (916) 643-4460

McGuire AFB, NJ 08641-0001
DSN: 440-3591
Tel: (609) 724-3591, Ext. 2166

Minot AFB, ND 58705-5000
DSN: 344-3072/3042
Tel: (701) 4761, Ext. 3072

Moody AFB, GA 31601-5000
DSN: 460-4240
Tel: (912) 333-4240

Mountain Home AFB, ID 83648-5000
DSN: 857-6600/6245
Tel: (208) 828-6600/6245

Nellis AFB, NV 89191-5000
DSN: 682-5022/2395
Tel: (702) 643-5022/2395

Norton AFB, CA 92409-5000
DSN: 876-5283/2923
Tel: (714) 382-4411, Ext. 5283/2923

Offutt AFB, NE 68113-5000
DSN: 271-3852/5439
Tel: (402) 294-3852/5439

Patrick AFB, FL 32925-5000
DSN: 854-5663
Tel: (305) 494-5663

Pease AFB, NH 03801-5000
DSN: 852-3708
Tel: (603) 436-0100/3708

Peterson Field, CO 80914-5000
DSN: 692-7191/4731
Tel: (303) 592-7191/4731

Plattsburgh AFB, NY 12903-5000
DSN: 689-5446
Tel: (518) 565-5446

Robins AFB, GA 31098-0451
DSN: 468-2116/2156
Tel: (912) 926-2116/2156

Scott AFB, IL 62225-5000
DSN: 638-5281/2024
Tel: (618) 256-5281/2024

Selfridge ANG, MI 48045-5000
DSN: 638-5311/5760
Tel: (313) 466-5311/5760

Seymour-Johnson AFB, NC 27531-5000
DSN: 488-6502/6340
Tel: (919) 736-6340

Shaw AFB, SC 29152-5000
DSN: 965-3818
Tel: (803) 668-8110/3818

Tinker AFB, OK 73145-5000
DSN: 339-3531/2812/5235
Tel: (405) 739-3531/2812/5235

Travis AFB, CA 94535-5000
DSN: 837-3834
Tel: (707) 438-3834

Tyndall AFB, FL 32403-5057
DSN: 970-3138/2668
Tel: (904) 283-3138/2668

Whiteman AFB, MO 65305-5000
DSN: 975-3591/3215
Tel: (816) 563-5511, Ext. 3591/3215

Wright-Patterson AFB, OH 45433-5000
DSN: 787-6111/7774
Tel: (513) 257-6111/7774

Wurtsmith AFB, MI 48753-5000
DSN: 623-2760/2069
Tel: (517) 732-2011, Ext. 2760/2069

6. **QUICKTRANS**. The QUICKTRANS ACA for all domestic shipments is:

a. Organization: Navy Material Transportation Office, Norfolk, VA

b. Mail: Commanding Officer, Navy Material Transportation Office, Code 03, Bldg. Z-133-5, Naval Station, Norfolk, VA 23511-5000.

c. DSN: 564-7831

d. Telephone: (804) 444-7831

e. AUTODIN: RUEBJGE/NAVMTO Norfolk VA

f. ETM: RUCOTCA/NAVMTO Norfolk VA

7. CONUS export ACAs are maintained by each of the sponsoring Services.

a. The correct ACA is usually determined from the first position of the TAC as indicated below. If the TAC cannot be determined, the appropriate ACA, for everything other than personal property, is determined from the first position of the consignee DODAAC as indicated below. For personal property, if the TAC cannot be determined, the appropriate ACA is determined from the first position of the TCN as indicated below:

If first position of the TAC is or	consignee DODAAC or personal property TCN is	The Service or Agency is	The ACA is	Listed in paragraph
A, B, C	A, B, C, W	Army	Army	7.b.
D, F	D, E, F, J	Air Force	Air Force	7.d.
	G	GSA	Air Force	7.d.
H	H	Other DOD Agencies	Air Force	7.d.
J		Joint Task Force 8	Air Force	7.d.
K, L, M	K, L, M	Marine Corps	Marine Corps[1]	7.e.
N, P	N, P, Q, R, V	Navy	Navy	7.c.
S	S, T, U	DLA	Air Force[2]	7.d.
T		Contractor	Air Force	7.d.
X		Other Government Agencies	Air Force[2]	7.d.
Z	Z	Coast Guard	Navy	7.c.
0/		Postal Concentration Centers	Air Force	7.d.

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1 Shipments of aircraft parts for Marine Corps consignees are referred to the Navy ACA (paragraph 7.c.) since these items are stocked and funded by the Navy.

2 DLA subsistence for all destinations as well as other DLA funded shipments for everywhere except Alaska or Hawaii are cleared by the Air Force ACA (paragraph 7.d.). DLA and GSA funded shipments, other than subsistence, destined to Alaska or Hawaii are cleared by the ACA determined by using the first position of the consignee DoDAAC.

0/9	Other Civil Agencies (excluding GSA)	Air Force	7.9.

b. Army CONUS export ACA

(1) Responsibility: All Army sponsored CONUS export air cargo as listed in paragraph 7.a.

(2) Organization: U.S. Army Materiel Command Logistics Control Activity

(3) Mail: Commander, U.S. Army Materiel Command Logistics Control Activity, ATTN: AMCLC-LA, Presidio of San Francisco, CA 94129-5000

(4) DSN: 586-5841

(5) Telephone: (415) 561-5841

(6) AUTODIN: RUWELCB (for clearance and offerings)
RUWELCA (for receipt and lift)

(7) ETM: CDRUSAMCLCA PRESIDIO OF SFRAN CA//AMCLC-LA//

c. Navy CONUS export ACA

(1) Responsibility: All Navy and Coast Guard sponsored CONUS export air cargo as well as certain Marine Corps cargo as listed in paragraph 7.a.

(2) Organization: Navy Material Transportation Office

(3) Mail: Commanding Officer, Navy Material Transportation Office, Code 03, Bldg. Z-133-5, Naval Station, Norfolk, VA 23511-5000

(4) DSN: 564-7831

(5) Telephone: (804) 444-7831

(6) AUTODIN: RUEBJGE/NAVMTO NORFOLK VA

(7) ETM: RUCOTCA/NAVMTO NORFOLK VA

d. Air Force CONUS export ACA

(1) Responsibility: All Air Force sponsored CONUS export air cargo as well as the other CONUS export air cargo for which the Air Force is listed as ACA in paragraph 7.a.

(2) Organization: Air Force Distribution Control Office, Wright-Patterson Air Force Base

(3) Mail: AFDCO/DRSLC, Wright-Patterson Air Force Base, OH 45433-5000

(4) DSN: 787-4946 (Advance TCMDs, tracer actions, status, and general information on overseas shipments; 24 hours), 787-4315 (Manager; 0745-1630, Monday-Friday)

(5) Telephone: (513) 257-4946

(6) AUTODIN: RUVAAEA, AF Distribution Control Office WPAFB, OH/DRSLC. Include text header and text trailer cards reading "TEXHDR advance TCMDs" and "TEXTLR advance TCMDs" respectively. Address applies to ATCMDs, receipt, lift, and tracers; intransit data are reported to the CDCP as detailed in appendix L.

(7) ETM: None

e. Marine Corps CONUS export ACA

(1) Responsibility: All Marine Corps sponsored CONUS export air cargo as listed in paragraph 7.a.

(2) Organization: ***Marine Corps Logistics Base, Barstow, CA***

(3) Mail: ***Commanding General Marine Corps Logistics Base, Bldg. 233, (Code 840), Barstow, CA 92311-5087***

(4) DSN: ***282-6796/6842***[3]

(5) Telephone: ***619 577-6796/6842***[4]

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3 After normal duty hours (0700 - 1530, Monday - Friday), contact the duty officer at telephone (619) 577-6611 or DSN 282-6611.

4 After normal duty hours (0700 - 1530, Monday - Friday), contact the duty officer at telephone (619) 577-6611 or DSN 282-6611.

(6) AUTODIN: *RUWJFAA*

(7) ETM: *CGMCLB BARSTOW CA//B840//*

8. Overseas WCAs are listed alphabetically by the country in which they are located.

a. The listings detail the WCAs responsible for specific areas and sponsoring Services. Included with each WCA is the related booking office responsible for securing the actual ocean carriage. The listings also include established liaison offices at the designated locations. Each entry provides the responsible organization, its mailing address, telephone number(s), AUTODIN routing indicator code, and message address. If an WCA cannot be located in this list for a specific geographic area, contact the booking office directly for assistance.

b. The theater commander designates the WCAs, in appropriate coordination with MTMC. The letter in parentheses following the country indicates the theater designation as listed in paragraph 2. Booking offices are designated by MTMC.

(1) Alaska: (A)

(a) Location: Naval Air Station Adak

1 WCA for all Services

a Responsibility: All water shipments through the port of Adak, Alaska (YL1)

b Organization: Naval Air Station, Adak, Alaska

c Mail: Commanding Officer, Box 1, Naval Air Station, Adak, FPO Seattle 98791-1201

d DSN: (317) 592-4208/8031

e Telephone: (907) 592-4208/8031

f AUTODIN: RUWMEEA

g Message Address: NAS ADAK AK

2 Booking Office: See Seattle, WA

(b) Location: Elmendorf Air Force Base

1 WCA for all Services

a Responsibility: All water shipments through the ports of Alaska, except Adak

b Organization: Chief, Military Traffic Management Command, Alaska, Elmendorf AFB, AK

c Mail: Chief, Military Traffic Management Command Office - Alaska, Bldg. 31-270, Room 105, Elmendorf Air Force Base, AK 99506-5000

d DSN: 752-2010/3091/6315; Facsimile: 752-3913

e Telephone: (907) 272-2010/3091/6315

f AUTODIN: RUWMBKA

g ETM: RUWMBKA, MTMC ALASKA, ELMENDORF AFB AK //MTW-S-AK//

2 Booking Office: See Seattle, WA

a Responsibility: All export ocean cargo through ports in Alaska

b Organization: MTMC OCCA Alaska

c Mail: MTMC OCCA AK Elmendorf AFB, Alaska 99506-5000

d DSN: (317) 552-3091/2010

e Telephone: (907) 552-3036

f AUTODIN: RUWMBKA

g Message Address: CHMTMC OCCA-AK ELMENDORF AFB AK

(2) Argentina: See Panama

(3) Australia: (P)

(a) Location: Canberra

1 WCA for all Services

a Responsibility: All water shipments through the ports of Australia except Exmouth (northwest Cape, VA3)

b Organization: Traffic Management Office, USDODSA U.S. Embassy, Canberra, Australia

c Mail: Traffic Management Office, USDODSA U.S. Embassy, APO San Francisco 96404-5000

d DSN: N/A

e Telephone: 61-62-70-5879

f AUTODIN: N/A

g Message Address: USDODSA CANBERRA AS//LGT//

h TELFAX NR: 61-62-70-5970

2 Booking Office: See Japan, Yokohama

(b) Location: Exmouth, Western Australia

1 WCA for all Services

a Responsibility: All water shipments consigned to or shipped from Naval Communications Station, Harold E. Holt, Exmouth, Australia

b Organization: U.S. Navy Sea Cargo Coordinator (NAVSEACARCOORD), Exmouth, western Australia

c Mail: Navy Sea Cargo Coordinator, Naval Communication Station, Box 30, FPO San Francisco, CA 96680-1800

d AUTODIN: 821-1945

e Telephone: 099-49-3214

f AUTODIN: RUHJKBA NAVCOMMSTA HAROLD E. HOLT EXMOUTH AS

g TWX: RUMASAA NAVCOMMSTA HAROLD E. HOLT EXMOUTH AS

2 Booking Office: See Japan, Yokohama

(4) Azores: (L)

(a) Location: Praia da Vitoria, Terceira, Azores

1 WCA for all Services

a Responsibility: All water shipments through the ports of the Azores, Portugal (GA_ series)

b Organization: MTMC TTU Azores

c Mail: (US) Commander, MTMC TTU Azores, ATTN: MTG-AZ-O, APO New York 09406-5000. (Civil Post) Commander, MTMC TTU Azores, U.S. Army Post, Praia da Vitoria, Terceira, Azores, Portugal.

d DSN: 895-3490, Ext 7291 or 6256

e Telephone: N/A

f AUTODIN: RUSLAAA CDR MTMC TTU LAJES FIELD AZORES//MTG-AZ//

g ETM: Same as AUTODIN

2 Booking Office: See CONUS OCCA, Eastern Area

(5) BAHRAIN: (E)

(a) Location: Bahrain Island

1 WCA for all Services

a Responsibility: All water shipments through Bahrain Island ports

b Organization: Commander, Middle East Force, Bahrain

c Mail: Administrative Support Unit, FPO New York 09526-5000

d DSN: (324) 237-1110, Ext 65

e Telephone: (973) 243-277, Ext 65

f AUTODIN: RUDDHAA

g ETM: ADMINSUPU BAHRAIN

2 Booking Office: See Naples, Italy

(6) Belgium: See Germany

(7) Bolivia: See Panama

(8) Brazil: See Panama

(9) Chile: See Panama

(10) Colombia: See Panama

(11) Costa Rica: See Panama

(12) Crete: See Greece

(13) Cuba: (L)

(a) Location: U.S. Naval Base, Guantanamo Bay

1 WCA for all Services

a Responsibility: All water shipments through the ports of Cuba (CD_, CE_, & CF_)

b Organization: U.S. Naval Base, Guantanamo Bay, Cuba

c Mail: Receiving Officer, Box 33, U.S. Naval Station, FPO New York 09593-0135

d DSN: 723-3960, Ext 4495

e Telephone: 011-53-99-4495

f AUTODIN: RUEBAHA

g TWX: RUEBAHA NAVSTA GUANTANAMO BAY CUBA

2 Booking Office: See CONUS OCCA, Eastern Area

(14) Denmark: See Germany

(15) Diego Garcia: (P)

(a) Location: Naval Support Facility, Diego Garcia

1 WCA for all Services

a Responsibility: All water shipments through the port of Diego Garcia (QF1)

b Organization: U.S. Navy Support Facility Diego Garcia

c Mail: U.S. Navy Support Facility, Box 20, FPO San Francisco 96685-2000

d DSN: 870-0111, Ext 4140/4331/5567

e Telephone: N/A

f AUTODIN: RUVNSAA, NAVSUPPFAC DIEGO GARCIA

g TWX: NAVSUPPFAC DIEGO GARCIA

2 Booking Office: See Japan, Yokohama

(16) Dominican Republic: See Panama

(17) Egypt: See Naples, Italy

(18) El Salvador: See Panama

(19) England: See United Kingdom

(20) Equador: See Panama

(21) Ethiopia: See Naples, Italy

(22) France: See Germany and Naples, Italy

(23) Germany: (E)

(a) Location: Bremerhaven, Germany

1 WCA for all Services

a Responsibility: All water shipments from ports in continental northern Europe bordering the Baltic and North Sea and French Atlantic area, French and Spanish Bay of Biscay area, and the Rhine River (port codes beignning with J).

b Organization: MTMC TTCE OCCA-North, Bremerhaven, Germany

c Mail: (US) Chief, MTMC TTCE OCCA-North, ATTN: MTC-TOPS-TMN, APO New York 09069-5000. (Civil Post) Chief, MTMC TTCE OCCA-NORTH, ATTN: MTC-TOPS-TMN, Geb 227, Carl Schurz Kaserne, 2850 Bremerhaven, West Germany

d DSN: (314) 342-8778/8406

e Telephone: 49-471-82348

f AUTODIN: CDR MTMCTTCE OCCA-N BREMERHAVEN GE //MTC-TOPS-TMN//

g Message Address: Same as AUTODIN

h Telex: Primary: Country 41 No 238880. Alernate: Country 41 No 238743

i MILNET/DDN: OCCACL @ MINET-OBL-EM

2 Air Force Liaison

a Responsibility: To be identified

b Organization: US Air Force Water Port Liaison Office

c Mail: DET 3, 7300 Matron, APO NY 09069-5000

d DSN: *(314)* 342-8715/8368

e Telephone: N/A

f AUTODIN: N/A

g Message Address: DET 3, 7300 MATRON BREMERHAVEN GE//WPLO//

h Telex: 238880 USAF Liaison

i MINET: WPLOOLE or OBL Mode

3 Booking Office: Same as WCA except:

a DSN: (314) 342-8736/8455

b MILNET/DDN: OCCAK @ MINET-OBL-EM

(24) Greece: (E)

(a) Location: Piraeus, Greece

1 WCA for All Services

a Responsibility: All water shipments through the ports of Greece (LD_, LE_, and LT_)

b Organization: Military Traffic Management Command, Transportation Terminal Unit Greece

c Mail: (US) Commander, MTMC TTU Greece (MTG-GR), APO New York 09253-5000. (Civil Post) Commander, MTMC TTU Greece, Saint George Bay, Keratsini, Piraeus, Greece

d DSN: 622-1110

e Telephone: 30-1-462-3173 (Operations), 462-6774 (Documentation)

f AUTODIN: RUFLDMA

g ETM: RUQMZA CDE MTMC TTU GREECE //MTG-GR//

h Telex: Country 601, No 212492

2 Booking Office: See Naples, Italy

(25) Guam: See Mariana Islands

(26) Guatemala: See Panama

(27) Hawaii: (P)

(a) Location: Pearl Harbor, Hawaii

1 WCA for all Services

a Responsibility: All water shipments through the ports of the Hawaiian Islands (including all port identifier codes beginning with "X")

b Organization: U.S. Navy Sea Cargo Coordinator (NAVSEACARCOORD) Pearl Harbor, Hawaii

c Mail: Deputy Director, Terminals Department/NAVSEACARCOORD, Naval Supply Center, Pearl Harbor, HI 96860-5300

d DSN: (315) 471-9684/9352

e Telephone: (808) 471-9108/9684/9352

f AUTODIN: RUHHLHA

g TWX: RUHHLHA, NAVSEACARCOORD, Pearl Harbor, HI

2 Air Force Liaison:

a Responsibility: Air Force sponsored water shipments through the Hawaiian Area

b Organization: U.S. Air Force Water Port Liaison Office

c Mail: 15 Trans Sq/LGTTWPLO, Hickam Air Force Base, HI 96853-5000

d DSN: 430-0111

e Telephone: (808) 471-8168

f AUTODIN: RUHVAAA

g TWX: RUHVAAA/15 TRN SS HICKAM AFB HI//LGTTWPLO//

3 Booking Office:

a Responsibility: All water shipments from ports in the Hawaiian, Midway, Wake, Johnson, Marshall, and Samoan Islands (port codes beginning with TJ, TK, W, AND X.)

b Organization: MTMC OCBO Hawaii

c Mail: MTMC OCBO, Naval Supply Center, Box 300, Pearl Harbor, HI 96860-5000

d DSN: 474-5217

e Telephone: (808) 474-2230

f AUTODIN: RHHMMDC

g Message Address: CH MTMC OCBO NSC PEARL HARBOR HI

(28) Honduras: See Panama

(29) Iceland: (L)

(a) Location: Keflavik

1 WCA for all Services

a Responsibility: All water shipments through the ports of Iceland (AU_)

b Organization: U.S. Naval Station, Keflavik, Iceland

c Mail: Material Officer, U.S. Naval Station, Keflavik, Box 21, FPO New York 09571-0321

d DSN: 723-1730, Ext 4125/4126

e Telephone: 011-354-1-22490, Ext 4125/4126

f AUTODIN: RUEOEDD

g ETM: NAVSTA KEFLAVIK IC

2 Booking Office: See CONUS OCCA, Eastern Area

(30) Ireland: See United Kingdom

(31) Israel: (E)

(a) Location: Tel Aviv

1 WCA point of contact for all Services

a Responsibility: Point of contact for all ocean shipments through Israel

b Organization: USDAO, American Embassy Tel Aviv

c Mail: USDAO, American Embassy Tel Aviv, APO New York 09672-5000

d DSN: N/A

e Telephone: 00972-3-654338, Ext 361

f AUTODIN: N/A

g ETM: USDAO TEL AVIV IS

2 Booking Office: See Naples, Italy

(32) Italy: (E)

(a) Location: Leghorn

1 WCA for all Services

a Responsibility: All water shipments through the ports of Italy except those in the immediate vicinity of Naples and Sigonella

b Organization: MTMC Leghorn Terminal

c Mail: (US) Commander, MTMC Leghorn Terminal, ATTN: MTG-LH, APO New York 09019-5000. (Civil Post) Commander, MTMC Leghorn Terminal, Camp Darby, 56018 Tirrenia/Pisa, Italy

d DSN: 633-8046

e Telephone: Country 39, Area 586, No 92165

f AUTODIN: CDR MTMC TML LEGHORN IT//MTC-LH//

g Message Address: Same as AUTODIN

h Telex: Country 43 No 5002671

i MILNET/DDN: MTC-LH @ MINET-LON-EM

2 Air Force Liaison:

a Responsibility: To be identified

b Organization: U.S. Air Force Water Port Liaison Officer

c Mail: OL-L 7300 MATRON, APO NY 09019

d DSN: 633-7784

e Telephone: 947784

f AUTODIN: N/A

g Message Address: OL-L 7300 MATRON LEGHORN IT//WPLO//

3 Booking Office: See Naples

(b) Location: Naples

1 WCA for all Services

a Responsibility: All water shipments through the ports in the immediate vicinity of Naples

b Organization: U.S. Naval Support Activity, Naples

c Mail: (USPS) U.S. Naval Support Activity, Box 5, FPO New York 09521-5000. (Civil Post) U.S. Naval Support Activity, Via E. Scarfoglio, Pozzuoli (Napoli) 80078

d DSN: 625-1110, Ext 4146/4290

e Telephone: 39-81-724-4146/4290 or 39-81-261709

f AUTODIN: RUFLSKA

g Message Address: WCA, US NAV SUP ACT NAPLES, IT

h MINET terminal: MATNSA @ MINET-CPO-EM WFTNAP @ MINET-CPO-EM

2 Booking Office:

a Responsibility: All water shipments from ports in the Mediterranean, Spain, Portugal, Africa, Red Sea, Persian Gulf, and Pakistan (port codes beginning with K, L, M, N, P, and QA)

b Organization: MTMC TTCE OCCA-South, Naples, Italy

c Mail: Chief, MTMC TTCE OCCA-South, Box 38, FPO New York 09521-5000

d DSN: 625-4102/4103

e Telephone: 39-81-724-4102/4103

f AUTODIN: RUFLSKA

g Message address: CH MTMC TTCE NAPLES ITALY//MTC-TOPS-TMS//

(c) Location: Sigonella

1 WCA for all Services

a Responsibility: All water shipments through the ports in the immediate vicinity of Sigonella

b Organization: Naval Air Station, Sigonella, Italy

c Mail: U.S. Naval Air Station, N04500, FPO New York 09523-5000

d DSN: 624-1110, Ext 5518/5519

e Telephone: 095-861110, Ext 5518/5519

f AUTODIN: RUFLEWA

g Message Address: WCA, USNAS, SIGONELLA IT/N04500

h MILNET/DDN: OCCA-S @ MINET-LON-EM

2 Booking Office: See Naples

(33) Japan: Including Okinawa (P)

(a) Location: Iwakuni (Southern Area)

1 WCA for the Navy and Marine Corps

a Responsibility: All Navy and Marine Corps sponsored water shipments through the port of Iwakuni (UL7)

b Organization: U.S. Marine Corps Traffic Management Office, Marine Air Station, Iwakuni, Japan

c Mail: Traffic Management Office, Marine Corps Air Station, FPO Seattle 98764-5000

d DSN: 253-3456

e Telephone: 242-3456, Ext 3077/4269

f AUTODIN: RHARSAA

g TWX: RHARSAA

2 Booking Office: See Yokohama

(b) Location: Kadena Air Base, Okinawa

1 WCA for the Navy

a Responsibility: All Navy sponsored water shipments through the ports of Okinawa

b Organization: Commander, Fleet Activities, Okinawa

c Mail: COMFLEACT Okinawa, ATTN: Log Dept., Matl Div, Box Log/Dept, FPO Seattle 98770-1150

d DSN: 630-1110 (operator)

e Telephone: 634-1447/1059

f AUTODIN: RUYRSAA, COMFLEACT Okinawa JA

2 Booking Office: See Naha, Okinawa

(c) Location: Naha Okinawa

1 WCA for all Services except Navy (see Kadena)

a Responsibility: All non-Navy sponsored water shipments through the following ports:

UB1 (Naha)	UB2 (Buckner Bay)	UBB (Kin)
UBC (Tengan)	UB3 (Chimu-Wan)	UB4 (Ishigaki)
UB5 (Ie Shima)	UB6 (Kume)	UB7 (Miyako)
UB8 (Okino)	UB9 (Yaeyama)	UBF (Aja Port)

b Organization: MTMC Terminal Okinawa

c Mail: Commander, MTMC Terminal, Okinawa, APO San Francisco 96331-5000

d DSN: 637-3724/3726

e Telephone: 637-1166

f AUTODIN: RUADBEA/MTW-N

g TWX: RUADBEA/CDRMTMC Terminal Okinawa JA//MTW-N//

2 Booking Office:

a Responsibility: All water shipments from ports in Okinawa (port codes beginning with UB)

b Organization: MTMC OCBO, Okinawa

c Mail: Commander, MTMC Terminal Naha Japan, ATTN: MTW-NOC, APO San Francisco 96331-5000

d DSN: 634-7736

e Telephone: 098938-1111 ask for 7-3724/3726

f AUTODIN: RUADBEA

g Message Address: CDR MTMC TML NAHA JAPAN //MTW-NOC//

3 Booking Office: See Yokohama

(34) Korea: (P)

(a) Location: Pusan

1 WCA for all Services

a Responsibility: All water shipments through the Korean ports of Inchon (UC2), ITGBL commercial containers only; Chinhae (UDA), ammunition only; and Pusan (UD6 and UDC)

b Organization: MTMC OCCA, Pusan

c Mail: Commander, MTMC Terminal, Pusan, ATTN: MTW-P-FC, APO San Francisco 96259-5000

d DSN: 263-3730/3731

e Telephone: (051) 67-7912

f AUTODIN: RUAGNPQ

g TWX: RUAGNPQ

2 Air Force Liaison:

a Responsibility: All Air Force sponsored shipments from installations in Korea

b Organization: U.S. Air Force Water Port Liaison Office

c Mail: MTMC Terminal, Pusan, U.S. Air Force Water Port Liaison Office, APO San Francisco 96259-5000

d DSN: 271-1239

e Telephone: 263-3269

f AUTODIN: RUAGNPQ

g TWX: RUAGNPQ

3 Booking Office:

a Responsibility: All water shipments from ports in Korea (port codes beginning with UC, UD, and UE)

b Organization: MTMC OCBO, Pusan

c Mail: Commander, MTMC Terminal Pusan, Chief, MTMC Freight Traffic Division, APO San Francisco 96259-5000

d DSN: 263-3730/3731

e Telephone: (051) 67-7912

f AUTODIN: RUAGNPQ

g Message Address: CDR MTMC TML PUSAN KOREA //MTW-P-F//

(35) Lebanon: (E)

(a) Location: Beirut

1 WCA point of contact for all Services

a Responsibility: Point of contact for all ocean shipments through Lebanon

b Organization: USOMC Beirut

c Mail: USOMC Beirut, State Department Pouch Room, Washington, DC 20520-0001

d DSN: N/A

e Telephone: Beirut Lebanon 452-964

f AUTODIN: N/A

g ETM: USOMC BEIRUT LE

2 Booking Office: See Naples, Italy

(36) Liberia: (E)

(a) Location: Monrovia

1 WCA point of contact for all Services

a Responsibility: Point of contact for all ocean shipments through Liberia

b Organization: U.S. Military Mission to Liberia

c Mail: U.S. Military Mission to Liberia, APO New York 09155-5000

d DSN: N/A

e Telephone: Monrovia, Liberia 221755/224137

f AUTODIN: N/A

g ETM: LIBMISH MONROVIA LI

2 Booking Office: See Naples, Italy

(37) Mariana Islands: (P)

(a) Location: Guam

1 WCA for all Services

a Responsibility: All water shipments through the ports of Guam (TA1,TA2 and TA6)

b Organization: U.S. Navy Sea Cargo Coordinator (NAVSEACARCOORD), Guam, Mariana Islands

c Mail: U.S. Navy Sea Cargo Coordinator, U.S. Naval Supply Depot (Code 400), FPO San Francisco, CA 96630-5000

d DSN: (315) 339-5180/7239

e Telephone: (671) 339-5180/7239

f AUTODIN: RUHJHFT (data)

g TWX: RUHGXPA, NAVSEACARCOORD GUAM

2 Booking Office:

a Responsibility: All water shipments from ports in Guam, Saipan, and the Mariana Is (port codes beginning with TA)

b Organization: MTMC OCBO, Guam

c Mail: Chief, MTMC OCBO Guam, NSD Naval Station, FPO San Francisco, CA 96630-5000

d AUTOVON: 339-6245/3184 or 339-7221

e Telephone: N/A

f DSN: RUHGXPA

g Message Address: CH MTMCTY OCBO GUAM

(38) Midway Island: (P) See Hawaii

(39) Morocco: See Naples, Italy

(40) Netherlands: See Germany

(a) Location: Rotterdam

1 Air Force Liaison:

a Responsibility: To be identified

b Organization: US Air Force Water Port Liaison Office

c Mail: OL-D 7300 MATRON, APO NY 09159

d DSN: 362-1110, Ext. 118/119

e Telephone: 31-10-518911, Ext 118/119

f AUTODIN: N/A

g Message Address: OL-D 7300 MATRON ROTTERDAM NL//WPLO//

(41) New Zealand: (P)

(a) Location: Christchurch International Airport

1 WCA for all Services

a Responsibility: All DoD water shipments for New Zealand

b Organization: Naval Support Force Antarctica, Detachment Christchurch

c Mail: Officer in Charge, Naval Support Force Antarctica, Detachment Christchurch, FPO San Francisco 96690-2900

d DSN: N/A

e Telephone: Christchurch 583-079, Ext 8016/8013/8017

f AUTODIN: RUHHWEA, NAVSUPPFORANTARCTICA DET CHRISTCHURCH NZ

g TWX: N/A

2 Booking Office: See Yokohama, Japan

(42) Nicaragua: See Panama

(43) Norway: See Germany

(44) Okinawa: See Japan

(45) Panama: (C)

(a) Location: Balboa, Panama

1 WCA for all Services

a Responsibility: All water shipments through the ports of Central and South America (port identifier codes B__, CQ_, CR_, CS_, CT_, CU_, CV_, CW_, D__, E__, and F__)

b Organization: MTMC Terminal Panama

c Mail: Commander, MTMC Terminal Panama, Drawer 21, APO Miami, FL 34004-5000

d DSN: (313) 282-3851/3105

e Telephone: N/A

f AUTODIN: RULPMTM

g ETM: CDR MTMC TERM PAN BALBOA PN //MTE-PN//

2 Booking Office: See CONUS OCCA, Eastern Area

(46) Paraguay: See Panama

(47) Peru: See Panama

(48) Philippines: (P)

(a) Location: Subic Bay

1 WCA for all Services

a Responsibility: All water shipments through the ports in the Republic of the Philippines

b Organization: US Navy Sea Cargo Coordinator (NAVSEACARCOORD) Naval Supply Depot, Subic Bay

c Mail: Navy Sea Cargo Coordinator, U.S. Naval Supply Depot, FPO San Francisco, CA 96651- 1504

d DSN: 844-1101

e Telephone: 882-3295

f AUTODIN: RUHJWUA, NAVSEACARCOORD Subic Bay, RP

g TWX: N/A

2 Air Force Liaison:

a Responsibility: All Air Force sponsored shipments through the port of Subic Bay (SA3)

b Organization: U.S. Air Force, 3 Trans/Water Port Liaison Office

c Mail: USAF WPLO (Code 402C), Box 33, NSD S-8, FPO San Francisco, CA 96651-5000

d DSN: 844-1101

e Telephone: 882-3082/3812

f AUTODIN: RHMOGOA, USAF WPLO Subic Bay RP

g TWX: RHMOGOA, USAF WPLD Subic Bay RP

3 Booking Office:

a Responsibility: All water shipments from ports in the Republic of the Philippines (port codes beginning with S)

b Organization: MTMCTY OCBO, Subic Bay, Philippines

c Mail: Chief, MTMCTY OCBO, Subic Bay RP, Box 33, FPO San Francisco, CA 96651-5000

d DSN: 382-3532

e Telephone: 011-63-898-23532

f AUTODIN: RUHJWUA

g Message Address: CH MTMCTY OCBO SUBIC BAY RP

(49) Portugal: (E)

(a) Location: Lisbon

1 WCA for all Services

a Responsibility: All water shipments through the ports of Portugal (KA_)

b Organization: MTMC Outport Lisbon

c Mail: Chief, MTMC Outport Lisbon, ATTN: MTC-LB, APO New York, NY 09678-0001. (Civil Post) Chief, MTMC Outport, Lisbon, American Embassy, Av. Forcas Armadas, Sete Rios, 1600 Lisbon, Portugal

d DSN: 723-1110, ask for MAAG Portugal

e Telephone: Country 35, Area 11, No 726-5632 or 726-6659/8880.8670, Ext 2281/1182

f DSN: 723-1110, Ask for American Embassy, and then the MTMC Outport

g ETM: CHIEF MTMC OUTPORT LISBON PO//MTC-LB//

h TELEX: Country 404 No 12528 (AMEMB P)

2 Booking Office: See Italy, Naples

(50) Puerto Rico: (L)

(a) Location: U.S. Naval Station, Roosevelt Roads

1 WCA for all Services

a Responsibility: All water shipments through Roosevelt Roads (CK2)

b Organization: U.S. Navy Station, Roosevelt Roads, Puerto Rico

c Mail: Supply Department, Code 195, Box 3002, FPO Miami, FL 34051-3002

d DSN: 831-5354/4292

e Telephone: (809) 865-2000, Ext 5354/4292

f AUTODIN: RUCLDHA

g ETM: NAVSTA ROOSEVELT ROADS PR

2 Booking Office: See CONUS OCCA, Eastern Area

(b) Location: San Juan

1 WCA for All Services

a Responsibility: All water shipments through the ports of San Juan (CK1 & CKA)

b Organization: U.S. Navy Sea Cargo Coordinator, San Juan, Puerto Rico

c Mail: Navy Sea Cargo, P.O. Box 13324, San Turce Station, Puerto Rico 00908-5000

d DSN: N/A

e Telephone: (809) 725-8965

f AUTODIN: RUCLFBA

g ETM: NAVSEACARCOORD SAN JUAN PR

2 Booking Office: See CONUS OCCA, Eastern Area

(51) Sicily: See Italy

(52) Scotland: See United Kingdom

(53) Spain: (E)

(a) Location: Rota

1 WCA for all Services

a Responsibility: All water shipments from the immediate vicinity of Rota, Cartagena, and El Ferrol, Spain

b Organization: U.S. Naval Station, Rota, Spain

c Mail: (USPS) WCA, US Naval Station, FPO New York 09540-1261. (Civil Post) Supply Department, Apartado 33, Base Naval de Rota, Cadiz, Spain

d AUTOVON: 727-1110, Ext 2170/2267

e Telephone: 36-56-862780/864580/812050, Ext 2170/2267

f DSN: RUTKSHH

g ETM: WCA, USNAVSTA ROTA, SPAIN

2 Booking Office: See Naples, Italy

(b) Location: Cadiz

1 WCA for all Services

a Responsibility: All water shipments through the ports of Spain (JL_, KJ_, and KL_) except El Ferrol (JL2), Rota (KJ2), and Cartagena (KL2)

b Organization: MTMC TTU Spain

c Mail: (US) Commander, MTMC TTU Spain, (MTG-SP-CAD), FPO New York, NY 09540-5000. (Civil Post) CDR, MTMC TTU Spain, (MTC-SP-CAD) FPO, New York, NY 09540-4700

d DSN: 723-1110 ask for Army tie line Cadiz

e Telephone: Country 34, Area 56, No 263503

f AUTODIN: RUDOENA, ROTA NAVSTA (COMSTA) (for manifest transceiving)

g ETM: RUTKSHH CDR MTMC TTU CADIZ SPAIN//MTC-SP//

h Telex: Country 52 No 76080

2 Booking Office: See Naples, Italy

(54) Taiwan: (P)

(a) a. Location: Taipei[5]

1 WCA for all Services. Questions connected with the movement of all DoD personnel and material to/from Taiwan should directed to:

a Address: American Institute on Taiwan [illegible] Lane 134, HSIN, YI Road, Section 3, Taipei

b Telephone: [illegible]-4150

c TWX: AIT TAIPEI TW

2 Booking Office: See Japan, Yokohama

(55) Tunisia: (E)

(a) Location: Tunis

1 WCA point of contact for all Services

a Responsibility: Point of contact for all ocean shipments through Tunisia

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5 The Air Asia Company LTD, Air Force Contractor - E Systems will continue to operate indefinitely in Taiwan. Future shipments destined for Air Asia Compant LTD will be routed to 18 TRNSS/LGTT, Kadena AB, JA, M/F Air Asia Compant LTD, as delineated by PACAF.

b Organization: USLO-Tunisia

c Mail: USLO-Tunisia, State Department Pouch Room, Washington, DC 20520-0001

d DSN: N/A

e Telephone: 00216-1-282-566, Ext 2191

f AUTODIN: N/A

g ETM: USLOT TUNIS TS

2 Booking Office: See Naples, Italy

(56) Turkey: (E)

(a) Location: Iskenderun

1 WCA for all Services

a Responsibility: All water shipments through the port of Iskenderun (LQ1)

b Organization: MTMC Outport, Iskenderun, Turkey

c Mail: (US) Chief, MTMC Outport Iskenderun, ATTN: MTC-IK, APO New York 09289-5000. (Civil Post) Chief, MTMC Outport Iskenderun, ATTN: MTC-IK, P.K. 99, Iskenderun, Turkey

d DSN: 676-1110, ask for Iskenderun

e Telephone: 90-881-13353/11989

f AUTODIN: RUFLEPA

g ETM: CHIEF MTMC OUTPORT ISKENDERUN TU//MTC-IK//

h Telex: Country 607 No 68126

2 Booking Office: See Naples, Italy

(b) Location: Istanbul

1 WCA for all Services

a Responsibility: All water shipments through ports in vicinity of Istanbul (LR2, LR3, LR6, and LR7)

b Organization: MTMC Outport, Istanbul, Turkey

c Mail: (US) Chief, MTMC Outport Istanbul, ATTN: MTC-IT, APO New York 09380-5000. (Civil Post) Chief, MTMC Outport Istanbul, ATTN: MTC-IT, 1 No. Lu denizilik Bankasi Ambari, Salipazari, Istanbul, Turkey

d DSN: 672-1110

e Telephone: 90-11-451266/451267

f AUTODIN: RUFLEPA (manifest data only)

g ETM: CHIEF MTMC OUTPORT ISTANBUL TU//MTC-IT// (no punch card data)

h Telex: Country 607, No 22619

2 Booking Office: See Naples, Italy

(c) Location: Izmir

1 WCA for all Services

a Responsibility: All water shipments through the port of Izmir (LR1)

b Organization: MTMC TTU TURKEY, Izmir, Turkey

c Mail: (US) Commander, MTMC TTU Turkey, ATTN: MTC-IM, APO New York 09224-5000. (Civil Post) Commander, MTMC TTU Turkey ATTN: MTC-IM, Sair Esref Bulvari 31/3, Izmir, Turkey

d DSN: 672-1110, ask for 3480/3411/3406

e Telephone: 90-51-145360 or 145367, Ext 3411/3480

f AUTODIN: RUFLEPA (manifest data only)

g ETM: CDR, MTMC TTU TURKEY IZMIR TU//MTC-IM/
(no punch card data)

h Telex: Country 607 No. 52377

2 Booking Office: See Naples, Italy

(57) United Kingdom: (E)

(a) Location: Felixstowe, Suffolk, England

1 WCA for all Services

a Responsibility: All water shipments through the ports of England (HA_, HB_, and HC_), Ireland (HD_), and certain ports of Scotland (i.e., HED, HEF, HE4, HFZ, HF4, and HF6)

b Organization: MTMC Terminal United Kingdom

c Mail: (USPS) Commander, MTMC Terminal United Kingdom, ATTN: MTC-UK-TM, APO New York 09755-5000 (Civil Post) Commander, MTMC Terminal United Kingdom ATTN: MTC-UK-TM, Nr 2 Bldg., Parker Avenue, Felixstowe, Suffolk, England

d DSN: 225-1110, ask for U.S. Army Felixstowe

e Telephone: Country 44, Area 394, No 282357

f AUTODIN: RUDOVJA CDR MTMC TERMINAL UK FELIXSTOWE UK //MTC-UK-TM//

g ETM: Same as AUTODIN

h Telex: Country 51 No 98449

i MILNET/DDN: MTMCUK @ MINET-LON-EM

2 Booking Office:

a Responsibility: All water shipments from United Kingdom ports (port codes beginning with H)

b Organization: MTMC TTCE OCBO-UK

c Mail: Chief, MTMC TTCE OCBO-UK, ATTN: MTC-TMD-UK, APO New York 09755-5000

d DSN: 225-1110, ask for US Army Felixstowe

e Telephone: 44-394-282965

f AUTODIN: RUDOVJA

g Message Address: CH MTMC OCBO-UK FELIXSTOWE UK //MTC-TMD-UK//

h Telex: Country 51, No 98449

i MILNET/DDN: OCBO @ MINET-LON-EM

(58) Uruguay: See Panama

(59) Venezuela: See Panama

(60) Wake Island: See Hawaii

(61) Zaire: (E)

(a) Location: Kinshasa

1 WCA Point of contact for all Services

a Responsibility: Point of contact for all ocean shipments through Zaire

b Organization: U.S. Military Mission to Zaire

c Mail: U.S. Military Mission to Zaire, APO New York 09662-5000

d DSN: N/A

e Telephone: Kinshasa, Zaire 22591

f AUTODIN: N/A

g ETM: ZAMISH KINSHASA CG

2 Booking Office: See Naples, Italy

9. Overseas ACAs are listed alphabetically according to their location. The listings detail the ACA's responsibility for specific areas and sponsoring Services. Each entry provides the mailing address, telephone number(s), AUTODIN routing indicator codes, and message (ETM/TWX) address. The letter in parentheses following the country indicates the theater designation as listed in paragraph 2.

a. Alaska: (A)

(1) Location: ***Elmendorf AFB, Alaska***

(a) Service: All

1 Responsibility: Alaska

2 Organization: ***11AF/LGTTB, Elmendorf AFB, Alaska***

3 Mail: ***Commander, 11AF/LGTTB, Elmendorf AFB, AK 99506-2150***

4 DSN: ***(317) 552-4320 or 4936***

5 Telephone: ***(907) 552-4320 or 4936***

6 AUTODIN: ***RHKAALA***

7 ETM: ***11AF Elmendorf AFB AK//LGTTB//***

b. Antigua: See West Indies

c. Argentina: See Panama

d. Australia: (P)

(1) Location: Canberra

(a) Service: All

1 Responsibility: All DoD air cargo routed through Australia aerial ports except Learmonth

2 Organization: Traffic Management Office, USAFLO USCINCPACREP, Canberra, Australia

3 Mail: Traffic Management Office, USAFLO USCINCPACREP, U.S. Embassy APO San Franciso 96404-5060

4 DSN: N/A

5 Telephone: 062-732-229

6 AUTODIN: N/A

7 Message Address: CINCPACREPAUST CANBERRA AS

(2) Location: Learmonth, W. Australia

(a) Service: All

1 Responsibility: All DoD sponsored air cargo routed through Learmonth

2 Organization: MAC Representative, Learmonth, U.S. Naval Communications Station, Harold E. Holt, Australia

3 Mail: MAC Representative, U.S. Naval Communication Station, FPO San Francisco, CA 96680-5000

4 DSN: N/A

5 Telephone: 099-49-3367

6 AUTODIN: RUHJKBA, NAVCOMMSTA, Harold E. Holt, Exmouth, AS

7 TWX: RUYASAA, NAVCOMMSTA, Harold E. Holt, Exmouth, AS

e. Azores: See Spain

f. Bahrain: (E)

(1) Location: Bahrain

(a) Service: All

1 Responsibility: Bahrain Island

2 Organization: Commander, Middle East Force, Bahrain

3 Mail: Administrative Support Unit, FPO New York 09526-5000

4 DSN: (324) 237-1110, Ext 65

5 Telephone: (973) 243277, Ext 65

6 AUTODIN: RUDDHAA

7 ETM: ADMINSUPU BAHRAIN

g. Belgium: See Germany

h. Bolivia: See Panama

i. Brazil: See Panama

j. Canada: (L)

(1) Location: Argentia, Newfoundland

(a) Service: All

1 Responsibility: All DoD air shipments destined for Communications Research Squadron, Gander, Newfoundland Island

2 Organization: U.S. Naval Facility, Argentia, Newfoundland

3 Mail: Personal Property Office, Box 1, U.S. Naval Facility, FPO New York 09597-1103

4 DSN: 622-1690, Ext 32

5 Telephone: (709) 227-5643

6 AUTODIN: N/A

7 ETM: ARGENTIA CAN

8 TWX: 016-3144

k. Chile: See Panama

l. Colombia: See Panama

m. Costa Rica: See Panama

n. Crere: See Greece

o. Cuba: (L)

(1) Location: Guantanamo Bay

(a) Service: All

1 Responsibility: All DoD air cargo consigned through U.S. Naval Station and U.S. Naval Air Station, Guantanamo Bay

2 Organization: U.S. Naval Base, Guantanamo Bay, Cuba

3 Mail: Receiving Officer, Box 33, U.S. Naval Station, FPO New York 09593-0135

4 DSN: 723-3960, Ext 4495

5 Telephone: 011-53-99-4495

6 AUTODIN: RUEBAHA

7 ETM: NAVSTA GUANTANAMO BAY CUBA

8 TWX: RUEBAHA NAVSTA Guantanamo Bay, Cuba

p. Denmark: See Germany

q. Diego Garcia: (P)

(1) Location: Diego Garcia

(a) Service: All

1 Responsibility: All DoD air cargo routed to/through Diego Garcia (NKW)

2 Organization: U.S. Navy Support Facility Diego Garcia

3 Mail: U.S. Navy Support Facility, Box 20, FPO San Francisco 96685-2000

4 DSN: 870-0111, Ext 4140/4331/5567

5 Telephone: None

6 AUTODIN: RUVNSAA, NAVSUPPFAC DIEGO GARCIA

7 TWX: NAVSUPPFAC DIEGO GARCIA

r. Dominican Republic: See Panama

s. Egypt: See Spain, Torrejon AB

t. El Salvador: See Panama

u. England: See United Kingdom

v. Equador: See Panama

w. Ethiopia: See Spain, Torrejon AB

x. France: See Germany

y. Germany: (E)

(1) Location: Ramstein

(a) Service: All

1 Responsibility: Benelux, Denmark, France, Germany, Norway, and Switzerland for all air cargo including class A & B explosives.

2 Organization: 7300 MATRON, Ramstein AB, Germany

3 Mail: 7300 MATRON/LGT ACA, APO New York 09012

4 DSN: 424-5213/5314

5 Telephone: None

6 AUTODIN: None

7 ETM: 7300 MATRON RAMSTEIN AB GE //ACA//

(2) Location: Rhein Main

(a) Service: All

1 Responsibility: Benelux, Denmark, France, Germany, Norway, and Switzerland for all air cargo except class A & B explosives

2 Organization: Det 2 7300 MATRON, Rhein Main AB, Germany

3 Mail: Det 2 7300 MATRON ACA, APO New York 09057

4 DSN: 330-6707/3207

5 Telephone: None

6 AUTODIN: None

7 ETM: Det 2 7300 MATRON Rhein Main AB, Germany//ACA//

z. Greece: (E)

(1) Location: Hellenikon AB

(a) Service: All

1 Responsibility: Crete, Greece, and Italy (Brindisi) for all DoD air cargo

2 Organization: 7206 Air Base Group, Hellenikon AB, Greece

3 Mail: 7206 ABG/LGTT (ACA), APO New York 09223-5000

4 DSN: 662-5556

5 Telephone: None

6 AUTODIN: None

7 ETM: 7206 ABG HELLENIKON AB GR/LGTT ACA

aa. Guam: See Mariana Islands

ab. Guatemala: See Panama

ac. Hawaii: (P)

(1) Location: Honolulu

(a) Service: Army

1 Responsibility: All Army sponsored air shipments through Hickam AFB (HIK)

2 Organization: U.S. Army, ACA, Hickam AFB

3 Mail: USAACA, Hawaii, Hickam Air Force Base, HI 96853

4 DSN: 430-0111

5 Telephone: (808) 449-6770

6 AUTODIN: RUHHHMA

7 TWX: RUHHHMA/CDRUSASCH Ft Shafter, HI//APZV-DIT-C//

(b) Service: Navy, Marine Corps, and Coast Guard

1 Responsibility: All Navy, Marine Corps and Coast Guard air shipments through Hickam AFB (HIK) and Honolulu International Airport

2 Organization: Naval Supply Center, Pearl Harbor, Hawaii

3 Mail: Director, Air Cargo Br/NOACT, MAC Air Freight Terminal, Bldg. 4069, Hickam Air Force Base, HI 96853-5000

4 DSN: 430-0111

5 Telephone: (808) 449-6532/6621/6436

6 AUTODIN: N/A

7 Message Address: NOACT HICKAM AFB HI

(c) Service: Air Force

1 Responsibility: All Air Force sponsored air shipments through Hickam AFB (HIK)

2 Organization: Air Force ACA, Hickam AFB, Hawaii

3 Mail: 15 Transportation Squadron/LGTTACA, Hickam AFB, HI 96853-5000

4 DSN: 430-0111

5 Telephone: (808) 449-5072

6 AUTODIN: RUHVAAA

7 TWX: RUHVAAA/15 TRNSS HICKAM AFB HI //LGTACA//

ad. Honduras: See Panama

ae. Iceland: (L)

(1) Location: Keflavik

(a) Service: All

1 Responsibility: All DoD air shipments through Keflavik (KEF)

2 Organization: U.S. Naval Station, Keflavik, Iceland

3 Mail: Material Officer, U.S. Naval Station, Keflavik, Box 21, FPO New York 09571-0321

4 DSN: 723-1730, Ext 4125/4126

5 Telephone: 011-354-1-22490, Ext 4125/4126

6 AUTODIN: RUEOEDD

7 ETM: NAVSTA KEFLAVIK IC

af. Ireland: See United Kingdom

ag. Israel: (E)

(1) Location: Tel Aviv

(a) Service: All

1 Responsibility: Point of contact for air shipments through Israel

2 Organization: USDAO, American Embassy Tel Aviv

3 Mail: USDAO, American Embassy Tel Aviv, APO New York 09672-5000

4 DSN: N/A

5 Telephone: 00972-3-654338, Ext 361

6 AUTODIN: N/A

7 ETM: USDAO TEL AVIV IS

ah. Italy: (E) (also see Greece)

(1) Location: Naples

(a) Service: All

1 Responsibility: Immediate vicinity of Naples

2 Organization: U.S. Navy Support Activity, Naples

3 Mail: (USPS) U.S. Naval Support Activity, Box 5, FPO New York 09521-5000. (Civil Post) U.S. Naval Support Activity, Via E. Scarfoglio, Pozzuoli (Napoli) 80078

4 DSN: 625-1110, Ext 4290/4291

5 Telephone: 0039-081-724-4290/4291

6 AUTODIN: RUFLSKA

7 ETM: ACA, US NAVSUPPACT, NAPLES IT

8 MINET Terminal: matnsa CPO

(2) Location: Sigonella

(a) Service: All

1 Responsibility: Immediate vicinity of Sigonella

2 Organization: Naval Air Station, Sigonella, Italy

3 Mail: ACA, U.S. Naval Air Station, FPO New York 09523-5000

4 DSN: 624-1110, Ext 5371/5375

5 Telephone: 095-861110, Ext 5371/5375

6 AUTODIN: REFLEWA

7 ETM: ACA, US NAV AIR STA, SIGONELLA, IT

(3) Location: Aviano AB

(a) Service: All

1 Responsibility: Northeastern Italy

2 Organization: 40 TAC GP Aviano AB, Italy

3 Mail: 40 TAC GP/LGTT (ACA), APO NY 09293-5000

4 DSN: 623-1110, Ext 646

5 Telephone: None

6 AUTODIN: None

7 ETM: 40 TAC GP AVIANO AB ITALY / LGTT ACA

ai. Japan: (including Okinawa) (P)

(1) Location: Iwakuni

(a) Service: All

1 Responsibility: Iwakuni, Japan

2 Organization: Marine Corps Air Station Iwakuni

3 Mail: Marine Corps Air Station Iwakuni, FPO Seattle 98764-5000

4 DSN: 253-3456

5 Telephone: None

6 AUTODIN: RHARSAA

7 TWX: RJOI

(2) Location: Kadena, Okinawa

(a) Service: Army

1 Responsibility: All Army sponsored air shipments through Kadena AB (DNA)

2 Organization: U.S. Army Garrison, Okinawa, Director of Logistics

3 Mail: U.S. Army Garrison, Okinawa, Director of Logistics, ATTN: AJGO-LT (ATCO), APO San Francisco 96331-0008

4 DSN: 634-1450/1457

5 Telephone: No commercial telephone

6 AUTODIN: CDR USAGO MAKIMINATO JA //AJGO-LT//

7 TWX: RUADBEA CDRUSAGO MAKIMINATO JA //AJGO-LT//

(b) Service: Navy

1 Responsibility: All Navy sponsored air shipments through Okinawa aerial ports

2 Organization: Commander, Fleet Activities, Okinawa

3 Mail: COMFLEACT Okinawa, ATTN: Log Dept, Matl Div, Box Log Dept, FPO Seattle 98770-1150

4 DSN: 630-1110 (operator)

5 Telephone: 634-1447/1059

6 AUTODIN: RUYRSAA, COMFLEACT OKINAWA JA

7 TWX: N/A

(c) Service: Air Force

1 Responsibility: All Air Force sponsored air shipments through Kadena AB (DNA)

2 Organization: HQ 313 Air Division, Kadena AB, Japan

3 Mail: 313 Air Division/LGTL, APO San Francisco 96239-5000

4 DSN: 630-1110

5 Telephone: 634-4492/3306

6 AUTODIN: RUADKEA/313 AD KADENA AB JA/LGTL

7 TWX: RUADKEA/313 AD KADENA AB JA/LGTL

(d) Service: Marine Corps

1 Responsibility: All Marine Corps sponsored air shipments through Kadena AB (DNA)

2 Organization: U.S. Marine Corps, Traffic Management Officer, Third Force Service Support Group, Camp Kinser, Okinawa

3 Mail: Traffic Management Office, Third Force Service Support Group, Fleet Marine Force, FPO San Francisco, CA 96602-5000

4 DSN: 640-1110

5 Telephone: 637-3919

6 AUTODIN: RUADBEA/CG Third FSSG

7 TWX: N/A

(3) Location: Misawa

(a) Service: All

1 Responsibility: Misawa AB, Japan

2 Organization: Traffic Management Office, Misawa AB

3 Mail: 6112 ABW/LGTACA, APO San Francisco, CA 96519-5000

4 DSN: 248-1101

5 Telephone: 266-3292/5629

6 AUTODIN: RUKWAA

7 TWX: 6112 ABW MISAWA AB JA / LGTACA

(4) Location: Yokota

(a) Service: Army

1 Responsibility: All Army sponsored air shipments through Yokota AB (OKO)

2 Organization: U.S. Army, Air Traffic Coordinating Office, Yokota US Army Garrison, Honshu

3 Mail: U.S. Army ATCO, U.S. Army Garrison, Honshu APO San Francisco, CA 96328-5000

4 DSN: 242-1101

5 Telephone: 225-7002/8700

6 AUTODIN: RUMMJNA/ATTN: Army ATCO

7 TWX: RUMMJNA/U.S. ARMY ATCO YOKOTA JA //IO-TR-ZA//

(b) Service: Navy, Marine Corps, and Coast Guard

1 Responsibility: All Navy, Marine Corps, and Coast Guard sponsored air shipments through Yokota AB (OKO)

2 Organization: U.S. Navy Overseas Air Cargo Terminal (NOACT)

3 Mail: Chief Petty Officer in Charge, U.S. Navy Overseas Air Cargo Terminal (NOACT), Building 79, APO San Francisco 96328

4 DSN: 248-1101, then ask for local number below

5 Telephone: 225-9428/9514/8979/8782

6 AUTODIN: RUADJNA, NOACT YOKOTA AB, JA

7 TWX: RUADJTA, NOACT YOKOTA AB, JA (commercial refile point)

(c) Service: Air Force

1 Responsibility: All Air Force sponsored air shipments through Yokota AB (OKO)

2 Organization: Air Force Airlift Clearance Authority, Yokota AB

3 Mail: 475 Trans Sq/LGTAC, APO San Francisco, CA 96328-5000

4 DSN: 248-1101

5 Telephone: 225-8874/9041

6 AUTODIN: 475TRNSS YOKOTA AB JA/LGTAC

7 TWX: 475TRNSS YOKOTA AB JA/LGTAC

aj. Korea: (P)

(1) Location: Kunsan

(a) Service: All

1 Responsibility: Kunsan Air Base activities

2 Organization: Kunsan AB, Korea

3 Mail: 8TFW/LGTT, APO San Francisco 96264

4 DSN: 272-2345

5 Telephone: 5418/5345

6 AUTODIN: RUAKMLA

7 TWX: RUAKMLA/8 TFW KUNSAN AB KOREA//LGTT//

(2) Location: Kwang Ju

(a) Service: All

1 Responsibility: Kwang Ju Air Base

2 Organization: 6171 Combat Support Squadron

3 Mail: 6171 AB SQ/LGTT, APO San Francisco, CA 96324-5000

4 DSN: 271-1234 (Osan AB), ask for Kwang Ju number below

5 Telephone: 4016/4784

6 AUTODIN: N/A

7 TWX: RUAKLSA/6171 ABS KWANG JU AB KOREA//LGTT//

(3) Location: Osan

(a) Service: All

1 Responsibility: All DoD sponsored air shipments through Osan AB, Kimpo, and Taegu except Air Force sponsored shipments through Osan and Taegu

2 Organization: Commander, 25th Transportation Center (MC)

3 Mail: Commanding Officer, U.S. Army/Navy Air Traffic Coordinating Office, 25th Transportation Center (MC), APO San Francisco, CA 96301-5000

4 DSN: 262-3715/3985

5 Telephone: 293-5675

6 AUTODIN: CDR 25th TRANSCON (MC) SEOUL KOR //EATC-MF//

7 TWX: RUAGAAA

(b) Service: Air Force

1 Responsibility: All Air Force sponsored air shipments through Osan Air Base

2 Organization: Osan Air Base, Korea

3 Mail: 51 Trans Sq/LGTT, APO San Francisco, CA 96570-5000

4 DSN: 271-1234

5 Telephone: None

6 AUTODIN: RUAKKRA

7 TWX: 51 COMPW OSAN AB KOREA//LGTT//

(4) Location: Taegu

(a) Service: All

1 Responsibility: Taegu AB Korea

2 Organization: 6168 AB SQ/LGTT

3 Mail: 6168 CSS, APO San Francisco, CA 96213-5000

4 DSN: 271-1234 (Osan AB) ask for Taegu number below

5 Telephone: 4725/4328

6 AUTODIN: N/A

7 TWX: RUAKRSA/6168 ABS TAEGU AB KOREA//LGTT//

ak. Lebanon: (E)

(1) Location: Beirut

(a) Service: All

1 Responsibility: point of contact for air shipments through Lebanon

2 Organization: USOMC, Beirut

3 Mail: USOMC, Beirut, State Department Pouch Room, Washington, DC 20520-5000

4 DSN: N/A

5 Telephone: Beirut, Lebanon 452-964

6 AUTODIN: N/A

7 ETM: USOMC BEIRUT LE

al. Liberia: (E)

(1) Location: Monrovia

(a) Service: All

1 Responsibility: point of contact for air shipments through Liberia

2 Organization: U.S. Military Mission to Liberia

3 Mail: U.S. Military Mission to Liberia, APO New York 09155-5000

4 DSN: N/A

5 Telephone: Monrovia, Liberia 221755/224137

6 AUTODIN: N/A

7 ETM: LIBMISH MONROVIA LI

am. Mariana Islands: (P)

(1) Location: Guam

(a) Service: Air Force

1 Responsibility: Guam, except Navy and Marine Corps

2 Organization: Air Force Clearance Authority, Anderson AFB, Guam

3 Mail: 43d CSG/LGTT, APO San Francisco, CA 96334-5000

4 DSN: 322-1110

5 Telephone: 362-3140 or 366-5272

6 AUTODIN: RUHJOFA

7 TWX: RUHGSAA/43 CSG ANDERSON AFB GU//LGTT//

(b) Service: Navy and Marine Corps

1 Responsibility: All Navy and Marine Corps sponsored air shipments through Anderson AFB (UAM) and NAS Agana/Guam International Airport (GUM)

2 Organization: U.S. Naval Supply Depot, Guam, Mariana Islands

3 Mail: Commanding Officer, U.S. Naval Supply Depot (Code 400), FPO San Francisco, CA 96630-5000

4 DSN: (315) 339-5180/7239

5 Telephone: (671) 339-5180/7239

6 AUTODIN: RUHJHFT (data)

7 TWX: RUHGXPA NSD GUAM

an. Midway Island: (P)

(1) Location: Midway Island

(a) Service: All

1 Responsibility: All air shipments through Midway Island

2 Organization: Naval Air Facility, Midway Island

3 Mail: Officer-In-Charge, NAF Midway Island, FPO San Francisco, CA 96614-5000

4 DSN: 430-0111, Ext 400/814/541

5 Telephone: Via Honolulu, Hawaii International Operator (808) 422-0531, Ext 400/814/541

6 AUTODIN: N/A

7 Message Address: NAF MIDWAY ISLAND

ao. Morocco: See Spain, Torrejon AB

ap. Netherlands: See Germany

aq. New Zealand: (P)

(1) Location: Christchurch International Airport

(a) Service: All

1 Responsibility: All DoD air shipments for New Zealand

2 Organization: Naval Support Force Antarctica, Detachment Christchurch

3 Mail: Officer in Charge, Naval Support Force Antarctica, Detachment Christchurch, FPO San Francisco, CA 96690-2900

4 DSN: N/A

5 Telephone: Christchurch 583-079, Ext 8016/8013/8017

6 AUTODIN: RUHHWEA, NAVSUPPFORANTARCTICA DET CHRISTCHURCH NZ

7 TWX: N/A

ar. Nicaragua: See Panama

as. Norway: See Germany

at. Okinawa: See Japan

au. Panama: (C)

(1) Location: Ft Clayton, Panama

(a) Service: All

1 Responsibility: Central America, South America, and Dominican Republic

2 Organization: Air Traffic Coordinating Office, 193d Infantry Brigade (Panama)

3 Mail: Commander, 193d Infantry Brigade (Panama), Transportation Division, ATTN: AFZU-DIT, APO, Transportation Division, ATTN: AFZU-DIT, APO Miami, FL 34004-5000

4 DSN: (312) 285-5616

5 Telephone: Overseas Operator 87 plus Ext. 5616

6 AUTODIN: RULPAKA, CDR 193D INF BDE (PAN) FT CLAYTON PN //AFZU-DIT-C//

7 ETM: RULPAKA, CDR 193D INF BDG (PAN) FT CLAYTON PN //AFZU-DIT-C//

av. Paraguay: See Panama

aw. peru: See Panama

ax. Philippines: (P)

(1) Location: Clark Air Base

(a) Service: Army and Air Force

1 Responsibility: All Army and Air Force sponsored air shipments in the Republic of the Philippines

2 Organization: U.S. Air Force ACA, Clark AB

3 Mail: 3 TFW/LGTTA, APO San Francisco, CA 96274-5000

4 DSN: 822-1101

5 Telephone: 21107/24118

6 AUTODIN: RUMIAAA

7 TWX: RUMIAAA/3 TFW CLARK AP RP/LGTTA

(b) Service: Navy, Marine Corps, and Coast Guard

1 Responsibility: All Navy, Marine Corps, and Coast Guard sponsored air shipments through Clark AB (CRK)

2 Organization: U.S. Navy Overseas Air Cargo Terminal (NOACT), Naval Supply Depot, Subic Bay, RP

3 Mail: Navy Overseas Air Cargo Terminal, Clark Air Base, APO San Francisco, CA 96274-5000

4 DSN: 822-1101, Ext 33555

5 Telephone: 89-33555

6 AUTODIN: RHMIAAA, NOACT Clark AB, RP

7 TWX: N/A

(2) Location: NAS Cubi Point

(a) Service: Navy, Marine Corps, Coast Guard, and Air Force

1 Responsibility: All Navy, Marine Corps, Coast Guard, and Air Force sponsored air shipments through NAS Cubi Point (CUA)

2 Organization: U.S. Navy, Naval Air Station, Cubi Point, RP

3 Mail: Air Terminal Division, Box 21, USNAS, FPO San Francisco, CA 96654-1210

4 DSN: 885-3211

5 Telephone: 885-3211/3749

6 AUTODIN: RUHHWIB

7 Message Address: RUHHWIA AIR TERMINAL NAS CUBI PT RP

ay. Portugal: See Spain

az. Puerto Rico: (L)

(1) Location: U.S. Naval Station, Roosevelt Roads

(a) Service: All

1 Responsibility: All DoD air shipments through Roosevelt Roads (NRR)

2 Organization: U.S. Naval Station, Roosevelt Roads, Puerto Rico

3 Mail: Supply Department, Code 195, Box 3002, FPO Miami, FL 34051-3002

4 DSN: 831-5354/4292

5 Telephone: (809) 865-2000, Ext 5354/4292

6 AUTODIN: RUCLDHA

7 ETM: NAVSTA ROOSEVELT ROADS PR

ba. Scotland: See United Kingdom

bb. Sicily: See Italy

bc. Spain: (E)

(1) Location: Rota

(a) Service: All

1 Responsibility: Immediate vicinity of Rota, Spain

2 Organization: U.S. Naval Station, Rota, Spain

3 Mail: ACA, U.S. Naval Station, FPO New York, NY 09540-1261

4 DSN: 727-1110, Ext 2170

5 Telephone: 36-56-862780, Ext 2170

6 AUTODIN: RUTKSHH

7 ETM: ACA, U.S. NAVSTA ROTA, SPAIN

(2) Location: Torrejon Air Base

(a) Service: All

1 Responsibility: North Africa, Portugal, and Spain (other than Rota)

2 Organization: Det 4, 7300 MATRON, Torrejon AB, Spain

3 Mail: Det 4, 7300 MATRON/ACA, APO New York, NY 09283-5000

4 DSN: 723-6170/6842

5 Telephone: N/A

6 AUTODIN: N/A

7 ETM: Det 4, 7300 MATRON, TORREJON AB SPAIN//ACA//

bd. TAIWAN: (P)

(1) Questions connected with the movement of all DoD personnel and materiel to/from Taiwan should be directed to The Air Asia Company LTD, Air Force Contractor - E Systems will continue to operate indefinitely in Taiwan. Future shipments destined for Air Asia Company LTD will be routed to 18 TRNSS/LGTT, Kadena AB, JA, M.F Air Asia Company LTD, as delineated by PACAF

(a) Address: American Institute on Taiwan, 7, Lane 134, HSIN YI Road, Section 3, Taipei

(b) Telephone: 708-4150

(c) TWX: AIT TAIPEI TW

be. Tunisia: (E)

(1) Location: Tunis

(a) Service: All

1 Responsibility: Point of contact for all air shipments through Tunisia

2 Organization: USLO-Tunisia

3 Mail: USLO-Tunisia, State Department Pouch Room, Washington, DC 20520-5000

4 DSN: N/A

5 Telephone: 00216-1-282-566, Ext 2191

6 AUTODIN: N/A

7 ETM: USLOT TUNIS TS

bf. Turkey: (E)

(1) Location: Incirlik, Turkey

(a) Service: All

1 Responsibility: Turkey

2 Organization: Det 6, 7300 MATRON, Incirlik, Turkey

3 Mail: Det 6, 7300 MATRON/ACA, APO New York, NY 09289-5000

4 DSN: 676-6707/3207

5 Telephone: N/A

6 AUTODIN: N/A

7 ETM: Det 6, 7300 MATRON, INCIRLIK TU//ACA//

bg. Uganda: (E)

(1) Location: Kampala

(a) Service: All

1 Responsibility: Point of contact for all air shipments through Uganda

2 Organization: American Embassy Kampala

3 Mail: American Embassy Kampala, State Department Pouch Room, Washington, DC 20520-5000

4 DSN: N/A

5 Telephone: Kampala Uganda 59791

6 AUTODIN: N/A

7 ETM: AMEMBASSY KAMPALA

bb. United Kingdom: (E)

(1) Location: Dublin, Ireland

(a) Service: All

1 Responsibility: Point of contact for all air shipments through Ireland

2 Organization: USDAO, American Embassy Dublin

3 Mail: USDAO, American Embassy Dublin, State Department Pouch Room, Washington, DC 20520-5000

4 DSN: N/A

5 Telephone: 00351-1-688777, Ext 257

6 AUTODIN: N/A

7 ETM: USDAO DUBLIN IR

(2) Location: RAF Mildenhall, UK

(a) Service: All

1 Responsibility: All of the UK except Ireland and Scotland

2 Organization: Det 1, 7300 MATRON, RAF Mildenhall, United Kingdom

3 Mail: Det 1, 7300 MATRON/ACA, APO New York, NY 09127-5000

4 DSN: 238-2232/2703

5 Telephone: 0638-712511, Ext 2232/2703

6 AUTODIN: N/A

7 ETM: Det 1, 7300 MATRON RAF MILDENHALL UK//ACA//

(3) Location: Prestwick, Scotland

(a) Service: All

1 Responsibility: All air shipments through Scotland

2 Organization: OL P 313 Aerial Port Squadron, Prestwick, IAP, Scotland

3 Mail: (USPS) OL P 313 APS, FMA Box 50, APO NY 09049-5000. (Civil Post) OL P 313 APS (MAC), Prestwick International Airport, Prestwick, Ayrshire, Scotland KA92PO

4 DSN: 238-1110, ask for Prestwick

5 Telephone: 01144 292 79866

6 AUTODIN: RUDONAA

7 ETM: OL P 313 APS PRESTWICK IAP SCOTLAND

bi. Uraguay: See Panama

bj. VenezuelA: See Panama

bk. Wales: See United Kingdom

bl. West Indies: (L)

(1) Location: Antigua

(a) Service: All

1 Responsibility: All DoD air shipments through Antigua

2 Organization: U.S. Naval Facility, Antigua

3 Mail: U.S. Naval Facility Antigua, FPO Miami, FL 34054-1040

4 DSN: 854-1110, Ext 450/479

5 Telephone: N/A

6 AUTODIN: N/A

7 ETM: NAVFAC ANTIGUA

bm. Zaire: (E)

(1) Location: Kinshasa

(a) Service: All

1 Responsibility: All air shipments through Zaire

2 Organization: U.S. Military Mission to Zaire

3 Mail: U.S. Military Mission to Zaire, APO NY,NY 09662-5000

4 DSN: N/A

5 Telephone: Kinshasa, Zaire 22591

6 AUTODIN: N/A

7 ETM: ZAMISH KINSHASA CG

bn. Zambia: (E)

(1) Location: Lusaka

(a) Service: All

1 Responsibility: Point of contact for all air shipments through Zambia

2 Organization: American Embassy Lusaka

3 Mail: American Embassy Lusaka, State Department Pouch Room, Washington, DC 20520-5000

4 DSN: N/A

5 Telephone: Lusaka, Zambia 214911

6 AUTODIN: N/A

7 ETM: AMEMBASSY LUSAKA

Appendix K

SECURITY ASSISTANCE PROGRAM SHIPMENTS FOREIGN MILITARY SALES AND MILITARY ASSISTANCE PROGRAM

1. Shipments made under the Security Assistance Program require slightly different processes than most shipments in the DTS. In addition, security assistance shipments require an understanding of several terms not common to other shipments. This appendix explains those different processes and special terms, and is used with the general transportation procedures explained throughout MILSTAMP.

2. For transportation purposes, security assistance is defined in two categories.

a. The FMS program is that portion of United States security assistance under which the recipient provides reimbursement for defense articles and services transferred. It is authorized by the Foreign Assistance Act of 1961, as amended, and The Arms Export Control Act, as amended. The majority of FMS shipments involves a country freight forwarder located in CONUS as detailed in paragraph 3.d.(1), below.

b. The MAP is that portion of United States security assistance program which provides defense articles and services to recipients on a nonreimbursable or grant basis. MAP is authorized by the Foreign Assistance Act of 1961, as amended. Since MAP cargo is usually accepted by the recipient alongside the vessel at an overseas WPOD, the movement is normally made in the DTS until title transfers.

c. Both types of security assistance shipments (FMS and MAP) are identifiable by the unique character in the first position of the TCN or MILSTRIP requisition document number. The character used for shipments sponsored by the Army is a "B"; by the Air Force, a "D"; by the Marines, a "K"; and by the Navy, a "P." FMS and MAP shipments can be differentiated from each other by the entries in the fifth position of the document number and first position of the supplementary address as explained in paragraph 3.b., below, and figure K-2 respectively.

3. Prior to making a security assistance program shipment, the shipper determines information somewhat differently than for MILSTRIP shipments to DoD activities.

a. The TCN for a security assistance shipment is based on the MILSTRIP requisition document number. It is constructed and assigned as detailed in appendix C, paragraph 3. The MILSTRIP document number appears on the DD Form 1348-1A, DoD Single Line Item/Receipt Document; DD Form 250, Material Inspection and Receiving Report; DD Form 1149 Requisition and Invoice/Shipping Document; Purchase Request; Contract; Amended Shipping Instruction (ASI); or any other document which may result in a security assistance shipment. Unlike other MILSTRIP shipments, a new requisition and document number must be obtained from the requisitioner if the number of multiple shipments is too great to be accommodated by partial and split shipment codes; locally assigned TCNs are not used.

b. All FMS shipments are a result of a negotiated agreement. One of the elements included in the agreement is represented by the delivery term code (DTC).

(1) The DTC identifies the point at which the responsibility for moving an FMS shipment passes from the DoD to the purchasing nation or international organization. It is the fifth position (rp 34) of the MILSTRIP requisition number and perpetuated in MILSTAMP transactions to indicate the agreed terms of responsibility for delivery of the materiel. Title to the materiel usually passes at the origin regardless of the delivery terms. Figure K-1 is a list of DTCs complete with explanations.

(2) Accurate use of the DTC is essential since the cost of all transportation services is paid by the purchaser either through inclusion of the cost in the price of the item, by direct payment to the carrier(s), or by reimbursement to the United States. The Security Assistance Accounting Center (SAAC) reimburses the DoD Services and Agencies for all services performed in administering the FMS program. Using standard accessorial rates, the SAAC billing system adds the costs of packing, crating, and handling (PC&H) as well as transportation to the selling price of the materiel being shipped. While FMS customers are billed according to standard accessorial rates, SAAC reimburses the TOAs according to TOA billing rates.

(3) If materiel must be shipped by means or under conditions different than specified by the DTC, the SAAC is notified in order to avoid over or under billing the recipient. The activity which determines the need for a deviation notifies the sponsoring service International Logistics Control Office (ILCO) (see figure K-3) prior to making the deviation. If deviation is approved, the ILCO notifies the SAAC. These deviations may be required for a variety of reasons such as:

(a) When the freight forwarder working for the FMS customer is unable to arrange transportation from a CONUS POE to the recipient country and it is necessary to divert the shipment to the DTS.

(b) When one DTC has been negotiated for an entire FMS case (purchase contract) and a few items of that case are ineligible for shipment under the terms of the assigned DTC. Such ineligible shipments are usually "exception materiel" as described in subparagraph (4), below.

(4) Exception materiel is materiel which, due to its peculiar nature or increased transportation risks, requires special transportation handling and deviation from normal shipping procedures. This materiel includes classified items, firearms, explosives, lethal chemicals and other hazardous materiels that require rigid movement control, and air cargo of such size that the item exceeds commercial capability. While some freight forwarders can process some exception materiel, most of these shipments receive special consideration.

(a) Freight forwarders who have been cleared to handle classified shipments are listed in the MAPAD as indicated in subparagraph d., below. All other shipments of classified materiel are forwarded (by GBL) to a military controlled POE, the country's embassy (consulate, mission, etc.), or other recipient determined by the sponsoring Service ILCO.

(b) Shipments of firearms are forwarded to the POE by LOGAIR/QUICKTRANS or on a GBL. If the United States is responsible for over ocean movement, that segment is also by the DTS. Shipments are controlled according to DoD and Service regulations established for the protection of these items.

(c) Explosives must be shipped on a GBL or by the DTS to the POE.

(d) Air cargo which will not fit on commercial aircraft due to the item size may be moved in the DTS.

c. The consignee of a security assistance shipment is identified by the six position MAPAC instead of the DoDAAC. The MAPAC is not the first six positions of the TCN, but is constructed from the MILSTRIP requisition number (or TCN) and the MILSTRIP supplementary address. The methods used to construct a MAPAC are detailed in figure K-2

d. After determining the MAPAC, the clear text address and other shipping information is obtained by referring to DoD 4000.25-8-M, Military Assistance Program Address Directory (MAPAD).

(1) The MAPAD is a sole source directory containing the addresses of country representatives and freight forwarders, or other ship to/mark for locations, for use of the Services and Agencies when releasing FMS and MAP shipments and related documentation. It is separated into three sections. Section A contains policy and procedures, section B contains addresses for FMS shipments, and section C contains MAP addresses. The addresses listed are often for an international freight forwarder which is a private firm serving as an agent for an FMS customer. The forwarder usually receives, consolidates, and stages materiel within the United States for onward movement to the purchasing country. Note that sections B and C of the MAPAD are alphabetized by the two digit country code instead of the full country name.

(2) In the MAPAD, both sections B and C have columns headed TAC, SII, WPOD, and APOD in addition to the MAPAC and clear text address. These columns contain information essential to properly shipping and documenting shipments of FMS or MAP materiel.

(a) In the MAPAD, TAC stands for type of address code and indicates the circumstances for using each of the several addresses listed. This type of TAC can only be found in the MAPAD; it is not shown on any MILSTRIP or MILSTAMP documents. The meaning of each TAC is detailed in Section A of the MAPAD and summarized below:

TAC	Explanation
1	Unclassified materiel moving by small parcel carrier.
A	Classified materiel moving by small parcel carrier.
2	Unclassified materiel moving by other surface or air freight carrier.
B	Classified materiel moving by other surface or air freight carrier.
3	FMS - For sending the notice of availability. MAP - For sending the supply and shipment status as well as copies of release/receipt documents.
4	For sending FMS supply and shipment status.

5 For sending copies of the FMS release/receipt documents on TAC 1 shipments.

6 For sending copies of the FMS release/receipt documents on TAC 2 shipments.

7 For identifying the activity responsible for payment of FMS transportation charges and to receive the consignee's copy of the inland carrier GBL. (If a TAC 7 address appears under a MAPAC and the DTC is 4 or E, a commercial bill of lading is used with the TAC 7 address in the "bill to" space.)

9 For identifying obsolete MAPACs and the new, correct MAPAC.

M For identifying a clear text "mark for" address used on FMS and MAP freight shipments. (Mark for addresses on small parcels are placed in a manner to prevent post office problems in identifying ZIP and APO/FPO codes; e.g., use only the MAPAC as the mark for address.)

(b) The special instruction indicator (SII) column provides additional information necessary to either document or ship the materiel. Specific explanations are detailed in the MAPAD.

(c) The WPOD and APOD columns indicate the overseas WPOD/APOD respectively, and are used on MILSTAMP documents when applicable. Unless the delivery term code is 7, alternate PODs are not used without first contacting the sponsoring Service ILCO.

4. Prior to releasing some FMS shipments, a notice of availability (NOA) DD Form 1348-5, is forwarded to the freight forwarder or other country representative as indicated in the MAPAD.

a. An NOA is required for classified, hazardous, or sensitive shipments, as well as those potentially difficult to receive, handle, or store due to size or weight. In addition, an NOA is required for shipments with a "Y" or "Z" entry in the offer/release position (rp 46) of the supplementary address shown on the requisition document. An entry in the SII column of the MAPAD may indicate additional circumstances when an NOA is required. When an ETR is required, the ETR request and the NOA are sent at the same time.

b. When the NOA reply is received, the shipper processes the shipment as directed. If both an NOA and ETR are required, the ETR, not

the NOA reply, is followed. Questionable instructions are coordinated with the sponsoring Service ILCO.

If rp 46 entry is	And no response to the NOA is received within 15 days, then the shipper
Y	Releases the shipment as indicated in the MAPAD.
Z or as described in paragraph 4.a.	Continues to hold the shipment and sends a second NOA (indicating it is a second notice) to the contact point designated (on the first page of the country section) in the MAPAD. If a reply is still not received, the shipper contacts the ILCO as listed in figure K-3.

c. Additional instructions on use of the NOA are detailed in the MAPAD and in Service or Agency implementation of MILSTRIP. Note that NOAs are sent to the TAC 3 address unless the materiel is classified, in which case, the NOAs are sent to the country representative.

5. The shipper and other transportation entities must comply with other special considerations when processing security assistance shipments.

a. Security assistance shipments are labeled as outlined in chapter 2 paragraph B.4.b., and unique labels, color codes, or other special markings are not authorized. When such requests are received, the country representative is advised that such services must be obtained from the country's freight forwarder.

b. When FMS items are sold on a credit basis, the movement overseas must be on U.S. flag vessels unless specifically authorized otherwise. Shipments which are financed by credit are indicated by a "Z" in the Type of Assistance position (rp 35) of the TCN.

c. Many commercial carriers have established reduced rates for U.S. Government shipments under Section 10721 of the 1978 revision to the Interstate Commerce Act. These rates do not apply to FMS shipments; instead, commercial carrier's tariffs are used. A notation is made on bills of lading as follows: "This is an FMS shipment, Section 10721 rates do not apply." Likewise, reduced rates under the MSC Shipping Agreement or Container Agreement are not applicable to FMS shipments. FMS shipments moving on American flag ships within the DTS are booked under the commercial carrier's ocean tariff rate.

d. Shipments may be held or suspended as outlined in DoD 5105.38-M, Security Assistance Management Manual (SAMM), as well as individual Service directives.

e. When commercial bills of lading are used, the no recourse clause (section 7) is executed.

6. FMS shipment problems which cannot be resolved by the shipper and/or freight forwarder are referred to the Freight Forwarder Assistance Office at the Service ILCO. These contact points are listed in figure K-3 and in the MAPAD.

FMS Delivery Term Codes

Part I: Origin in CONUS

1. This part describes the DoD responsibility for transportation and handling costs incurred on FMS shipments originating in CONUS (see DTC 2 for exception). Paragraph a., is a summary of the responsibility and paragraph b., is a detailed explanation.

a. Summary of DoD responsibility:

DTC	DoD Delivers
2	To a CONUS inland point (or overseas inland point when the origin and destination are both in the same geographic area).
3	At the CONUS POE alongside the vessel or aircraft.
4	At the point of origin and usually forwards collect to a freight forwarder ***within CONUS, or contractor delivery of material procured offshore to designated freight forwarder of country representative***.
5	At the CONUS POE on the inland carrier's equipment.
6	At the overseas POD on board the vessel or aircraft.
7	At an overseas inland destination on board the inland carrier's equipment.
8	At the CONUS POE onboard the vessel or aircraft.
9	At the overseas POD alongside the vessel or aircraft.

b. Detailed explanation of DoD responsibility for CONUS originated FMS shipments.

DTC	Explanation
2	Delivery to an inland destination with origin and destination in CONUS or origin and destination in the same overseas geographic area. The DoD is responsible for transportation to the

Figure K-1

FMS Delivery Term Codes

specified destination at which the customer is responsible for unloading, accepting custody, and subsequent onward movement. Expenses to the DoD for accessorial costs are reimbursable. This code which has limited use, is normally associated with shipments such as training items sent to DoD activities training foreign officers or excess materiel of one country filling a requirement of another country in the same geographic area.

3 Delivery to a point alongside vessel or aircraft at the POE (free alongside, port of embarkation, FAS 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 the origin. The materiel is made available to the customer at the point of origin (usually a depot, vendor's loading dock, or a disposal activity). The customer is responsible for all transportation and related costs. Accordingly, the shipment is sent to a freight forwarder designated by the customer with transportation by prepaid parcel post, on a CBL prepaid by the freight forwarder, or paid for on a collect CBL. (If a TAC 7 address is listed for the MAPAC, a CBL is issued and "billed to" that address rather than sending the shipment collect.) This code is considered the standard code and is applied to most FMS transactions.

Offshore procurement. Delivery at origin if customer has provided point of contact for offshore procured items. If no point of contact is provided, delivery will be at destination. Contractor is responsible for movement to designated freight forwarder of country representative.

5 Delivery to a POE (free onboard, FOB POE). The DoD is responsible for movement to the POE. The customer is responsible for unloading the shipment from the inland carrier at the POE, delivery alongside the vessel or aircraft, and all subsequent onward movement. Expenses to the DoD for accessorial costs are reimbursable. This code has limited use and is

Figure K-1 (Cont.)

applied only when prior arrangements for the use of port facilities at the customer's expense have been made.

6 Delivery to an overseas POD. The DoD is responsible for transportation from the point of origin to the overseas POD. The customer is responsible for discharging the vessel *or* aircraft, port handling, and subsequent onward movement. Expenses to the DoD for accessorial costs are reimbursable. Shipments are made on GBLs and in the DTS (including LOGAIR, QUICKTRANS, MAC, MTMC water ports, and/or MSC). Port handling at CONUS and overseas air terminals is provided without direct reimbursement by the customer when shipment is made under actual MAC tariff rates (which include such services). The customer does provide reimbursement for port handling when movement costs are charged using the DoD accessorial rate. At United States operated overseas water ports, handling costs are reimbursed according to local agreements between the United States and the customer; at other overseas air and water ports, charges are paid directly by the customer. This code is the standard code for materiel that is restricted from movement to a freight forwarder. The code is normally applied to shipments of firearms, classified and explosive materiel, and in other instances specifically directed in the FMS case agreement.

7 Delivery to an inland point in the recipient country. The DoD is responsible for transportation, including transocean and overseas inland movement, from the point of origin, to a specified inland location. The customer is responsible for unloading the shipment from the inland carrier at the specified location and for all subsequent onward movement. Expenses to the DoD for accessorial costs are reimbursable. This code has limited use and normally applies to the shipment of materiel to those countries which have no seaports (e.g., Bolivia, Paraguay, Switzerland, and Austria). The shipper provides modes and routing from the origin to the consignee location by TGBL or by special arrangement with MAC, MSC, or U.S. military activities within the country for movement from the POD to the consignee location.

Figure K-1 (Cont.)

FMS Delivery Term Codes

8 Delivery onboard a vessel or aircraft at the POE. The DoD is responsible for transportation from the point of origin to the vessel at the POE including unloading from the inland carrier, port handling, and stowage aboard the vessel or aircraft. The customer is responsible for all subsequent onward movement. Expenses to the DoD for accessorial costs are reimbursable. Shipments are made on GBLs. This code is especially applicable for explosive materiel prohibited from movement by a freight forwarder, but which must be moved through military controlled port with onward movement arranged by and coordinated with the country freight forwarder.

9 Delivery to POD. The DoD is responsible for transportation from the point of origin to the overseas POD, including discharge from the vessel or aircraft. The customer is responsible for all subsequent handling and onward movement. Expenses to the DoD for accessorial costs are reimbursable.

Part II: Origin Overseas

1. This part describes the DoD responsibility for transportation and handling costs for FMS shipments originating overseas, moving to CONUS, and returning overseas. Paragraph a., is a summary of the responsibility and paragraph b., is a detailed explanation.

a. Summary of DoD responsibility:

DoD Provides Movement and Handling

DTC	From	Through	To
A	Overseas POE	CONUS destination	Overseas POD onboard the vessel or aircraft
B	Overseas POE	CONUS destination	CONUS POE onboard the vessel or aircraft
C	CONUS POD onboard the vessel or aircraft	CONUS destination	CONUS POE onboard the vessel or aircraft

Figure K-1 (Cont.)

FMS Delivery Term Codes

D	CONUS POD onboard the vessel or aircraft	CONUS destination	Overseas POD onboard the vessel or aircraft

FMS Delivery Term Codes

E	Customer has complete responsibility.		
F	Overseas inland point	CONUS destination	Overseas inland destination
G	Overseas POE	CONUS destination	Overseas POD alongside vessel or aircraft
H	CONUS inland point (classified materiel)		CONUS POE alongside vessel or aircraft
J	CONUS inland point (classified cryptographic materiel)		Overseas inland destination

b. Detailed explanation of DoD responsibility for FMS repair and return shipments originating from and returning to overseas:

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

Figure K-1 (Cont.)

FMS Delivery Term Codes

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 The customer is responsible for all transportation from the overseas point of origin to the CONUS destination. The DoD is responsible for return transportation from the CONUS activity to the CONUS POE. The customer is responsible for return CONUS port handling and all transportation to the overseas destination. This code is required for return, repair or exchange, and reshipment of classified materiels.

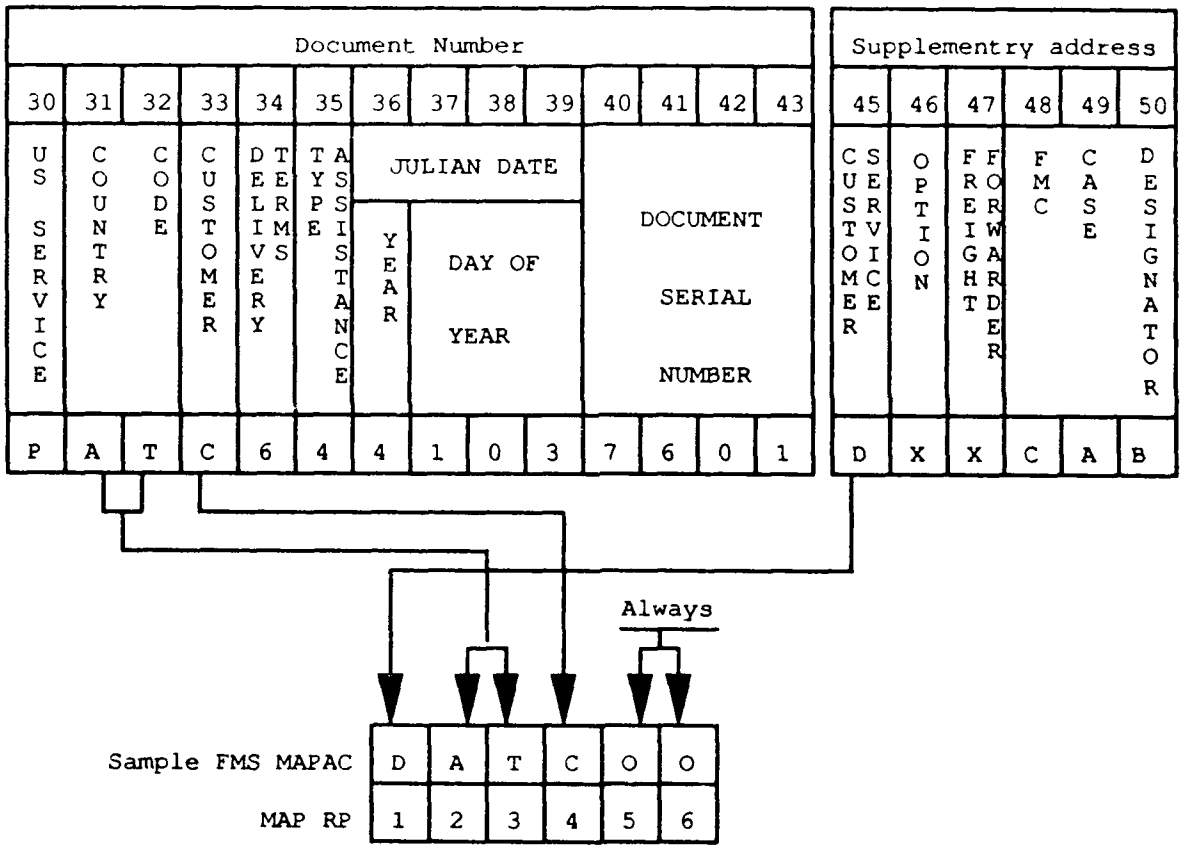
J The customer is responsible for all transportation from the overseas point of origin to the CONUS destination. The DoD is responsible for all transportation from the CONUS activity to the overseas destination. This code is required for return, repair or exchange, and reshipment of classified cryptographic materiels.

Figure K-1 (Cont.)

Constructing an MAPAC

An MAPAC is constructed from the requisition document number and supplementary address. The MAPAC is used as the consignee code on TCMDs and to find complete addressing information in the MAPAD. The following four examples illustrate the different methods of MAPAC construction.

Example A: FMS shipment through the DTS to overseas



Ship to address.
Use in MAPAD and as
consignee on TCMD.

Figure K-2

Constructing an MAPAC

Example B: FMS shipment to a freight forwarder

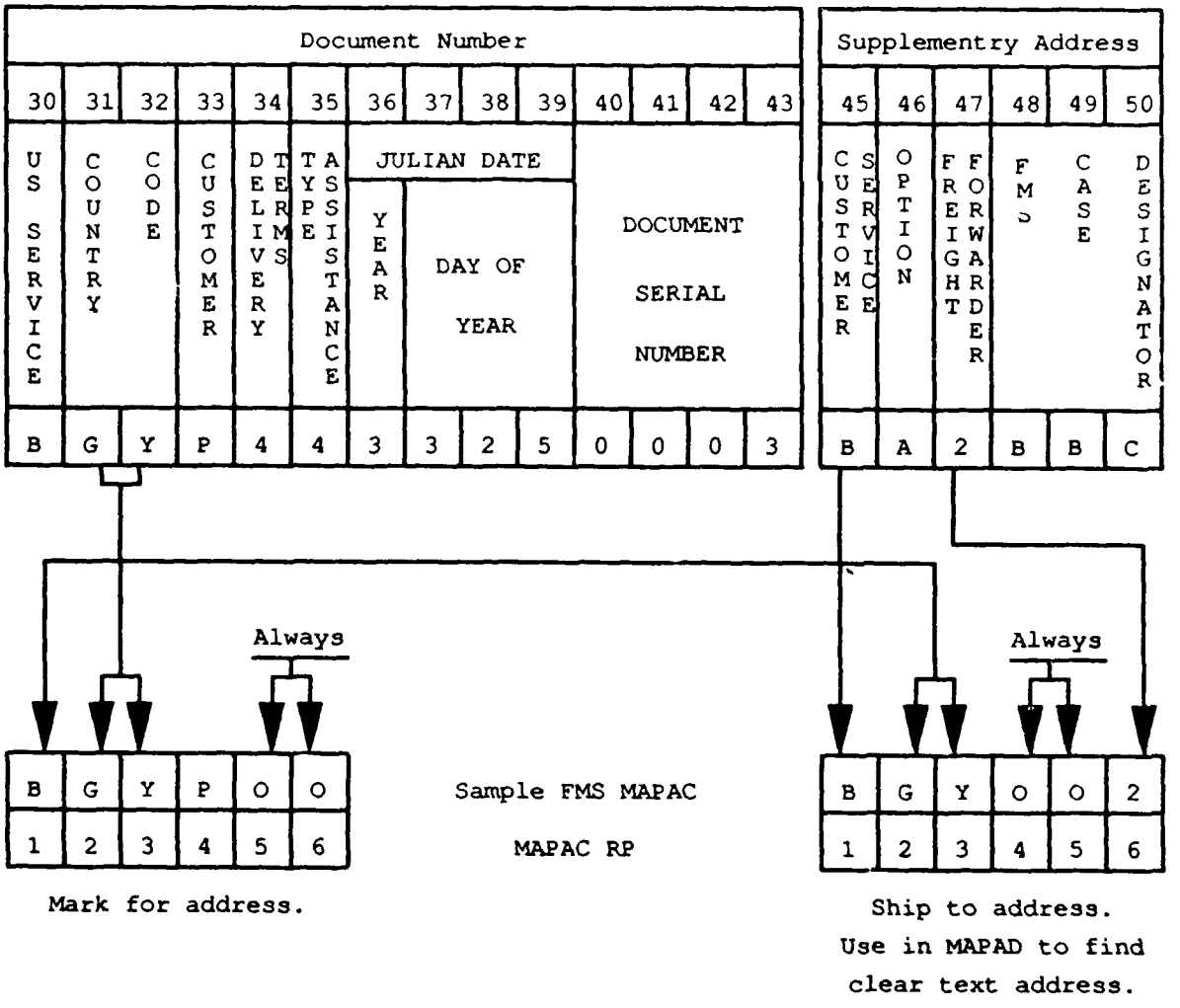
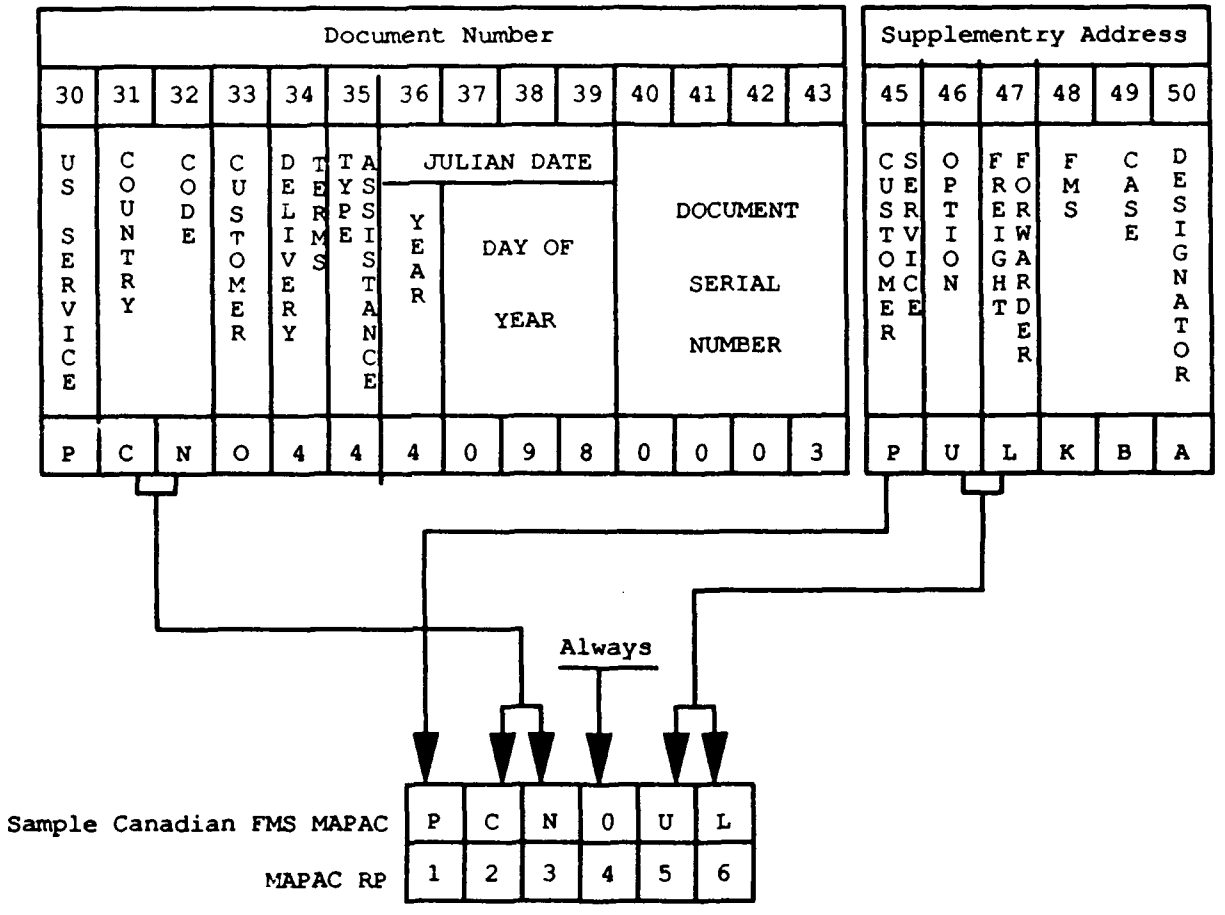


Figure K-2 (Cont)

Constructing an MAPAC

Example C: FMS shipment to a Canadian Customer (ship directly)



Ship to address.
Use in MAPAD and as
consignee on TCMD.

Figure K-2 (Cont)

Constructing an MAPAC

Example D: Military assistance program (MAP) shipment

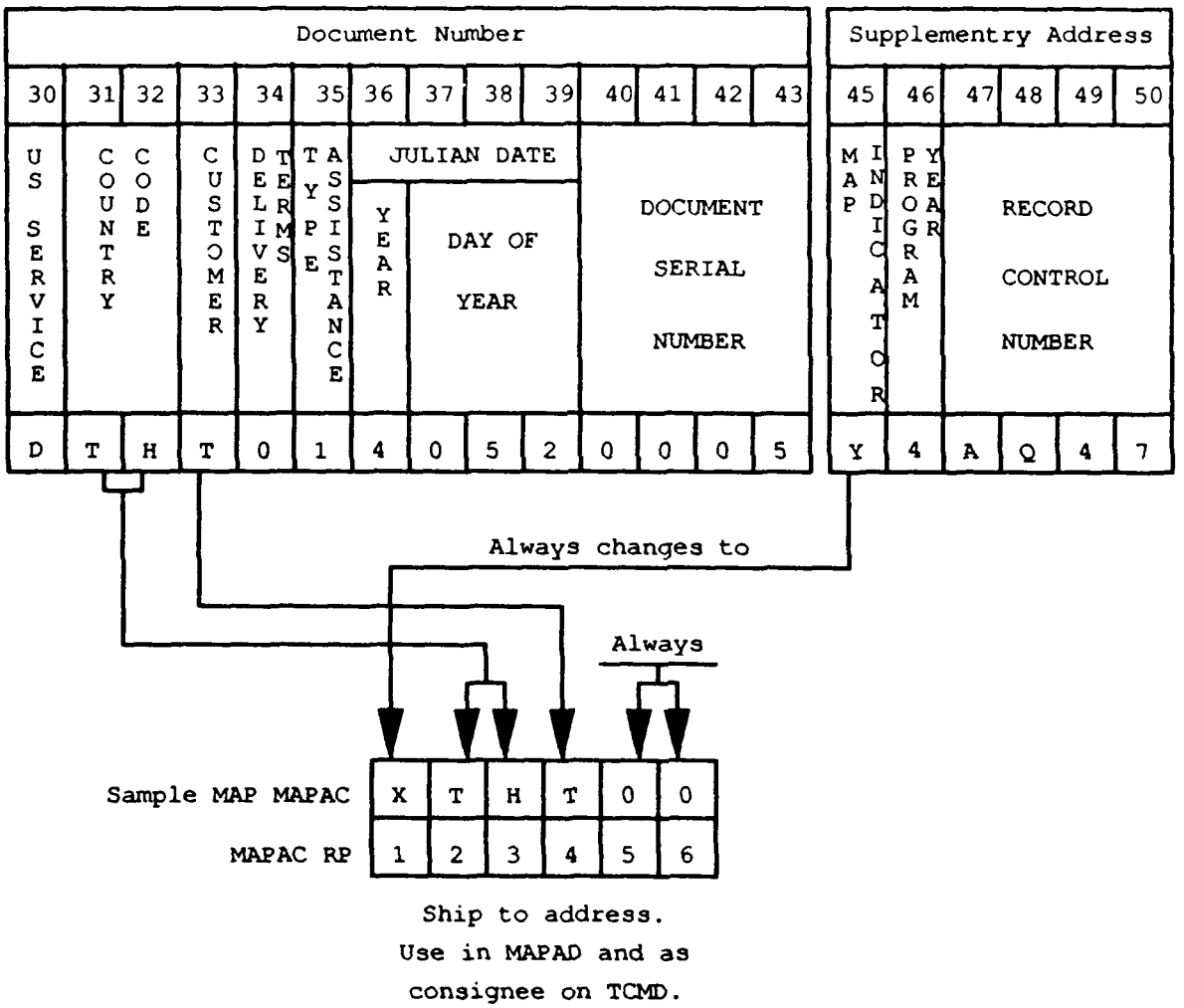


Figure K-2 (Cont)

International Logistics Control Offices Freight Forwarder Assistance

a. Army

(1) East Coast:
Commander
US Army Security Assistance Center
Freight Forwarder Assistance Office-East
ATTN: AMSAC-OP/T (40), Room 804 E
90 Church Street
New York, NY 10007-9998
Telephone: Commercial: (212) 264-2742/2743
DSN: 796-2742/2743

(2) West Coast:
Commander
US Army Security Assistance Center
Freight Forwarder Assistance Office-West
ATTN: AMSAC-OP/T, Building 201
Presidio of San Francisco, CA 94129-7846
Telephone: Commercial: (415) 561-6055/6223
DSN: 586-6055/6223

b. Navy and Marine Corps
Navy International Logistics Control Office
Code 20B
700 Robbins Avenue
Philadelphia, PA 19111
Telephone: Commercial: (215) 697-4142
DSN: 442-4142

c. Air Force
Air Force Logistics Command
ATTN: AFLC/DSTTI
Wright-Patterson AFB, OH 45433
Telephone: Commercial: (513) 257-3422/7201
DSN: 787-3422/7201

Figure K-3

APPENDIX L

INTRANSIT DATA REPORTING

1. This appendix details the general requirements and procedures for collecting data used in transportation evaluation. The procedures contained in this appendix apply to all shipments requiring intransit data reporting as detailed in the applicable MILSTAMP chapters; i.e., Shipper, Transshipper, and Receiver.

2. The data collected using these procedures provide input to uniform Defense-wide logistics performance reports prescribed by DoD 4000.23-M, Military Supply and Transportation Evaluation Procedures (MILSTEP). Supply and transportation data are combined in MILSTEP reports to meet the following DoD objectives:

a. Validation or revision of the UMMIPS time standards.

b. Evaluation of performance against UMMIPS time standards.

c. Evaluation of performance of eacn segment of the transportation pipeline by point-to-point and carrier performance reports.

d. Determination of supply systems workload and materiel availability.

e. Analysis of the use of issue and movement priorities.

f. Provide intransit data to support transportation planning.

g. Provide a basis for traffic pattern analysis.

3. Certain types of shipments are excluded from these procedures. Intransit data is not collected on the following:

a. Transactions specifically excluded from MILSTRIP.

b. On base local issues of retail stocks.

c. Shipments of retail stocks originating at installations (e.g., bases, posts, camps, stations, etc.).

d. U.S. Postal Service and small package carrier shipments including mode/method of shipment codes G, H, J, 5, 6, and 7. For these shipments total order and ship time is measured through use of the Materiel Receipt Acknowledgment Card (MILSTRAP DI D6S).

e. Vendor shipments from commercial suppliers direct to the customer (first destination shipments as defined in applicable chapters of Vol II, MILSTAMP). This exclusion does not include ammunition shipped from Army ammunition plants.

f. Security Assistance (FMS and MAP) shipments to a freight forwarder (other security assistance shipments in the DTS are not excluded).

4. The DoD MILSTEP Central Data Collection Point (CDCP) has been established by the OASD(A&L) at the Defense Automatic Addressing System Office, Tracy, CA. The MILSTEP CDCP is responsible for collecting, processing, editing, and redistributing to the Services/Agencies all intransit data reports as required by MILSTEP.

a. Intransit information is reported to the MILSTEP CDCP by AUTODIN, mail, or courier. AUTODIN is the primary method used for submission of intransit data. If mail or courier are the only means of communication, the intransit information is forwarded in an envelope or package, i.e., not by exposed card (Note 1).

b. Activities report daily to the MILSTEP CDCP all intransit data except receipt and lift (DI TK6/TK7). In CONUS, MTMC area commands forward the surface receipt and lift data record tape (DI TK7) to the MILSTEP CDCP so it arrives not later than the fifth calendar day following the monthly reporting period. MAC forwards the air receipt and lift data record tape (DI TK6/TK7) to the MILSTEP CDCP daily. Activities report shipments with discrepancies as received on the day of initial delivery (or offering for delivery) not on the day discrepancies are resolved.

c. Reporting activities forward intransit data using the appropriate address as follows:

(1) CDCP AUTODIN:
Routing Indicator - RUWTBPA
Content Indicator - IKCZ
Precedence (Normal) - Routine
Precedence (MINIMIZE) - Mail

(2) CDCP Mail:
DAASO, Western Division
ATTN: DOD MILSTEP CDCP
Defense Depot Tracy, CA 95376

5. Activities report intransit data in the same format whether using AUTODIN, mail, or courier. Figures L-1 through L-7 contain detailed instructions for preparing intransit data submission. Different formats are used to report data needed for measuring transportation performance by segment. The formats and the segments covered are identified by the following document identifiers.

a. TK1, LOGAIR or Intra-Theater Airlift Initial Terminal. This format indicates the period from receipt (GMT hour/day) by the initial air terminal to shipment (GMT hour/day) to the next (intermediate or final) air terminal (see figure L-1).

Note 1. Activities submitting intransit data by mail when AUTODIN facilities are available are notified by letter of the correct procedure. Persistent nonuse of AUTODIN is reported to the parent Service/Agency for corrective action.

b. TK2, LOGAIR or Intra-Theater Airlift Intermediate Terminal. This format indicates the period from receipt (GMT hour/day) by the intermediate air terminal to shipment (GMT hour/day) to the next (intermediate or final) air terminal (see figure L-1).

c. TK3, LOGAIR or Intra-Theater Airlift Final Terminal. This format indicates the period from receipt (GMT hour/day) by the final air terminal to shipment (GMT hour/day) to the consignee. The format also allows entry of the date (day of year) received by the consignee transportation element. The DI TK3 is not prepared for shipments intended for onward movement overseas by MAC since the information would duplicate that on DI TK7 (see figure L-2).

d. TK4, GBL/QUICKTRANS Shipment Within CONUS or Overseas Intra-Theater/Retrograde Shipment. This format indicates the period from shipment (day of year) by the consignor to receipt (day of year) by the consignee transportation element or CONUS transshipper (CCP/POE/LOGAIR terminal). The shipper makes all entries on the TK4 (including consignee receipt date) when, under the provisions of guaranteed traffic agreements, electing to use the carrier delivery receipt to obtain the information. For overseas retrograde shipments, this format only provides the shipment date (day of year). All overseas use is mandatory for the Air Force and optional for the other Services (see figures L-3 and L-4).

e. TK6, MAC APOD Receipt and Lift. This format indicates the period from receipt (GMT hour/day) at the APOD to the date (GMT hour/day) forwarded to the consignee. The format also allows entry of the date (day of year) received by the consignee transportation element when an appropriate local agreement has been reached with the consignee (see figure L-5).

f. TK7, MAC/WCA POE Receipt and Lift

(1) For MAC, this format indicates the period from the earlier of offer or receipt (GMT hour/day) at the APOE to shipment (GMT hour/day) from the APOE (see figure L-6).

(2) For the WCA (WPOE), this format indicates the period from the earlier of offer or receipt (day of year) at the WPOE to vessel discharge (day of year) at the WPOD. The format also includes entry of the date (day of year) the vessel was loaded at the WPOE (see figure L-6).

g. TK8, Air Force Consignee Report. This format is prepared only by the Air Force and indicates the consignee receipt date (day of year). In CONUS, it is used when the TK4 is not received by the consignee; overseas, when the APOD does not enter the consignee receipt date on the format with DI TK6 (see figure L-7).

6. When previously submitted intransit data must be corrected, completely new information is submitted. The corrected information is distributed to the same activities as the original with the document identifier (DI) changed as follows:

Original DI	Changed DI	Original DI	Changed DI
TK1	TKA	TK6	TKF
TK2	TKB	TK7	TKG
TK3	TKC	TK8	TKH
TK4	TKD		

7. Under MILSTEP, the Service/Agency Central Processing Points (CPPs) and the MILSTEP CDCP are responsible for editing intransit data to ensure validity. Letters, intransit data error reports, and response rate analysis reports are sent to activities responsible for the errors or poor response. Activities receiving such correspondence from the CDCP/CPP take the corrective measures necessary to prevent recurrence.

Intransit Data Entries for
LOGAIR/Intra-Theater Airlift
Origin and Intermediate Terminals
(DI TK1/TK2)

Data Field rp	Procedure
1-3	Origin terminal; enter TK1. Intermediate terminal; enter TK2.
4-8	Leave blank.
9-14	Enter DoDAAC of the consignor.
15-17	Leave blank.
18-20	Enter the GMT code for the date shipment was received at air terminal. (See appendix F, paragraph 11.c.)
21-23	Enter air terminal identified code for air terminal preparing the intransit data. (See appendix F, paragraph 6.)
24-26	Enter code for GMT shipment shipped from the air terminal.
27	Enter applicable mode/method code. (See appendix F, paragraph 9.)
28-29	Leave blank.
30-46	Enter the shipment unit TCN.
47-49	Leave blank.
50-52	Enter air terminal identifier code for the next air terminal.
53	Enter the transportation priority.
54-57	Leave blank.
72-76	Enter total weight of shipment unit, preceded by blanks if less than five positions.
77-80	Leave blank.

Figure L-1

Intransit Data Entries for
LOGAIR/Intra-Theater Airlift
Final Terminal (DI TK3)

Data Field rp	Procedure
1-3	Enter TK3 (this format not used for movement by MAC).
4-8	Leave blank.
9-14	Enter DoDAAC of the consignor.
15-17	Enter the three position code for the day of the year the consignee received the shipment. This entry may be made by the air terminal under local agreement with the consignee.
18-20	Enter the GMT code for the date shipment was received at the air terminal. (See appendix F, paragraph 11.c.)
21-23	Enter the air terminal identifier code for the final terminal. (See appendix F, paragraph 6.)
24-26	Enter the GMT code for the date the air terminal forwarded the shipment to the consignee.
27	Enter the applicable mode/method code for movement from the air terminal to the consignee. (See appendix F, paragraph 9.)
28-29	Leave blank.
30-46	Enter the shipment unit TCN.
47-52	Enter the DoDAAC of the consignee.
53	Enter the transportation priority.
54-71	Leave blank.
72-76	Enter the total weight of the shipment, preceded by blanks if less than five positions.
77-80	Leave blank.

Figure L-2

Intransit Data Entries for
GBL Shipments Within CONUS and Overseas
Intra-Theater/Retrograde Shipments (DI TK4)

Data Field rp	Procedure
1-3	Enter TK4 (preparation of this format overseas is mandatory for the Air Force and optional for other Services).
4	Leave blank.
5-8	Enter origin carrier SCAC, preceded by blanks if less than four positions.
9-14	Enter the DoDAAC of the consignor.
15-17	Enter the three position day-of-the-year code for the date shipment received by the consignee.
18-26	Leave blank.
27	Enter the mode/mathod code for movement from consignor. (See appendix F, paragraph 11.c.)
28	If the ICP and the consignor are not of the same Service/Agency, enter one of the following ICP codes. A - Army N - Navy F - Air Force M - Marine Corps S - DLA
29	Leave blank.
30-46	For Air Force, enter the shipment unit TCN. For non-Air Force shipments: 30-35 Enter DoDAAC of the consignor. 36 Enter B. 37-44 Enter the complete GBL number. 45-46 Leave blank.
47-52	Enter the consignee or transshipper as follows: For shipments with the consignee in CONUS, enter the consignee DoDAAC. For shipments to a transshipping point: 47-49 Leave blank. 50-52 Enter the air terminal or water port identifier code. (See appendix F, paragraphs 6 and 7 respectively.)

Figure L-3

Intransit Data Entries for
GBL Shipments Within CONUS and Overseas
Intra-Theater/Retrograde Shipments (DI TK4)

Data Field rp	Procedure
53	Enter the highest transportation priority shown on the GBL.
54-59	Leave blank
60-62	Enter the three position day-of-the-year code for the date the consignor shipped the materiel.
63-71	Leave blank.
72-76	Enter the total weight of the shipment, preceded by blanks if less than five positions.
77-80	Leave blank.

Figure L-3 (cont.)

Intransit Data Entries For QUICKTRANS Shipments (DI TK4)

Data Field rp	Procedure
1-3	Enter TK4.
4-8	Leave blank.
9-14	Enter the DoDAAC of the consignor.
15-17	Enter the three position day-of-the-year code the shipment was received by the consignee.
18-26	Leave blank.
27	Enter U.
28	If the ICP and the consignor are not of the same Service/Agency, enter one of the following ICP codes. A - Army N - Navy F - Air Force M - Marine Corps S - DLA
29	Leave blank.
30-46	Enter the shipment unit TCN.
47-52	Enter the DoDAAC of the consignee.
53	Enter the transportation priority.
54-59	Leave blank.
60-62	Enter the three position day-of-the-year code the consignor shipped the materiel.
63-71	Leave blank.
72-76	Enter the total weight of the shipment, preceded by blanks if less than five positions.
77-80	Leave blank.

Figure L-4

Intransit Data Entries for MAC APOD Receipt and Lift (DI TK6)

Data Field rp	Procedure
1-3	Enter TK6.
4-14	Leave blank.
15-17	Enter three position day-of-the-year code the shipment was received by the consignee. This entry may be made by the APOD under local agreement with the consignee.
18-20	Enter the GMT code for the date shipment was received at the APOD. (See appendix F, paragraph 11.c.)
21-23	Enter the air terminal identifier code for the APOD. (See appendix F, paragraph 6.)
24-26	Enter the GMT code for the date the APOD forwarded, or offered for forwarding, the shipment to the consignee.
27	Enter the mode/method code by which the APOD forwarded the shipment to the consignee. (See appendix F, paragraph 9.)
28-29	Leave blank.
30-46	Enter the shipment unit TCN.
47-80	Leave blank.

Figure L-5

Intransit Data Entries for
MAC/WCA POE Receipt and Lift (DI TK7)

Data Field rp	Procedure
1-3	Enter TK7.
4-8	Enter the flight number or voyage number, preceded by blanks if less than five positions.
9-14	Enter the DoDAAC of the consignor.
15-17	Leave blank except for air shipments; the CDCP will enter the date received by the consignee from TK6 data.
18-20	Enter the date the shipment was received or offered for delivery, whichever is earliest, at the POE. For air shipments, enter the GMT code. For water shipments, enter the day-of-the-year code. (See appendix F, paragraphs 11.b. and 11.c.)
21-23	Enter the air or water port identifier code for the POE. (See appendix F, paragraphs 6. and 7.)
24-26	Enter the date shipment forwarded by the POE. For air shipments, enter the GMT code. For water shipments, enter the day-of-the-year code.
27	Enter Mode/Method Code F for air shipments and V or Z for water.
28-29	Leave blank.
30-46	Enter the shipment unit TCN.
47-52	Enter the DoDAAC of the consignee, except for Air Force sponsored cargo; enter the following: 47-49 Leave blank. 50-52 Enter the air terminal identifier code for the next air terminal.
53	Enter the transportation priority.
54-62	Leave blank.

Figure L-6

Intransit Data Entries for
MAC/WCA POE Receipt and Lift (DI TK7)

Data Field rp	Procedure
63-65	Enter the date shipment received at the POD. For air shipments, leave blank. The GMT code for date of receipt at the APOD is entered by the CDCP from TK6 data. For water shipments. enter the day-of-the-year code for the date the vessel was completely unloaded.
66-68	Enter the air or water terminal identifier code for the POD. (See appendix F, paragraphs 6. and 7.)
69-71	For air shipments, the GMT code for the date the shipment is forwarded to the consignee is entered by the CDCP.
72-76	Enter the total weight of the shipment unit, preceded by blanks if less than five positions.
77-80	Leave blank.

Figure L-6 (cont.)

Intransit Data Entries for
Air Force Consignees (DI TK8)

Data Field rp	Procedure
1-3	Enter TK8.
4-14	Leave blank.
15-17	Enter the day-of-the-year code for the date the shipment was received by the consignee.
18-29	Leave blank.
30-46	Enter the shipment unit TCN.
47-52	Enter the DoDAAC of the consignee.
53-80	Leave blank.

Figure L-7

Appendix M

SHIPMENT TRACING, DIVERTING, AND HOLDING

1. This appendix details the procedures and formats for tracing, diverting, or holding shipments in the DTS. The basic requirements associated with each of these actions are detailed in the individual chapters.

a. Tracer, diversion, or hold actions are documented using either electronic data records or ETMs. Those activities which do not have automated capability or which consider messages more advantageous may use ETMs. The ETM must contain the same data as the automated record unless specifically excluded by this appendix, be in the same format, and be sent using "Priority" communications precedence. The same medium and precedence are used throughout the entire processing cycle.

b. The formats for tracing, diverting, and holding shipments are illustrated along with completion instructions in figures M-1 through M-10.

2. Tracing through MILSTAMP allows use of modified supply system shipment status data to locate a shipment unit in the DTS.

a. Before tracing a shipment, the activity initiating the tracer ensures the following prerequisites have been met. Before tracing a shipment, the activity initiating the tracer ensures the following prerequisites have been met.

(1) The normal transit time or specified RDD has elapsed.

(2) The destination carrier has not offered the shipment for delivery.

(3) The normal delivery time has expired and unique delay has occurred.

(4) The shipment was not forwarded from CONUS more than 90 days prior to tracing.

(5) All data necessary to initiate the tracer have been collected; specifically, the TCN, the DoDAAC of the shipper, date of shipment or lift, and the POE. This information is generally available

in the MILSTRIP shipment status record or in other documentation such as the bill of lading (TGBL, GBL, or CBL).[1]

b. When all of the prerequisites have been met, tracing activities prepare a request for transportation status using the format with DI TM1 as illustrated in figure M-1 or M-2. If the flight or voyage number is known, the tracing activity sends the request to the clearance authority for the POD; if not known, to the clearance authority for the POE.

c. The clearance authority receiving the transportation status request (DI TM1):

(1) Determines the status or disposition of the shipment; e.g., enroute, onhand, etc.

(2) Notifies the tracing activity of the status with a transportation tracer reply using the format with DI TMA or TMJ as illustrated in figure M-3 or M-4. The clearance authority sends separate replies (DI TMA or TMJ) for each split shipment.

(3) Provides a negative status when no records of the shipment are found in the advance TCMD, receipt, or lift files.[2]

d. Upon receiving a negative status from the clearance authority (or, for Army activities, a second negative status from the LCA), the tracing activity verifies the accuracy of the data (TCN, date shipped, POE) with the shipping activity. If valid, the shipping activity (as requested by the tracing activity) transmits the data by ETM to the

---

1 Army activities use the data in the Shipment Detail Lift Notice (DI BDD) which, if not received, is requested by submitting a requisition (document) number inquiry to the AMC Logistics Control Activity (LCA). The request is submitted using DAAS or by mail to the LCA, ATTN: AMCLC-L, Presidio of San Francisco, CA 94129-6900.

2 Army activities receiving a DI TMA/TMJ negative status for a surface shipment verify the accuracy of the request (DI TM1) then submit a new request (DI TM1) to the LCA. This second request is submitted, within 120 days of shipment, by AUTODIN (Routing Identifier RUWJHRA) or mail to Commander, AMC, ATTN: AMCLC-L, Presidio of San Francisco, CA 94129-6900.

clearance authority. The shipping activity includes additional data such as the bill of lading number or routing to assist in tracing the shipment. Tracing actions are not presented to the clearance authority more than 150 days after shipment.

3. As specified in the individual chapters of MILSTAMP, a diversion or hold may be necessary and authorized for cargo moving in the DTS.

a. Requests for diversion are prepared using the format with DI TM2 as illustrated in figure M-5 or M-2. If complete diversion data including the new consignee and fund citation are not available at the time, a hold request (with DI TM3 and illustrated in figure M-8 or M-2) is prepared instead of the diversion. The diversion or hold request/authorization is sent to the appropriate POE or POD clearance authority.

b. The clearance authority receiving the diversion (DI TM2) or hold (DI TM3) request:

(1) Determines whether or not the shipment is available to be diverted or held.

(2) Notifies the requesting/authorizing activity of the status of the shipment. This notification is forwarded to the requesting activity and consignee within 48 hours and takes one or more of the following forms:

(a) TMB, Diversion Confirmation. This format (figure M-6 or M-7) verifies receipt of, and compliance with, the diversion request/authorization.

(b) TMC, Shipment Hold Acknowledgment. This format (figure M-9 or M-10) verifies receipt of, and compliance with, the hold request/authorization.

(c) TMK, Diversion Denial. This format (figure M-6 or M-7) indicates the POE/POD cannot comply with the diversion request because the shipment has already been lifted, loaded, or is otherwise uneconomical to divert.

(d) TML, Shipment Hold Denial. This format (figure M-9 or M-10) indicates the POE/POD cannot comply with the hold request because the shipment has already been lifted, loaded, or is otherwise uneconomical to divert.

(e) TMS, Disposition Instructions. This format (figure M-8) provides the clearance authority with the new consignee and fund citation (TAC) for a shipment which has been held.

(f) TMT, Disposition Request. This format (figure M-9 or M-10) provides the clearance authority (or POE/POD) a means to request the new consignee and fund citation (TAC) for a shipment being held.

c. Activities authorized to issue diversion or holding instructions use the data provided by the clearance authority to update supply status requirements.

Tracing Request (TM1)

Data Field	Procedure
1-3	Enter TM1 for tracing request.
4-9	Enter DoDAAC of the shipping activity.
10-12	Enter date shipped code from appendix F7.
13-16	Leave blank.
17-19	Enter air terminal or water port identifier code (***appendix F4 or appendix F21***) from shipment status record or other advance notification.
20-23	Leave blank.
24-29	Enter DoDAAC of tracing activity.
30-46	Enter TCN of the shipment.
47-51	If sent to POE clearance authority, leave blank; otherwise, enter basic flight number, without date, or voyage number preceded by blanks if less than five positions.
52-54	Leave blank.
55-57	If sent to POE clearance authority, leave blank; otherwise, enter the air or water POD identifier code (***appendix F4 or appendix F21***).
58-71	Leave blank.
72-77	Enter DoDAAC of consignee.
78-80	Leave blank.

Figure M-1

ETM Entries for MILSTAMP Tracing (TM1), Diversion (TM2), and Hold Request (TM3)

Prepare the standard ETM Joint Message Form (DD Form 173) as prescribed by various telecommunications publications and include:

1. Enter "TC" (tape to card) in the LMF block of the header line.

2. In the message body:

   a. Enter subject; i.e., MILSTAMP TRACER, DIVIRSION, or HOLD.

   b. Use symbols as follows:

      Use a slash (/) to separate entries,

      Usa a slash and ampersand (/&) at end of each shipment unit.

      Use an ampersand (&) to begin additional message form pages.

      Use a zero (0) to fill blank spaces in a data field.

   c. Enter data detailed in figures M-1, M-5, and M-8.

   d. Make the entries cited in paragraph 2.c., on two lines with the first line ending with a slash (/) after record position 46.

Figure M-2

Tracing Reply (TMA)

Data Field	Procedure
	From POE Clearance Authority
1-3	Enter TMA for tracer reply.
14-16	Enter date code ***(appendix F7)*** for date shipment arrived at POE or its ETA. If no record on file, enter XXX.
20-22	Enter date code ***(appendix F7)*** to indicate when shipment was, or is expected to be forwarded.
23	Enter the Mode/Method code ***(appendix F13)*** used to forward shipment.
68-72	Enter last five positions of MILVAN/SEAVAN number; otherwise, leave blank.
74-79	Enter DoDAAC of consignee.
	From the POD Clearance Authority
1-3	Enter TMA for tracer reply.
52-54	Enter date code ***(appendix F7)*** for date shipment arrived at POD or its ETA. If no record on file, enter XXX.
58-60	Enter date code ***(appendix F7)*** to indicate when shipment was, or is expected to be forwarded.
61	Enter the Mode/Method code ***(appendix F13)*** used to forward shipment.
62-67	Enter DoDAAC for transshipping point; in none, leave blank.
68-72	Enter last five positions of MILVAN/SEAVAN number; otherwise, leave blank.
74-79	Enter DoDAAC of the consignee.

Figure M-3

ETM Entries for Tracing Reply (TMJ)

Prepare the standard ETM Joint Message Form (DD Form 173) as prescribed by various telecommunications publications and include:

1. The subject is MILSTAMP TRACER REPLY.

2. Use one line for each shipment unit described.

   a. If the responding activity is reporting No Record, the only entries required are the document identifier, the TCN, and XXX.

   b. In all other cases, the responding activity reports:
   Document identifier (TMJ)
   The TCN
   Date received or ETA date
   POE
   Flight or voyage number
   POD
   Actual/expected date of lift from POE or POD. If the date received is an ETA, leave blank.
   MILVAN or SEAVAN number
   DoDAAC for consignee or transshipping point.

   c. All entries are separated by a slash (/).

   d. Blank spaces in a data field are zero (0) filled.

Figure M-4

Diversion Request (TM2)

Data Field	Procedure
1-3	Enter TM2 for diversion request.
4-9	Enter consignor DoDAAC; if unknown, leave blank.
10-12	Enter the date code ***(appendix F7)*** for the date shipment left the consignor.
13-16	Leave blank.
17-19	Enter air terminal or water port identifier code ***(appendix F4 or F21)***.
20-23	Leave blank.
24-29	Enter the DoDAAC of the activity requesting (authorizing) the diversion.
30-46	Enter the TCN of the shipment unit.
47-51	If sent to POE clearance authority, leave blank; otherwise, enter basic flight number, without date, or voyage number preceded by blanks if less than five positions.
52-54	Leave blank.
55-57	If sent to POE clearance authority, leave blank; otherwise, enter the air or water POD identifier code ***(appendix F4 or appendix F21)***.
58-67	Leave blank.
68-71	Enter the TAC applicable for the new consignee.
72-77	Enter the DoDAAC for the new consignee.
78-80	Leave blank.

Figure M-5

Diversion Request Reply Confirmation (TMB), or Denial (TMK) by the POE Clearance Authority

For shipments which can be diverted, the POE clearance authority changes the diversion request as follows:

Data Field	Procedure
1-3	Enter TMB for diversion confirmation.
20-22	Enter the date code ***(appendix F7)*** for the date the shipment forwarded to the new consignee. Send copy of confirmation to new consignee.
23	Enter the Mode/Method code ***(appendix F13)*** used to forward shipment.

For shipments which cannot be diverted, the POE clearance authority changes the diversion request as follows:

1-3	Enter TMK for diversion denial.
20-22	If the shipment has been lifted, enter the date code ***(appendix F7)*** for the date the shipment was forwarded. If the shipment has been loaded or is otherwise uneconomical to divert, enter XXX. In either case send copy of denial to new consignee.
23	Enter the Mode/Method code ***(appendix F13)*** used to forward shipment.
47-51	If shipment has been lifted, enter basic flight number, without date, or voyage number preceded by blanks if less than five positions; otherwise, leave blank.
55-57	If the shipment has been lifted, enter the air terminal or water port identifier code ***(appendix F4 or appendix F21)*** for the POD; otherwise, leave blank.

Figure M-6

Diversion Request Reply Confirmation (TMB), or Denial (TMK) by the POD Clearance Authority

For shipments which can be diverted, the POD clearance authority changes the diversion request as follows:

Data Field	Procedure
1-3	Enter TMB for diversion confirmation.
58-60	Enter the date code ***(appendix F7)*** for the date the shipment will be forwarded to the new consignee. Send copy of confirmation to the new consignee.
61	Enter the Mode/Method code ***(appendix F13)*** used to forward shipment.

For shipments which cannot be diverted, the POD clearance authority changes the diversion request as follows:

1-3	Enter TMK for diversion denial.
58-60	If the shipment has been lifted, enter the date code ***(appendix F7)*** for the date the shipment was forwarded. If the shipment has been loaded or is otherwise uneconomical to divert, enter XXX. In either case send copy of denial to new consignee.
61	Enter the Mode/Method code ***(appendix F13)*** used to forward shipment, if applicable.

Figure M-7

Shipment Hold Request/Authorization (TM3)
Disposition Instruction (TMS)

When a shipment is to be diverted, but the new consignee and/or fund citation is not available, a hold request/authorization is issued seeking confirmation the shipment has been located and is available for diversion.

Data Field	Procedure
1-3	Enter TM3 for a request/authorization to hold a shipment.
4-9	Enter the DoDAAC of consignor; if unknown, leave blank.
10-12	Enter the date code ***(appendix F7)*** for the date shipment left the consignor).
13-16	Leave blank.
17-19	Enter the air terminal or water port identifier code ***(appendix F4 or appendix F21)***.
20-23	Leave blank.
24-29	Enter DoDAAC of activity authorizing (requesting) the hold.
30-46	Enter the TCN of the shipment.
47-51	If sent to POE clearance authority, leave blank; otherwise, enter basic flight number, without date, or voyage number preceded by blanks if less than five positions.
52-54	Leave blank.
55-57	If sent to POE clearance authority, leave blank; otherwise, enter the air or water POD code ***(appendix F4 or appendix F21)***.
58-61	Leave blank.
62-67	Enter the DoDAAC of the activity that will provide disposition instructions.

Figure M-8

Shipment Hold Request/Authorization (TM3)
Disposition Instruction (TMS)

68-80 Leave blank.

When the consignee and fund citation have been determined, disposition instructions are sent to the activity holding the shipment by changing and adding to the hold request/authorization as follows:

1-3 Enter TMS for disposition instructions,

68-71 Enter the TAC indicating the funds paying for movement to the new consignee.

72-77 Enter the DoDAAC of the new consignee.

Figure M-8 (Cont.)

POE Shipment Hold Reply Acknowledgement (TMC), Disposition (TMT), and Denial (TML)

For shipments which can, and will, be held, the POE clearance authority returns the hold request/authorization changed as follows:

Data Field	Procedure
1-3	Enter TMC to indicate shipment will be held.

For shipments being held, the POE clearance authority requests disposition instructions by returning the hold request/authorization changed as follows:

1-3	Enter TMT to request disposition instructions.

For shipments which have been lifted or are otherwise uneconomical to hold and/or divert, the POE clearance authority returns the hold request/authorization changed as follows:

1-3	Enter TML to indicate shipment cannot be held.
20-22	If shipment has been lifted, enter the date code ***(appendix F7)*** for the date shipment was lifted. If the shipment has been loaded or is otherwise uneconomical to hold or divert, enter XXX.
23	Enter the mode/method code to indicate the method used to forward the shipment.
47-51	If the shipment has been lifted, enter basic flight number, without date, or voyage number preceded by blanks if less than five positions; otherwise, leave blank.
55-57	If the shipment has been lifted, enter the air or water POD identifier code ***(appendix F4 or appendix F21)***, otherwise, leave blank.

Figure M-9

POD Shipment Hold Reply Acknowledgement (TMC), Disposition (TMT), and Denial (TML)

For shipments which can, and will, be held, the POD clearance authority returns the hold request/authorization changed as follows:

Data Field	Procedure
1-3	Enter TMC to indicate shipment will be held.

For shipments being held, the POD clearance authority requests disposition instructions by returning the hold request/authorization changed as follows:

1-3	Enter TMT to request disposition instructions.

For shipments which have been loaded or are otherwise uneconomical to hold and/or divert, the POD clearance authority returns the hold request/authorization changed as follows:

1-3	Enter TML to indicate shipment cannot be held.
58-60	If shipment has been lifted, enter the date code ***(appendix F7)*** for the date shipment was forwarded. If the shipment has been loaded or is otherwise uneconomical to hold or divert, enter XXX.
61	Enter the mode/method code to indicate the method used to forward the shipment.

Figure M-10

☆ U.S. GOVERNMENT PRINTING OFFICE 1992-311-965/62857

APPENDIX N

PRINTED FORMS

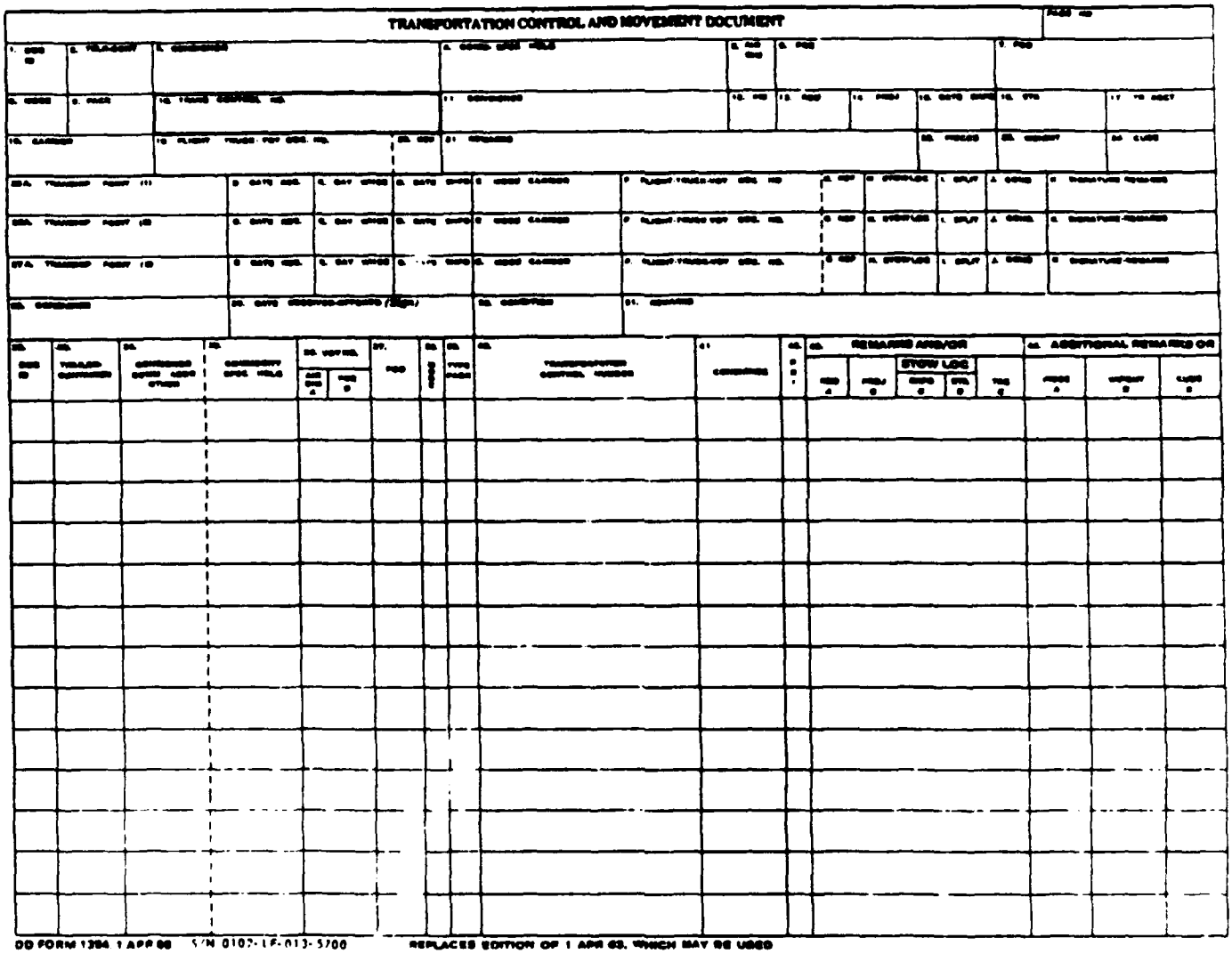
1. This appendix displays the printed forms used for MILSTAMP documentation. Their applications are generally contained in the applicable sections of MILSTAMP, e.g., DD Form 1387, Military Shipment Label, is prepared by the shipper and included in the Shipper chapter. Administrative messages and automated formats are not illustrated in this appendix, but in the applicable portions of chapter 3 and appendices D, L, and M.

2. The forms are reduced in size for publication in this appendix. Department of Defense (DD) forms depicted in this appendix may be requisitioned through normal publication supply channels. Each Service/Agency is responsible for maintaining an adequate quantity of forms. Multicopy and carbon interleaf forms, with or without copy numbers or serialized control, are authorized for use within a given Service to ease internal processing.

3. The forms are illustrated in the following figures:

Form	Figure
DD Form 1384, Transportation Control and Movement Document (TCMD)	N-1
DD Form 1385, Cargo Manifest	N-2
DD Form 1386, Ocean Cargo Manifest Recapitulation/Summary	N-3
DD Form 1387, Military Shipment Label	N-4
DD Form 1387-2, Special Handling Data/Certification and DD Form 1387-2C, Continuation Sheet	N-5
DD Form 1348-1A, DoD Single Line Item Release/Receipt Document	N-6
DD Form 788, Private Vehicle Shipping Document for Automobile	N-7
DD Form 788-1, Private Vehicle Shipping Document for Van	N-8
DD Form 788-2, Private Vehicle Shipping Document for Motorcycle	N-9

Transportation Control and Movement Document (TCMD), DD Form 1384



DD FORM 1384, 1 APR 88 S/N 0107-LF-013-5700 REPLACES EDITION OF 1 APR 83, WHICH MAY BE USED

Figure N-1

Cargo Manifest, DD Form 1385

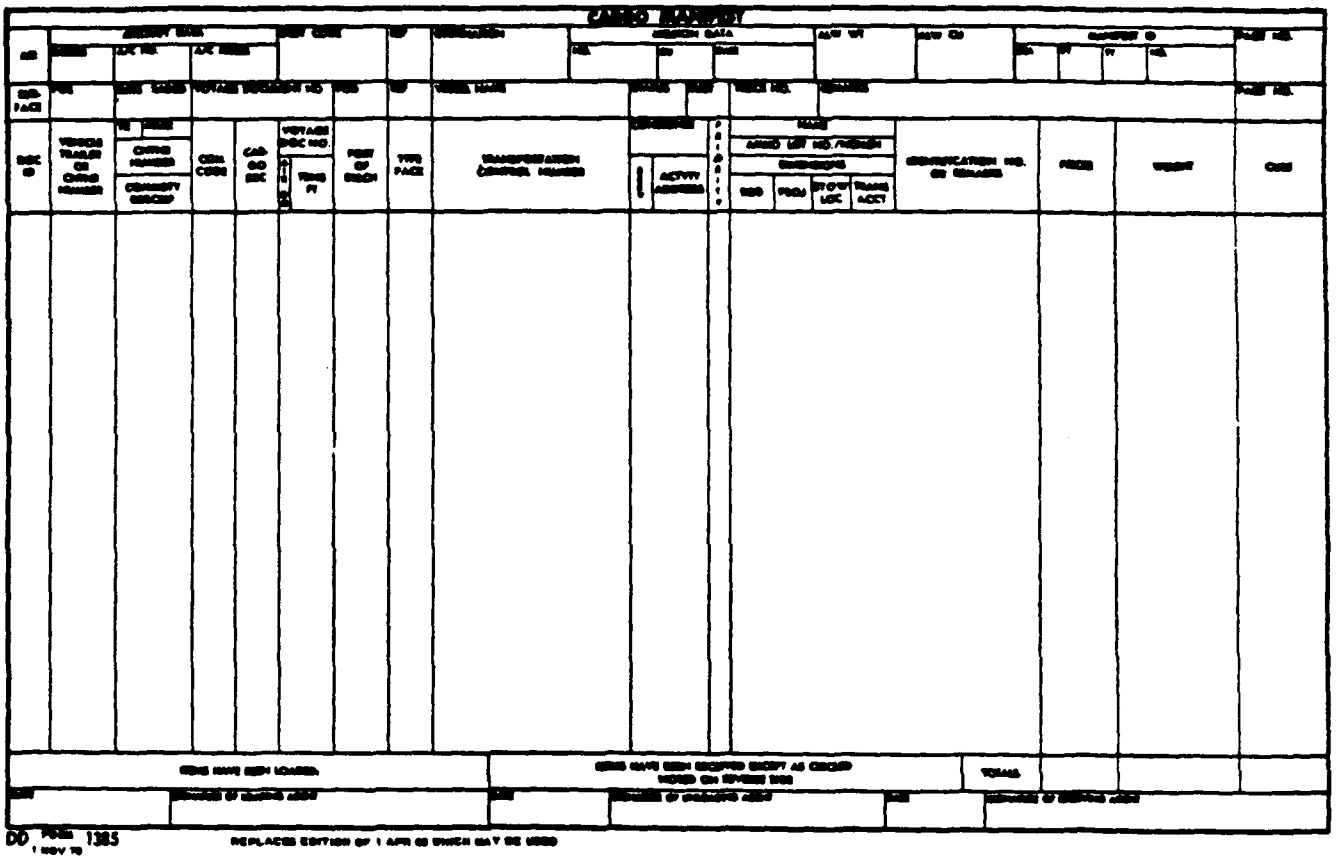


Figure N-2

Ocean Cargo Manifest Recapitulation/Summary, DD Form 1386

☐ RECAPITULATION *(Line a applicable)* ☐ SUMMARY *(Line b applicable)*

OCEAN CARGO MANIFEST RECAPITULATION OR SUMMARY

☐ ORIGINAL ☐ REVISED

1. VESSEL NAME	2. STATUS	3. VOY DOC NO.	4. DATE	5. LOADING PORT	6. HEAVY LIFTS	7. OUTSIZE DIMENSION	PAGE NO.	NO. OF PAGES

DESCRIPTION AND LOCATION OF HEAVY LIFTS AND OTHER SPECIAL DATA

TOTAL CARGO LOADED

a	DESTINATION PORT	DESCRIPTION	LENGTH-WIDTH-HEIGHT	SELF SUS	NON S.S.	VES	CGO	STOW LOCATION	L/T	DESTINATION PORT	SVC	L/T	M/T
b	DESTINATION PORT	COMMODITY CATEGORY	FOR MSTS USE					TRANSPORTATION ACCT CODE	ON DECK	NO. OF UNITS POV'S/MAL OR OTHER			

I HEREBY CERTIFY THAT THE ARTICLES LISTED HEREON HAVE BEEN PLACED ABOARD IN APPARENT GOOD ORDER AND CONDITION.

I HEREBY ACKNOWLEDGE having received the cargo manifested hereon in apparent good order and condition for delivery as indicated, except as otherwise specifically noted.

SIGNATURE	GRADE OR RANK	TITLE	MASTER OF VESSEL *(Signature)*

NAME AND MAILING ADDRESS OF PREPARING ACTIVITY

DD FORM 1386, 1 APR 66

REPLACES EDITION OF 1 APR 63, AND DD FORMS 1386-1-1, 1386-1-2, AND 1386-2, WHICH ARE OBSOLETE.

Figure N-3

Military Shipment Label, DD Form 1387

MILITARY SHIPMENT LABEL		Form Approved OMB No 0704-0188
1. TRANSPORTATION CONTROL NUMBER		2. POSTAGE DATA
3. FROM		4. TYPE SERVICE
5. SHIP TO/POE		6. TRANS PRIORITY
7. POD		8. PROJECT
9. ULTIMATE CONSIGNEE OR MARK FOR	10. WT. (This piece)	11. RDD
	12. CUBE (This piece)	13. CHARGES
	14. DATE SHIPPED	15. FMS CASE NUMBER
	16. PIECE NUMBER	
	17. TOTAL PIECES	

DD Form 1387, NOV 86 *Previous editions are obsolete* GPO : 1987 O - 171-241

Figure N-4

Special Handling Data/Certification, DD Form 1387-2, and Continuation Sheet, DD Form 1387-2C

ITEM NOMENCLATURE	NET QUANTITY PER PACKAGE	TRANSPORTATION CONTROL NO.
	CONSIGNMENT GROSS WEIGHT	DESTINATION
SUPPLEMENTAL INFORMATION		LOAD STORAGE/GROUP
		FLASH POINT

This is to certify that the above named materials are properly classified, described, packaged, marked and labeled, and are in proper condition for transportation according to the applicable regulations of the Dept of Transportation. This is a MILITARY SHIPMENT (Complete applicable blocks below)

This shipment is within the limitations prescribed for PASSENGER AIRCRAFT / CARGO AIRCRAFT ONLY (Delete nonapplicable aircraft)		ATA/IATA/IMCO REGULATIONS		
AFR 71-4, TM 38-250, NAVSUPPUB 505, MCO P4030.19, DLAM 4145.3, Paragraph		49 cfr	PARAGRAPH	EXEMPTION
DOD 4500.32R (MILSTAMP)			173.7 (a)	DOT-E 7573

ADDRESS OF SHIPPER	TYPED NAME, SIGNATURE AND DATE

DD Form 1387-2, JUN 86 — Previous editions are obsolete. — Form Approved / OMB No. 0704-0188

SPECIAL HANDLING DATA/CERTIFICATION

TRANSPORTATION CONTROL NUMBER	NOMENCLATURE OF ITEM	SPECIAL HANDLING DATA/ CERTIFICATION CONTINUATION SHEET
DESTINATION		

HANDLING INSTRUCTIONS

DD Form 1387-2c, JUN 86 — Previous editions are obsolete. — Form Approved OMB No. 0704-0188

Figure N-5

DoD Single Line Item Release/Receipt Document, DD Form 1348-1A

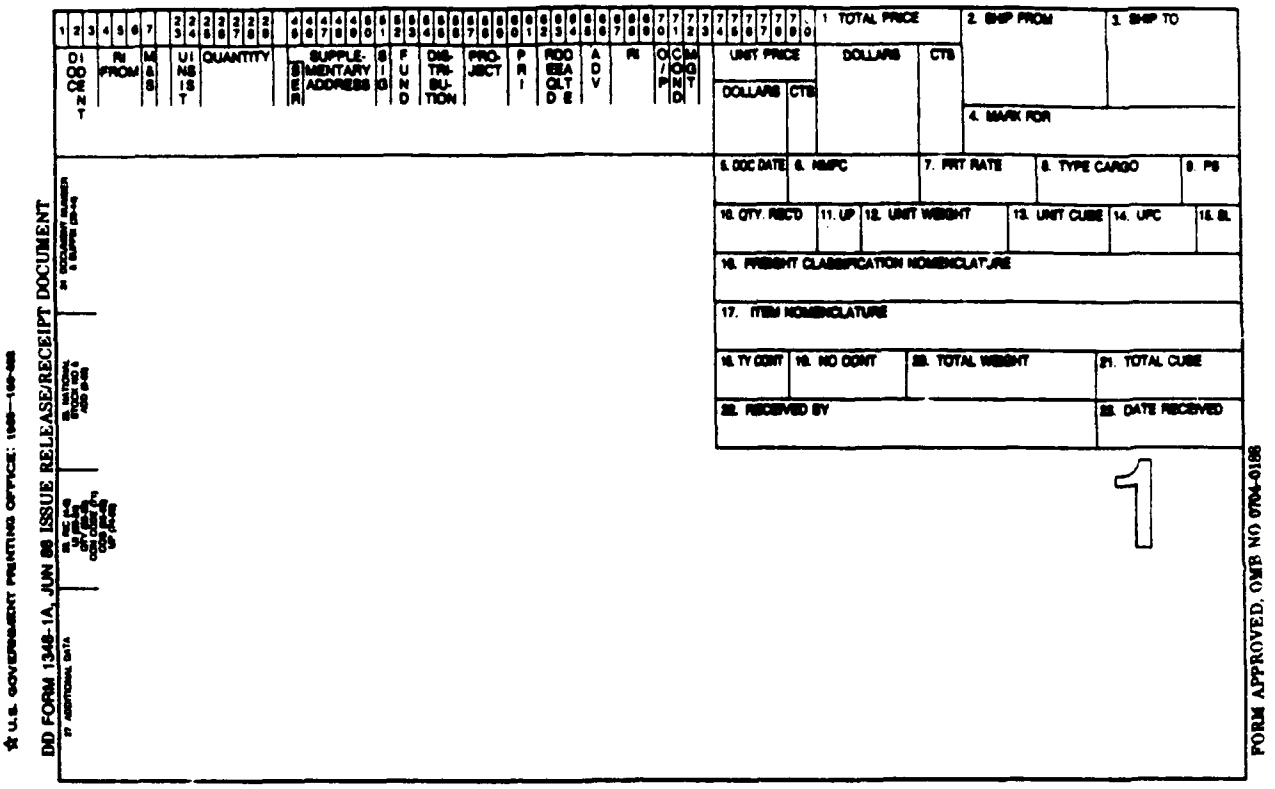
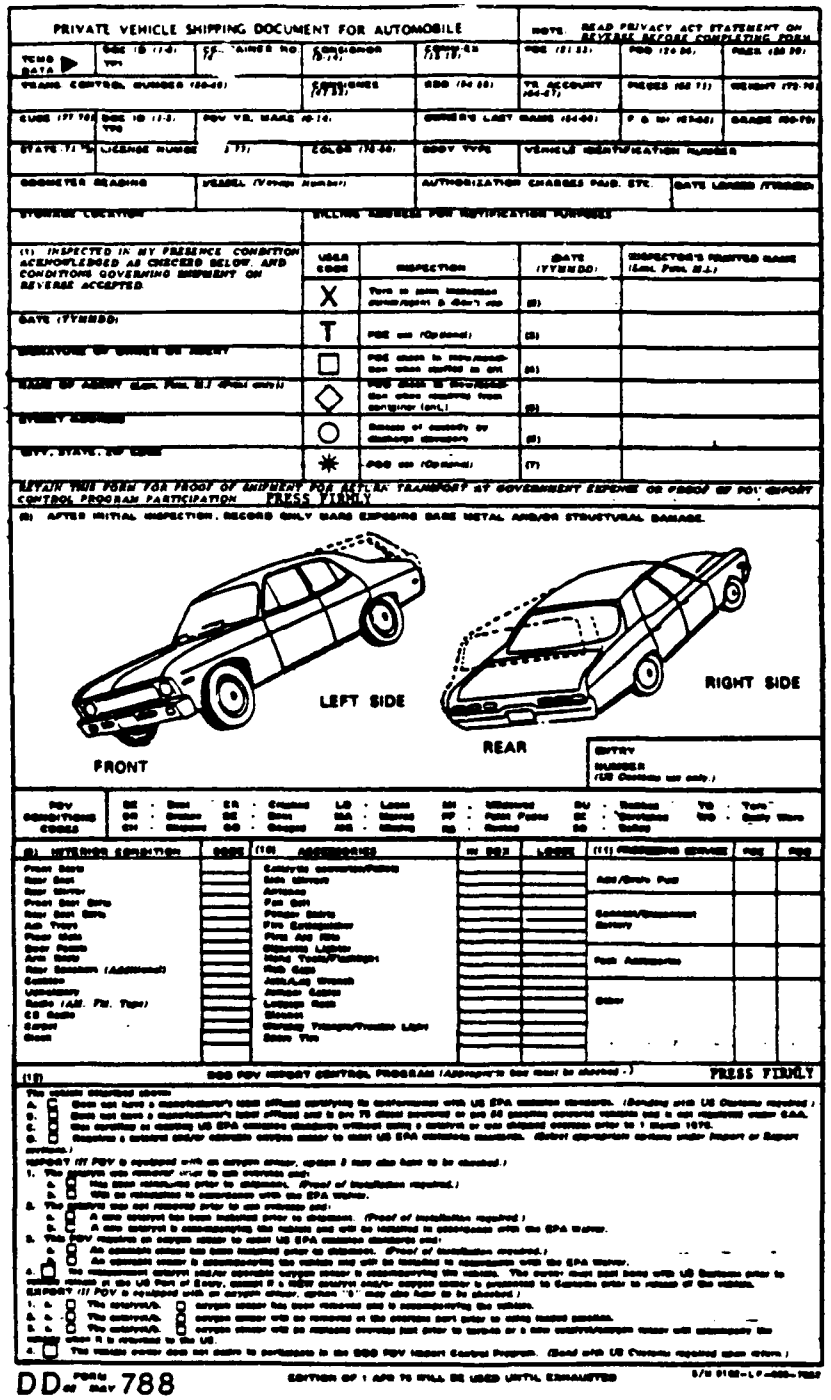


Figure N-6

Private Vehicle Shipping Document for Automobile, DD Form 788



PRIVATE VEHICLE SHIPPING DOCUMENT FOR AUTOMOBILE

NOTE: READ PRIVACY ACT STATEMENT ON REVERSE BEFORE COMPLETING FORM

(1) INSPECTED IN MY PRESENCE. CONDITION ACKNOWLEDGED AS CHECKED BELOW, AND CONDITIONS GOVERNING SHIPMENT ON REVERSE ACCEPTED.

USAA CODE	INSPECTION	DATE (YYMMDD)	INSPECTOR'S PRINTED NAME (Last, First, M.I.)
X		(5)	
T		(5)	
□		(5)	
◇		(5)	
○		(5)	
✱		(7)	

RETAIN THIS FORM FOR PROOF OF SHIPMENT FOR REPLACEMENT AT GOVERNMENT EXPENSE OR PROOF OF POV EXPORT CONTROL PROGRAM PARTICIPATION. PRESS FIRMLY

(2) AFTER INITIAL INSPECTION, RECORD ONLY DAMS EXPOSING BARE METAL AND/OR STRUCTURAL DAMAGE.

FRONT

LEFT SIDE

REAR

RIGHT SIDE

ENTRY NUMBER (US Customs use only.)

POV CONDITIONS CODES: SE : Sand; CR : Crushed; LO : Loose; SH : Shattered; DU : Dusting; TR : Torn; DE : Dents; DA : Damaged; RP : Paint Peels; CC : Scratches; WO : Body Worn; SM : Smashed; BR : Bruised; MS : Missing; RU : Rusted; DI : Dirty

(9) INTERIOR EQUIPMENT	CODE	(10) ACCESSORIES	W/ POV	LOOSE	(11) PROTECTIVE COVERS	YES	NO
Front Seats		Exterior mirrors/Fairing					
Rear Seat		Side Moldings			Hub/Grille Pad		
Seat Belts		Antenna					
Front Door Data		Fog Lamps			Canvas/Encapsulated Canopy		
Rear Door Data		Personal Effects					
Arm Rests		Fire Extinguisher					
Floor Mats		Tires And Rims					
Door Panels		Shipping Lugging					
Arm Rests		Hand Tools/Package			Hub Accessories		
Rear Speakers (Additional)		Hub Caps					
Cushions		Antenna Shield					
Upholstery		Antenna Cables					
Radio (AM, FM, Tape)		Luggage Rack			Other		
CB Radio		Bonnet					
Carpet		Warning Triangle/Flasher Light					
Sheet		Spare Tire					

(12) DOD POV EXPORT CONTROL PROGRAM (Acknowledge box must be checked.) PRESS FIRMLY

The vehicle checked above:

A. ☐ Does not have a manufacturer's label affixed certifying its conformance with US EPA emission standards. (Sending unit US Customs required.)

B. ☐ Does not have a manufacturer's label affixed and is for US street personal or use as passenger carrying vehicle and is not registered under G.A.A.

C. ☐ Was operated in meeting US EPA emissions standards without being a prototype or was produced entirely prior to 1 March 1975.

D. ☐ Requires a catalyst and/or complete exhaust system to meet US EPA emissions standards. (Select appropriate options under Import or Export sections.)

IMPORT !!! POV is equipped with an oxygen sensor, system 3 must also have to be checked.)

1. The vehicle was released prior to sale overseas and:
   a. ☐ Has been reinstalled prior to shipment. (Proof of installation required.)
   b. ☐ Will be reinstalled in accordance with the EPA waiver.
2. The vehicle was not removed prior to sale overseas and:
   a. ☐ A new catalyst has been installed prior to shipment. (Proof of installation required.)
   b. ☐ A new catalyst is accompanying the vehicle and will be installed in accordance with the EPA waiver.
3. The POV requires an oxygen sensor to meet US EPA emission standards and:
   a. ☐ An operable sensor has been installed prior to shipment. (Proof of installation required.)
   b. ☐ An operable sensor is accompanying the vehicle and will be installed in accordance with the EPA waiver.
4. ☐ The replacement catalyst and/or operable oxygen sensor is accompanying the vehicle. The owner must comply with US Customs prior to importation of the US Port of Entry, except if a new catalyst and/or oxygen sensor is presented to Customs prior to release of the vehicle.

EXPORT !!! POV is equipped with an oxygen sensor, system 3 must also have to be checked.)

1. a. ☐ The catalyst, ☐ oxygen sensor has been removed and is accompanying the vehicle.
2. a. ☐ The catalyst, ☐ oxygen sensor will be removed at the overseas port prior to vehicle being exported.
3. a. ☐ The catalyst, ☐ oxygen sensor will be replaced overseas port prior to release of a new catalyst/oxygen sensor will accompany the vehicle when it is returned to the US.
4. ☐ The vehicle owner does not desire to participate in the DOD POV Export Control Program. (Send with US Customs required upon return.)

DD FORM 788

EDITION OF 1 APR 79 IS STILL BE USED UNTIL EXHAUSTED

Figure N-7

Private Vehicle Shipping Document for Automobile, DD Form 788

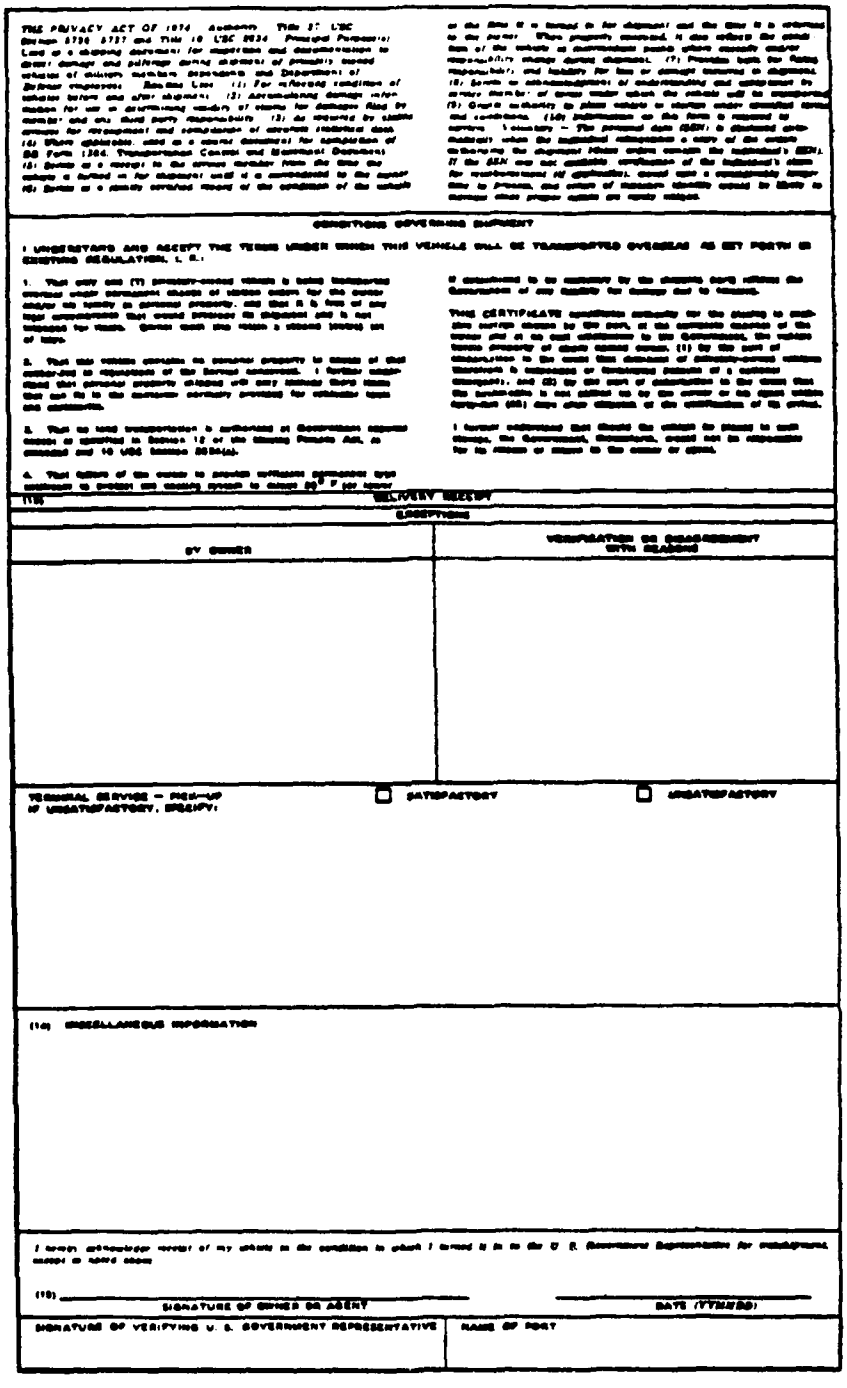
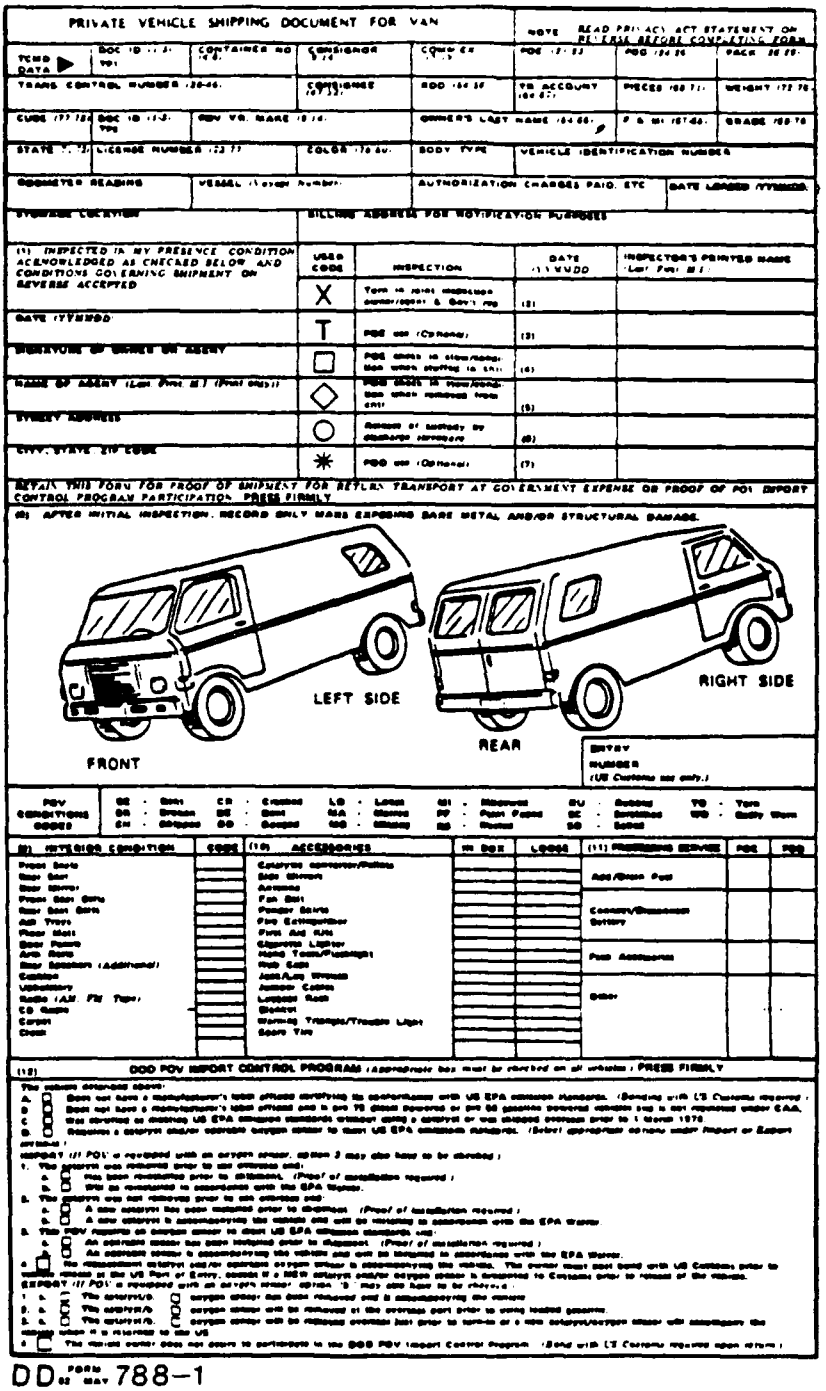


Figure N-7 (cont.)

Private Vehicle Shipping Document for Van, DD Form 788-1



PRIVATE VEHICLE SHIPPING DOCUMENT FOR VAN

NOTE: READ PRIVACY ACT STATEMENT ON REVERSE BEFORE COMPLETING FORM

TCMD DATA ▶

USED CODE	INSPECTION	DATE (YYMMDD)	INSPECTOR'S PRINTED NAME (Last, First, MI)
X	Term or prior inspection (enter/report & Date)	(2)	
T	POE exit (Optional)	(3)	
□	POE arrival in storage (box when shipping to US)	(4)	
◇	POD depart in storage (box when removed from unit)	(5)	
○	Release of custody by shipping contractor	(6)	
✳	POD exit (Optional)	(7)	

RETAIN THIS FORM FOR PROOF OF SHIPMENT FOR RETURN TRANSPORT AT GOVERNMENT EXPENSE OR PROOF OF POV IMPORT CONTROL PROGRAM PARTICIPATION. PRESS FIRMLY

(8) AFTER INITIAL INSPECTION, RECORD ONLY MARS EXPOSING BARE METAL AND/OR STRUCTURAL DAMAGE.

ENTRY NUMBER (US Customs use only.)

POV CONDITIONS CODES														
	BE : Bent	CR : Cracked	LO : Loose	MI : Missing	RU : Rusted	TO : Torn								
	BR : Broken	DE : Dent	MA : Marred	PP : Paint Peeling	SC : Scratched	WD : Badly Worn								
	CH : Chipped	DO : Dented	MS : Missing	RE : Rusted	SO : Soiled									

(9) INTERIOR CONDITION	CODE	(10) ACCESSORIES	IN BOX	LOOSE	(11) PROCESSING SERVICE	POE	POD
Front Seats		Carpeting (Additional)			Add/Drain Fuel		
Rear Seat		Side Storage					
Rear Mirror		Antenna					
Front Sun Gate		Fan Belt					
Rear Sun Gate		Power Saws			Convert/Disconnect Battery		
Add Trays		Fire Extinguisher					
Phone Mast		Tire And Rim					
Rear Panels		Cigarette Lighter					
Arm Rests		Hand Tools/Flashlight			Post Assessment		
Rear Bedroom (Additional)		Mud Guard					
Cabinets		Jack/Lug Wrench					
Upholstery		Antique Cabins					
Radio (AM, FM, Tape)		Luggage Rack			Other		
CB Radio		Blanket					
Carpet		Warning Triangle/Trouble Light					
Clock		Spare Tire					

(12) DOD POV IMPORT CONTROL PROGRAM (Appropriate box must be checked on all vehicles) PRESS FIRMLY

The vehicle described above:

A. ☐ Does not have a manufacturer's label affixed certifying its conformance with US EPA emission standards. (Bonding with US Customs required.)
B. ☐ Does not have a manufacturer's label affixed and is pre 76 diesel powered or pre 68 gasoline powered vehicle and is not required under CAA.
C. ☐ Was converted to meet any US EPA emission standards without using a catalyst or was shipped overseas prior to 1 March 1978.
D. ☐ Requires a catalyst and/or oxygen sensor to meet US EPA emissions standards. (Select appropriate actions under Import or Export sections.)

IMPORT (If POV is equipped with an oxygen sensor, option 3 may also have to be checked.)

1. The catalyst was removed prior to exit overseas and:
   a. ☐ Has been reinstalled prior to shipment. (Proof of reinstallation required.)
   b. ☐ Will be reinstalled in accordance with the EPA Waiver.
2. The catalyst was not removed prior to exit overseas and:
   a. ☐ A new catalyst has been installed prior to shipment. (Proof of installation required.)
   b. ☐ A new catalyst is accompanying the vehicle and will be installed in accordance with the EPA Waiver.
3. This POV requires an oxygen sensor to meet US EPA emissions standards and:
   a. ☐ An oxygen sensor has been installed prior to shipment. (Proof of installation required.)
   b. ☐ An oxygen sensor is accompanying the vehicle and will be installed in accordance with the EPA Waiver.
4. ☐ The replacement catalyst and/or oxygen sensor is accompanying the vehicle. The owner must post bond with US Customs prior to release at the US Port of Entry, unless if a new catalyst and/or oxygen sensor is presented to Customs prior to release of the vehicle.

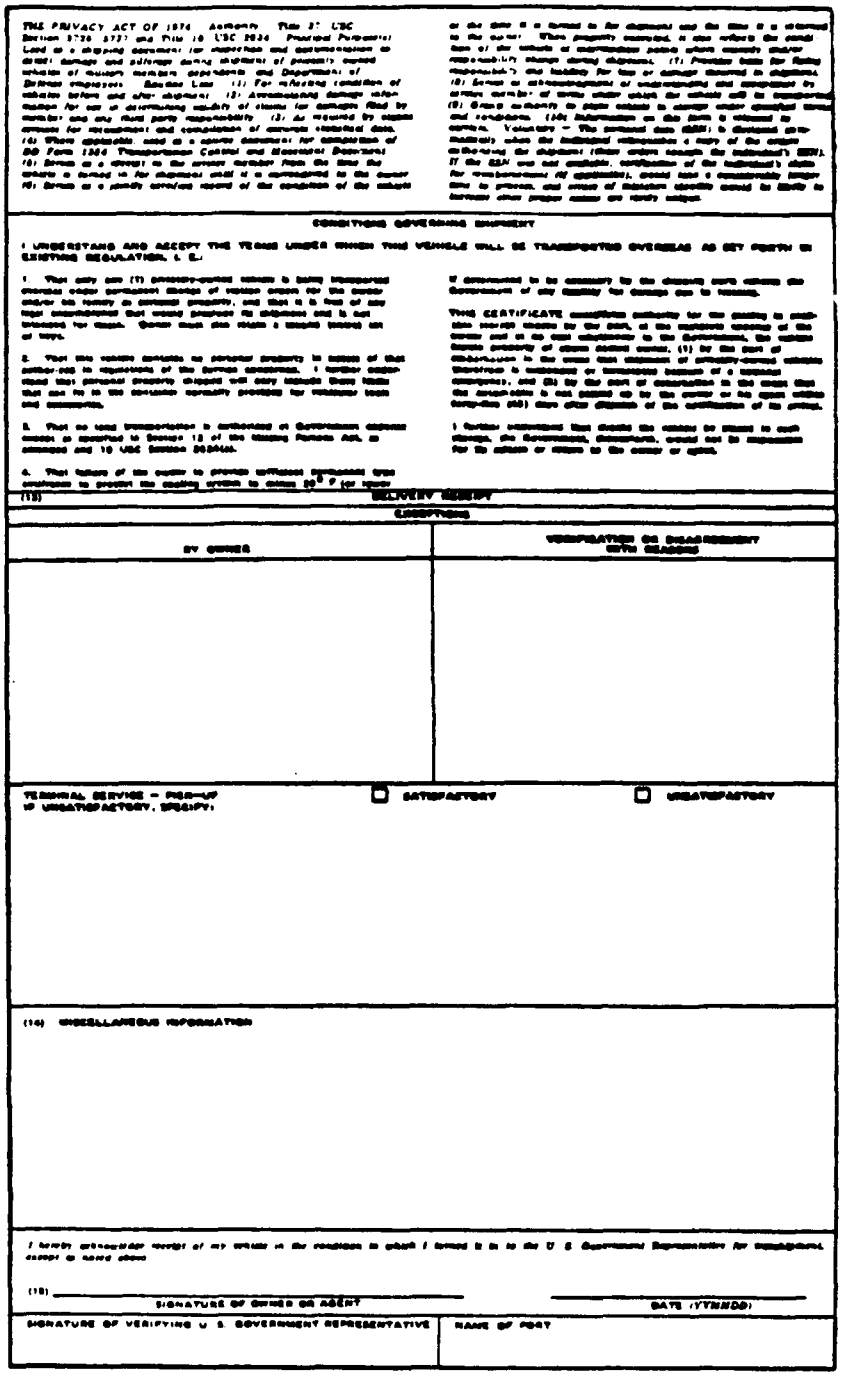
EXPORT (If POV is equipped with an oxygen sensor, option 3 may also have to be checked.)

1. a. ☐ The catalyst/a ☐ oxygen sensor has been removed and is accompanying the vehicle.
2. a. ☐ The catalyst/a ☐ oxygen sensor will be removed at the overseas port prior to using leaded gasoline.
3. a. ☐ The catalyst/a ☐ oxygen sensor will be removed overseas and prior to turning on a new catalyst/oxygen sensor will accompany the vehicle when it is returned to the US.
4. ☐ The vehicle owner does not desire to participate in the DOD POV Import Control Program. (Bond with US Customs required upon entry.)

DD FORM 788-1

Figure N-8

Private Vehicle Shipping Document for Van, DD Form 788-1



THE PRIVACY ACT OF 1974 Authority: Title 37 USC Section 5726, 5727 and Title 10 USC 2634 Personal Property Law as a shipping agreement for inspection and authorization of [illegible] damage and pickups during shipment of privately owned vehicles of military members, dependents and Department of Defense employees. Routine Uses: (1) For reference [illegible] vehicle before and after shipment. (2) Accompanying damage claim [illegible] for use in determining validity of claims for damage filed by member and any third party responsible. (3) As required by routine [illegible] for management and compilation of statistical data. (4) Where applicable used as a source document for completion of DD Form 1384 Transportation Control and Movement Document. (5) Serves as a receipt to the person receiving from time the vehicle is turned in for shipment until it is surrendered to the owner. (6) Serves as a permanent record of the condition of the vehicle at the time it is turned in for shipment and the time it is returned to the owner. When properly executed, it also relieves the carrier from all responsibility except [illegible] responsibility and liability for loss or damage incurred in shipment. (7) Provides basis for filing claims with carrier or [illegible] which the vehicle will be transported. (8) Gives authority to [illegible] to accept vehicle described herein and [illegible]. (10) Information on this form is obtained by contract. Voluntary - The personal data (SSN) is requested primarily when the individual relinquishes a copy of the vehicle shipping document. Failure to furnish the individual's SSN, if the SSN was not available, confirmation of the individual's identity, [illegible] (if applicable), cannot take a reasonable [illegible] to process, and release of information [illegible] to persons and groups of persons [illegible].

CONDITIONS GOVERNING SHIPMENT

I UNDERSTAND AND ACCEPT THE TERMS UNDER WHICH THIS VEHICLE WILL BE TRANSPORTED OVERSEAS AS SET FORTH IN EXISTING REGULATIONS, I.E.:

1. That only one (1) privately-owned vehicle is being transported overseas under permanent change of station orders for the owner and/or his family as personal property, and that it is free of any legal encumbrance that would prevent its shipment and is not intended for resale. Owner must also furnish a complete listing on of keys.

2. That this vehicle contains no personal property in excess of that authorized by regulations of the Service concerned. I further understand that personal property shipped will carry insurance there that and he is the exclusive remedy provided for whatever loss and transportation.

3. That no local transportation in connection at Government expense except as specified in Section 12 of the Military Personnel Act, as amended and 10 USC Section 2634(d).

4. That failure of the owner to provide sufficient information upon completion to prevent the loading vehicle to arrive [illegible] or upon delivery to the destination by the shipping agent relieves the Government of any liability for damage done to vehicle.

THIS CERTIFICATE constitutes authority for the loading to available vessels by the Navy, of the equipment covered by this order and to the said conditions to the Government, the owner hereby [illegible] (1) for the term of embarkation to the vessel that statement of privately-owned vehicles [illegible] is satisfactory or [illegible] inventory of a [illegible] accompanies, and (2) for the term of [illegible] to the vessel that the inspection is not passed on by the owner on the space [illegible] (DD) there after disposal of the certificate of the owner.

I further understand that should the vehicle be stored in such storage, the Government, [illegible], should not be responsible for the actions or omissions to the owner or agent.

(13) DELIVERY RECEIPT

EXCEPTIONS

BY OWNER	VERIFICATION OR DISAGREEMENT WITH REMARKS

TERMINAL SERVICE - PICK-UP IF UNSATISFACTORY, SPECIFY: ☐ SATISFACTORY ☐ UNSATISFACTORY

(14) MISCELLANEOUS INFORMATION

I hereby acknowledge receipt of my vehicle in the condition in which I turned it in to the U.S. Government Representative for transportation, except as noted above.

(15) _____ SIGNATURE OF OWNER OR AGENT _____ DATE (YYMMDD)

SIGNATURE OF VERIFYING U.S. GOVERNMENT REPRESENTATIVE	NAME OF PORT

Figure N-8 (cont.)

Private Vehicle Shipping Document for Motorcycle, DD Form 788-2

PRIVATE VEHICLE SHIPPING DOCUMENT FOR MOTORCYCLE

NOTE: READ PRIVACY ACT STATEMENT ON REVERSE BEFORE COMPLETING FORM

YEAR DATA ▶	DOC ID (3 POV)	CONTAINER NO (20)	CONSIGNOR (21)	CONV ID (22)	POE (23)	POD (24)	PACK (25)
TRANS CONTROL NUMBER (26)		CONSIGNEE (27)	ADD (28)	YR ACCOUNT (29)	PIECES (30)	WEIGHT (31)	
CUBE (32)	DOC ID (33 POV)	POV YR MAKE (34)	OWNER'S LAST NAME (35)		F & MI (36)	GRADE (37)	
STATE (38)	LICENSE NUMBER (39)	COLOR (40)	BODY TYPE	VEHICLE IDENTIFICATION NUMBER			
ODOMETER READING	VESSEL (Voyage Number)	AUTHORIZATION CHARGES PAID ETC		DATE LEAVED HOUSE			
OVERSEAS LOCATION	BILLING ADDRESS FOR NOTIFICATION PURPOSES						

(1) INSPECTED IN MY PRESENCE CONDITION ACKNOWLEDGED AS CHECKED BELOW AND CONDITIONS GOVERNING SHIPMENT ON REVERSE ACCEPTED

USED CODE	INSPECTION	DATE (YYMMDD)	INSPECTOR'S PRINTED NAME (Last First MI)
X	Vehicle in good condition and operational & Govt use	(2)	
T	POE use (Optional)	(3)	
□	POD shows no damage/deficiencies when shipped as one	(4)	
◇	POD shows damage/deficiencies when received from one	(5)	
○	Release of custody by shipping activity	(6)	
✳	POD use (Optional)	(7)	

SIGNATURE OF OWNER OR AGENT

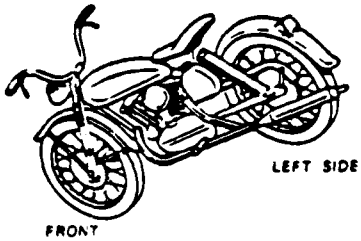
NAME OF AGENT (Last First MI if not owner)

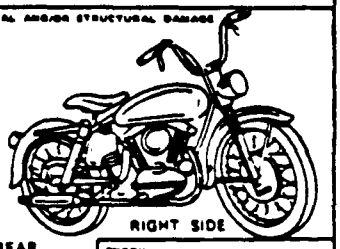
STREET ADDRESS

CITY STATE ZIP CODE

RETAIN THIS FORM FOR PROOF OF SHIPMENT FOR RETURN TRANSPORT AT GOVERNMENT EXPENSE OR PROOF OF POV IMPORT CONTROL PROGRAM PARTICIPATION PRESS FIRMLY

(8) AFTER INITIAL INSPECTION, RECORD ONLY MARKS EXPOSING BARE METAL AND/OR STRUCTURAL DAMAGE





ENTRY NUMBER (U.S. Customs use only)

POV CONDITIONS CODES															
	BE	Bent	CR	Cracked	LO	Loose	MI	Misaligned	RU	Rusted	TO	Torn			
	BR	Broken	DE	Dent	MA	Marred	PP	Paint Peeled	SC	Scratched	WE	Water Stains			
	CH	Chipped	GO	Gouged	MS	Missing	RS	Rusted	SO	Soiled					

(9) INTERIOR CONDITION	CODE	(10) ACCESSORIES	IN GOOD	LOOSE	(11) PROTECTIVE SERVICE	POE	POD
Front Seats		Electrical Generator/Alternator					
Rear Seat		Radio Receiver			Auto/Driver Pack		
Rear Mirror		Antenna					
Front Seat Belts		Fan Belt					
Rear Seat Belts		Fender Skirts			Contact/Weatherproof Battery		
Arm Rests		Fire Extinguisher					
Floor Mats		Fins And Rims					
Door Panels		Cigarette Lighter			Paint Application		
Arm Rests		Hand Tools/Flashlight					
Rear Speakers (Additional)		Hub Caps					
Cushion		Jack/Lug Wrench					
Upholstery		Outdoor Cables			Other		
Radio (AM FM Type		Luggage Rack					
CB Radio		Shocks					
Carpet		Warning Triangle/Trouble Light					
Clock		Spare Tire					

(12) DOD POV IMPORT CONTROL PROGRAM (Appropriate box must be checked on all vehicles) PRESS FIRMLY

THIS MOTORCYCLE DESCRIBED ABOVE

a. ☐ Was manufactured after January 1, 1978 and does not have a manufacturer's label affixed certifying its conformance with US EPA emissions standards. The owner must post a bond with US Customs prior to release at the US Port of Entry.

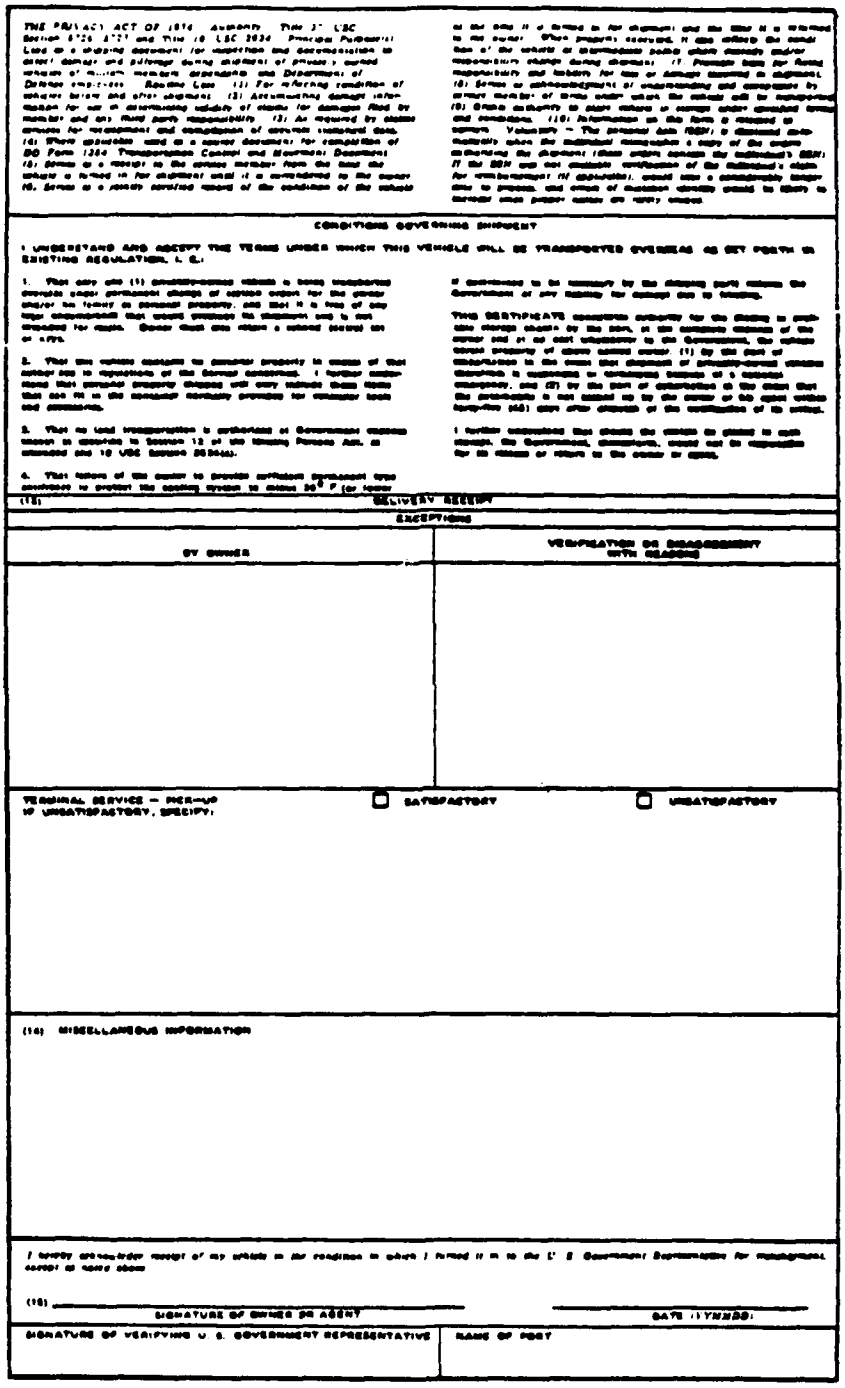
b. ☐ Was manufactured after January 1, 1978 and does have a manufacturer's label affixed certifying its conformance with US EPA emissions standards.

c. ☐ Is not subject to the regulations under the Clean Air Act because it was manufactured before January 1, 1978.

DD FORM 788-2

Figure N-2

Private Vehicle Shipping Document for Motorcycle, DD Form 788-2



CONDITIONS GOVERNING SHIPMENT

(15) DELIVERY RECEIPT

EXCEPTIONS

BY OWNER	VERIFICATION OR DISAGREEMENT WITH REMARKS

TERMINAL SERVICE — PICK-UP IF UNSATISFACTORY, SPECIFY:

☐ SATISFACTORY ☐ UNSATISFACTORY

(16) MISCELLANEOUS INFORMATION

(18) _____ _____

SIGNATURE OF OWNER OR AGENT DATE (YYMMDD)

SIGNATURE OF VERIFYING U. S. GOVERNMENT REPRESENTATIVE	NAME OF POST

Figure N-9 (cont.)

CHANGE REGISTER				
Interim Change No.	Date	Page and Paragraph(s)	Formal Change No.	Date

CHANGE REGISTER				
Interim Change No.	Date	Page and Paragraph(s)	Formal Change No.	Date

•U.S. G.P.O. 1987-181-135:60006

SUPPLEMENTARY

INFORMATION

"CHANGE IN STATUS OF DOCUMENT" 11/09/95 7:27 AM

TO:DTIC/OMS FROM:DTIC/OCC

SUBJECT:ERRATAS BY:

DOCUMENT DESCRIPTIONS: (AD NUMBERS)

AD-A268 034 WHICH INCLUDES CHANGES #8 DTD 15 FEB 95 & CHANGE #9 DTD 22 MAR 95, WHICH INCLUDE INSTRUCTIONAL MEMOS & NEW OR REVISED PAGES.

AD-A278 040 CHANGE #1 WHICH IS A INSTRUCTIONAL MEMO DTD 1 JULY 95, PLUS NEW OR REVISED PAGES.

AD-A278 163 WHICH INCLUDES AN SEPARATE ERRATA SHEET, PLUS CHANGES #5 DTD 1 APR 95 & CHANGE #6 DTD 1 JUL 95, WHICH INCLUDE INSTRUCTIONAL MEMOS AND NEW OR REVISED PAGES.

AD-A278 357 WHICH INCLUDES CHANGE #1 DTD 1 JUL 95, CHANGE #4 DTD 1 APR 95 & CHANGE #5 DTD 1 JUL 95 WHICH A INSTRUCTIONAL MEMOS PLUS NEW OR REVISED PAGES.

AD-A278 457 WHICH IS AN INSTRUCTIONAL MEMO DTD 18 MAY 95, PLUS REVISED PAGES.

AD-A278 626 CHANGE #2 WHICH IS A INSTRUCTIONAL MEMO DTD 1 MAY 95, PLUS REVISED PAGES.

AD-A279 029 WHICH INCLUDES MMSC NUMBERED LETTERS 95-01 DTD 24 APR 95, 95-03 DTD 1 MAY 95, 95-04 DTD 18 MAY 95, 95-05 DTD 22 MAY 95, 95-06 DTD 12 95, 95-07 DTD 18 MAY 95, 95-09 DTD 14 JUL 95 WHICH ARE ALL INSTRUCTIONAL LETTERS.

AD-A279 259 FACSIMILE TRANSMITTAL SHEET DTD 24 OCT 95.

AD-A279 301 CHANGE #4 WHICH INCLUDES A INSTRUCTIONAL MEMO DTD 7 MAR 95, PLUS NEW OR REVISED PAGES.

AD-A279 353 CHANGE #3 WHICH INCLUDES A INSTRUCTIONAL MEMO DTD 22 MAY 95, PLUS NEW OR REVISED PAGES

AD-A279 355 CHANGE #8 WHICH INCLUDES A INSTRUCTIONAL MEMO DTD 18 MAY 95, PLUS CHANGE AND/OR MODIFICATIONS.

AD-A282 611 REVISION #1 WHICH INCLUDES A INSTRUCTIONAL MEMO DTD 13 OCT 95, AND FIVE REVISED PAGES.

AD-B175 057 WHICH INCLUDES AN BIENNIAL REVIEW MEMO DTD 21 AUG 95 & A DD FORM 2024.

AD-B175 919 WHICH INCLUDES AN BIENNIAL REVIEW MEMO DTD 6 SEPT 95 & A DD FORM 2024.

AD-B969 460 WHICH INCLUDES AN BIENNIAL REVIEW MEMO DTD 6 SEP 95 & A DD FORM 2024.

AD-B175 934 WHICH INCLUDES AN BIENNIAL REVIEW MEMO DTD 6 SEP 95 & A DD FORM 2024.

AD-B969 383 WHICH INCLUDES AN BIENNIAL REVIEW MEMO DTD 17 AUG 95, ADDENDUM #3 DTD 17 AUG 95 & A DD FORM 2024.

DEFENSE LOGISTICS AGENCY
HEADQUARTERS
CAMERON STATION
ALEXANDRIA, VIRGINIA 22304-6100

DLMSO

CHANGE NO. 6
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Vol. I

15 MAY 1995

MILITARY STANDARD TRANSPORTATION AND MOVEMENT PROCEDURES

AD-A278 457

I. This change, published by direction of the Deputy Under Secretary of Defense (Logistics) (DUSD(L)), under the authority of DoD Directive 4140.1, Materiel Management Policy, is effective upon receipt.

II. This change incorporates:

A. Interim Changes 6-1 thru 6-5.

B. The following Approved MILSTAMP Changes:

(1) AMCL 28, Consolidated Shipment Information
(2) AMCL 30A, Transportation Priority
(3) AMCL 39, Defense Transportation System (DTS) Definition

C. Miscellaneous editorial revisions to correct and/or clarify existing information.

III. Chapters, paragraphs, and figures that contain additions or modifications are highlighted by ***bold italic type***.

IV. Remove old pages listed below and insert new revised pages as follows:

Remove Old	Insert New
v thru xiii	v thru x
xv and xvi	xi and xii
1-A-1 thru 1-A-4	1-A-1 thru 1-A-3
1-B-1 thru 1-B-8	1-B-1 thru 1-B-6
1-C-1 thru 1-C-6	1-C-1 thru 1-C-4
1-D-1	1-D-1
2-A-1 thru 2-A-3	2-A-1 thru 2-A-3
2-B-1 thru 2-B-55	2-B-1 thru 2-B-39
3-B-1 thru 3-B-9	3-B-1 thru 3-B-7
3-C-1 thru 3-C-57	3-C-1 thru 3-C-45
3-D-1 thru 3-D-13	3-D-1 thru 3-D-10
3-E-1 thru 3-E-4	3-E-1 thru 3-E-3
A-1 thru A-17	A-1 thru A-12
B-1 thru B-9	B-1 thru B-8
C-1 thru CC-14	C-1 thru C-11
D-1 thru D-59	D-1 thru D-42
E-1 thru E-9	E-1 thru E-8
F-1 thru F-3	F-1 thru F-3
F5-1 and F5-2	F5-1 and F5-2
F8-1 thru F8-6	F8-1 thru F8-5
F13-1 thru F13-3	F13-1 and F13-2
F14-1 thru F14-4	F14-1 thru F14-3

Remove Old	Insert New
F16-1 and F16-2	F16-1 thru F16-3
F18-1 thru F18-4	F18-1 thru F18-4
F21-1 thru F21-29	F21-1 thru F21-27
F22-1	F22-1
F23-1 thru F23-3	F23-1 thru F23-4
G-1 thru G-10	G-1 thru G-7
H-1 thru H-31	H-1 thru H-29
I-1 thru I-6	I-1 thru I-6
J-1 thru J-67	J-1 thru J-53
K-1 thru K-18	K-1 thru K-15
L-1 thru L-13	L-1 thru L-11
M-1 thru M-15	M-1 thru M-13

V. This change sheet will be filed in front of the publication for reference purposes, after changes have been made.

BY ORDER OF THE DIRECTOR

RAUL A. MARTINEZ
DASC Administrator

DISTRIBUTION
41; 62

VOLUME I. THE MILITARY STANDARD TRANSPORTATION AND MOVEMENT PROCEDURES (MILSTAMP)

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CHAPTER 1

INTRODUCTION

SECTION A GENERAL

1. Authority. Department of Defense Directive 4140.1, subject: Materiel Management Policy, 4 January 1993, (reference a) prescribes publication and use of this regulation.

2. Purpose. This regulation provides DoD policy for the transportation and movement of materiel. MILSTAMP prescribes standard data elements, codes, formats, documents, forms, rules, methods, and procedures required by DoD Components and other U.S. Government Agencies/civil authorities, and users of the Canada-United States Integrated Lines of Communication (CANUS-ILOC) in the transportation and movement of materiel to, within, and beyond the Defense Transportation System (DTS). ***The DTS is that portion of the Nation's transportation infrastructure that supports Department of Defense transportation needs in peace and war. The DTS consists of those common-user military and commercial assets, services, and systems organic to, contracted by, or controlled by the Department of Defense.***

3. Scope and Applicability

a. This regulation applies to the Army, Navy, Air Force, Marine Corps, DLA, Coast Guard, GSA, ***USTRANSCOM and its transportation component commands (TCCs)***, and other activities/Agencies using the DTS.

b. MILSTAMP applies to all shipments entering the DTS. Some portions of MILSTAMP such as the codes and data elements it contains and intransit data reporting are also used for non-DTS shipments.

c. Requests for deviations or exceptions to this regulation must be processed through the DoD MILSTAMP System Administrator for approval or waiver.

d. All material transported during activation or exercise of the CANUS-ILOC will be documented in accordance with MILSTAMP as prescribed in reference y.

4. Exclusions. There are no exclusions from MILSTAMP data/documentation requirements for shipments entering the DTS. Some shipments which might logically fit the description of movement in the DTS are instead covered by Service or Agency regulations. Those DTS like shipments not covered by MILSTAMP are:

a. Coal and petroleum products shipped in bulk.

b. Special Assignment Airlift Missions (SAAM).

c. Marine Corps tactical unit movements by exclusive-use surface transportation under special arrangements between the WCA, the MSC, and the Marine Corps.

d. Annual resupply projects not entering the DTS.

5. Policy

a. MILSTAMP policy is designed to facilitate the exchange of logistics data between Services and Agencies. Deviations or exemptions will not be approved unless the user establishes that MILSTAMP does not provide workable methods or procedures. MILSTAMP accommodates technological improvements; however, prior to tests of innovative procedures within selected segments of the DTS, the MILSTAMP Administration Office and all Agencies concerned will be advised. MILSTAMP users involved in the development of advanced logistics systems will establish liaison with the DoD MILSTAMP System Administrator. In addition, Service and Agency mobility plans will recognize MILSTAMP documentation requirements.

b. Maximum use is made of ADPE, DSN, ***EDI,*** and the DDN to speed the exchange of MILSTAMP data. Services, Agencies, and theater commands establish COMRIs for clearance authorities, terminals, and related activities requiring MILSTAMP data. Telecommunication precedence for transmitting MILSTAMP data are determined from the MILSTAMP Telecommunications Guide in figure 1-A-1.

c. MILSTAMP documents are not classified unless the sponsoring Service assigns a security classification in accordance with DoD 5200.1-R (reference b); GSA will use ADMP 1025.2, (reference c). When so classified, the integrity of the classification is protected within the DTS. Classified cargo will be protected in accordance with procedures prescribed by references b, c, and other applicable regulations. When considering major modifications to existing or development of new transportation data/documentation and related information systems, it must be recognized that the movement of personnel and materiel is the prime consideration and necessary data transmittal should not be an impediment to that effort. For the near term, any effort to provide transportation data/documentation and related information systems with classification protection must be limited to minor modifications and altered procedures that remain within and can be accommodated by existing transportation systems. For the longer term, Service unique and DoD transportation systems undergoing development or enhancement must recognize the importance of security implications.

MILSTAMP Telecommunications Guide

Document Identifier	Name	*DDN* content indicator code[1]	TP	Telecommunications precedence for normal operations[2]	Telecommunications precedence during minimize
T_(0-9)	TCMD from shipper to the clearance authority	KAZ (surface) KBZ (air)	1-3	O	O
T_(A-I)	Air manifest	KBZ	1-3	P	P
T_(J-R)	Ocean manifest	KAZ	1-3	P	P
——	Cargo traffic message	——	——	P	P
TK_	Intransit data	KCZ	1-3	R	Mail
----	CORM	----	----	R	Mail
TM_	Tracer actions	KAZ (surface) KBZ (air)	3 1-2	R P	R P

Figure 1-A-1

[1] Prefix with the one position ***DDN*** activity indicator for telecommunications.

[2] Telecommunications precedence: 0 = Immediate, within 1 hour; P = Priority, within 4 hours; R = Routine, within 8 hours; and Mail = Regular mail service.

SECTION B. ADMINISTRATION

1. MILSTAMP Maintenance Responsibilities

a. The ***Defense Logistics Management Standard Office (DLMSO)*** DoD MILSTAMP System Administrator administers MILSTAMP in accordance with the policy guidance of the ***ADUSD(L/TP)***. The DoD MILSTAMP System Administrator:

(1) Performs analysis and design functions in coordination with the Services/Agencies.

(2) Recommends system improvements and additional policies as required.

(3) Ensures telecommunications involvement during planning.

(4) Resolves issues concerning procedural matters within 90 days after receipt of all comments from DoD Components. When the issues involve a policy or resource determination, the DoD MILSTAMP System Administrator refers them to ***ADUSD(L/TP)*** for decision. The referral includes the comments and position of the DoD Components along with recommendations of the System Administrator.

(5) Develops, publishes, and maintains this regulation in a current status. This includes responsibility to:

(a) Evaluate and coordinate change proposals with the Services/Agencies and furnish a copy of all change proposals to the ***ADUSD(L/TP)***.

(b) Disseminate to Services/Agencies and the ***ADUSD(L/TP)*** a quarterly status review of all change proposals which have not yet been approved for publication.

(c) Assure compatibility of MILSTAMP procedures with those of the other DLSS and related DoD logistics task groups, prior to final coordination with the Services/Agencies.

(d) Report to the ***ADUSD(L/TP)*** the findings and recommendations of evaluations and staff assistance visits along with comments of the effected DoD Components.

(6) Reviews and coordinates with Services/Agencies all requests for system deviations and exemptions and makes recommendations to the ***ADUSD(L/TP)*** based on analysis of the justification submitted by the requester.

(7) Establishes and chairs a MILSTAMP Focal Point committee of Service/Agency representatives. This committee participates in the development, implementation, and maintenance of the system. The DoD MILSTAMP System Administrator convenes focal point committee meetings at least quarterly and issues minutes of these meetings. Meeting schedules and agenda items are announced 30 days in advance, when possible. The minutes of these meetings fully document the proceedings and a copy is provided to each Service/Agency by the chairman.

b. Heads of participating Services/Agencies, ***USTRANSCOM and its sponsored components*** will:

(1) Designate an office of primary responsibility for MILSTAMP to serve as the system focal point and identify by name to the DoD MILSTAMP System Administrator a primary and alternate focal point

representative for the MILSTAMP Focal Point committee. The focal point responsibilities are detailed in paragraph B.1.c.(2).

(2) Provide representation to joint system design and development efforts and onsite evaluations of MILSTAMP.

(3) Assure that all operating activities under their jurisdiction comply with this regulation.

(4) Report to the DoD MILSTAMP System Administrator, through their focal point, those problems, violations, and deviations which arise during system operations.

(5) Develop and maintain TACs in accordance with DoD 4500.32-R, volume II; monitor TAC application by shippers to ensure compliance, and resolve questionable, erroneous, or missing TAC applications within 5 working days of notification by the TCC that a TAC is questionable, erroneous, or missing. Resolution of TAC errors is applicable to CONUS outbound shipments only.

c. MILSTAMP Focal Points:

(1) The following offices have been designated as focal points for MILSTAMP:

DoD MILSTAMP System Administrator	Director Defense Logistics Management Standards Office ATTN: DLMSO-***MM*** 6301 Little River Turnpike, ***Suite 230*** Alexandria, VA 22312-3508
Army	Commander U.S. Army Materiel Command ATTN: AMCLG-***SD*** 5001 Eisenhower Avenue Alexandria, VA 22333-0001
Navy	Commander, Naval Supply Systems Command ATTN: SUP 44A3 ***1931 Jefferson Davis Highway*** ***Arlington, VA 22241-5360***
Air Force	Commander Air Force Materiel Command ATTN: ***LSO/LOTP*** ***4375 Chidlaw Road, Suite 6*** Wright Patterson AFB, OH 45433-500***6***
Marine Corps	Commandant ***Headquarters, United States Marine Corps*** ***2 Navy Annex*** ATTN: LFT-1 Washington, DC 20380-***1775***

Coast Guard	Commandant U.S. Coast Guard Headquarters 2100 Second Street, SW ATTN: G-ELM-2 Washington, DC 20593-0001
General Services Administration	General Services Administration Federal Supply and Services ATTN: FSD***W*** Washington, DC 20406
Defense Logistics Agency	Director Defense Logistics Agency ATTN: ***MMDTT*** Cameron Station Alexandria, VA 22304-6100
United States Transportation Command[1]	Director, U.S. Transportation Command ATTN: TCJ3/J4-***LTF*** ***508 Scott Drive*** Scott AFB, IL 62225-7001

(2) The Services'/Agencies', ***USTRANSCOM and Transportation Component Command*** focal points[2]:

(a) Serve on the focal point committee. Provide the DoD Component or participating organization position and have the authority to make decisions regarding procedures for implementing approved DoD policy.

(b) Assure continuous liaison with the DoD MILSTAMP System Administrator and other Services/Agencies.

(c) Evaluate all suggested system changes and system-related beneficial suggestions originating in that Service/Agency. When the suggestion is worthy of adoption, the focal point submits it as a change proposal to the DoD MILSTAMP System Administrator as outlined in paragraph B.2.a. The originating Service/Agency focal point, in accordance with DoDI 5120.16 (reference d), determines awards for those

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[1] ***DoDD 5158.4 dated 8 Jan 93 assigns mission responsibility of Military Traffic Management Command (MTMC) of the Department of the Army, the Military Sealift Command (MSC) of the Department of the Navy, and Air Mobility Command (AMC) of the Department of the Air Force to USTRANSCOM and will henceforth from this date forward be considered the sponsor for these individual commands.***

[2] ***As stated in footnote 1, USTRANSCOM, the component sponsor for MTMC, MSC and AMC, has the responsibility for performing the focal point functions outlined in this section. These individual commands must coordinate all MILSTAMP proposals through USTRANSCOM prior to submission to DLMSO. If DLMSO receives a proposal from any of these commands that has not been submitted by or coordinated with USTRANSCOM, the proposal will be returned to the originator.***

suggestions which are coordinated as proposed system changes. Suggested changes received directly by the DoD MILSTAMP System Administrator are forwarded to the appropriate focal point for review and evaluation.

(d) Submit recommended change proposals to the DoD MILSTAMP System Administrator in the format prescribed in paragraph B.2.a.

(e) Develop and submit to the DoD MILSTAMP System Administrator a single, coordinated position on all proposed changes within the specified time (normally 60 days).

2. Administering Changes to the System

a. MILSTAMP Focal Points will submit to the DoD MILSTAMP System Administrator recommended change proposals providing minimum information prescribed by DoD Directive 4140.1 (reference a). Proposed changes will contain:

(1) A description of the concept being proposed and reasons for the proposal.

(2) Known interface and impact requirements identifying changes for coordination with other DLSS or non-DLSS logistics systems.

(3) A statement identifying known advantages and disadvantages of the proposed revision.

(4) Proposed wording required for the MILSTAMP regulation.

b. The DoD MILSTAMP Administrator:

(1) Staffs proposed changes.

(a) All proposed changes are evaluated by the Administrator prior to staffing with the Services/Agencies. The evaluation of a proposed change includes, but is not limited to, the necessity, accuracy, validity, and urgency of the change. Benefits may be monetary savings and/or improved mission performance. Proposals which do not demonstrate significant inter-Service/Agency benefit are returned to the originating Service/Agency. Proposals which do demonstrate significant benefits are formalized and forwarded to ***ADUSD(L/TP),*** the participating Services/ Agencies, and the DoD System Administrators of other DoD systems impacted by the proposed change. When applicable, the proposed change includes the information provided in paragraph B.2.a.

(b) PMCLs are consecutively numbered and normally request the Services/Agencies to provide a response within 60 days. The DoD MILSTAMP System Administrator must be notified prior to the due date if it cannot be met. The notification must justify the late response. Responses will indicate the implementation leadtime as requested in the PMCL.

(2) Receives and evaluates Service/Agency responses as outlined in paragraph B.1.a.

(3) Establishes and disseminates implementation dates. Following resolution of the Service/Agency comments as outlined in chapter 1, paragraph B.1.a.(3), the DoD MILSTAMP System Administrator prepares and distributes to the Service/Agency MILSTAMP Focal Points an approved letter indicating the implementation date. An interim change message is provided to implement changes of operational necessity.

c. The ***ADUSD(L/TP)***:

(1) Resolves issues concerning resources, policy, and requests for deviation or exemption from MILSTAMP which are submitted by the DoD MILSTAMP System Administrator.

(2) Directs changes when necessary to implement DoD policy and directs the implementation of urgent changes on a priority basis.

(3) Resolves with Service/Agency Heads matters escalated by the DoD MILSTAMP System Administrator.

3. Publication of the Regulation

a. The regulation consists of two volumes:

(1) Volume I contains the published DoD doctrine and establishes responsibilities, instructions, and procedures essential for exchanging transportation data/documentation on shipments moving by the DTS.

(2) Volume II contains instructions and procedures for determining and applying the TAC of the sponsoring Service or Agency.

b. The basic publication consists of chapters, sections, paragraphs, figures, and appendices.

(1) Chapters, Sections, Paragraphs, and Figures:

(a) Each chapter is divided into sections, paragraphs, and subparagraphs. The numbering system identifies the appropriate section followed by the applicable paragraph number in the chapter. Subparagraphs are identified by lower case alphabetics followed by numerics and alphabetics in parentheses and then underlined numerics and alphabetics.

(b) Pages and figures are numbered in a separate series for each section within each chapter and are numbered in sequence with Arabic numerals beginning with 1. Each page or figure number is preceded by the number of the chapter and letter of the section, e.g., chapter 2, section A, page 2 is numbered 2-A-2. Chapter 2, section B, figure 6 is numbered 2-B-6. Each figure follows the text of each chapter; e.g., figure 2-B-1 follows the text of chapter 2, section B; figure 3-C-1 follows the text of chapter 3, section C, etc.

(2) Appendices:

(a) Each appendix is divided into paragraphs and subparagraphs. The numbering system identifies the appropriate paragraph number in the appendix. Subparagraphs are identified by lower case alphabetics followed by numerics and alphabetics in parentheses and then underlined numerics and alphabetics.

(b) Pages and figures are numbered in a separate series for each appendix. They are numbered in sequence with Arabic numerals beginning with 1. Each page or figure number is preceded by the letter of the appendix, e.g., the second page (or figure) of appendix C is numbered C-2.

c. Publication of Changes:

(1) AMCL and interim changes (IC) are published by the DoD MILSTAMP System Administrator as required. AMCLs are numbered consecutively as AMCL 1, 2, 3, etc. ICs indicate the formal

change in which it will be published and are numbered consecutively. For example, ICs for formal change 1 are numbered 1-1, 1-2, 1-3, etc. All ICs remain in effect until incorporated into formal changes to the regulation. ICs are normally distributed by the DoD MILSTAMP System Administrator via AIG 4563 messages to Service/Agency focal points. Each Service/Agency is responsible for worldwide distribution of the changes by appropriate means within its own organization.

(2) Formal changes are published twice a year with dates of 1 February and 1 August and incorporate those AMCLs/ICs with implementation dates prior to the 1 February/1 August publication date. They are numbered consecutively and issued as full page insertions to this regulation. These changes indicate the change number on each page. If the changes alter the normal page number sequence, an explanation is included in the formal change cover letter. Changes are indicated by bold italic type.

d. Supplementation. This regulation will not be supplemented by Services/Agencies.

SECTION C. IMPLEMENTATION

1. Major Implementing Elements. Several functional elements have specifically defined roles in the implementation of the various MILSTAMP requirements and procedures. These elements are separated by areas of primary interest.

2. USTRANSCOM:

a. ***Provides air, land, and sea transportation for the Department of Defense, both in time of peace and time of war.***

b. ***Is the Department of Defense single manager for transportation, other than Service-unique or theater-assigned transportation assets.***

c. ***Is the component sponsor for MTMC, MSC, and AMC and has the responsibility for performing the MILSTAMP focal point functions outlined in section B of this chapter.***

3. Transportation *Component Commands (TCCs)*

a. The MTMC:

(1) Provides CONUS traffic management service to Services and Agencies.

(2) Operates and manages common-user military water terminals in CONUS and at selected overseas locations.

(3) Receives, processes, and forwards cargo transiting terminals it operates or manages.

(4) Establishes OCCAs in CONUS and overseas to provide surface export cargo traffic management (WCA), ocean carrier selection, and cargo booking; develops instructions for their operation based on data input requirements and output products prescribed in this regulation; and designates OCCAs in appendix J.

(5) Provides recoopering, remarking, repacking, documentation, and similar services as required for cargo in transit.

(6) Provides to a Service or Agency designated activity required receipt and lift data for shipments moving by water through terminals it operates or manages.

(7) Disseminates information to theater commands regarding SEAVAN tenders for delivery of retrograde cargo to CONUS inland destinations.

(8) Maintains full and complete statistical records concerning surface traffic moving in the sealift system through terminals it operates or manages.

(9) Performs after-the-fact analyses on a continuing basis of the origins, flow patterns, operational procedures, growth trends, etc., for each segment of the international movement of DoD cargo and prepares reports covering these analyses for submission to ***ADUSD(L/TP)*** at least semiannually. Such reports are accompanied by copies of the concurrences or comments of the Services and Agencies.

(10) Provides Services and Agencies with reports of late or missing and inaccurate TCMDs.

(11) Advises overseas commands, WCAs, OCCAs, and sponsoring Services of anticipated workload surges resulting from political decisions, natural disasters, strikes, local or national regulatory action, or other actions which may affect normal traffic flow.

(12) In addition to the aforementioned responsibilities, MTMC is responsible to DLMSO in performing the following:

(a) In coordination with the DoD MILSTAMP System Administrator, be responsible for conducting periodic evaluations to determine system effectiveness and for conducting annual staff assistance visits of selected system segments, in order to determine compliance with prescribed MILSTAMP system requirements; also furnish clarification and uniform interpretation of the requirements of the system. Members of the MILSTAMP focal point committee should be requested to participate in visitations for activities under their Services' cognizance.

(b) Report to the DLMSO the findings and recommendations of evaluations and staff assistance visitations, along with the comments of the DoD Components concerned.

(c) Review and evaluate curricula of DoD schools which offer courses related to the assigned systems and make recommendations to the DLMSO for improvement.

(d) Assist in solving problems, violations, and deviations which arise during system operations and report these to the DoD MILSTAMP System Administrator. Unresolved problems and/or continued violations will be referred by DLMSO to ***ADUSD(L/TP)*** for resolution and/or corrective action.

(e) Maintain close liaison with the carrier industry to promote compatibility with commercial documentation systems.

(f) Assist in the joint development of automated systems with surface commercial carriers.

(g) Explore and make recommendations concerning improved communications channels.

(h) Continue efforts to simplify unit move procedures.

(i) Provide representation on designated task groups supporting DLSS.

(j) Serve as the DoD MILSTAMP System Administrator's key point of contact for MILSTAMP surface transportation systems development and design.

b. The MSC:

(1) Provides worldwide ocean transportation for Services and Agencies, as required.

(2) Processes ocean carrier claims.

(3) Maintains statistical records concerning cargo moved through the common-user sealift system.

(4) Provides statistical data and/or summarized management reports on export and import cargo, as requested.

(5) Coordinates with OCCAs regarding available MSC controlled ship capability to meet sealift requirements.

c. The AMC:

(1) Provides airlift support for Services and Agencies, as required.

(2) Operates or arranges for operation of aerial ports and air terminals serving AMC channels flown by scheduled AMC aircraft.

(3) Receives, processes, and forwards air cargo entered into the airlift system.

(4) Assures cargo received for airlift has been cleared by the ACA, and refers uncleared shipments to the appropriate ACA.

(5) Provides recoopering, remarking, repacking, and similar services as required for cargo in transit.

(6) Provides receipt and lift data on inbound and outbound cargo to the Services and Agencies, as required, within 4 hours of receipt or lift.

(7) Provides ACAs current capability information and timely reports covering aerial port tonnage onhand.

(8) Responds to sponsoring Service requests for special handling, tracing, diverting, or expediting movement of specific shipments.

(9) Maintains full and complete statistical records concerning air traffic moved through the airlift system.

(10) Provides statistical data and/or summarized management reports on export and import cargo as requested by MTMC, sponsoring services, OJCS, or OSD.

(11) Provides Services and Agencies with reports of late or missing TCMDs.

(12) Advises MTMC, ACAs, and the overseas routing authorities of anticipated workload surges resulting from political decisions, natural disasters, strikes, local national regulatory action, or other actions which may affect normal traffic flow.

(13) Evaluates carrier performance.

4. Sponsoring Services. The sponsoring services which authorize payment for the movement of material in the DTS will:

a. Designate ACAs and provide the DoD MILSTAMP System Administrator complete identification and location data for inclusion in MILSTAMP

b. Establish COMRIs to specifically identify the airlift clearance activity.

c. Establish air eligibility criteria.

d. Provide consignment instructions, when required.

e. Develop operating instructions based on the data input requirements and output products prescribed by this regulation.

f. Advise MTMC, AMC, MSC, and the overseas commands of anticipated workload surges which may result from political decisions, natural disasters, strikes, local or national regulatory actions, or other actions which may affect normal traffic flow.

g. Advise shipping activities of the deferred air freight (TP-4) program, cargoes selected for this service, and circumstances in which it may be used.

h. Designate an ILCO in appendix K with whom clearance authorities may coordinate on movements of FMS material in the DTS.

5. Theater Commanders. Within their respective theaters, commanders will:

a. Provide for airlift service, land transportation, and port operations both organically and commercially.

b. Establish clearance authorities for those terminals under their cognizance in coordination with the sponsoring Services and provide the DoD MILSTAMP System Administrator complete identification data for inclusion in MILSTAMP.

c. Develop instructions for theater clearance authority operation based on data input requirements and output products prescribed in this regulation.

d. Coordinate with MTMC for applicable operations.

e. Provide guidance on use of TP-4 service based on coordination with AMC and sponsoring Services.

f. Develop and maintain an SEAVAN monitoring system to provide management visibility of container movements from discharge to receipt and unstuffing by receiving activities and release of containers to carriers.

g. Advise MTMC and sponsoring services of anticipated workload surges resulting from political decisions, natural disasters, strikes, local or national regulatory actions, or other actions which may affect normal traffic flow.

6. Joint Chiefs of Staff. Determines priorities and allocations of lift when shipping requirements exceed lift capability. The DoD MILSTAMP System Administrator provides technical assistance to the Joint Transportation Board during national emergencies and contingencies.

7. Users of the Canada-United States Integrated Lines of Communication (CANUS-ILOC). The agreement of 8 Jun 79, the General Technical Agreement of 21 Apr 80, and various specific technical arrangements produced thereafter, are implemented through the Canada-United States Integrated Lines of Communication Joint Logistics Plan (reference y).

SECTION D. USE OF THE REGULATION

1. The chapters of this regulation are organized in the order normally occurring when a shipment is processed through the DTS; i.e., shipper, transshipper (including CCP, POE, POD, and breakbulk point) and receiver. While some shipments require different or more detailed data than others, the basic processing steps are similar. Definitions, acronyms, codes, and certain subject areas, such as those that apply to more than one segment of the DTS, are contained in the appendices. When applicable, the reference to the appropriate appendix is shown.

2. The steps necessary to process a shipment are listed at the beginning of each applicable chapter (chapters 2 - 4) under the heading, "The Shipper's Steps in Making a MILSTAMP Shipment", ***"The CCP Steps in Processing a Transshipment" and "Receiver's Steps in Processing a Shipment."***

CHAPTER 2

SHIPPER REQUIREMENTS AND PROCEDURES

SECTION A. GENERAL

1. Introduction

a. The shipper is the key to successful transportation documentation in the DTS. Documents prepared and decisions made by the shipper influence a shipment throughout its movement. The cost of the movement and its proper funding are also directly dependent on the shipper correctly preparing MILSTAMP documents.

b. This chapter explains, in the general order of performance, the actual steps the shipper must take to process a shipment. While some shipments require different or more detailed data than others, the basic procedural steps are similar.

2. The Shipper's Steps in Making a MILSTAMP Shipment. The steps that a shipper accomplishes whenever making a MILSTAMP shipment are summarized in the following listing. The list also shows, by paragraph, where in MILSTAMP the procedures are explained in detail.

a. Prior to making a shipment, the shipper plans the movement and determines the information necessary to complete the transportation documents. This information includes:

Shipment Planning Steps	Paragraph	Page
(1) Consignee	B.1.b.(1)	2-B-1
(2) Transportation priority	B.1.b.(2)	2-B-1
(3) Required delivery date	B.1.b.(3)	2-B-*2*
(4) Project code	B.1.b.(4)	2-B-*3*
(5) Shipment unit	B.1.b.(5)	2-B-*3*
(6) Transportation control number	B.1.b.(6)	2-B-*5*
(7) Pieces, weight, and cube	B.1.b.(7)	2-B-*5*
(8) Dimensions	B.1.b.(8)	2-B-*5*
(9) Mode and method of shipment	B.1.b.(9)	2-B-*6*
(10) National stock number	B.1.b.(10)	2-B-*6*
(11) Commodity	B.1.b.(11)	2-B-*6*
(12) APOE, WPOE including CCP	B.1.b.(12)	2-B-*6*

Shipment Planning Steps	**Paragraph**	**Page**
(13) APOD, WPOD	B.1.b.(13)	2-B-*8*
(14) Transportation account code	B.1.b.(14)	2-B-*9*
(15) Special data by commodity or type of shipment	B.1.b.(15)	2-B-*9*
(a) Hazardous materials	B.1.b.(15)(a)	2-B-*9*
(b) Government vehicles, trailers, wheeled guns, or aircraft	B.1.b.(15)(b)	2-B-*10*
(c) Personal property	B.1.b.(15)(c)	2-B-*10*
(d) Source loaded SEAVANs/MILVANs	B.1.b.(15)(d)	2-B-*10*
(e) Arms, Ammunition, Generators, and Vehicles for U.S. forces in Turkey	B.1.b.(15)(e)	2-B-*11*

b. After gathering the information to plan and document a shipment, the shipper:

	Paragraph	**Page**
(1) Prepar*ing* the TCMD	B.2.	2-B-*11*
(2) ***Clearing the Shipment***	B.3.	2-B-*12*
(a) General requirement	B.3.a	2-B-*12*
(b) Surface Clearance	B.3.b	2-B-*13*
1 General	B.3.b.(1)	2-B-*13*
2 Obtain export traffic release	B.3.b.(2)	2-B-*13*
3 Submit advance TCMD	B.3.b.(3)	2-B-*13*
(c) Air Clearance	B.3.c	2-B-*14*
(d) Clearance authorities procedures	B.3.d.	2-B-*14*
1 General	B.3.d.(1)	2-B-*15*
2 Water Clearance Authority (WCA)	B.3.d.(2)	2-B-*15*
3 Air Clearance Authority (ACA)	B.3.d.(3)	2-B-*18*
(3) Hold*ing*, divert*ing*, and trac*ing* shipments	B.3.e.	2-B-*19*
(4) Prepar*ing* additional shipper documentation	B.4.	2-B-*20*

	Paragraph	Page
(a) Military Shipment Label (DD Form 1387)	B.4.b.	2-B-***21***
(b) Special Handling Data/Certification (DD Form 1387-2)	B.4.c.	2-B-***21***
(c) Shipper's Declaration for Dangerous Goods for Military Airlift of Hazardous Materials	***B.4.d.***	***2-B-21***
(d) Government/commercial bill of lading	B.4.e.	2-B-***22***
(e) REPSHIP	B.4.***f.***	2-B-***22***
(f) Intransit data	B.4.***g.***	2-B-***23***
(g) Private Vehicle Shipping Document for Automobile (DD Form 788)	B.4.***h.***	2-B-***23***
(h) Air pallet header	B.4.***i.***	2-B-***23***
(5) Making the shipment	B.5.	2-B-***23***
(6) Answering transportation discrepancy report (TDR)	B.6.	2-B-***24***
(7) Maintaining files	B.7.	2-B-***24***

SECTION B. PROCEDURES

1. Planning the Shipment and Determining Transportation Information

a. The shipper must plan a shipment carefully to ensure effective and economical use of transportation resources. The planning must also result in timely transportation response. The many planning and shipping factors are considered consecutively here, but in the field they may be considered at the same time or in slightly different order. All the factors must be considered even though no further action may be taken by the shipper on a particular factor.

b. The first step in the planning process is to determine as much as possible about the shipment. This information is normally compiled by the shipper on some form of a shipment planning worksheet. There is no standard form for this worksheet, so the shipper may use a form prescribed by the Service/Agency or any other form appropriate for compiling the required data elements.

(1) The consignee is determined, usually from a document such as the DD Form 1348-1A, Issue Release/Receipt Document; DD Form 1149, Requisition and Invoice/Shipping Document; or a contract. Personal property consignees are listed in the PPCIG (reference e). The consignee is identified by the six digit DODAAC as listed in the DoDAAD (reference f) or by the MAPAC as listed in the MAPAD (reference g). The in-the-clear name of the consignee may be used in addition to the required DODAAC/MAPAC. When the consignee does not have an assigned DODAAC, the sponsoring Service code, e.g., F for Air Force followed by five zeros is used. The clear text address must then be entered on the TCMD as trailer data (DI T_9).

(2) ***The shipper also determines if the shipment requires expedited or routine transportation. Expedited transportation is normally required for shipments with an entry in the RDD field of 999, N_ _, E_ _, 777, 555, or 444. Expedited transportation is designated as TP-1 for RDD entries of 999, N_ _, or E_ _. TP-2 is assigned for RDD entries of 555, 777, or 444. When the RDD field is blank, routine transportation applies. Routine transportation is designated as TP-3. When the RDD field contains a day-of-the-year entry, TP-1, 2, or 3 is assigned, as appropriate. The time standards applicable to each transportation priority are shown in appendix F.***

(a) ***Transportation processing for personal property shipments will be based on the RDD assigned in accordance with sponsoring Service policy. Routine transportation (TP-3) normally applies; however, TP-2 expedited transportation may be designated when operationally or economically beneficial, or to avoid hardship to the Service member or his dependents. In all cases, the RDD field contains the actual date the shipment is required at the destination. Deferred air freight (TP-4), which is explained in paragraph B.1.b.(2)(f) below, may be used in accordance with sponsoring Service guidance.***

(b) ***Nonappropriated fund (NAF) activity shipments are normally afforded routine transportation (TP-3). The sponsoring Service may, however, authorize expedited transportation processing for seasonal items delayed by late availability from CONUS vendors, items which require air shipment for control purposes, necessary health items in critically low stock, or for shipments caused by equipment or facility failures which threaten the operation of NAF activities. When expedited transportation is authorized, TP-2 is assigned and a valid day-of-the-year or "777" must be entered in the RDD field.***

(c) ***Shipments of GSA-managed sealants/adhesives, selected medical items, and items with limited remaining shelf-life, when designated by the shipper, are authorized expedited***

transportation (TP-2). When expedited transportation is authorized, a day-of-the-year or "777" must be entered in the RDD field.

(d) *Registered letter mail, regular letter mail, priority parcels, command pouches, weapons system pouches, and CASREP pouches when shipped in bulk through the DTS are authorized expedited transportation. CASREP pouches are assigned TP-1 and must have either "999", N_ _, or a day-of-the-year entry in the RDD field. MOM, SAM, and PAL mail are authorized TP-2 when "777" is entered in the RDD field. For all other mail, the RDD field will be left blank and routine transportation (TP-3) is assigned.*

(e) *A procedure whereby specifically identified cargo in the AMC system may gain movement precedence over other expedited cargo, including 999 shipments, of the sponsoring Service is called green sheet. Green sheet is not a priority, but is designed to override priorities when expedited movement of specific shipments is required in the national interest and is certified an operational necessity by the sponsoring service. Green sheet is not approved if the other procedures, including space block, will meet the movement requirement. The shipper submits requests for green sheet action to the appropriate ACA.*

(f) *Movement of cargo at deferred air freight rates and time standards is a service offered by AMC. Cargo designated as deferred air freight is moved at surface rates in otherwise uncommitted aircraft capacity. Only shipments which are not air eligible may be offered for deferred air freight service. The use of deferred air freight service is strictly controlled by AMC, the ACAs, the air terminal managers, and the shippers.*

1 The AMC sends an "Excess Space Estimate" message to the sponsoring Services, selected shippers, ACAs, and APOEs in October and April. The message, updated as necessary, identifies the projected monthly excess space available on each AMC channel for the subsequent 6-month period. AMC also establishes a maximum level of deferred air freight which may be onhand at the APOEs. This level may change and during contingencies or high workload periods AMC may close the APOEs to all deferred air freight cargo. The AMC will ensure that deferred air freight cargo is moved as quickly as possible and that delivery to the customer does not exceed UMMIPS time standards for routine cargo movements.

2 The ACAs receive offerings for deferred air freight cargo from the shipping activities and, in coordination with air terminal managers, clear the cargo into the airlift system. Deferred air freight cargo will be identified by the TP-4 entry in the TP field (rp 53). Within CONUS, documentation for approved deferred air freight is passed to Headquarters, AMC; at overseas locations, the documentation is passed directly to the APOE concerned. When movement by deferred air freight is not approved, the ACA will notify the shipper.

3 The air terminal manager, in coordination with the ACA and the shipper, monitors and controls the movement of deferred air freight cargo.

4 The shipper offers potential deferred air freight shipment to the ACA in a manner similar to other air eligible shipments. The shipper does not release the shipments for movement until after receiving clearance from the ACA and submits documentation to the OCCA/booking office for shipments not approved for deferred air freight movement.

(3) Next to be determined, but not assigned, by the shipper is the RDD. The RDD is a calendar date which specifies when material is required by the requisitioner.

(a) An RDD is assigned by a requisitioner only if the requisition must be satisfied by a justified date earlier or later than the standard delivery date (SDD). The SDD is the sum of the individual UMMIPS time standards, and the requisition date. The shipper obtains the RDD (if any) from the DD Form 1348-1A, other source document, or contract.

(b) An RDD for personal property is assigned by the personal property shipping office in accordance with the PPTMR (reference h) and the needs of the Service member.

(c) Using an RDD of "999," ***"777,"*** "555," or ***"444"*** to identify expedited handling ***and transportation*** requirement***s*** is explained in paragraph B.1.b.(2)***, above.***

(4) The shipper will determine any applicable project code by examining the source document, usually a DD Form 1348-1A, DD Form 1149, or contract. The project code, assigned by the requisitioner as prescribed in MILSTRIP, identifies requisitions, related documentation, and shipments which require special recognition and handling. It also allows accumulation of performance and cost data. The project code will be perpetuated on all applicable transportation documents. The project code may be used by the sponsoring Service to identify shipments which are exempt from air challenge.

(5) The shipment unit is the basic shipping entity for marking, documenting, clearing, and controlling a shipment. It is a key element on which later transportation decisions are made.

(a) By definition, a shipment unit is:

1 A single line item of supply (one material release order (MRO) or DD Form 1348-1A) destined to one consignee, or;

2 Two or more compatible line items (with certain specific exceptions listed in paragraph B.1.b.(5)(b)) having the same consignee/destination, MILSTAMP commodity category, and (within sponsoring Service guidelines) TAC, and which are shipped together either:

a In the same container (package/CONEX), or;

b In the same conveyance (railcar or truckload), or;

c In the same SEAVAN/MILVAN (without regard to MILSTAMP commodity category), or;

d Fastened together into a single piece, or;

e As a set or assembly, or;

f On a DD Form 1299, Application for Shipment and/or Storage of Personal Property, or DD Form 788, Private Vehicle Shipping Document for Automobile.

(b) Certain line items and commodities will not be consolidated with other line items or commodities into a shipment unit. This provision does not preclude aggregation/consolidation of shipment units in accordance with paragraph B.1.b.(5)(c) whenever possible to minimize transportation cost. Aggregation of shipment units on the same GBL or manifest for delivery to the same ultimate destination within established UMMIPS time standards is required by shippers. The following items and commodities will be documented and controlled as separate shipment units:

1 Line items subject to domestic commercial movement at significantly differing freight rates unless consolidation would result in lower overall costs to the destination.

2 Line items of hazardous material/dangerous articles. Except for line items of ammunition, explosives, and radioactive or magnetic material, consolidation is permitted if not precluded by the publications listed in front of this regulation under references.

3 Line items with different project codes. Project coded material will not be consolidated with nonproject coded material.

4 Line items with "999" in the RDD field unless they are dropped in the same supply-MRO cycle, consigned to the same ultimate consignee (customer). Intransit visibility must be maintained over each line item.

5 Items of supply ***requiring expedited transportation (TP-1 or TP-2) are not normally consolidated with items of supply to be moved by routine transportation (TP-3), unless permitted by Service/Agency policy and consistent with sound traffic management. When permitted, such consolidations receive expedited transportation.***

6 Line items filling NMCS requisitions unless they are dropped in the same supply-MRO cycle, consigned to the same ultimate consignee (customer). Intransit visibility must be maintained over each line item.

7 FMS items except those with the same requisitioner address and FMS case number.

8 Items or commodities which are not compatible with other items. Such incompatibility may be due to:

a Excess size or dimensions which require special handling.

b Uneconomical consolidation costs for packing, repacking, handling, loading, etc.

c Different perishable commodities (i.e., potatoes and onions) or dissimilar keeping qualities (i.e., bananas and eggs).

d Possible contamination of subsistence items if consolidated with general cargo.

(c) Shipment units are aggregated for unitized (pallet, CONEX, SEAVAN, etc.) handling and movement whenever possible. MILSTAMP documentation for the shipment units in the aggregation is maintained. Such aggregations will conform with the rules of line item and commodity aggregations listed in paragraph B.1.b.(5)(b), except that:

1 Shipment units destined to the same intermediate breakbulk point need not be destined to the same consignee to be aggregated.

2 SEAVANs may be stuffed for more than one consignee when stopoff services are used.

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[1] Line items for Navy consignees (other than Navy International Logistics Program consignees) and with project codes beginning with other than D or Z may be consolidated.

3 Shipment units of ammunition, explosives, and other hazardous materiels may be loaded into one conveyance if the provisions of the applicable publications listed in the front of this regulation are met.

(6) The TCN is assigned, usually by the shipper, to each shipment unit for control from origin to ultimate consignee. The SEAVAN TCN is assigned by the WCA/OCCA at the time of clearance. Because it is a control used throughout the transportation system, the assigned TCN will not be changed except as authorized for partial or split shipments. Detailed instruction for constructing all types of TCNs is contained in appendix C.

(a) Whenever a shipper or transshipper consolidates two or more shipment unit TCNs into a higher level consolidation, the shipper or transshipper generates a TAW transaction for routing to DAAS in accordance with figure 2-B-13. The purpose of the TAW transaction is to provide visibility for all levels of consolidation for shipments in the DTS by linking the old TCN to the new TCN assigned during the consolidation process. The TAW transaction is prepared to report new or additional TCN level consolidations; that is, any consolidation that results in another TCN beyond the TCN reported in the AS_, Shipment Status transaction.

(b) Whenever a transshipper receives a consolidated shipment that must be broken down for reconsolidation and onward movement, the transshipper generates a TAW for routing to DAAS in accordance with figure 2-B-13. The TAW is prepared to report the TCN assigned to new MILSTRIP requisition or other document number level consolidations.

(7) The pieces, weight, and cube for each shipment unit must be determined. In all cases, they are expressed as whole numbers. Fractions or decimals are rounded to the next higher whole number. Numbers less than one are rounded to one.

(a) The pieces in a shipment unit are those separate segments which have not been unitized. For example, a shipment unit may have 10 separate items which will be counted as 10 pieces. However, if those 10 items are unitized, e.g., banded together on a pallet, they will be counted as one piece.

(b) The weight of a shipment unit is expressed in whole pounds. It is the total for all the pieces in the shipment unit. Certain specific variations are detailed in the applicable instructions for TCMD preparation. Any individual piece or unitized piece (other than an SEAVAN/MILVAN) that weighs 10,000 pounds or more is identified as a heavy lift.

(c) The cube of a shipment unit is expressed in whole cubic feet. It is the total for all the pieces in the shipment unit. Certain specific variations are detailed in the applicable instructions for TCMD preparation in appendix D.

(d) In MILSTAMP data formats, the space allotted for the entry of pieces, weight, and cube is limited to four, five, and four characters respectively. If any entry exceeds the capacity of the field (i.e., more than 9,999 pieces, 99,999 pounds, or 9,999 cubes), the entry will be as follows:

1 10,000 to 19,999 pieces/cubes or 100,000 to 199,999 pounds. Drop the first position "1" and for the second digit substitute a letter/character as follows: 0=&, 1=A, 2=B, 3=C, 4=D, 5=E, 6=F, 7=G, 8=H, 9=I. For example: 13,468 pieces = C468.

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[2] See footnote 1 on page 2-B-4.

2 20,000 to 29,999 pieces/cubes or 200,000 to 299,999 pounds. Drop the first position "2." For the second position digit, substitute a letter/character as follows: 0=-, 1=J, 2=K, 3=L, 4=M, 5=N, 6=O, 7=P, 8=Q, 9=R. For example: 220,015 pounds= K0015.

3 When shipment pieces, weight and cube details exceed the above data limits for the prime TCMD record, a trailer record will be required. The prime TCMD record will indicate a W followed by zeroes in appropriate piece, weight and/or cube field. The T_9 trailer will carry specific shipment unit details.

(8) The dimensions of the individual pieces, or a unitized piece, of a shipment unit are normally a concern only if they are outsize. Whenever a piece (other than a POV, CONEX, or SEAVAN/MILVAN) measures more than 6 feet in any dimension, it is said to have outsize dimensions. The shipper must know the actual dimensions (in inches), weight and cube of any piece with outsize dimensions prior to preparing transportation documents.

(9) Determining the mode and method of shipment is generally the responsibility of the shipper.

(a) Mode refers to the general category of movement, e.g., air or surface, while method refers to the specific means of transportation, e.g., motor, rail, air freight, parcel post, etc. DoD policy for selecting the mode of shipment is contained in DoD Directive 4500.9 (reference i). Basic policies for CONUS movements are published in the DTMR (reference j); overseas, in comparable theater directives. The mode and method of transportation selected will be that which will meet DoD requirements satisfactorily at the lowest overall cost to the Government from origin to the final known destination in CONUS or overseas. When service and cost are equal, the method which uses the least fuel is selected.

(b) The normally recommended modes of shipment based on transportation priority are shown in figure 2-B-1. Additional traffic management factors considered when selecting the mode of shipment include the RDD, nature of the material, weight and cube of the shipment, distance to be shipped, and the costs of the transportation alternatives available between the consignor and consignee. The ability of the shipper, transshipper, and receiver to handle shipments by a particular mode also influences the mode selection. This handling ability is determined by reference to such publications as the Terminal Facilities Guides or by direct contact.

(c) When a shipment unit or consolidation of shipment units is of sufficient volume to effectively utilize an SEAVAN/MILVAN, selection of that method of surface shipment is arranged through coordination between the shipper and the clearance authority as detailed in paragraph B.3.b.(2).

(10) National Stock Number (NSN) data is required for all shipments by the joint deployment community for purposes of apportioning lift, tracking and monitoring cargo during peacetime, contingencies, and mobilizations. NSN data is determined by the shipper from available requisition source data or unit equipment records. When multiple items of supply are consolidated to form a single shipment unit, the NSN will be determined by the predominant weight factor. The format for providing the NSN is in appendix D.

(11) The commodity of each shipment is determined by the shipper and is usually represented on transportation documentation by a code.

(a) Separate MILSTAMP code structures are used for air and water shipments. Both of these code structures identify the commodity, with varying degrees of specificity, as well as providing information about any special handling which may be required. Complete explanation of these codes is detailed in appendix F2 for air shipments and appendix F20 for surface shipments.

(b) In addition to these MILSTAMP commodity codes, shipments between CONUS and Hawaii or Guam are also described on the TCMD using the NMFC (reference k) or the UFC (reference l) commodity descriptions. The shipper includes this clear text description in the miscellaneous information on the TCMD using document identifier T_9 as indicated in appendix D, figure D-12. The information is detailed for each shipment unit, including those in SEAVANs, but excluding hazardous materials which are already adequately detailed. Shipment units containing multiple commodities are described using the NMFC/UFC (references k and l) description of the highest rated article. An abbreviated description similar to that used in the Freight Classification Guide System discussed in the DTMR (reference j) is acceptable.

(12) The POE, either air or water, is determined by the shipper, often with the assistance of the clearance authority. Selection of the appropriate POE is normally dependent on the transportation channel of the lowest cost service which meets the delivery requirements. Except for shipments by minibridge, the POE is the actual location of loading on the vessel (military or commercial) and not merely a military port responsible for the loading operations.

(a) The APOE is indicated on transportation documents by the applicable air terminal identifier code from appendix F4. The clear text designation may be included on manual documents in addition to the required code. Guidance as to which APOE is to be used for a particular overseas destination may be obtained from the ACA listed in appendix J or from the AMC Sequence Listing for channel traffic. The latter is published by HQ AMC (TRRR) Scott AFB, IL 62225-5001, and updated periodically by message. The appropriate APOE for shipments to mobile units, including Navy fleet vessels, must be obtained from the sponsoring Service ACA.

(b) The WPOE is indicated on transportation documents by the applicable water port identifier code from appendix F21. The clear text designation may be included on manual documents in addition to the required code. Selection of the WPOE is made by the WCA/OCCA for RU shipments and certain LRU shipments (indicated in appendix H). The shipper makes the selection for most LRU shipments. For all shipments (RU and LRU) to mobile units, including Navy fleet vessels, the appropriate WPOE is obtained from the sponsoring Service ACA.

1 An RU is a shipment unit of a specific commodity, weight, size, or mode which requires an export release before shipment. For CONUS, RUs are specifically defined in the DTMR (reference j), for overseas, in applicable theater directives. An RU shipment generally includes one or more of the following characteristics:

a Weighs 10,000 pounds or more,

b is classified, explosive, poisonous, or requires protective or security measures;

c occupies or is tendered as a full carload or truckload; or

d moves to the WPOE by driveaway method.

2 An LRU shipment is any shipment unit which is not an RU as described in paragraph B.1.b.(12)(b)1.

a For LRU shipments from CONUS, the shipper selects a WPOE from those listed in appendix H. For LRU shipments from an overseas location, the shipper receives WPOE selection assistance from the local WCA/OCCA. Since time is usually not the critical element for surface movements, the shipper selects the WPOE which is generally cost favorable. A table of CONUS cost favorable LRU ports which

incorporates cost to the port, port handling, and ocean transportation charges is located in appendix H. When an RDD is established, in addition to the cost, the WPOE selection considers the total transit time (including travel to the WPOE, port handling, sailing frequency, and sailing time to the WPOD). Appendix H, figure H-2, is designed to aid in selecting a WPOE based on transit time as explained in paragraph 2.c of the appendix.

b. The shipper may direct a shipment to a port other than one suggested in appendix H for service or cost reasons. Such nonstandard routing is only made to ports listed in appendix H as capable of handling LRU shipments to the overseas destination. Upon request of a shipper, the WCA/OCCA may authorize other deviations for specific LRU shipments under unusual circumstances. The appropriate WCA/OCCA provides assistance for shipments to destinations not listed in appendix H.

3. Personal property shipments by DPM or Code 5 are assigned WPOEs as listed in appendix H. Primary and alternate WPOEs for POVs are determined from appendix N, of the PPTMR (reference h).

(c) The shipper may determine a shipment should be routed to a CCP instead of directly to a WPOE. The CCPs have been established throughout CONUS by the Military Services and DLA to consolidate cargo for onward movement by SEAVAN.

1. The sponsoring Services/Agencies establish the criteria for selecting shipments routed to inland CCPs instead of directly to a WPOE. These criteria are issued to the applicable shippers and generally exclude arms, ammunition, and explosives; other classified or protected items requiring signature security service; most cargo requiring refrigeration; radioactive material; items that are oversize to a 40 foot SEAVAN; and shipments which fill an SEAVAN (by weight or cube). For shipments not excluded, the shipper determines the applicable CCP from the DoDAAD (reference f). The DODAAC of the CONUS CCP serving an overseas consignee is listed in the DoDAAD entry for that consignee, under the column headed BBP.

2. Instead of the WPOE, the shipper enters the applicable CCP identifier code from appendix F5 on MILSTRIP shipment status documents.

3. The original shipper does not clear a shipment sent through a CCP. The shipper does, however, prepare a TCMD using the format for a DI T_3 or T_4 (and necessary DI T_5 through T_9 entries) as detailed in appendix D. All applicable record positions (rp) on the TCMD are completed except rp 4-8 (Van Number), rp 21-23 (POE), and rp 63 (Stop-off Indicator).[3]

(13) The shipper determines the POD whether the shipment moves by air or water. The POD for each consignee outside CONUS can usually be found in the DoDAAD (reference f). The code used will indicate the final destination terminal. The DoDAAD (reference f) lists the POD for air shipments under the heading ATI, and the POD for water shipments under the heading PD. If the consignee is served by a CONUS CCP, the DODAAC of the CCP is also shown in the DoDAAD (reference f) and the shipper sends applicable shipments to the CCP as explained in paragraph B.1.b.(12)(c).

(a) The APOD is indicated on transportation documents by the applicable air terminal identifier code from appendix F4. The clear text designation may be included on manual documents in addition to the required code. Additional guidance as to which APOD services a particular destination may also be obtained from the ACA listed in appendix J or from the AMC Sequence Listing for Channel Traffic. The latter is published by HQ AMC (TRRR), Scott AFB, IL 62225-5001 and updated periodically by message. The

[3] The TCMD reflects the DoDAAC of the overseas consignee, not the CONUS CCP. The shipper then forwards the TCMD to the CCP as detailed in paragraph B.2.a. of this chapter.

appropriate APOD for shipments to mobile units, including Navy fleet vessels, must be obtained from the sponsoring Service ACA.

(b) The WPOD is indicated on transportation documents by the applicable water port identifier code from appendix F21. The clear text designation may be included on manual documents in addition to the required code. Additional guidance as to which WPOD serves a particular destination may be obtained from the WCA/OCCA listed in appendix J. The appropriate WPOD for shipments to mobile units, including Navy fleet vessels, must be obtained from the sponsoring Service ACA. The WPOD for POVs is determined from appendix N of the PPTMR (reference h).

1 For shipments to CONUS from outside CONUS, shippers determine the WPOD by referring to appendix I. In that appendix, the appropriate WPODs are listed in order of preference for shipments to the various states. The WPODs listed are used to the extent practicable, but do not supersede existing directives or instructions issued by the Military Services. Separate guidelines are included for shipments of general cargo, personal property (DPM and Code 5), classified cargo, and explosive or other cargo requiring protective security measures.

2 When a shipment of 250 or more measurement tons from outside CONUS to a single inland CONUS destination is planned, the shipper notifies the appropriate CONUS OCCA by electrical means. The shipper includes information on the commodity, ultimate destination, and commodity/item manager so the OCCA may assist in WPOD selection and possibly negotiate favorable onward movement rates.

(14) The TAC must be determined by the shipper for every shipment. Volume II of this regulation provides detailed instructions for developing/determining the proper TAC. Since the TAC represents a funding account, its correct application is essential to valid budgeting and payment of transportation expenses.

(15) In addition to the general information listed in paragraphs B.1.b.(1) through (14) above, the shipper must also determine limited special data for certain specific commodities or types of shipments.

(a) For shipments of hazardous materials to and from surface and aerial ports, including ammunition and explosives, the shipper must determine:

1 Whether or not the shipment can be considered Government-owned military hazardous material (including ammunition and explosives) which was originally packaged prior to 1 January 1990 and remains in its original packaging.

a If yes, then a statement attesting to that fact must appear on the shipping documents accompanying the shipment to the POE and also be noted on the ATCMD (T_9 record) advanced to the MTMC Area Command or terminal. The statement will read: "GOVERNMENT-OWNED GOODS PACKAGED BEFORE 1 JANUARY 1990."

b If the material was packaged after 1 January 1990, and/or cannot be considered Government-owned for military use, then compliance with the Performance Oriented Packaging (POP) requirements of the International Maritime Dangerous Goods Code (water mode) and the International Civil Aviation Organization (air mode) technical instructions is mandatory.
Shippers note - Any and all costs incurred to bring a noncomplying shipment subject to POP standards into compliance will be borne by the shipper.

c If the shipment is hazardous including ammunition or explosives and subject to POP requirements but a Competent Authority Approval (CAA) (DOT approval to deviate) has been obtained, then the CAA number must be reflected on the shipping documentation accompanying the shipment and on ATCMD data (T_9 record) advanced to MTMC Area Commands or ports.

2 The Proper Shipping Name (PSN) including the RQ (if appropriate), hazard classification including the compatibility group for ammunition and explosives, and DOT label requirements as prescribed in 49 CFR (reference m). The DoD HMIS may be used to assist in determining the PSN and certain additional shipping data.

3 The NEW for Class 1.1, 1.2, 1.3 and 1.4 explosives.

4 The actual flashpoint for flammable liquids, usually from the container markings prescribed by MIL-STD-129 (reference n).

5 The DoDIC for shipments of ammunition and explosives. This four digit alphanumeric code is assigned to items of supply in FSG 13 (ammunition/ explosives) and 14 (guided missiles). Found listed by NSN in such publications as DoD supply catalogs or the FILDR, the DoDIC is often prefixed by the FSC and listed as the DDAC or DoDAC. For example: If the DDAC/DoDAC is 1305AO11, the DoDIC is AO11.

6 The NSN whenever possible.

7 The round/component count for each unit of issue and, by extension, the total round/component count for the shipment unit.

8 Additional data for radioactive material as required by 49 CFR (reference m).

9 The UN, NA, or ID number, class number, and, if applicable, compatibility group code from the IMDGC for water shipments.

10 ***Compatibility as required by joint publication AFJMAN 24-204, et al., (reference o).***

11 The lot number on all shipments of ammunition.

(b) For shipments of Government vehicles, trailers, wheeled guns, or aircraft, the shipper determines the model, nomenclature, and serial number of the item being shipped. When shipping to Central or South America, the shipper also needs to determine the make and year of the item. All of this information is entered in the trailer data portion of the TCMD.

(c) For shipments of personal property, the shipper determines information peculiar to each shipment. The shipper includes this additional information in the trailer portion of the TCMD.

1 For unaccompanied baggage and household goods, the shipper includes the owner's name and grade on the TCMD. The complete address is included when the shipment is consigned to a civilian location. For DPM shipments to CONUS, the shipper also determines the net weight of the shipment. For shipments of unaccompanied baggage belonging to Air Force personnel (military and civilian) on TDY, the shipper determines, from the DD Form 1610 Request and Authorization for TDY Travel of DoD Personnel, the

travel order number (item 22) and the ADSN/fiscal station number (item 19). Finally, for all TGBL shipments entering the DTS, the shipper determines the origin household goods carrier.

2 For shipments of POVs, the shipper (usually a WPOE) determines the owner's name and grade as well as the POV year, make, color, and license plate number and issuing state.

(d) For shipments loaded into an SEAVAN/MILVAN at origin, the shipper determines a variety of information about the SEAVAN/ MILVAN itself. Most of the information is obtained during the booking and container loading (stuffing) process.

1 The shipper identifies the van number, the size (length in feet) of the van used, its inside cubic capacity, and who owns it. In addition, the shipper obtains from the WCA/OCCA the name of the ocean carrier which will actually move the van. Since it may directly affect the charges to the Government, the shipper maintains information on the size of van ordered in addition to that actually used.

2 When shipping in a reefer container, the shipper determines the temperature at which the cargo is to be maintained. The temperature is stated in degrees Fahrenheit as either a specific temperature or temperature range.

3 When shipping an MILVAN equipped with a mechanical bracing system, the shipper determines the number of beam assemblies in the loaded MILVAN.

(e) For shipments of arms, ammunition, generators (60 KW and above), and vehicles consigned to U.S. Forces in Turkey, the shipper obtains Turkish General Staff approval and a TDA number as detailed in appendix D, paragraph 3.c.

2. Preparing the TCMD. After the shipper has determined the many factors affecting a shipment in the DTS, the next step is preparation of the TCMD, i.e., automated record or DD Form 1384, Transportation Control and Movement Document. The TCMD lists all the data about a shipment and is prepared in one of several formats for every shipment except unaccompanied baggage (code J) shipments. For code J shipments, the carriers port agents are responsible for preparing a TCMD for each shipment delivered to the AMC aerial port in accordance with DoD 4500.34-R (reference h). Local carrier port agents are also responsible for all necessary corrective actions.

a. The TCMD provides the clearance authorities, ports, receivers, and other interested transportation personnel with advance notice of shipments and the information necessary to process the shipments through the DTS. The information on the TCMD is the basis for preparation of air and surface manifests and for compiling logistics management reports. The form itself may be used as a dock receipt, tally sheet, highway waybill, or for other transportation control purposes. A copy of the TCMD is placed in a waterproof envelope on the number one box of shipment units forwarded to a CONUS CCP and on all shipments of personal property (Baggage and Household Goods) entering the DTS.

b. The TCMD has three primary formats - the 80 column computer data record, the electrically transmitted message, and the manual or hard copy form. While all of the formats contain the same basic information about a shipment, the automated record is used whenever both the preparing and receiving activities are able to prepare, transmit, and receive automated records. Activities or segments in the DTS may use (on-line) electronic data transmission facilities provided the data exchanged is based on the same formats, contains the same information, and results in the prescribed output products.

c. The information entered on the TCMD is described as either prime or trailer data. Prime data is required for every shipment while trailer data, which is supplementary, is also required for some specific type shipments. Shipments consolidated into an SEAVAN/MILVAN, RORO, CONEX or other consolidation container also require a prime data entry for the consolidation container in addition to the prime and trailer data for each shipment unit.

d. Document Identifier (DI) codes indicate what type data is being detailed and the format in which it is presented. DIs for shipment unit prime data are T_0, T_1, T_2, and T_3. Prime data entries for shipments consolidated into an SEAVAN, MILVAN, CONEX, 463L pallet, a RORO vehicle/trailer or other consolidation container are identified by DI T_4. Trailer data entries use DIs, T_5, T_6, T_7, T_8, and T_9. Based on the type of shipment, trailer data entries must be prepared as ***indicated on the following pages***:

Mandatory Trailer Format

Type Shipment	DI code
Outsized (see paragraph B.1.b.(8))	T_5
Government vehicles including trailers, wheeled guns and aircraft	T_5
Ammunition and explosives	T_6, T_7, T_9
Other hazardous materials	T_6, T_9
Personal property	T_8

e. Detailed instructions for preparing all TCMD formats are contained in appendix D.

f. In addition to other uses of the TCMD, the shipper forwards a copy (listing, ***tape, diskette,*** ETM), or similar documentation containing TCMD data, for each shipment unit in an SEAVAN. The shipper places the copies in a waterproofed envelope labeled "Load List" and attaches it securely to the inside of the SEAVAN loading door. Both consolidated and partial load lists are made when the SEAVAN is loaded for stopoff deliveries.

g. The shipper prepares a TCMD for SEAVAN shipments moving to a WPOE under terms of the MSC Container Agreement and Rate Guide (reference p). In accordance with Title 49 CFR (reference M) when hazardous and nonhazardous materials are listed on an SEAVAN TCMD, the hazardous material content records, i.e., T_4 records with hazardous water commodity codes and their accompanying T_6, T_7, and T_9 records must be entered first. Preparation instructions are outlined in appendix D, paragraph 3.b. The shipper, as a minimum, maintains one signed copy to record acceptance by the original inland carrier. In addition, the shipper provides the inland carrier with at least two copies of the TCMD. The inland carrier, in turn, gives one of the copies to the ocean carrier's representative (e.g., gate guard, checker) when delivering the SEAVAN to the carrier's container yard.

3. Clearing the Shipment

a. General

(1) After the TCMD is assembled, the shipper offers for clearance all cargo (including all personal property except unaccompanied baggage (Code J)[4] and POVs) entering the DTS prior to making the shipment. The procedures for shipment clearance serve a common purpose whether the movement is by surface or air. The clearance process aids cargo receiving and the scheduling of watercraft and aircraft, as well as providing the TCMD data for manifest preparation.

(2) As exceptions or additions to the general procedures detailed below, shippers and clearance authorities may develop local agreements to satisfy clearance and documentation requirements. These local agreements are limited to regular cargo movements through normal POE/POD combinations as listed in the agreement, appendix H of this regulation, or the AMC Sequence Listing for Channel Traffic. The local agreements must result in documentation as required by this regulation. The formal agreements must be approved by the Service/Agency headquarters of both the shipper and the clearance authority.

(3) For most shipments, air or water, the clearance process is started when the shipper submits advance TCMD information to the appropriate clearance authority listed in appendix J. An exception to that general rule (for RU and certain LRU shipments) is addressed in paragraph B.3.b.(2). The contract administration office or purchasing office arranges for clearance and appropriate documentation of all vendor shipments in the same manner as a shipper. The responsibilities and general procedures for the ocean and air clearance authorities are detailed in paragraph B.3.d.

b. Surface Clearance

(1) There are two procedures for clearing surface (ocean) export cargo, one for RU shipments and one for LRU shipments. Unless specifically excluded, the procedures apply to all shipments in the DTS including personal property other than POVs, vendor originated material, and mail. Additional details for clearance of personal property are contained in DoD 4500.34-R (reference h). The primary difference between the two shipment clearance procedures is the ETR.

(2) Prior to making an RU surface export shipment (as defined above in paragraph B.1.b.(12)(b)1), the shipper must request an ETR from the WCA/OCCA. Certain LRU shipments indicated in appendix H also require an ETR. In all cases, the procedures by which the WCA/OCCA processes the request are outlined in paragraph B.3.d.(2).

(a) The content of the ETR request and the procedures for its submission in CONUS are detailed in the DTMR (reference j). Similar information for use outside CONUS is contained in theater directives.

(b) The shipper receives an ETR from the WCA/OCCA as indicated in figure 2-B-2. The OCCA will furnish an ETR within 48 hours for ***expedited*** (TP-1 and TP-2) shipments and within 3 working days for ***routine*** TP-3 shipments. If the OCCA must secure a firm booking prior to issuing the ETR, the shipper will be notified (within 48 consecutive hours from receipt of request) of the estimated date for issuance of the ETR.

(c) The content of the ETR, like the ETR request, is outlined in the DTMR (reference j) for CONUS and in theater directives for outside CONUS. For shipments to be loaded in an SEAVAN by the shipper, the ETR includes the carrier. The WPOE and WPOD will be the actual loading and unloading locations and not merely the military port responsible for the origin and destination area.

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[4] The selection of Code J as a method of movement in itself negates the need for air clearance action. The submission of ATCMDs to the ACA is not required.

(d) After receiving the ETR, the shipper makes any necessary additional entries on the TCMD and proceeds according to paragraph 3.b.(3). If the WPOE delivery date established during the clearance procedure cannot be met, the shipper telephones the WCA/OCCA for alternate instructions.

(3) The shipper clears LRU surface shipments, or shipments for which an ETR has been received, by sending advance TCMD data to the WCA/OCCA.

(a) No surface export shipment is made until the shipper submits an advance TCMD according to the timetable shown in figure 2-B-2. When a shipment is routed through a CCP, the CCP acts like a shipper and clears the shipment. The actual originator of the shipment only prepares a TCMD as described in paragraph B.1.b.(12)(c).

(b) Whenever possible, the advance TCMD data for three or more shipment units moving on a single GBL are batched and submitted to the WCA/OCCA under a GBL header card as shown in figure 2-B-4. GBL header cards are used when they do not delay transmission of the advance TCMD data to the WCA/OCCA.

(c) Complete advance TCMD data for SEAVANs (van and contents) are transmitted by the shipper or CCP to the WCA/OCCA. The date for each SEAVAN is transmitted separately.

(d) LRU shipments, and shipments for which an ETR has been received, are considered cleared if they have not been challenged by the WCA/OCCA prior to 1600 local time on the day before the day shipped entry on the advance TCMD. If the shipment is challenged, the shipper follows the instructions provided by the WCA/OCCA. The shipper will immediately call the WCA/OCCA if unable to comply with the challenge instructions.

(e) If the shipment is delayed at the origin and will not arrive at the WPOE by the ETA shown on the TCMD, the shipper will promptly notify the WCA/OCCA.

c. Air Clearance

(1) The shipper must clear all cargo shipped by Government controlled cargo air systems; i.e., AMC. The air clearance procedure is essentially the same as for water shipments. In the air systems, however, there is no requirement for an ETR and no differentiation between RUs and LRUs.[5]

(2) The shipper clears an air shipment by sending advance TCMD data to the ACA. The ACAs are designated by the Services and Agencies and listed in appendix J. Prior to making an air shipment, the shipper submits an advance TCMD to the ACA according to the timetable shown in figure 2-B-5.

(3) Except for ***deferred air freight*** shipments by TP-4 an air shipment is considered cleared if the ACA has not challenged it by the hour/day entered in the advance TCMD date shipped field. Challenges by the ACA are issued by telephone or message and may be made at any time prior to the estimated hour/day shipped TCMD entry. If the shipment is challenged, the shipper follows the instructions issued by the ACA.

(4) For shipments selected to move by ***deferred air freight***, the shipper will submit ***an*** advance TCMD to the ACA as for any air shipment. The transportation priority entry will be "4." Unlike other air shipments, the shipper will not release ***deferred air freight shipments*** until approved by the ACA. When the ACA rejects a shipment, the shipper submits advance ***TCMD data*** to the WCA/OCCA.

[5] See footnote 4 on page 2-B-12.

(5) Shipping activities will obtain airlift clearance from point of origin to destination for cargo moving from one theater to another when traversing the CONUS. Shipping activities obtain this clearance by providing complete TCMD data to the origin theater ACA.

(6) The PCCs and the ARFCOS provide appropriate TCMD data for shipment clearance according to procedures developed locally with the ACA.

(7) If appropriate, the shipper submits a request for Green Sheet action to the sponsoring Service ACA (see paragraph B.1.b.(2)(f)3).

d. Clearance Authorities

(1) General

(a) Clearance authorities do not actually handle material shipments, but do provide an important documentation link between the shipper, transshipper, and receiver. Appendix J is a complete list of both ocean and air clearance authorities, as well as booking offices for ocean cargo. In general, the clearance authorities:

1 Control the movement of cargo. That control includes furnishing TCMD data to the terminal for each shipment unit, coordinating movements of classified or courier material, and monitoring retrograde cargo from overseas to CONUS, assuring shipment to the ultimate CONUS consignee.

2 Divert cargo as required and in coordination with the sponsoring Services.

3 Trace and expedite cargo.

4 Provide lift and receipt data to the Services/ Agencies, including the USTRANSCOM, as required.

5 Correct discrepancies in shipment documentation with the assistance of the sponsoring Services. Documentation correction includes directing the TCMD Effectiveness Program (as explained in appendix E) for late, missing, or improperly prepared TCMDs.[6]

(b) Using the information on the advance TCMD submitted by the shipper, the clearance authority determines if the shipment is correctly routed. This check verifies such details as the availability of transportation service between the POE and POD indicated as well as the suitability of the mode of transportation, *i.e., air versus water. These various traffic management considerations and the authority to* apply them are prescribed in individual/joint Service regulations and overseas theater command directives. If the shipment is accepted as routed, the clearance authority normally does not communicate further with the shipper. When additional guidance must be provided to the shipper or if the shipment routing is to be challenged, the clearance authority immediately contacts the shipper. Details of the procedures for challenge or guidance are included in the paragraphs on air and water clearance below.

(2) Water Clearance Authority

[6] For shipments from CONUS, HQ AMC provides sponsoring Services with receipt and lift information (within 4 hours) and with reports of late or missing TCMDs.

(a) The clearance authority for shipments moving by surface (ocean) is the WCA. The WCA works with the OCCA which is responsible for arranging the actual ocean carriage. Appendix J lists all WCAs/OCCAs along with their communications addresses. The WCA/OCCA is designated by the geographic location of the WPOE. In CONUS, the WCAs/OCCAs are the MTMC area commands. In areas outside CONUS, the WCA/OCCA is designated by area and/or sponsoring Service according to theater directives.

(b) After receiving the advance TCMD from the shipper, the WCA/OCCA determines whether cargo will be shipped in containers (SEAVANs, etc.) or by breakbulk. When the nature of the cargo and the ocean service available allows movement by either container or breakbulk service, the WCA/OCCA gives preference to the method which offers the lowest overall cost to the Government and meets sponsoring shipper Service requirements.

(c) Having determined the lowest cost method of ocean transport which meets Service requirements, the booking office contacts the appropriate ocean carrier.

(d) The information used in the offering/booking process includes the following:

1 For container offerings:

a The cargo category; i.e., general cargo (including mail and mail equipment), POV, wheeled or tracked vehicles (unboxed), or refrigerated cargo (chill or freeze).

b The size of container(s) required stated simply as large (over 32 feet long) or small (32 feet or less in length). If either large or small containers are acceptable, no size is specified. Requests for containers of a specific size (e.g., 20, 27, 35, or 40 feet) are made only when required by characteristics of the cargo or other identifiable reasons. The booking office accepts requirements for a specific length container, but not requirements which name a specific carrier, except when the specified length is rate favorable under the MSC container agreements or when the shipper submits adequate cost data to justify the size indicated.

c The consignee.

d The day the cargo will be available for stuffing.

e The stuffing point location (warehouse, street address, dock number, etc.).

f The cargo priorities including the RDD, SDD, and RAD for MAP cargo. Delivery time from the POD to the ultimate consignee is also considered in obtaining ocean service.

g The loading and discharge ports and, when using MSC through-container rates, the inland origin and destination points.

h For MAP or other air cargo, whether or not discharge costs are the responsibility of the recipient government.

2 For cargo offerings:

a The measurement tons by cargo category; i.e., general cargo, ammunition/hazardous cargo, POV, cargo carrying trailer, aircraft, special (including all other wheeled or

tracked vehicles and any commodity weighing more than 10,000 pounds or more than 35 feet in any dimension), refrigerated cargo (chill or freeze), and bulk (unpacked commodities).

b The loading and discharge ports.

c The day the cargo will be available for loading.

d The cargo priorities including the RDD, SDD, or RAD. Delivery time from the WPOD to the ultimate consignee is also considered in obtaining ocean service. If there is a shortage of a specific type of space for cargo requiring special handling or stowage, the WCA/OCCA coordinates the cargo's relative priority with the appropriate Service/Agency or theater authority.

e For MAP or other air cargo, whether or not discharge costs are the responsibility of the recipient government.

(e) In the booking process, when selecting the ocean transportation, the concerns addressed include:

1 The availability of timely and economical ocean shipping which meets the requirements for delivery of the cargo.

2 Consolidations of cargo that may be made without adversely affecting timely delivery of the shipment.

3 Best utilization of MSC controlled vessels, commercial, breakbulk, or RORO vessels.

4 Compliance with DoD policy prohibiting use of foreign flag shipping when U.S. flag shipping is available and capable of meeting the delivery requirements.

5 Acceptance, without challenge, of container-required offerings unless such bookings conflict with the prohibition on use of foreign flag vessels.

6 Equitable distribution of traffic among U.S. flag commercial carriers consistent with delivery requirements and lowest cost.

7 Movement of protected cargo by the most direct sailing possible with ocean service beginning and ending at the carrier's terminal. Containerized cargo is booked using container service code "K."

8 Movement of personal property (code 5) shipments by either container or breakbulk vessel. Those moved by containership are booked for applicable local drayage (container service code "L" or "1"-"9") between the actual WPOD and the military port activity. When the military port activity is not in the local drayage zone of the actual WPOD, the shipments are booked under container service code "M."

(f) Information necessary for ship loading and manifesting is developed during the booking process. The basic booking information includes:

1 The vessel name, type, IRCS or the hull number for towed ocean barges without an IRCS, and for SEAVAN shipments the assigned voyage number.

2 The vessel operator and local agent.

3 The day the vessel is available for loading.

4 The itinerary of the vessel including ETA at the WPOD.

5 The vessel's capability to handle specific cargo requirements, e.g., unusual size or weight.

6 The description and location of allocated stowage space aboard the vessel (provided as soon as possible, but not later than 48 hours before the vessel is available for loading).

7 The terms of carriage, i.e., who is responsible for loading and unloading; see appendix F18.

8 The vessel status, i.e., the type of shipping and payment agreement; see appendix F18.

(g) When cargo is to be transferred from one vessel to another enroute to the final WPOD, the booking office provides the manifesting activity with data to be included in the cargo traffic message and cargo manifest. This transshipping information includes:

1 The M/Ts of cargo (or number of SEAVANs) and commodity(ies) being transshipped.

2 The transshipment port(s).

3 The name of each subsequent vessel (or destination of overland mode, if applicable).

4 The ETA at each transshipment port and manifested WPOD.

5 Whether the carrier or Government is responsible for transshipment costs.

6 The letters "TBN" (to be named) if the subsequent vessels have not been identified.[7]

(h) If the booking proposed by the booking office is not acceptable to the military activity responsible for loading the cargo, the activity coordinates directly with the booking office to resolve the problems. Shipments of classified cargo or small increments of class A or B explosives for which timely and economical ocean delivery cannot be arranged may, with the approval of the sponsoring Service, be diverted to air.

(i) When an acceptable booking has been arranged by the booking office, a cargo clearance order is issued.

(3) The ACA

(a) The clearance authority for shipments moving by AMC is the ACA. Appendix J lists all ACAs and their communications addresses. Each sponsoring Service has a designated ACA for shipments

[7] If the TBN entry is used, or the subsequent vessel(s) change(s), or the requirement for transshipment is identified after shipment, the booking office notifies all addresses of the original cargo traffic message.

exported from CONUS by AMC. The Air Force ACA also clears CONUS export shipments sponsored by any shipper other than the Army, Navy, Marine Corps, or Coast Guard. In areas outside CONUS, the ACA is designated by area and/or sponsoring Service.

(b) The ACA issues shipment challenge or consignment (APOE, APOD, and consignee) instructions as necessary. The challenge instructions are issued by telephone or message whenever the ACA determines a shipment should not be shipped as indicated on the advance TCMD. The ACA contacts the sponsoring Service ILCO to obtain confirmation of questionable airlift requirements for SAP shipments. Challenges are issued any time prior to the estimated hour/day of shipment listed on the advance TCMD.

(c) The ACA provides air terminal operators (HQ AMC for CONUS export) with complete TCMD data for shipments accepted into the DTS.

(d) When notified that a shipment weighing more than 500 pounds has been received at an aerial port without advance clearance, the ACA either clears or diverts the shipment within 36 hours. The ACA provides the terminal with a TAC for all shipments authorized air movement. A fund citation and diversion instructions are provided by the ACA for those shipments not cleared. The ACA also obtains surface clearance as required by paragraph B.3.b.

(e) Upon receipt of an advance TCMD for shipment ***by deferred air freight, the ACA clears the shipment based on excess space available, maximum deferred air freight cargo levels, and coordination with the air terminal manager. For disapproved shipments, the ACA provides notification to the shipper.***

e. Holding, diverting, and tracing are all actions in which a shipper may be involved due to irregular or interrupted movement of cargo in the DTS. In addition to the instructions below, formats for documenting these actions are detailed in appendix M.

(1) The shipper may hold a shipment for a wide variety of reasons including a consolidation delay, a wait for an export traffic release, or an embargo. These and other reasons for a transportation delay are listed in figure 2-B-6. The list also contains the transportation holding delay code which, for MILSTRIP shipments, the shipper enters in 51 of the MILSTRIP shipment status card. By including this holding code or its explanation on applicable shipment planning records, the shipper is able to research the cause of any shipment delays. Except for transportation delays as mentioned above, the shipper will not hold material requisitioned under MILSTRIP unless directed to do so by the supply source. (For non-MILSTRIP shipments, the shipping activity responsible for moving the material may hold the shipment when necessary.) As an exception to blanket holds placed on shipments during mass cancellation situations, shipments with "555" in the RDD field (rp 62-64, DD Form 1348-1A) are not held, but processed by the shipper in accordance with the applicable transportation priority.

(2) A transportation diversion may be a change of mode (e.g., from air to water), a change of destination, and/or a change of route. Except for mode change, the shipper will not divert material requisitioned under MILSTRIP unless directed to do so by the supply source.

(a) A diversion between modes is a routine occurrence during the clearance process and the shipper follows the instructions issued by the clearance authority. This type of diversion may happen as a result of:

1 A change in the urgency of need. Such a change may result in a planned air shipment being moved by surface or a surface shipment by air. A change in urgency of need may occur while

the shipment is anywhere in the transportation system with the related diversion coordinated by the applicable clearance authority.

2 The challenge process during air clearance. Requisitions with UMMIPS priority ***designator 01 through 08 require an entry in the RDD field of the TCMD*** which ***will*** normally ***result in shipments requiring expedited transportation (TP-1 and TP-2).*** When the actual need does not justify the additional expense normally associated with ***expedited*** transportation, the requisitioner may authorize the shipper or the ACA to direct diversion of the shipment for movement by ***routine transportation (TP-3).***

(b) A diversion to a different consignee or destination may result from conditions such as:

1 Strikes, national disturbances, or acts of God.

2 Supply cancellations.

3 Terminations of projects.

4 Changes in logistics buildup.

5 Modification of permanent change of station orders authorizing personal property shipments.

6 Change in the receiving locations for mobile units.

(c) A diversion in the route of a shipment normally occurs after it leaves the shipper. Such change in route is only within a particular mode (i.e., air or water) and usually directed and coordinated by the clearance authority.

(3) Shipment tracing through MILSTAMP allows the requesting or receiving activity to use modified supply system data to locate a shipment in the transportation system. While tracing assistance is normally obtained from the clearance authorities, the shipper may occasionally be asked for shipping data. The shipper responds to such requests by providing all available information. The formats used for tracing are detailed in appendix M.

4. Preparing Additional Shipper Documentation

a. In addition to the TCMD, the shipper prepares documentation which:

(1) Is applied to the shipment itself and includes addresses and most TCMD data (see figure 2-B-8).

(2) Identifies special characteristics and handling requirements for air shipments (DD Form 1387-2)(see figure 2-B-10).

(3) Certifies hazardous materials for military airlift in accordance with joint publication AFJMAN 24-204/TM 38-250/NAVSUP PUB 505/MCO P4030.19F/DLAM 4145.3 using the form Shipper's Declaration for Dangerous Goods.

(4) Constitutes a contract between the shipper and a carrier providing transportation service (CBL or GBL).

(5) Reports the shipment of classified and certain hazardous material or inert components (REPSHIP)(figures 2-B-11 and 2-B-12).

(6) Establishes a beginning point for reporting and collecting data on transportation performance in the movement of MILSTRIP shipments (Intransit Data).

(7) Provides a record of the condition, U.S. Customs and EPA qualifications, and complete ownership identification of POVs shipped in the DTS (DD Form 788).

b. The shipper applies address markings to each piece of a shipment unit. The DD Form 1387, 1986 edition, will be used for address markings on all shipment units of DoD cargo. The form will be completed using automated or manual capabilities. Bar coded entries of TCN, Consignee DoDAAC, and piece number are mandatory on the DD Form 1387, effective 1 January 1989. Labels prepared by automated means must be readable by humans and electronic devices. Manually prepared labels must be readable by employees responsible for the movement of cargo. If the shipping container does not lend itself to application of the label, or if the label would cover or interfere with other required markings, the label will be attached to a general purpose tag or a wooden placard. The general purpose tag or placard will be tied, wired, or otherwise fastened to the shipment unit or movement conveyance (SEAVAN or air pallet). A vendor or contractor making a shipment may apply address markings by silk screen, stencil, or alternate labels provided the procurement costs are not increased and the marking conforms with MIL-STD-129 (reference n). Substitute labels or tags must contain the same data as the DD Form 1387 and be approved by the contract administration office.

(1) Detailed procedures for applying shipment markings are specified in MIL-STD-129 (reference n). In addition, personal property shipments are marked according to MIL-STD-212 (reference t) and shipments of hazardous materials according to the 49 CFR (reference m) and other appropriate publications. The outside containers of classified or protected (sensitive) shipments are marked as specified in MIL-STD-129 (reference n) and sponsoring Service directives, but will not identify the classified or protected nature of the material being shipped.

(2) Illustrations of sample shipment markings are shown in figures 2-B-7 and 2-B-8. Shadow printing is the accepted method for indicating the TP. The TP may also be applied through the use of stick-on numerals or handwritten with waterproof marker.

c. The shipper also completes a Special Handling Data/Certification, DD Form 1387-2, for shipments of classified or protected articles moving by military controlled aircraft. The form identifies the characteristics of the material, precautionary measures, handling instructions, and other details necessary for the safe and proper handling of the shipments.

(1) Detailed procedures for completing the DD Form 1387-2 ***are found in figure 2-B-10.***

(2) The shipper distributes the prepared copies of the DD Form 1387-2 as follows:

(a) When shipping unclassified ***non***hazardous material, the original signed form is attached to the number one package of the shipment. Three additional copies are forwarded to the originating air terminal in a waterproof envelope and attached to the number one shipping container. An additional copy of the form is attached to each container in the shipment.

(b) When shipments are classified, the shipper enters the degree of protection required, e.g., "Signature and Tally Record Required," in the supplemental information block. The shipper also enters the weight of the shipment, TCN, and destination DoDAAC. One copy of the DD Form 1387-2 is attached to each

container. Three additional copies are forwarded to the originating air terminal in a waterproof envelope and attached to the number one container.

d. ***Detailed procedures for completing and distributing the form Shipper's Declaration for Dangerous Goods are contained in joint publication AFJMAN 24-204/TM 38-250/NAVSUP PUB 505/MCO P4030.19F/DLAM 4145.3 (reference o). Only personnel trained in accordance with the joint publication are authorized to certify hazardous cargo for movement by military airlift. The shipper normally types the form, but clear, legible handwritten entries are acceptable.***

e. The shipper prepares a CBL or GBL as a contract with a carrier providing transportation services to the POE. Bills of lading for movement of SEAVANs include the SEAVAN TCN, TCN for each shipment unit, and the complete van and seal numbers. The detailed procedures for completing and distributing the bill of lading are contained in the DTMR (reference i) for CONUS and in appropriate theater directives overseas.

f. The shipper sends a REPSHIP by ETM (or telephone confirmed by ETM) as soon as possible, but not later than 24 hours after shipping classified or protected (except pilferable) and certain hazardous material or release unit quantities of inert components. The shipper transmits the REPSHIP to ensure its receipt before shipment arrival. REPSHIPs containing classified information, or which indicate that shipments are classified, are safeguarded according to the shipper's security regulations.

(1) When shipping classified (TOP SECRET, SECRET, Confidential) or protected (except pilferable)) material, the shipper notifies the transshipping activity (CCP or POE) and either the clearance authority for surface export shipments. The information required in the notice (REPSHIP) is detailed in the DTMR (reference j) for CONUS export shipments and in appropriate theater directives overseas. The shipper provides:

(a) The export release number and TCN(s).

(b) Carrier and routing information.

(c) Car or truck number(s).

(d) GBL number(s).

(e) Estimated time and date of departure.

(f) Estimated time and date of arrival at the transshipping activity.

(g) Security classification.

(h) Commercial, DSN, or FTS telephone number, as appropriate.

(2) When shipping ammunition, explosives, or release unit shipments of inert component parts thereof, the shipper uses the REPSHIP format outlined in figure 2-B-11 or 12 to notify:

(a) The transshipping activity (CCP or POE).

(b) Either the clearance authority for surface export shipments.

(c) The sponsoring Service accountable supply activities:

1 Army - as listed in separate publications distributed directly to shipping activities.

2 Air Force - Armament Transportation Team/LIWXD, Hill AFB, Ogden, UT 84056-5999; in addition to LIWXD, send an information copy of REPSHIP on all Air Force-sponsored FMS shipments to ***HQ AFMC/LGTT***, Wright Patterson, AFB, OH 45433-5000.

3 Navy and USMC - U.S. Navy Ships Parts Control Center, Code 8534, Mechanicsburg, PA 17055-0788 with instructions for routing to "Code 735" in the heading. An additional copy will be sent to the U.S. Navy ILCO, Code 252, 700 Robbins Ave., Philadelphia, PA 19111-5000 on all Navy sponsored FMS.

4 USMC - In addition to the above, Headquarters, USMC, (Code ***LFT***), Washington, DC 20380-***1775***.

g. The shipper also prepares the intransit data format for use in measuring transportation performance in the movement of MILSTRIP shipments. Intransit data reporting is required for supply and transportation activities of the Army, Navy, Air Force, Marine Corps, and DLA. Procedures for completing all intransit data formats are detailed in appendix L.

(1) Reports of performance are required for all supply transactions (stocked items) on inventory control point managed stocks requisitioned under MILSTRIP and shipped from U.S. Government activities (except Coast Guard) to DoD and Coast Guard activities within CONUS and to DoD activities overseas. Also included are Air Force sponsored shipments moved by AMC from overseas to CONUS. Specific exclusions are detailed in appendix L.

(2) The shipper prepares and distributes intransit data with document identifier code TK4 using the following procedures:

(a) For bill of lading shipments, all shippers except the Air Force, prepare TK4 data for each bill of lading; Air Force shippers prepare data for each shipment unit on the bill of lading, except as noted in paragraph B.4.f.(2)(a)3.

(b) For bill of lading shipments directly to a receiving activity, the shipper forwards the data, with the bill of lading to the receiving activity.

(c) For bill of lading shipments to a transshipping activity (POE), all shippers except the Air Force forward the TK4 data to the transshipping activity; Air Force shippers forward the TK4 data to the DoD MILSTEP CDCP.

(d) The shipper makes all entries on the TK4 (including consignee receipt date) when, under the provisions of guaranteed traffic agreements, electing to use the carrier delivery receipt to obtain the information. The shipper then sends the intransit data directly to the CDCP.

h. The POE, acting as a shipper, prepares a DD Form 788, Private Vehicle Shipping Document for Automobile, to provide a record of the condition, customs, and EPA qualifications and complete ownership identification data of POVs shipped in the DTS. While the shipper is technically the POV owner, the terminal prepares the DD Form 788 as detailed in the PPTMR reference h). The form may also be used instead of a

manual TCMD for processing at the POE. The TCMD data entries on the form are also detailed in appendix D of this regulation.

i. Shippers authorized to load and ship 463L air pallets prepare Pallet Header data as shown in chapter 3, figure 3-C-2 and as instructed by the APOE responsible for processing the shipment.

5. ***Making the Shipment.*** After preparing all the documentation and receiving appropriate clearance, the shipper makes the shipment to the transshipment point (CCP or POE). The shipper forwards appropriate delivery documentation (bill of lading, TCMD, etc.) with the shipment as outlined above for the various forms.

6. ***Answering Transportation Discrepancy Report (TDR).*** If a discrepancy occurs in a shipment and information is needed to process a possible claim, the shipper receives a request for information in the form of a TDR. Complete instructions on processing and distributing TDRs are contained in the joint publication AR 55-38/NAVSUPINST 4610.33*C*/AFR 75-18/MCO P4610.19*D*/DLAR 4500.15 (reference q). Additional instructions for use overseas may be contained in applicable theater publications.

7. ***Maintaining Files.*** After completing a shipment, the shipper maintains records detailing the actions undertaken. Various Service publications detail the length of time and method for keeping such files.

Application of Transportation Priorities

TP	Recommended Shipment Mode	Type of Shipment O/T mail	Explanation/ Exception Paragraph	Mail Shipments Paragraph B.1.b.(2)(e)
1	Air	UMMIPS 01-0*8*	B.1.b.(2)	Registered letter mail, Command pouches, weapon system pouches, and CASREP pouches.[8] Letter mail. Priority parcels.
2	Air	UMMIPS 0*1*-08	B.1.b.(2)	MOM, SAM, and PAL.
3	Surface	UMMIPS 0*1*-15 Personal property NAF	B.1.b.(2) B.1.b.(2)***(a)*** B.1.b.(2)***(a)*** B.1.b.(2)***(b)***	Overseas mail and intercommand mail.
4	AMC uncommitted space	TP-3	B.1.b.(2)***(f)***	See text.

Figure 2-B-1

[8] Enter 999 in the RDD field.

Time Standards for Issuance of an ETR

When the shipper requests an ETR for:	The OCCA provides an ETR:
TP-1 and TP-2 shipments	Within 48 hours from time of receipt at the OCCA.
TP-3 shipments	Within 3 working days from time of receipt at the OCCA.
Any shipment with an availability date 10 or more days in the future	Not later than the shipper established lead time necessary to ensure processing and transit to the port.

Figure 2-B-2

TCMD Submission for Water Shipments[9]

When the shipper makes an:[10]	When transit time to the POE is:	The shipper sends data to the OCCA:[10]	The method of ATCMD transmission is:
RU shipment by SEAVAN	24 hours or less	After receiving the ETR and at least 12 hours prior to shipment	***DDN*** or ETM[11]
	Over 24 hours	Not later than actual time of shipment	***DDN*** or ETM[11]
RU shipment by other than SEAVAN	24 hours or less	At least 18 hours prior to shipment	Telephone
	Over 24 hours	24 hours prior to shipment arrival at POE	***DDN*** or ETM[11]
LRU shipment restricted by appendix H	24 hours or less	After receipt of ETR, but at least 18 hours prior to shipment	Telephone
	Over 24 hours	After receipt of ETR, but at least 24 hours prior to shipment arrival at POE	***DDN*** or ETM[11]
LRU shipment, unrestricted	24 hours or less	At least 18 hours prior to shipment	***DDN*** or telephone
	Over 24 hours	At least 24 hours prior to shipment	***DDN*** or telephone

Figure 2-B-3

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[9] ***For surface shipments, the majority of U.S. Marine Corps surface shipments are forwarded to U.S. Marine Corps CCP at DDD San Joaquin, CA (DDJC) for further shipment overseas. These shipments do not require ATCMD submission. For surface shipments (RU and LRU) not transiting the CCP, U.S. Marine Corps shippers will submit the ATCMD to the OCCA via telephone/FAX transmission.***

[10] For shipments forwarded to a CCP for consolidation, the CCP will be defined as the shipper when using this figure.

[11] Telephone transmission will be used if faster and if ***DDN*** or capability is not available.

GBL Header Data Format for Shipments to Water Ports[12]

Record Position	Data Element or Description
1-3	Advance shipment information, always enter "GBL"
4-11	GBL Number - 8 positions - alphanumeric
12-16	Always enter - TCMDs
17-19	Total number of TCNs on this GBL
20-25	DoDAAC of shipper
26	Blank
27-30	Day of the year shipment was or is planned to be released to carrier
31-33	POE, example

Figure 2-B-4

[12] A properly formatted GBL Header Data for batch transmission of TCMDs would read as follows: GBLA1234567TCMDS175SW3400 31113DK

TCMD Submission for Air Shipments

When the shipper makes an:	**The shipper sends ATCMD data to the ACA for shipments moving by:**	**The ATCMD is transmitted by:**
	AMC	
Expedite TP-1 (999) shipment[13]	Not later than 2 hours prior to release to the carrier	(1)Telephone/DSN (2)***DDN*** (3)FAX[14]
All other TP-1 shipments	Not later than 6 hours prior to release to the carrier	(1)***DDN*** (2)ETM (3)Telephone/DSN/FAX[15]
All other air shipments except AMC FSS cargo[15]	Not later than 14 hours prior to release to the carrier	(1)***DDN*** (2)ETM (3)Telephone/DSN/FAX[15]

Figure 2-B-5

[13] For ***air*** shipments, ***the U.S. Marine Corps shippers offer air-eligible shipments to the various ACAs via telephone/FAX transmission.***

[14] Facsimile of clearly legible ATCMDs may be used when the computer for sending or receiving data is temporarily inoperable. To ensure accountability, the shipper must provide advance notice to the appropriate ACA of approximate transmission time and number of ATCMDs being transmitted. ACA will advise the shipper of any discrepancies. The Army ACA cannot accept FAX transmission of ATCMDs.

[15] AMC FSS cargo does not require clearance. The TCMD forwarded with the FSS shipment contains a significant identifier indicating no advance documentation is required.

Transportation Holding Delay Codes

One of the following codes will be used to record and/or report a transportation delay as outlined in paragraph B.3.e.(1) of this chapter:

Code	Explanation
A	Shipment unit held for consolidation
B	Awaiting carrier equipment
C	Awaiting export/domestic traffic release
D	Delay due to diversion to surface movement resulting from challenge by Service Air Clearance Authority
E	Delay resulting from challenge by Service Air Clearance Authority/SCCO for which no diversion occurs and material was shipped by air
F	Embargo
G	Strikes, riots, civil commotion
H	Acts of God
I	Reserved
J	Shipment delayed to process customer cancellation request(s)
K	Diversion to surface movement due to characteristics of material that preclude air shipment, e.g., size, weight, in hazard classification
L	Delay requested and/or concurred in by consignee
M	Delay to comply with valid delivery dates at CONUS destination/outloading terminals
N	Delay due to diversion to air (requisition priority upgraded)
O-Y	Reserved
Z	Holding action less than 24 hours from date material available for shipment

Figure 2-B-6

Ilustration of Stencil Marking

TCN FB564430907800XXX
RDD 126 PROJ 555 TP-3
FD2030 TINKER AFB OK
1GC T.O. MOTBY BAYONNE NJ
HA4 SOUTHAMPTON ENGLAND
FB5644 RAF BENTWATERS
SUFFOLK, ENGLAND
1 OF 12 WT 1200 CU 110

Explanation

First Line :	TCN
Second Line:	RDD or ***an*** expedited handling ***or transportation signal of 999, N_ _, E_ _, 444, 555, or 777, and*** project code ***if assigned,*** and TP.
Third Line:	DoDAAC and clear text address of the consignor.
Fourth Line:	Port identifier code and clear text name of the POE.
Fifth Line:	Port identifier code and clear text name of POD.
Sixth Line:	DoDAAC/MAPAC and clear text address of the consignee.
Seventh Line:	Piece number, total pieces, weight, and cube of the piece.

Figure 2-B-7

Instructions for Completing the DD Form 1387, Military Shipment Label (Other Than Mail)

1. TCN: Enter the 17 position TCN, bar coded and in-the-clear.
2. Postage Data: Leave blank.
3. From: Enter DODAAC and in-the-clear address of the shipping activity.
4. Type Service: Enter Air Express, Blue Label, Overnight Delivery, etc.
5. Ship to/POE: Enter three digit air/water port code and in-the-clear port address.
6. Transportation Priority: Enter applicable TP.
7. POD: Enter three digit air/water POD code.
8. Project: Enter project code if applicable.
9. Ultimate Consignee/Mark For: Enter consignee DODAAC, bar coded and in-the-clear, and the complete address of the consignee.
10. Weight (this piece): Enter actual weight.
11. RDD: Enter if appropriate.
12. Cube (this piece): Enter cube.
13. Charges: Enter CONUS inland freight charges on number one piece of the shipment unit (mandatory for FMS shipments).
14. Date Shipped: Enter four position date or in-the-clear date.
15. FMS Case Number: Enter as appropriate.
16. Piece Number: Enter bar coded and in-the-clear.
17. Total Pieces: Enter total pieces in the shipment unit.

Figure 2-B-8

Instructions for Completing the DD Form 1387, Military Shipment Label (Mail)

1. TCN: Enter the 17 position TCN, bar coded and in-the-clear.

2. Postage Data: Use one of the following:

    a. Metered mail: Attach stick-on metered postage values to or near this block.

    b. Permit Imprint mail: Enter the appropriate Service/Agency mail authorization; for example:

First Class Mail
Postage and Fees Paid
Defense Logistics Agency
Permit No. G-53

3. From: Enter the in-the-clear address of the shipping activity, including ZIP code. The phrase "Official Business, Penalty for Private Use $300" must be printed on the bottom line of this block.

4. Type Service: Enter First Class, Express Mail, etc.

5. Ship to/POE: For CONUS mail, enter complete address of consignee, including ZIP code. For overseas mail, enter PCC code or the air/water POE code.

6. Transportation Priority: Enter the appropriate TP.

7. POD: Leave blank.

8. Project: Enter if appropriate.

9. Ultimate Consignee/Mark For: Enter DODAAC of consignee, bar coded and in-the-clear, and other address markings, if appropriate.

10. Weight (this piece): Enter actual weight.

11. RDD: Enter RDD, if appropriate.

12. Cube (this piece): Enter cube.

Figure 2-B-9

Instructions for Completing the DD Form 1387, Military Shipment Label (Mail)

13. Charges: Leave blank.

14. Date Shipped: Enter four position or in-the-clear date.

15. FMS Case Number: Enter, if applicable.

16. Piece Number: Enter bar coded and in-the-clear piece number.

17. Total Piece: Enter number of pieces in the shipment unit.

Figure 2-B-9 (Cont.)

Instructions for Completing the DD Form 1387-2, Special Handling Data/Certification

Unclassified Shipments

Block

1. Item nomenclature: ***Enter item nomenclature.***
2. Net Quantity per Package: ***Enter the gross weight of the package.***
3. Consignment Gross Weight: Total gross weight of each pallet/package shipped under the same TCN.
4. Transportation Control Number: TCN this package.
5. Destination: Address of consignee, in-the-clear.
6. Supplemental Information: For sensitive and other cargo requiring transportation protective service ***or other special services while intransit, enter appropriate requirements. (See blocks 18/19.)***
7. Load Storage/Group: ***Leave blank.***
8. Flash Point: ***Leave blank.***
9. Mark block with "X." ***Leave blank.***
10. Joint Reg. Paragraph: ***Leave blank.***
11. MILSTAMP reference: If used, mark with "X." Cite MILSTAMP chapter 2, section B, paragraph 4.
12. ATA/IATA/IMCO Regulations: ***Leave blank.***
13. 49 CFR: ***Leave blank.***
14. Paragraph: ***Leave blank.***
15. 173.7(a): ***Leave blank.***
16. Exemption: ***Leave blank.***
17. DOT-E 7573: ***Leave blank.***
18. Address of Shipper: Complete in-the-clear address of shipping activity.
19. Typed Name, Signature, and Date: ***Enter date.***

Figure 2-B-10

Instructions for Completing the DD Form 1387-2,
Special Handling Data/Certification

Classified Shipments

1. ***If the material being shipped is classified, the following procedures apply:***

a. Four copies of the form will be completed in detail, as in blocks 1-19 above, provided none of the information entered on the form is classified. Distribution of the form will be in accordance with paragraph B.4.c.(2) above.

b. If the information to be entered on the form is classified, then prepare and distribute the form as follows: One copy is completed in detail (see blocks 1-19 above), including essential classified data. The completed form will be forwarded to the air terminal in accordance with appropriate security regulations and precautions and will be attached to the air manifest. Three additional copies of the form must be prepared reflecting "See Aircraft Commander's Copy" and "Protective Service Required" in block 6. Blocks 3, 4, and 5 will also be completed. The remainder of the form will be left blank. The form will be placed in a waterproof envelope and attached to the number one container of the shipment unit.

c. If any of the data entered on the DD Form 1387-2 is classified when the form is attached to the air manifest, then the air manifest takes the same degree of classification. The air manifest remains classified until the classified form is detached and handled in accordance with appropriate security regulations and precautions.

2. If the material being shipped is only classified, the following procedure applies. All four copies of the form will reflect the degree of protection.[16]/[17]

Figure 2-B-10 (Cont.)

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[16] For shipments of classified or sensitive cargo, block 6 of the DD Form 1387-2 will include one or more of the transportation protective service categories as required by the DTMR (reference J), for example

Armed Guard Surveillance ***(AGS)***
Protective Security Service (PSS)
Dual Driver Protective Service ***(DDPS)***
DoD Constant Surveillance Service ***(DoD CSS)***
Motor Surveillance Service ***(MSS)***
Rail Surveillance Service (RSS)
Tank Surveillance Service ***(TSS)***
Signature and Tally Record ***(STR)***

[17] For shipments requiring other special services while intransit, enter the appropriate instructions in block 6. e.g.,:

Protect From Freezing
Protect From Heat
Air Ride Equipment Required

Illustration of Report of Shipment (REPSHIP) Data Requirements for Breakbulk Shipments of Hazardous Materials and Inert Component Parts

FROM: Shipping Activity

TO: Transshipping Activity
Clearance Authority (ocean) or (air)

INFO: Sponsoring Service Accountable Supply Activity

SUBJ: MILSTAMP REPSHIP
1. CONVEYANCE NUMBER.

A. CARRIER AND ROUTING, BILL OF LADING NUMBER, NEW.

B. SEAL NUMBER(S) AND ANY OTHER SECURITY DEVICES APPLIED SUCH AS UPPER RAIL LOCKS, WIRE TWISTS, ETC.

C. TYPE OF TRANSPORTATION PROTECTIVE SERVICE (STR, CSS, RSS, NONE, ETC.) AND, WHEN APPLICABLE, SERVICE NUMBER.

D. SHIPMENT DATE WRITTEN AS A THREE DIGIT DAY OF THE YEAR.

E. ETA WRITTEN AS A THREE DIGIT DAY OF THE YEAR.

F. FOR SURFACE SHIPMENTS: ETR NUMBER AND VESSEL NAME AND/OR VOYAGE NUMBER. FOR AIR SHIPMENTS: ENTER APPLICABLE AIR RELEASE NUMBER OR N/A.

(1) TCN.
(2) NSN AND DODIC.
(3) DIMENSIONS, IN INCHES, OF UNITIZED LOADS (LENGTH, WIDTH, HEIGHT).
(4) TOTAL ROUNDS, TOTAL PIECES, TOTAL WEIGHT, TOTAL CUBE.
(5) LOT NUMBER AND NEW; FOR MORE THAN ONE LOT FURNISH THE LOT NUMBER, ROUND COUNT, PIECES, WEIGHT, CUBE, AND NEW FOR EACH LOT.
(6) PROJECT CODE, IF APPLICABLE.
(7) SECURITY CLASSIFICATION (E.G., SENSITIVE - CATEGORY 2; SECRET, NONE, ETC.).

G. COMMERCIAL, DSN, OR FTS TELEPHONE NUMBERS AS APPROPRIATE. WHEN CONTRACTORS ARE AUTHORIZED TO TRANSMIT REPSHIPs. PROVIDE TELEPHONE NUMBERS OF THE COGNIZANT ADMINISTRATIVE TRANSPORTATION OFFICE.

When the conveyance contains more than one shipment unit, repeat the data elements (1) through (7) in separately lettered paragraphs for each shipment unit. NOTE: Cargo for more than one vessel or flight, but shipped to POE in a single conveyance, is included in a single REPSHIP.

When cargo for a single vessel is moved to the WPOE in more than one conveyance, repeat all the data elements as above in separate numbered paragraphs for each conveyance.

NOTE: A separate REPSHIP is used for each mode of shipment to the POE.

Figure 2-B-11

Illustration of Report of Shipment (REPSHIP) Data Requirements for Containerized Shipments of Hazardous Material and Inert Component Parts

FROM: Shipping Activity

TO: CONUS WATER TERMINAL[18]

INFO: Sponsoring Service Accountable Supply Activity

SUBJ: MILSTAMP REPSHIP

1. ETR AND VESSEL NAME AND/OR VOYAGE NUMBER.

A. CONVEYANCE NUMBER.
- (1) CARRIER AND ROUTING.
- (2) GBL NUMBER; TOTAL NEW.
- (3) MTX-GS SERVICE NUMBER.
- (4) TYPE OF TRANSPORTATION PROTECTIVE SERVICE (STR, CSS, DDPS, RSS, ETC).
- (5) SHIPMENT DATE WRITTEN AS A THREE DIGIT DAY OF THE YEAR.
- (6) ETA WRITTEN AS A THREE DIGIT DAY OF THE YEAR.

B. CONTAINER AND SEAL NUMBER.[19]
- (1) CONTAINER TCN.
- (2) TOTAL WEIGHT OF CONTENTS.
- (3) TOTAL NEW.
- (4) CONTENT TCN.
  - (a) NSN AND DODIC.
  - (b) ROUNDS, PIECES, WEIGHT, CUBE, AND LOT NUMBERS.
  - (c) PROJECT CODE, IF APPLICABLE.
  - (d) SECURITY CLASSIFICATION (E.G., SENSITIVE-CATEGORY 2, CONFIDENTIAL, ETC.).
- (5) CONTENT TCN.[20]

C. COMMERCIAL, DSN, OR FTS TELEPHONE NUMBER, AS APPROPRIATE. WHEN CONTRACTORS ARE AUTHORIZED TO TRANSMIT REPSHIPs, PROVIDE TELEPHONE NUMBER OF THE COGNIZANT ADMINISTRATIVE TRANSPORTATION OFFICE.

Figure 2-B-12

[18] Containerized (CONEX, MILVAN, SEAVAN) loads containing Hazardous Material are not eligible for airlift.

[19] For a conveyance with more than one container, repeat the data in paragraph B as paragraph C, etc.

[20] For a container with more than one shipment unit, repeat the data in paragraph B(4) for each shipment unit as paragraph B(5), etc.

Data Field	Procedures
1-3	Shippers and transshippers, enter "TAW" to report consolidation of two or more shipment or transportation unit TCNs into a higher level consolidated TCN. CCPs also enter "TAW" to report consolidation of two or more MILSTRIP requisition or other document numbers that are broken down and reconsolidated into a new TCN for onward movement.
4-6	Enter the routing identifier of the original shipper.
7	Enter "Z" if CCP shipment; otherwise, leave blank.
8-24	Enter the TCN of the shipment that is being consolidated into a higher level of consolidation or broken down for reconsolidation.
25-29	Enter quantity, if available; otherwise, leave blank.
30-44	Enter the MILSTRIP requisition, contract number, purchase order number, or other document number for each individual line item that is being broken down and reconsolidated into a new higher level TCN.
45-50	Enter supplementary address, if available; otherwise, leave blank.
51-53	Enter date received by the transshipper. Leave blank for shipper transaction.
54-56	Enter date shipped by shipper or transshipper.
57-59	Enter project code, if available; otherwise, leave blank.
60-61	Enter priority code, if available; otherwise, leave blank.
62-77	Enter new consolidated TCN assigned to the highest level of consolidation for movement; i.e., 463L pallet, SEAVAN/MILVAN, or other consolidation configuration.
78-80	Enter the routing identifier of the POE identified for onward movement.

Figure 2-B-13

SECTION B. CONSOLIDATION AND CONTAINERIZATION POINT (CCP)

1. GENERAL

a. The consolidation and containerization points (CCPs) have evolved to make more complete use of SEAVANs, 463L pallets, and the benefits associated with reduced cargo handling. Since most shippers do not regularly generate full container or air pallet loads of cargo for shipment direct to receivers, the CCP provides a means for combining shipments from multiple shippers. These combined shipments may then be sent directly to single consignees or, by use of stopoffs or breakbulk points, to multiple consignees.

b. The Military Services and DLA have established CCPs throughout CONUS to consolidate cargo for onward movement by SEAVAN or 463L pallet. In addition, POEs usually perform CCP functions for the multitude of loose shipments arriving at the port. The minor differences between procedures at the inland CCPs and at the water port CCPs are indicated in the following paragraphs. Despite these differences, the purpose and output of all CCPs are the same.

c. The inland CCPs are listed in appendix F5.

d. Service and Agency criteria for shipping to the CCP.

(1) Defense Logistics Agency (DLA)

(a) With the exception of those items listed below, all depot, vendor, and DoD-authorized Less-than Release Unit (LRU) shipments originating within CONUS are routed to the appropriate DLA consolidation and containerization activity for transshipment to service-designated overseas activities. Those shipments that are not eligible for consolidation at a DLA consolidation and containerization activity because of project code, required delivery date, size, weight, or commodity, or that are consigned to an activity not supported by a DLA consolidation and containerization activity, are forwarded directly to the appropriate aerial or water port or other CONUS-***sponsored*** service designated activity. These shipments must be packaged and ***marked*** in accordance with MIL-STD-129.

(b) The Defense Distribution Depot Susquehanna, PA (DDSP-W25N14) consolidates Army and Air Force material for designated activities in Europe, Middle East, Central/South America, Azores, and Africa. The Defense Distribution Depot San Joaquin, CA (DDJC-W62N2A) consolidates Army shipments for designated activities in the Pacific, Hawaii, and Alaska, and Air Force shipments for designated activities in Hawaii and the Pacific. DDJC-Sharpe facility also consolidates shipments of ***Navy and*** Marine Corps activities in Saudi Arabia, Okinawa, mainland Japan and Hawaii.

(c) Exclusions. The following material and/or shipments should not be routed to a DLA consolidation and containerization activity:

1 Release Unit (RU) shipments or a combination of LRUs which economically fill a SEAVAN for a single consignee or overseas breakbulk activity.

2 Single items oversize to a 20 foot SEAVAN with maximum item dimensions of height 85 inches by width 85 inches by length 228 inches; or occupying 50 percent or more of the space in a 40 foot SEAVAN, such as vehicles and construction equipment.

3 Air eligible items, as specified by individual service regulations, including special projects such as Army Air Line of Communication (ALOC) and Remote Area Support (RAS), that are outsized

to a 463L pallet (88 inches by 92 inches by 96 inches), or greater than 10,000 pounds, that have not been diverted to surface.

4 Air Force, Marine Corps or Navy expedited and high priority (TP 1 or TP 2) shipments with RDD of 999, 777, 555, N--, E--, or a Julian date less than 21 days from the date the shipper received the requirement (less than 60 days for Marine Corps shipments) that have not been downgraded to surface.

5 Parcel post eligible shipments, if more economical to ship via FPO or APO based on evaluation of both CONUS and OCONUS transportation costs.

6 Foreign Military Sales (FMS) shipments.

7 Shipments consisting of the following materials: aircraft, unboxed (water commodity codes 900-999); arms, ammunition and explosives (water commodity codes 40X-499 and 680-685); baggage/household goods (water commodity codes 360-399); boats (water commodity codes 640-642); bulk cargo, unpackaged, dry or liquid (water commodity codes (200-299); classified or intelligence material, controlled substances (water commodity codes 532, 533, 537-540 and 542); mail (water commodity codes 610-619); privately owned vehicles (water commodity codes 300-359); radioactive materials; refrigerated cargo (water commodity codes 100-199); special cargo (water commodity codes 800-899) including vehicles, oversized and overweight items; and subsistence, perishable (water commodity codes 500-529).

8 Shipments consisting of material requiring special handling with type cargo codes A-G, J-P, and R-Y and/or special handling codes 2-7.

(d) The points of contact for the DLA consolidation and containerization activities are: DDSP-New Cumberland Facility, DSN 977-6393/Commercial (717) 770-6393/ FAX (717) 770-8660; DDJC-Sharpe Facility, DSN 462-3558/Commercial (209) 982-3558/ FAX (209) 982-3986.

(2) Navy CCP

(a) Navy CCP process Navy-sponsored fleet support cargo moving from CONUS to ships and Naval overseas activities. The east coast CCP processes only air eligible cargo. The west coast CCP processes both air and surface shipments.

(b) Weight. Navy CCPs will accept all LRU cargo which meets Navy eligibility specifications. Parcel post eligible shipments must be forwarded directly to the ultimate consignee and not to a CCP.

(c) Maximum dimensions

1 Air, 88 inches, by 92 inches, by 96 inches.

2 Surface, 474 inches, by 92 inches, by 105 inches.

(d) Commodities

1 All commodities are accepted at Navy CCPs except for the following:

Class A, B, and C explosives shipments.

Shipments requiring transportation protective services.

Classified material shipments.

Perishable and subsistence items.

Personal effects or household goods shipments. This exclusion does not preclude such shipments for SEAVAN stuffing on the west coast.

Cigarette and alcoholic beverage shipments.

FMS shipments.

Radioactive materials licensed by the Nuclear Regulatory Commission.

Shipments of vehicles or boats.

Shipments approximating a truckload or with an aggregate weight of 10,000 pounds or more to a single consignee.

2 Additional exclusions for air consolidation shipments only.

Requisitions with "G" or "W" in the 11th position of the document number.

Poseidon and FBM material.

JCS designated projects.

Hazardous material shipment.

2. Procedures

a. Receiving for transshipment.

(1) Individual shipments usually arrive at CCPs accompanied by the appropriate TCMD information. At inland CCPs, a copy of the TCMD should be found in a waterproof envelope on the number one box of each shipment unit. The TCMD for shipments arriving at water port CCPs should have been provided to the port through the OCA. The CCP uses any available data and the assistance of the shipper and sponsoring Service to prepare documents for shipments arriving without TCMDs.

(2) The TCMDs the inland CCP receives from the shipper are prepared according to the DI T_3/T_4 format (with necessary DI T_5 through T_9 entries). The spaces for entry of the van number (block 2/rp 4-8), POE (block 6/rp 21-23), and stopoff indicator (block 16/43/rp 63) are left blank for completion by the CCP. The TCMDs the port CCP receives through the clearance authority are prepared according to the applicable formats for single shipment units. The CCP alters or completes the TCMDs, as necessary, after loading the shipments into containers. ***The CCP will also prepare a Consolidated Shipment Information (DI TAW) in accordance with figure 2-B-13. This transaction reports new TCNs assigned when shipments are broken down to the MILSTRIP requisition or other document number level for reconsolidation for onward movement and for consolidations of shipment unit TCNs into higher level shipment configurations performed at the CCP.***

(3) When a shipment discrepancy (overage, shortage, or damage) is discovered, the CCP documents and reports the discrepancy according to the requirements of joint regulation AR 55-38, et al. (reference q). Prior to forwarding damaged shipments, the CCP also coordinates with the shipper, receiver, and/or sponsoring Service to ensure proper disposition of the materiel. Recoopering, remarking, repacking, and similar services necessary for safe onward movement are provided by the CCP. If the shipment was not prepared by the shipper according to military standards (except for marking), the CCP obtains either a fund citation to correct the deficiency (unless such costs are incorporated in other handling charges) or disposition instructions from the sponsoring Service. The CCP reports inadequate shipment preparation according to the requirements of joint regulation DLAR 4140.55, et al. (reference r).

(4) The water port CCP reports to the clearance authority any shipment which has not been received within 15 days following the ETA shown on the advance TCMD. Inland CCPs follow the procedures established by MILSTAMP and the Service or Agency for which they function.

b. Securing an ocean booking

(1) The CCP begins the container booking process by projecting the requirements for containers. To preclude a substantial increase in processing time and storage facilities, the cargo does not have to actually be onhand at the CCP to determine the container requirements. Instead, the CCP makes forecasts based on experience and insight into future trends.

(2) The CCP develops the container requirements for each destination stated simply by number and size (large or small, i.e., longer than 32 feet or not). The CCP submits the requirement to the OCA/booking office which books the total number of containers required with the appropriate ocean carrier. Having secured the booking, the OCA booking office then furnishes the CCP with a block of TCNs, one per container.

(3) The CCP coordinates directly with the ocean carrier's agent for spotting of empty containers. As containers are required, the CCP assigns an ETR and TCN to a specific container.

c. Loading the container

(1) Since the CCP is not required to identify in advance the SEAVAN consignee for each container requested, loading is accomplished as cargo is received and consolidated. To meet delivery requirements at lowest overall costs, the CCP usually loads ("stuffs") cargo into containers in the following descending order of preference:

(a) A full container load for a single consignee.

(b) A container load for delivery by stopoff service to multiple consignees in the same geographic area. The ocean carrier assesses an additional charge for each stopoff enroute to the final destination. Various Service/Agency publications and MTMC Pamphlet 55-13, (reference s), provide guidance on stopoff consignee selection, stowing, blocking, etc.

(c) A container load for delivery to multiple consignees through a breakbulk point (including a WPOD). The additional transshipment handling necessary at a breakbulk point usually results in additional transportation cost and time as well as providing increased potential for loss or damage.

(2) When loading the container, the CCP maintains consignor shipment unit integrity and uses a split shipment indicator (appendix C, paragraph 11.a.), as necessary.

d. Preparing shipping documentation

(1) Prior to sealing the SEAVAN, the CCP places a contents list (TCMD, listing, interpreted punch cards, ETM, etc.) in a waterproof envelope labeled "Load List". The envelope is securely attached to the inside of the SEAVAN loading door. Both consolidated and partial load lists are made when the SEAVAN is loaded for stopoff deliveries.

(2) The CCP adds necessary container information (van number, POE, and stopoff indicator) to the TCMDs received from the shipper for each shipment in the SEAVAN. (The port CCPs also convert the DI T_0/T_1 entries to T_4.) The CCP then prepares a TCMD for the SEAVAN (DI T_2/T_9) as detailed in appendix D. The SEAVAN TCMD (DI T_2/T_9), along with the content TCMDs (DI T_3 /T_4 and applicable T_5 through T_9) provide comprehensive information on the SEAVAN and its contents. Together they are the source documents for preparation of the ocean manifest.

(3) A TCMD or other document containing TCMD data is prepared by the CCP for SEAVAN shipments moving to a WPOE under terms of the MSC Container Agreement and Rate Guide (reference p). Preparation instructions are outlined in appendix D, paragraph 3.b. The CCP, at a minimum, maintains one signed copy to record acceptance by the original inland carrier. In addition, the CCP provides the inland carrier with at least two copies of the document. The inland carrier gives one of his copies to the ocean carrier's representative (e.g., gate guard, checker) when delivering the SEAVAN to the carrier's container yard.

(4) When the container must be moved to the POE by a negotiable document, the CCP prepares a CBL or GBL. Bill of lading includes the SEAVAN TCN, TCN for each shipment unit, and the complete van and seal numbers. The detailed procedures for completing and distributing the bill of lading are contained in the DTMR (reference j) for CONUS and in appropriate theater directives overseas.

(5) When a container carrying classified materiel, certain hazardous materiel, or RU quantities of inert components is shipped by an inland CCP, the CCP sends a REPSHIP to the next transshipper, e.g., WPOE. The REPSHIP is sent by ETM (or telephone confirmed by ETM) as soon as possible to ensure its receipt before the shipment. Complete details on REPSHIP procedures are contained in chapter 2, paragraph B.4.e.

(6) The inland CCP completes rp 15-17 of the intransit data format (DI TK4) received for GBL shipments. Details for completing and forwarding the intransit data are contained in appendix L. Port CCPs process the intransit data as detailed for POEs in paragraph C.2.d.(3)(b).

e. Moving the container to the POE

(1) The CCP coordinates directly with the ocean carrier's agent for pickup of full containers as indicated in the ETR instructions.

(2) The linehaul or drayage of containers is generally specified by the OCCA under the terms of the MSC Container Agreement and Rate Guide (reference p). The service is provided by ocean carriers through interline agreements with commercial linehaul carriers. Other alternatives for linehaul or drayage which may be used (when indicated in the ETR) include using organic equipment and commercial tariffs, tenders, or other contracts

(3) Upon release of the container for delivery to the POE, the CCP submits complete advance TCMDs for the container to the WCA or OCCA. The advance TCMD is the notification to the OCCA and terminal that the container is stuffed and enroute to the POE. In addition, the TCMD ties together the SEAVAN TCN, the SEAVAN serial number, and the SEAVAN contents.

f. Holding, diverting, and tracing shipments are all actions in which the CCP may be involved due to irregular or interrupted movement of cargo in the DTS. In addition to the instructions below, formats for documenting these actions are detailed in appendix M.

(1) The CCP may hold and/or divert a shipment at the request of the sponsoring Service or for such reasons as an embargo. The hold is intended to be brief and only long enough for the CCP to receive diversion/disposition instructions from the sponsoring Service or clearance authority. As an exception to blanket holds placed on shipments during mass cancellation conditions, shipments with "555" in the RDD field (rp 54-56) are not held, but processed through the POE in accordance with the transportation priority on the TCMD.

(2) A transportation diversion is normally limited by cost, but may be a change of mode (e.g., from water to air), a change of destination, and/or a change of route.

(a) Once the shipment has left the shipper, the cost of handling normally limits diversion (or hold) authorization. In addition, after leaving the shipper, only complete shipment units are diverted; i.e., individual line items are not removed from multiple line shipment units nor is a shipping container removed from a multicontainer shipment unit with one TCN.

(b) After a shipment has reached the CCP, a diversion between modes normally occurs only as a result of a change in the urgency of need. Such a change may result in a planned surface shipment being moved by air and is coordinated by the applicable clearance authority or booking office.

(c) A diversion to a different consignee or destination may result from conditions such as:

1 Strikes, national disturbances, or acts of God.

2 Supply cancellations.

3 Terminations of projects.

4 Changes in logistics buildup.

5 Modification of permanent change of station orders authorizing personal property shipments.

6 Change in the receiving locations for mobile units.

(d) A diversion in the route of a shipment occurs within a particular mode (i.e., air or water) and is usually directed and coordinated by the clearance authority or booking office.

(3) Shipment tracing through MILSTAMP allows the requesting or receiving activity to use modified supply system data to locate a shipment in the transportation system. While tracing assistance is normally obtained from the clearance authorities, the CCP may occasionally be asked for transshipping data. The CCP responds to such requests by providing all available information. The formats used for tracing are detailed in appendix M.

g. If a discrepancy occurs in a shipment after it leaves the CCP and information is needed to process a possible claim, the CCP receives a request for information in the form of a TDR. Complete instructions on processing and distributing TDRs are contained in the joint publication AR 55-38/NAVSUPINST

4610.33C/AFR 75-18/MCO P4610.19D/DLAR 4500.15 (reference q). Additional instructions for use overseas may be contained in applicable theater publications.

h. After completing a shipment, the CCP maintains records detailing the actions undertaken and including a TCN cross-reference file between shipment units and SEAVANs. Various Service publications detail the length of time and method for keeping such files.

SECTION C. PORT OF EMBARKATION (POE) INCLUDING INTRACOUNTRY AIR AND WATER DTS TRANSSHIP PORTS

1. General

a. POEs are authorized points where shipments leave a country, either the United States or a foreign country. A POE may be for shipments by either air (APOE) or water (WPOE).

b. Other ports which process DTS transshipments that do not leave the country (e.g., the theater interport portion of an international shipment) follow the same MILSTAMP requirements. For simplicity of explanation, these intracountry DTS transshipments are included with the procedures for POEs (and also PODs).

c. Common-user military water terminals (and military-sponsored shipments transshipped through commercial terminals) in CONUS and at selected overseas locations are operated or managed by MTMC. At other locations, the theater commander provides for water port operation. AMC operates or arranges operation of air terminals serving AMC channels flown by scheduled AMC aircraft. Aerial ports that are not operated by AMC are provided by the branch of Service that operates them or, in the case of the Air Force, by the major command concerned.

d. At CONUS AMC APOEs, the Customer Service Branch (CSB) works with the APOE to ease completion of the transshipment. The CSB, an element of AMC, provides the following services:

(1) Performs necessary coordinating action with AMC terminal operators to ensure orderly flow of cargo.

(2) Represents the sponsoring Services at the AMC aerial ports in CONUS.

(3) Changes precedence of movement of specific shipments as requested by sponsoring Service ACA.

(4) Responds to sponsoring Service requests for assistance in tracing, special handling, or shipment status reports.

(5) Ensures timely processing of unscheduled or frustrated traffic.

(6) Monitors cargo movement through the ports and advises the ACAs of any condition affecting the orderly and expeditious flow of cargo through the aerial ports.

(7) Reports shipment discrepancies to sponsoring Service ACAs and coordinates resolution with the ACA and AMC.

(8) Clears shipments arriving at the APOE without advance TCMD data by coordinating with the appropriate sponsoring Service ACA.

(9) Reports all FMS shipments frustrated by the air terminal to the appropriate ACA for clearance coordination.

(10) Performs, or arranges performance of, inspection and acceptance of vendor supplied materiel at the APOE in accordance with ACA direction.

(11) Arranges for diversion of cargo, including necessary repacking and certification of diverted hazardous materiels, in accordance with ACA directions.

2. Procedures

a. Receiving the shipment

(1) Individual shipments arrive at POEs by land, air, or water and are usually accompanied by the appropriate TCMD documentation. This paragraph details receiving procedures for shipments arriving by land (or a non-DTS mode); DTS air and water arrivals are detailed in section D.

(2) The TCMD data for each shipment should have been provided to the POE through the clearance authority or booking office. This data is used to plan receipt and schedule processing consistent with the TP and RDD. The port uses any available data and the assistance of the shipper, sponsoring Service, and clearance authority to prepare documents for shipments arriving without TCMDs. In all cases, the sponsoring Service is notified, by the clearance authority (MTMC area command HQ AMC for CONUS export), of the late or inadequate submission of documentation, including TCMDs. (TCMD submission standards are detailed in chapter 2, figures 2-B-3 and 2-B-5.)

(3) When a shipment discrepancy (overage, shortage, or damage) is discovered, the POE documents and reports the discrepancy according to the requirements of joint regulation AR 55-38, et al. (reference q). Prior to forwarding damaged shipments, the POE coordinates with the shipper, receiver, and/or sponsoring Service to ensure proper disposition of the materiel. Recoopering, remarking, repacking, and similar services necessary for safe onward movement are provided by the POE. If the shipment was not prepared by the shipper according to military standards (except marking), the POE obtains either a fund citation to correct the deficiency (unless such costs are incorporated in other handling charges) or disposition instructions from the sponsoring Service. The POE reports inadequate shipment preparation according to the requirements of joint regulation DLAR 4140.55, et al. (reference r).

(4) The POE completes TCMDs by correcting or entering missing information. TCMDs with estimated entries are corrected by adding actual pieces, weight, and cube. The shipment receipt date (including GMT hour at air terminals) is recorded either on the TCMD or other appropriate receiving document for ready reference. CONUS WPOEs also enter vehicle identification data on TCMDs (additional DI TV5 entries created by the terminal) for multiple vehicle shipments. ***The POE will also prepare a Consolidated Shipment Information (DI TAW) in accordance with figure 2-B-13. This transaction reports the TCN resulting from a change to higher level shipment configuration performed at the POE.***

(5) By completing receipt data and reporting it to the clearance authority or booking office, the POE clears the advance TCMD expected receipt file. Any shipment not received at (or offered for delivery to) the POE by the end of a specified period following the ETA is also reported to the clearance authority. The late or nonreceipt is reported as follows:

Type of shipment	Report if not received within
Air shipments documented for	1 day following ETA Expedited Handling
All other air shipments	5 days following ETA
All water shipments	15 days following ETA

(6) Questionable, erroneous, or missing TACS

(a) When the TAC for a shipment unit is questionable, erroneous, or missing, the POE notifies the appropriate sponsoring Service/Agency representative of the error in accordance with local procedures. The sponsoring Service/Agency is determined by the first position of the TAC for personal property and unit move shipments or the first position of the consignee DoDAAC for all other shipments.

(b) Corrections are provided by the sponsoring Service/Agency representative within 5 working days of notification. A nonsignificant TAC (_000) is assigned in accordance with DoD 4500.32-R, Volume II. For Navy-sponsored shipments, a nonsignificant TAC is only assigned in accordance with DoD 4500.32-R, Volume II, chapter 7, paragraph A.1.8.(3).

b. Planning for loading

(1) Receipt information and, at WPOEs, advance TCMD data are used for planning the loads to be lifted from POEs. In general, shipments are processed on a first-in, first-out basis within the assigned transportation priorities. Priorities may be commingled and processed according to pallet, module, conveyance.

(2) The load planning process is designed to make the most efficient use of space consistent with the safe operation of aircraft and vessels. Preload planning minimizes ground or onberth time. For both air and water, planning considers the capabilities of the conveyance, the weight and dimensions (configuration) of the individual pieces, the perishability of the cargo, and the compatibility of shipments.

(3) The port makes the necessary plans in coordination with the clearance authority/booking office and the carrier.

(a) Air terminals work with the AMC, the ACAs, and the aircraft crew to ensure planning is complete prior to loading.

(b) Water terminals work with MSC, the booking office/ clearance authority, and the representatives (including crew) of the vessel operator. Planning, called prestowage planning, is done for all breakbulk ships whether they are MSC controlled or arranged.

1 The Military activity responsible for the water terminal prepares the prestowage plan when MSC controlled shipping is used. When cargo is to be loaded on an MSC arranged commercial ship, the booking office/OCCA coordinates the preparation and implementation of prestowage plans with the commercial operator. MSC representatives resolve any problems which may arise between the booking office/clearance authority and the commercial operator in preparation of the plans.

2 The ocean terminal or booking office provides the carrier with berth space planning information at least 72 hours (excluding Sundays and holidays) before the ship's onberth date. The planning information provided also includes the specific location, dimensions, and total cube of the available stowage space as provided by the vessel operator. In turn, the commercial operator confirms the hour/day the ship will be available for loading.

c. Loading the shipment. Both aircraft and vessels are loaded according to standard practice for the type of conveyance. To assist in maintaining shipment integrity, multiple piece shipment units are stowed together, i.e., block stowed, when reasonably possible. Any split stowage necessary is documented by use of the TCN split shipment codes as detailed in appendix C, paragraph 11.

d. Preparing shipping documentation

(1) After loading, a final plan showing the location of cargo on the aircraft or ship is prepared.

(a) For air shipments, a load/sequence breakdown worksheet is prepared by the aircraft load planner. The worksheet is used to document the location of cargo/mail/passengers aboard the aircraft and as a supportive document for preparing the DD Form 365-4, Weight and Balance Clearance Form F Transport/Tactical, or civilian equivalent.

(b) For water shipments, the cargo stowage plan is prepared by the military water terminal operator for breakbulk vessels. Cargo stowage plans need not be prepared by the military when cargo is loaded and discharged at commercial terminals and transported under MSC Shipping Contract/Shipping Agreement/Container Agreement, berth term tariff, berth term reduced rates, or TGBL SEAVAN arrangements. On a LASH/SEABEE vessel, the last four digits of the barge number are considered a stow location and no internal stowage plans are required for cargo in the barge.

1 The cargo stowage plan includes:

a A graphic representation of the cargo onboard by tonnage (LT and MT), location, and WPOD. Cargo stowed in lower holds is shown in side view while that stowed on deck and between decks is shown in top view.

b A summary by hatch location of cargo to be discharged at each port.

c A summary and location of heavy lifts.

d The capacity and location of the ship's booms.

e Vessel characteristics.

f Remarks on special items of cargo such as the location and quantity of mail, cargo of unusual value, protected cargo, etc.

2 The plan is used for loading and discharge at each subsequent port. It is a cumulative plan and shows all cargo on board regardless of loading port. When vessels load or discharge at more than one port on a voyage, each terminal prepares and distributes the required number of plans to all subsequent terminals, their representative MSC activities and area commanders, and (for MTMC CONUS ports) the MTMC area command regardless of whether loading and/or discharging is planned at those ports. Complete distribution instructions are detailed in figure 3-C-11.

(2) A manifest listing the cargo loaded on each aircraft or vessel is prepared by the POE or its clearance authority. The information contained on each TCMD provides the basis for preparing the manifest with the terminal operator adding necessary loading detail. The manifest, prepared in TCMD format (either automated or on a DD Form 1384) or in the manifest format (either automated or on a DD Form 1385), is used to verify delivery of cargo, support billing for services, and to justify claims resulting from cargo discrepancies. Manifest documents are unclassified except when the sponsoring Service indicates a need for security classification. When classified, manifests are processed in a manner consistent with DoD 5200.1-R (reference b). For water shipments, the cargo traffic message indicates the security requirements.

(a) For air shipments by AMC, the air cargo manifest is prepared as detailed in this subparagraph as well as regulations and instructions issued by the air system sponsor. Specific instructions for completing document entries on AMC air manifests are detailed in figure 3-C-3.

1 When preparing air manifests, the APOE:

a Completes separate manifests for cargo and mail. Each manifest prepared is assigned a separate air cargo manifest reference code as detailed in appendix F1.

b Groups palletized (463L aircraft pallets) shipment unit data under a separate pallet header within each manifest.

c Arranges nonpalletized (463L aircraft pallets) shipment unit data in TCN sequence within each manifest.

d Lists palletized (463L) shipment unit data first when the total aircraft load consists of both palletized and nonpalletized cargo on a single manifest reference number.

e Prepares a manifest correction (automated record or manual DD Form 1384/DD Form 1385) upon discovery of a significant error (e.g., incorrect pieces, weight, or cube). A copy of the corrected manifest page(s) prominently marked "Corrected Manifest" are promptly forwarded to the destination air terminal (APOD).

2 The APOE distributes the manifest to ensure its receipt by the time of aircraft arrival. A copy of the manifest is sent with the aircraft whenever feasible and also transmitted to the APOD when communications facilities permit timely transmission and receipt. In addition, the APOE sends a copy of the manifest or other similar lift data to the ACA.

(b) For water shipments in the DTS, a manifest complete with a variety of related documents is prepared by the ocean manifesting activity and/or the loading terminal. These manifest documents include the actual manifest, manifest recapitulation, manifest summary, and the cargo traffic message. In addition, a bill of lading is prepared when DoD cargo is transported by common carrier ocean service and not arranged under a MSC Shipping Contract, Shipping Agreement, or Container Agreement.

1 The ocean cargo manifest is prepared by the WPOE or, in CONUS, by MTMC. A manifest is prepared for each WPOD and segregated according to the type of vessel or loading method. In addition, hazardous materiels and dunnage/lashing gear are listed separately. These segments are described below. Complete instructions for preparing the ocean cargo manifest are provided in figure 3-C-5 with distribution outlined in subparagraph f below and detailed in figure 3-C-11.

a A breakbulk vessel manifest is separated by:

(1) Service or Agency (identified by the first position of the ultimate consignee).

(2) Stowage location by hatch (see appendix F16).

(3) Consignee (one per page).

b A container (SEAVAN) vessel manifest is separated by:

(1) Service or Agency (identified by the first position of the SEAVAN consigne

(2) SEAVAN consignee (one per page).

(3) SEAVAN service code (as explained in appendix C, paragraph 10, TCN position 15 and 16).

c A LASH/SEABEE vessel manifest is separated by:

(1) Barge number (one per page).

(2) Service or Agency (identified by the first position of the ultimate consignee).

(3) Consignee (one per page).

d Hazardous Material is listed on a separate page for each WPOD. The listing is prepared by the military terminal operator for cargo transiting military terminals and by the commercial terminal operator for shipments over commercial piers.

(1) In addition to other elements of data required by MILSTAMP, this "Dangerous Cargo List (or manifest)" includes the official number (or IRCS) and nationality of the vessel as provided by the booking office. The manifest is certified as accurate in accordance with the requirements of 49 CFR (reference m).

(2) Inert component parts and, except as detailed in paragraph C.2.d.(2)(b)1d(3) of this chapter, ORM-D materiel are not included in the hazardous material section of the manifest. Both are manifested as general cargo using the applicable commodity codes.

(3) Consumer Commodities, ORM-D, loaded on to a vessel at a military pier are documented in a separate section of the manifest, unless other materiel in the SEAVAN/MILVAN requires inclusion in the hazardous material section. The ORM-D section of each copy of the manifest placed on the ship is prominently identified on the section cover sheet by the following statement: "ORM-D Hazardous Materials of Various Classes in Small Receptacles, Commodity Code 70D. IMO Competent Authority Certification(s) - USA/Numbers(s) attached."[1]

e Government-owned dunnage and lashing gear, complete with distribution instructions, are listed on the recapitulation for each POD.

f The manifesting activity establishes procedures for manifest distribution to support MILSTAMP requirements.

(1) Manifests are normally distributed in automated record format. If lack of facilities for sending and/or receiving manifests in automated record format or other circumstances preclude such transmission, the manifesting activity, clearance authority, and WPOD develop alternative arrangements.

(2) Regardless of the method of transmission, the manifesting activity establishes procedures to ensure the manifest is received by the WPOD as early as possible before the vessel arrives. Manifests for destinations with the shortest sailing times are given priority.

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[1] A copy of each certification is attached immediately behind the section cover sheet. The terminal operator makes provisions for providing the commercial vessel operator with a copy of the certification for SEAVANs/MILVANs loaded over a commercial pier.

If transit time to the first WPOD is:	The manifest is forwarded within:
7 days or less	72 hours of vessel departure from the WPOE
8 days or more	5 days of vessel departure from WPOE

If distribution of the manifest is delayed so that it will not arrive before the vessel, the manifesting Agency provides the clearance authority and WPOD (by ETM), the firm date/time the manifest will be transmitted.

(3) To allow a vessel to sail without waiting for complete manifest documents including the Recapitulation and Summary, the WPOE places vessel papers onboard. Vessel papers are used to satisfy port clearance requirements and include TCMD data such as destination, commodity, TCN, pieces, weight, cube, stow location, voyage number, vessel name, and sailing date. A dangerous cargo (hazardous materiels) list is also included when applicable. Neither vessel papers nor cargo manifest documents are placed on board commercial vessels engaged in common carrier trade and loaded at commercial piers.

2 The ocean manifesting activity issues a manifest adjustment whenever an error or omission is discovered in an already dispatched manifest. Changes in vessel data contained in the manifest header and additions of discharge ports are made to all manifest addressees by message instead of complete retransmission of the entire manifest. All other manifest adjustments are made by one of three methods - supplement, deletion, or correction. The type of adjustment is identified in the manifest adjustment header data as explained in paragraph C.2.d.(2)(b)2d. All adjustments are sent as soon as practicable to the same addressees and by the same method as the original manifest. Distribution instructions are detailed in figure 3-C-11 and examples of adjustments are shown in figure 3-C-6.

a Manifest supplements are issued to add to the manifest complete consolidation containers (DI T_K or T_L), with the entire contents (DI T_M), as well as individual shipment units not loaded into a consolidation container (DI T_J). (For adjustments to the contents of consolidation containers see paragraph C.2.d.(2)(b)2c.) The manifest supplement contains all prime and trailer data for the added shipment units or consolidation containers which were lifted, but not manifested. The manifest adjustment header data is prepared as detailed in paragraph C.2.d.(2)(b)2d.

b Manifest deletions are issued to remove from the manifest complete consolidation containers (DI T_K or T_L), including contents (DI T_M), as well as individual shipment units (DI T_J). The manifest deletion contains only the prime data entries for the shipment units or consolidation containers which were manifested, but not lifted. The entries are identical to those on the original manifest except for a "zero zone" overpunch in rp 53. On the manual manifest, this "zero zone" overpunch is shown in the TP entry as "/" for TP-1, "S" for TP-2, or "T" for TP-3. The manifest deletion header data is prepared as detailed in paragraph C.2.d.(2)(b)2d.

c Manifest corrections are issued to change manifested information about any shipment unit or to add/delete a shipment unit to/from a previously manifested consolidation container. The manifest correction header data is prepared as detailed in paragraph C.2.d.(2)(b)2d.

(1) For breakbulk shipment units or the prime data on a consolidation container, the correction is made by submitting the old manifest data with an "11-zone" overpunch in rp 53 followed by the new manifest data with a "12-zone" overpunch in rp 53. On the manual manifest, these overpunches are shown as follows: 11-zone, "J" for TP-1, "K" for TP-2, "L" for TP-3; 12-zone, "A" for TP-1, "B" for TP-2, "C" for TP-3.

(2) When correcting information about the contents of a consolidation container, a "dummy" entry is also made for the container itself. In this container "dummy" entry the pieces, weight, and cube

(rp 68-80) are left blank and a **"C"** is entered in rp 53. The change in the content information is then made in the same manner as described in subparagraph (1) above.

d Manifest header data (DI TAJ) is prepared separately for each type of adjustment and for each WPOE/WPOD voyage combination. Multiple adjustments of the same type are grouped under a single header for each WPOE/WPOD voyage combination. The types of adjustment are identified by a letter code in rp 4 followed by the last digit of the calendar year in rp 5 and the three digit day of the year code in rp 6-8. On the manual manifest, this five position identification is included before the voyage number entry in the "Voyage Document Number" block. The following table explains the entry to be made:

Type of adjustment	rp 4	rp 5-8
supplement	S	year/day of year
deletion	D	year/day of year
correction	C	year/day of year

3 The ocean cargo manifest recapitulation is one use of the DD Form 1386. (Its other use, as a summary, is detailed in paragraph C.2.d.(2)(b)4.) The recapitulation is a summation of all cargo tonnages loaded on one ship and is prepared for each manifest (including adjustments).

a For each WPOD, the recapitulation lists:

(1) The consignee Service/Agency.

(2) The number of long tons.

(3) The number of measurement tons.

(4) All heavy lifts (10,000 pounds or more), if any, including length, width, height, stowage location, and the ability of the ship's gear to discharge the item.

(5) Any mail including its stowage location.

(6) Any Government-owned dunnage and lashing gear, including disposition instructions.

(7) The terms of carriage explained in appendix F15.

(8) The number of SEAVANs/MILVANs grouped by:

(a) Terms of carriage.

(b) Type of SEAVAN.

(c) The Service/Agency of the SEAVAN consignee (i.e., the first position of the SEAVAN ultimate consignee DoDAAC).

b Whenever SEAVANs/MILVANs are transported in accordance with the MSC Container Agreement and Rate Guide (reference p) the following statement, signed by the designated administering

contracting officer representative, is included on the copy of the recapitulation which is furnished to the MSC Area Command:

> "This certifies that based on information provided to the (insert identity of the appropriate manifesting activity) by the ocean carrier pursuant to the Military Sealift Command Container Agreement and Rate Guide, all containers summarized on the manifest cover sheets were lifted on the vessel shown on the manifest heading."

c Distribution instructions are detailed in figure 3-C-11 and complete directions for completing the recapitulation are contained in figure 3-C-7.

4 The ocean cargo manifest summary is the second use of the DD Form 1386. (Its other use, as a recapitulation, is detailed in paragraph C.2.d.(2)(b)3.) The summary is a summation by TAC, of all cargo loaded in one ship and is prepared for each manifest (including adjustments).

a For each Service/Agency responsible for paying transportation charges, i.e., sponsoring Service/Agency, the summary includes the following, separately listed for each WPOD:

(1) A summation of the measurement tons of cargo grouped by TAC, including nonsignificant TACS (see subparagraph (3) below). Within each TAC grouping, the quantities (MT) are totaled by commodity group (see figure 3-C-8). Measurement tons are rounded to the nearest whole number; i.e., greater than 0.5 is rounded up, 0.4 or less is omitted.

(2) A separate summary of cargo loaded on deck.

(3) All shipments with nonsignificant TACS (explained in MILSTAMP, Vol II) listed with the valid TACS. Cargo summarized under a nonsignificant TAC, e.g., A000, is detailed on the last page of the summary by listing the related prime TCMD data (including the shipping activity). The Service finance office or, for the Navy, the NAVMTO representative at MTMCEA or MTMCWA, reconciles the TAC discrepancy.

(4) Whenever SEAVANs/MILVANs are transported in accordance with the MSC Container Agreement and Rate Guide (reference p), the same certification shown in paragraph 3.C.2.d.(2)(b)3b is included on the summary.

b Distribution instructions are detailed in figure 3-C-11 and complete directions for completing the Summary are contained in figure 3-C-8.

5 The military activity having jurisdiction over the loading terminal also prepares a cargo traffic message for all manifested shipments. The cargo traffic message is an advance notice that cargo is enroute to a particular WPOD.

a When classified materiel is shipped, the loading terminal prepares a separate cargo traffic message identifying each classified shipment unit, its TCN, container or seal number, stowage location aboard ship, degree of classification, and any additional appropriate instructions. The message is not classified unless required by procedures implemented under DoD 5200.1-R, (reference b).

b Much of the information included in the cargo traffic message is provided to the loading terminal by the booking office/clearance authority. The information is supplied in sufficient time to allow inclusion in the message and includes:

(1) The commodities and measurement tons of cargo or, when applicable, the number of SEAVANs.

(2) The transshipment port(s).

(3) The ETA at each transshipment port and at the manifested WPOD.

(4) The responsibility for transshipment costs, i.e., carrier or Government.

(5) The name of each on carrying vessel or designation of overland mode if not by ship.

(6) The letters TBN when the name of transshipment vessel(s) is(are) not yet known or designated. When the vessel(s) is (are) identified, or when another vessel is substituted, or when it is determined after shipping that the cargo will be transshipped, the ocean booking agency sends a supplemental message to notify all addressees of the original cargo traffic message.

c After vessel sailing, the loading terminal dispatches the cargo traffic message according to the following schedule:

When the vessel transit time is:	The Cargo Traffic Message is dispatched within:
0 to 72 hours	24 consecutive hours[2]
3 to 12 days	48 consecutive hours[3]
12 days and over	3 workdays

d Complete instructions for preparing the cargo traffic message and the information the message includes are detailed in figure 3-C-9. Distribution instructions are shown in figure 3-C-11.

e While not part of the cargo traffic message, the loading terminal also provides sailing information to household goods (Code 5) carriers or their agents. The notification is made as soon as possible after vessel departure and prior to vessel arrival at the WPOD. The loading terminal provides the following information:

(1) Sponsoring member's name and grade

(2) Shipment unit TCN

(3) SEAVAN number, if applicable

(4) Vessel name and voyage document number

(5) Sailing date

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[2] May be sent by telephone or other means mutually accepted by the POE.

[3] When a weekend or nonworkday is involved, the cargo traffic message may be dispatched the next workday if its receipt by the affected ports is assured 3 days prior to the ETA of the vessel.

(6) WPOD

6 A bill of lading (either a GBL or CBL) is prepared to document ocean transportation of DoD cargo by common carrier ocean service which is not arranged and paid for under an MSC Shipping Contract, Shipping Agreement, or Container Agreement.

a The bill of lading is a contract document between the Government and the carrier and provides a means for the carrier to be paid for the service performed while accounting for the cargo shipped.

(1) Ocean transportation by common carrier is normally limited to movement of the cargo from the ocean terminal (or end of the ship's tackle) at the WPOE to the similar point at the WPOD. Movement to the loading terminal or delivery beyond the discharge terminal is usually excluded from the common carrier ocean transportation contract. If the ocean carrier is to perform such additional service, as indicated in the cargo clearance order issued by the booking agency, the activity preparing the bill of lading includes the statement: "Through shipment from (insert origin point) to (insert destination point) by ocean carrier." Stevedoring and terminal services may or may not be included in the ocean freight rate depending on the shipment terms and the custom of the port. Other entries included on the bill of lading are indicated in figure 3-C-10 and subparagraph (2).

(2) For SEAVAN shipments made under the MSC Container Agreement, the MSC Form 4612/1, Clearance/Shipping Order, together with the DD Form 1385, Cargo Manifest, form the contract of carriage and incorporate the provisions of the container agreement. No bill of lading is prepared for such shipments unless part of the movement is arranged or paid for by the Government directly (not by the ocean carrier). This responsibility for payment is indicated by the SEAVAN service code in position 15 of the SEAVAN TCN (see appendix C, paragraph 10).

(a) If the origin service code (position 15) is "K," indicating the ocean carrier's responsibility begins at the ocean terminal, the activity responsible for shipping the SEAVAN issues a bill of lading for the inland linehaul or drayage of the SEAVAN. The preparing activity includes in the bill of lading: the SEAVAN TCN (assigned by the clearance authority or booking office), the TCN of each shipment unit in the SEAVAN, and the full van and seal numbers. The bill of lading is distributed as detailed in the DTMR (reference j) or applicable theater directives.

(b) If the origin service code (position 15) is L, M, or 1-9, indicating the inland movement to the WPOE is the responsibility of the ocean carrier, the activity responsible for the SEAVAN does not issue a bill of lading. Instead of a bill of lading, the activity prepares a manual TCMD (DD Form 1384) or (from vendors) similar nonnegotiable document. The document includes the SEAVAN prime data with seal and van number and is prepared/forwarded as detailed in chapter 2, paragraph B.2g. The activity retains a signed copy to record acceptance by the origin carrier.

(3) Regulations applicable to the use of GBLs, conversion of CBLs to GBLs, and issuance of certificates in lieu of lost GBLs are contained in Title 41 Code of Federal Regulations (reference u), chapter 101-41 and Federal Property Management Regulation 101-41 (reference w).

b When a bill of lading is required, the GBL is the usual document prepared. (The GBL addressed here is for ocean shipments charged directly to the Government by the ocean carrier. Not included in this explanation are shipments arranged by and paid through freight forwarders or any party other than the Government, i.e., shipments arranged with other than an ocean carrier for through movement under a through service tender.)

(1) The activity offering the cargo to the booking office ensures the GBL is prepared. The information included on the GBL is detailed in subparagraphs (2) and (3) below and in figure 3-C-10. The

preparing activity provides the original GBL to the carrier or his agent and annotates all copies (including the original) with the statement "Original furnished ocean carrier." Complete distribution instructions are shown in figure 3-C-13.

(2) When cargo is booked for transportation at the carrier's tariff rate, as used by the general public, the GBL must contain a precise description of each item to ensure application of the correct rate. This detail is also necessary when the rates charged are based on the carrier's tariff, e.g., "Carriers tariff rates less %." In either case, the complete noun nomenclature for each commodity shipped is included on the GBL (or continuation sheet). MILSTAMP manifests are also prepared and distributed for such shipments, but are not substituted for the required full noun description on the GBL (or continuation sheet).

(3) When cargo is booked for transportation at MSC negotiated rates (e.g., on the basis of terms in the MSC Shipping Contract, Shipping Agreement, Container Agreement, or other basis not requiring a detailed description of cargo), MILSTAMP manifest data is adequate for movement and payment. In this case, the GBL contains the description of cargo provided by MILSTAMP documents. The MILSTAMP manifest is prepared and a copy of it, identified with the GBL number and cross-referenced on the GBL, may be substituted for the GBL continuation sheet.

(4) The carrier requests payment for transportation services 30 days after the cargo is loaded at the WPOE or when the vessel arrives at the WPOD, whichever is earlier. The carrier uses the SF 1113, Public Voucher for Transportation Charges, for billing and annotates, on its face, either the date that the shipment was loaded at the WPOE or arrived at the WPOD. For payment and accounting control, the carrier complies with any reasonable numbering system established by each involved agency.

(5) When processing GBLs for payment, the Government does not require the carriers to support their billing with a consignee certificate of delivery nor is payment subject to prior receipt of the cargo outturn message or report. However, the Government will not waive the right of preaudit of charges where such action is in the best interest of the Government. GBL shipments are subject to the terms and conditions printed on the reverse side of the GBL and payments may be adjusted when cargo is lost, damaged, or not delivered to the address on the GBL.

c A CBL is prepared when a bill of lading is required and when a GBL is not available, an overseas activity is not authorized to prepare a GBL, or a U.S. flag ship is not available and a foreign carrier refuses to accept a GBL.

(1) The ocean carrier issues the CBL on a basis of either freight prepaid (charges payable upon loading at the WPOE) or freight collect (charges payable upon cargo delivery). In either case, unless the CBL is convertible to a GBL, the ocean charges are earned and payable once the cargo is loaded aboard the vessel. The information included on the CBL is detailed in subparagraphs (2) and (3) below and in figure 3-C-10. Complete distribution instructions are shown in figure 3-C-12. The carrier also endorses all copies of the CBL with the following statement:

"In witness whereof, the master or agent of said vessel has signed (insert number) bills of lading as of this tenure and date, and if one is accomplished the others shall be void."

(2) Unless the CBL is used because a foreign carrier refuses to accept a GBL, the carrier endorses the CBL (original and all copies) with the statement "To be converted to a Government Bill of Lading." The CBL is then processed as follows:

(a) The carrier forwards the convertible CBL, whether prepaid or collect, to the clearance authority serving the WPOE unless directed otherwise during the booking process.

(b) The clearance authority, in turn, verifies and certifies (on the CBL) the accuracy of the information ensuring it is complete, prepares and distributes MILSTAMP manifest documents, and forwards the CBL to the receiving activity at the WPOD.

(c) The receiving activity at the WPOD prepares the GBL, securely attaching it to the first original CBL, and cross-referencing both to indicate the conversion has been made. After ensuring the rates, terms, and conditions of ocean shipment, shipping order number, and MSC paying command are cited on the GBL; the receiving activity surrenders the unaccomplished original to the ocean carrier (or their agent). In addition, the WPOD sends one copy of the GBL, with the converted CBL, to the MSC paying command.

(3) When a CBL is used because a foreign carrier refuses to accept a GBL, the shipment is booked on a freight collect basis if possible. If the foreign carrier desires prepayment of ocean charges, the carrier annotates the CBL with the statement "Shipped on board." Whether collect or prepaid, the carrier prepares the CBL and, as directed by the booking activity, surrenders the CBL to the WPOE shipping activity for distribution. The booking office also instructs the carrier on the procedures for submitting invoices on the freight charges. The CBL is then processed as follows:

(a) The booking office or WPOE receiving the CBL from the carrier verifies and certifies (on the CBL) the accuracy of the information ensuring it is complete, prepares and distributes MILSTAMP manifest documents, and forwards the CBL to the receiving activity at the WPOD.

(b) The receiving activity at the WPOD accomplishes the first original CBL if the shipment is collect or the second original CBL if prepaid. The accomplished CBL is then returned to the carrier or their agent.

(c) The carrier or their agent either itemizes on the CBL any cargo discrepancies or annotates on the CBL that discrepancies exist and will be detailed by the DoD activity preparing the cargo outturn reporting documents.

7 The final manifest document the WPOE prepares is the CORM.

a The WPOE receives the CORM from the WPOD. (The content of the CORM is detailed in paragraph D.2.b.(1)(b)1.) If the WPOE has not received the CORM within 22 calendar days following the vessel's ETA, the WPOE sends a message to the WPOD requesting the CORM.

b Within 10 days of the date of the CORM, the WPOE reconciles any discrepancies shown then prepares and sends the CORMR to the discharge activity that originated the CORM and to all addressees of the CORM.

c The CORMR contains the following information in the order indicated:

(1) Message subject: CORM REPLY.

(2) Line 1: Ports of loading and discharge in code and clear text; e.g., "1GC MOT BAYONNE JF1 BREMERHAVEN."

(3) Line 2: Vessel name(s) and voyage number as indicated in the CORM.

(4) Line 3 and as many additional lines as necessary, in columns with the following headings:

(a) ITEM (enter the item number from the CORM).

(b) TCN (enter the TCN from the CORM).

(c) DISPOSITION (Indicate the status of items reported in the overage or shortage section of the CORM; e.g., "SHIPPED ON VOY A1266," "INCLUDED IN MANIFEST SUPP NO 3," etc.).

(3) The POE also submits intransit data for use in measuring transportation performance in the movement of MILSTRIP shipments. The responsibilities for intransit data preparation vary at different types of POEs. General requirements are listed below with specific instructions detailed in appendix L.

(a) Other intracountry airlift terminals:

1 Complete intransit data with DI TK4 for shipments received on GBLs for onward movement.

2 Initiate or complete intransit data with DI TK1/TK2, as applicable, for each shipment unit received.

(b) MTMC area commands/WPOEs and HQ AMC:

1 Prepare receipt and lift data with DI TK7 for all shipment units (except mail from postal concentration centers) manifested from CONUS to overseas destinations. Reports on MSC shipments include the date the vessel arrived at the overseas WPOD as determined from the CORM.

2 For materiel received, enter on intransit data formats with DI TK4/TK7 the day the shipment was received or offered for delivery by the carrier, whichever is earlier.

e. Holding, diverting, and tracing shipments are all actions in which the POE may be involved due to irregular or interrupted movement of cargo in the DTS. In addition to the instructions below, formats for documenting these actions are detailed in appendix M.

(1) The POE may hold and/or divert a shipment at the request of the sponsoring Service or for such reasons as an embargo. The hold is intended to be brief and only long enough for the POE to receive diversion/disposition instructions from the sponsoring Service or clearance authority. As an exception to blanket holds placed on shipments during mass cancellation situations, shipments with "555" in the RDD field (rp 54-56) are not held, but processed through the POE in accordance with the transportation priority on the TCMD.

(2) A transportation diversion is limited by cost, but may be a change of mode (e.g., water to air), a change of destination, and/or a change of route.

(a) Once the shipment has left the shipper, the cost of handling normally limits diversion (or hold) authorization. In addition, after leaving the shipper, only complete shipment units are diverted, i.e., individual items are not removed from multiple line shipment units nor is a shipping container removed from a multicontainer shipment unit with one TCN.

(b) After the shipment has reached the POE, a diversion between modes normally occurs only as a result of a change in the urgency of need. Such a change may result in a planned surface shipment being moved by air and is coordinated by the applicable clearance authority.

(c) A diversion to a different consignee or destination may result from conditions such as:

1 Strikes, national disturbances, or acts of God.

2 Supply cancellations.

3 Terminations of projects.

4 Changes in logistics buildup.

5 Modification of permanent change of station orders authorizing personal property shipments.

6 Change in the receiving locations for mobile units.

(d) A diversion in the route of a shipment normally occurs within a particular mode (i.e., air or water) and is usually directed and coordinated by the clearance authority or booking office.

(3) Shipment tracing through MILSTAMP allows the requesting or receiving activity to use modified supply system data to locate a shipment in the transportation system. While tracing assistance is normally obtained from the clearance authorities, the POE may occasionally be asked for shipping data. The POE responds to such requests by providing all available information. The formats used for tracing are detailed in appendix M.

f. After completing a shipment, the POE maintains records detailing the actions undertaken. Various Service publications detail the length of time and method for keeping such files.

Air Manifest Header Data Entries

Record Position	DD Form 1385 block	Procedures
1-3	(9)	Enter TAA.
4-8	(1)	Enter carrier abbreviation; e.g., AMC, etc. Precede carrier abbreviations with zeros. On automated formats, the APOD enters hour/day cargo is received in rp 6-8 (appendix F7).
9-14	(2)	Enter the aircraft tail number.
15-17	--	Enter GMT hour/day code to indicate time/date of flight departure (appendix F7).
18-21	(3)	Enter aircraft model and series number, e.g., 141B, 005B (for A C5), and 0080 (for DC 8).
22-23	--	Leave blank.
24-26	(4)	Enter air terminal code (appendix F4).
27	--	Mode Code (appendix F13).
28-29	(5)	Enter manifest reference code (appendix F1).
30-44	(6)	Enter in-the-clear destination.
45-47	--	Enter GMT hour/day code (appendix F7).
48-59	(7)	Enter mission number assigned by aircraft controlling agency in rp 48-56 and enter the julian date of rp 57-59.
60-62	(8a)	Enter air terminal code for manifesting station (appendix F4). APOD enters hour/day cargo received.
63	(8b)	Enter last digit of fiscal year.
64	(8c)	Enter type manifest; e.g., "C" for cargo, "M" for mail.
65-69	(8d)	Enter last five digits of manifest number, if less than five numbers precede with zeros.
70-75	--	Enter total cargo weight.
76-80	--	Enter total cargo cube.

Figure 3-C-1

Air Cargo Pallet Header Entries DD Form 1385 or Automated Format

Record Position	DD Form 1385 block	Procedures
1-3	(9)	Enter TAB.
4-5	(10)	The air terminal enters a two digit alphanumeric pallet designator. The letters I and O and the numeral 0 will not be used in these record positions.
6-8	(11)	Enter GMT hour/day of oldest piece of cargo on the pallet (appendix F7).
9-12	--	Air terminal enters local bay location. Otherwise leave blank.
13-14	--	Leave blank.
15-17	(12)	Enter GMT hour/day code pallet leaves APOE (appendix F7).
18-19	(13)	Leave blank.
20	(14)	Enter the air dimension code (appendix F3).
21-23	--	Enter air terminal identifier code (appendix F4).
24-26	(15)	Enter air terminal identifier code (appendix F4).
27	(16)	Enter mode/method for pallet from APOE (appendix F13).
28-29	--	Enter manifest reference code from manifest header entry.
30-35	(17)	Enter DoDAAC of activity that loaded the pallet if other than air terminal.
36-39	--	Enter four digit date code (appendix F7).
40	--	Enter "L" to indicate 463L pallet.
41-43	--	Enter serial number assigned by pallet loading activity other than air terminal.
44-45	--	Enter one of the following: BC = belly cargo LS = loose cargo PC = palletized cargo RS = rolling stock SD = cargo on skid T_ = pallet train (second digit = number of pallets in the train)
46	--	Enter one of the following: G = general cargo M = mixtures of G and S S = cargo requiring special handling U = mail

Figure 3-C-2

Air Cargo Pallet Header Entries DD Form 1385 or Automated Format

Record Position	DD Form 1385 block	Procedures
47-52	(18)	Enter DoDAAC of ultimate consignee. Leave blank if more than one consignee.
53	(19)	Enter highest priority on the pallet.
54		Enter special priority, when applicable, otherwise leave blank: ***E = Anticipated NMCS*** F = FSS - Forward Supply System G = Green Sheet N = NMCS/CASREP ***4 = 444*** ***5 = 555*** ***7 = 777*** 9 = 999
55-57		Pallet height in inches.
58-60		Center of balance or pallet train.
61		Tiedown: C = Chain S = Straps N = Net M = Mixture
62-63		Number of equivalent pallet positions with assumed decimal point, e.g., 25 equals 2.5 pallet positions.
64		Overhang direction A, F, or B, or blank.
65		Enter personal property code: B = personal baggage H = household goods J = personal baggage - ITGBL K = household goods - ITGBL P = POV T = household goods
66		Enter protected cargo code (appendix F2) if applicable, otherwise leave blank.
67		Leave blank.
68-71	(24)	Enter total number of pieces on the pallet.
72-76	(25)	Enter total weight of cargo on the pallet.

Figure 3-C-2 (Cont.)

Air Cargo Pallet Header Entries DD Form 1385 or Automated Format

Record Position	DD Form 1385 block	Procedures
67		Leave blank.
68-71	(24)	Enter total number of pieces on the pallet.
72-76	(25)	Enter total weight of cargo on the pallet.
77-80	(26)	Enter total cube of cargo on the pallet.

Figure 3-C-2 (Cont.)

Prime Data Entries For Shipment Units on Air Manifests

Record Position	DD Form 1385 block	DD Form 1384 block	Procedures
1-3	(9)	1	Enter three digit code as follcws: First position: Always "T." Second position: Same as second position of the TCMD. Third position: "A" for a loose shipment and "D" for a shipment loaded on a 463L pallet.
4-5	(10)	2	Enter pallet number on which shipment is loaded.
6-8			Enter hour/date received (appendix F7).
9-14	(11)	21	For nonpalletized mail, enter the registry number. For all other shipments, enter the DoDAAC of the consignor.
		3	For all other shipments, enter the DoDAAC of the consignor.
15-17	(12)	15	Enter GMT hour/day code shipment leaves APOE (appendix F7).
18-19	(13)	4	Enter air commodity code (appendix F2).
20	(14)	5	Enter air dimension code (appendix F3).
21-23	--	6	Enter air terminal identifier code (appendix F4).
24-26	(15)	7	Enter air terminal identifier code (appendix F4).
27	(16)	8	Enter mode/method code (appendix F13).
28-29	--	9	Enter manifest reference code from manifest header entry.
30-46	(17)	10	Enter TCN from shipment unit TCMD.
47-52	(18)	11	Enter DoDAAC of ultimate consignee.
53	(19)		Enter TP from shipment unit TCMD.
54-56	(20)	13	Enter RDD ***or expedited handling or transportation signal*** from ***the*** shipment unit TCMD. If none, leave blank.
57-59	(21)	14	Enter project code from shipment unit TCMD. If none, leave blank.
60-62	(22)	16	Enter hour/day code shipment arrived at APOE (appendix F7).
63	--	--	For Services internal applications.
64-67	(23)	17	Enter TAC from shipment unit TCMD.
68-71	(24)	22	Enter total number pieces in the shipment unit.
72-76	(25)	23	Enter total weight of the shipment unit.

Figure 3-C-3

SUPPLEMENTARY

INFORMATION

Prime Data Entries For Shipment Units on Air Manifests

Record Position	DD Form 1385 block	DD Form 1384 block	Procedures
77-80	(26)	24	Enter total cube of shipment unit.

Figure 3-C-3 (Cont.)

Ocean Manifest Header Data Entries

Record Position	TCMD Manifest DD Form 1384 block	ATCMD as Manifest page DD Form 1384 block	DD Form 1385 block	Procedures
1-3	1	--	--	Enter TAJ.
4-8	21	21	(3)	Original manifest, no Government dunnage/ lashing gear used, enter NODUN. Supplemental manifest, enter type of adjustment and date as explained in chapter 3, paragraph C.2.c.d.(2)(b)2d. For all others, leave blank.
9-11	6	25a	(1)	Enter water port code (appendix F21). For LASH/ SEABEE shipments, show port that loaded cargo on the barge.
12-14	--	--	--	Leave blank.
15-18	15	25d	(2)	Enter four position date (appendix F7).
19-23	19	25f	(3)	Enter voyage document number (appendix F18).
24-26	7	26a	(4)	Enter water port code for final WPOD (appendix F21).
27	20	20	(5)	Enter voyage manifest reference code (appendix F19).
28-29	--	--	--	Leave blank.
30-46	21	25k	(6)	Enter vessel name, if unnamed, enter vessel class and hull number.
47	--	--	--	Leave blank.
48-49	18	25e	(7)	Enter two position code assigned by the OCCA. If a LASH/SEABEE barge is loaded with cargo booked under different terms of carriage, a separate manifest section is prepared for each term of carriage.
50	--	--	--	Enter L for LASH vessels, S for SEABEE vessels; otherwise, leave blank.
51	18	25e	(8)	Enter MSC assigned code.
52-59	21	21	(9)	Enter assigned IRCS. For barges without an IRCS, enter the hull number.

Figure 3-C-4

Ocean Manifest Header Data Entries

Record Position	TCMD Manifest DD Form 1384 block	ATCMD as Manifest page DD Form 1384 block	DD Form 1385 block	Procedures
60-80	31	31	(9)	Enter additional required data, e.g., actual loading activity if other than the WPOE, transshipping data, etc.

Figure 3-C-4 (Cont.)

Ocean Manifest Data Entries

Record Position	TCMD Manifest DD Form 1384 block	ATCMD as Manifest page DD Form 1384 block	DD Form 1385 block	Procedures
1-3	32	1	(10)	Enter DI code from TCMD, but convert third position as follows: 0=&, 1=J, 2=K, 3=L, 4=M, 5=N, 6=O, 7-P, 8=Q, 9=R. For Government-owned dunnage or lashing gear, enter TLJ for prime and TLR for trailer entries (C.2.d.(2)(b)1e). See special instructions below.
4-19	33-35	--	(11)	Enter prime and trailer data from TCMD.
20-23	36	--	(12)	Enter last four digits of the voyage document number from the manifest header.
24-26	37	--	(13)	Enter code from manifest header.
27	--	--	--	Enter code from manifest header.
28-59	39-43b	--	(14)	Enter prime and trailer TCMD data.
60-63	43c,d	25h	(15)	For prime data entries, enter the vessel stowage location code (appendix F16). For dunnage/lashing gear, see special instructions below. For all others, leave blank.

Special Instructions

Record Position	TCMD Manifest DD Form 1384 block	ATCMD as Manifest page DD Form 1384 block	DD Form 1385 block	Procedures
64-80	43e,44	--	(16)	Enter prime and trailer TCMD data.
1-3	32	--	(10)	Enter TLJ for prime entries and TLR for trailer entries.
59-79	43-44	--	(17)	Enter clear text disposition instructions.
80	44c	--	--	For trailer entries, enter a sequence number.

Figure 3-C-5

Instructions for Preparing Manifest Adjustments

Supplements	DI Entry	Record Position 4	Record Position 53	Entry in TP block of DD Form 1384 TP-1 TP-2 TP-3
1. To add shipment unit lifted but not manifested, prepare:				
a. Manifest header:	TAJ	S	No overpunch	No change
b. Shipment unit entries:				
Prime data:	T_J		"	"
Trailer data:	T_N-R		"	"
2. To add consolidated containers and shipment units in containers, prepare:				
a. Manifest header:	TAJ	S	"	"
b. Container entries:				
Prime data:	T_K/L		"	"
Trailer entries:	T_R		"	"
c. Shipment unit entries:				
Prime data:	T_M		"	"
Trailer entries:	T_N-R		"	"
Deletions				
1. To delete shipment unit manifested but not lifted, prepare:				
a. Manifest header	TAJ	D	None	None
b. Shipment unit entries:				
Prime data only:	T_J		Zero	/ S T
2. To delete a complete consolidation container manifested but not lifted, prepare:				
a. Manifest header:	TAJ	D	None	None
b. Prime container:	T_K/L		Zero	/ S T
c. Shipment unit entries:				
Prime data only:	T_M		Zero	/ S T
Corrections				
1. To change shipment units not containerized, prepare:				
a. Manifest header:	TAJ	C	None	None
b. To delete old shipment unit:				
Prime data:	T_J		11	J K L
Trailer data:	T_N-R		11	J K L

Figure 3-C-6

Instructions for Preparing Manifest Adjustments

Supplements	DI Entry	Record Position 4	Record Position 53	Entry in TP block of DD Form 1384 TP-1	TP-2	TP-3
2. To change a consolidated container, prepare:						
a. Manifest header:	TAJ	C	None	None		
b. To delete old container:						
Prime data:	T_K/L		11	J	K	L
Trailer data:	T_R		11	J	K	L
c. To add new container:						
Prime data:	T_K/L		12	A	B	C
Trailer data:	T_R		12	A	B	C
3. To change shipment units in consolidation, prepare:						
a. Manifest header:	TAJ		None	None		
b. Dummy entry:	T_K/L		12	A	B	C
c. To delete old shipment unit:						
Prime data:	T_K/L		11	J	K	L
Trailer data:	T_N-R		11	J	K	L
d. To add new shipment unit:						
Prime data:	T_M		12	A	B	C
Trailer data:	T_N-R		12	A	B	C

Figure 3-C-6 (Cont.)

Ocean Cargo Manifest Recapitulation Data Entries

DD Form 1386 block	Procedure
(1)	Enter "X" in recapitulation box.
(2)	Enter "X" in the appropriate box. If the recapitulation is for a manifest adjustment, see special instructions below.
(3)	Enter vessel name. If unnamed, enter vessel class and hull number.
(4)	Enter two position vessel status/terms of carriage code (appendix F15).
(5)	Enter voyage document number (appendix F18).
(6)	Enter vessel sailing date code (appendix F7).
(7)	Enter water port code for actual port of loading (appendix F21).
(8)	Enter the number of heavy lifts (10,000 pounds or more, other than SEAVANs).
(9)	Enter the number of pieces, other than SEAVANs, with outsize dimensions (any dimension of 72 inches or more).

For each WPOD list, on separate lines, the data required by paragraph C.2.d.(2)(b)3a as follows:

(10)	Enter the water port code for the final POD to which the cargo is booked (appendix F21). If booked for transshipment follow the WPOD with "BY T/S."
(11)	Enter abbreviated commodity description(s) (appendix F20).
(12)	Enter length, width, and height, in inches, of each heavy lift, other than SEAVANs (indicate L, W, H).
(13)	Enter "X" if heavy lift can be discharged by vessel's gear; otherwise, leave blank.
(14)	Enter "X" if heavy lift cannot be discharged by vessel's gear; otherwise, leave blank.
(15)	Enter "X" if discharge costs are payable by the vessel operator, terms of carriage 2 or 3; otherwise, leave blank.
(16)	Enter "X" if discharge costs are payable by the Government, terms of carriage 1 or 4; otherwise, leave blank.
(17)	Enter vessel stowage location code for cargo being described (appendix F16).
(18)	Enter in long tons, the weight of the cargo, other than SEAVANs, being described.

Figure 3-C-7

Ocean Cargo Manifest Recapitulation Data Entries

For each WPOD and consignee Service list, on separate lines, the data required by paragraph C.2.d.(2)(b)3a as follows:

DD Form 1386 block	**Procedure**
(19)	Enter water port code for the cargo's final WPOD (appendix F21).
(20)	Enter first position of the consignee DoDAAC.
(21)	Enter, in long tons for each WPOD, the total cargo onboard for each Service/Agency identified in block (20).
(22)	Enter in measurement tons, the total volume of cargo included in block (21).

If a DD Form 1384 is used, follow the above instructions and include a note to indicate the terms of carriage (appendix F15).

Special Instructions

If the recapitulation is being prepared for a manifest adjustment, the data listed in blocks (10) through (22) is separated as follows:

List exactly as on the original manifest, all items to be deleted, under the heading "Delete." List all items to be added under the heading "Add." For original manifest items which must be corrected, include both a delete entry and an add entry.

Figure 3-C-7 (Cont.)

Ocean Cargo Manifest Summary Data Entries

DD Form 1386 block	Procedure
(1)	Enter "X" in the summary box.
(2)	Enter "X" in the appropriate box. If the summary is for a manifest adjustment.[4]
(3)	Enter the vessel name. If unnamed, enter the vessel class and hull number.
(4)	Enter two position vessel statue/terms of carriage code (appendix F15).
(5)	Enter voyage document number (appendix F18).
(6)	Enter year and day code for vessel sailing date (appendix F7).
(7)	Enter water port code for actual port of loading (appendix F21).
(8)	Leave blank.
(9)	Leave blank.

For each WPOD list, on separate lines for each commodity category and TAC, the information required by paragraph C.2.d.(2)(b)4a as follows:

(10)	Enter the water port code for the final WPOD to which the cargo is booked. If booked for transshipment, enter BY T/S after the WPOD (appendix F21).
(11)	Enter the clear text commodity category from the following list:

Category	Code
Reefer, Chill	100-149
Reefer, Freeze	150-199
Bulk, NOS	200
Asphalt	210
Cement	220
Coal	230
Coke	231
Fertilizer	240
Grain, heavy	250

Figure 3-C-8

[4] If the summary is being prepared for a manifest adjustment, the data listed in blocks (10) through (17) is separated as follows: List exactly as on the original manifest, all items to be deleted under the heading "Delete". List all items to be added under the heading "Add". For items on the original manifest that must be changed, include both a delete entry and an add entry.

Ocean Cargo Manifest Summary Data Entries

Category	Code
Grain, light	260
Oils, edible	270
Ore	280
POVs, unboxed (except 310 and 340)	300-359
Ammunition, Explosives, and Hazardous Materials	40X-489
Radioactive devices, materials and waste	490-499
General, NOS (unless listed below)	500-799
Mail (all classes except 612)	610-619
Empty mail sacks	612
POVs, boxed	310 and 340
Baggage, hold	360 and 370
Household goods	390-399
CONEX, empty	690
Empty containers, other than CONEX, SEAVAN, MILVAN, wood or metal, space required.	691
Empty containers, other than CONEX, SEAVAN, MILVAN, wood or metal, space available.	692
Empty SEAVAN, MILVAN, MSCVAN, space required	693
Empty SEAVAN, MILVAN, MSCVAN, space available	694
Scrap or salvage, space required	727
Scrap or salvage, space available	726
Low value surplus, space required	738
Low value surplus, space available	739
Special, NOS (unless listed below)	800-899
Low value surplus, space required	838
Low value surplus, space available	839

Figure 3-C-8 (Cont,)

	Trailers, RORO[5]	
	Loaded[6]	
	Empty	888
	Vehicles, wheeled or tracked, unboxed 10,000 pounds or less per unit[7]	
	Exceeding 10,000 per unit[7]	
	Aircraft, unboxed	990-999

(12) Leave blank.

(13) Enter the TACS for each commodity category to be summarized. For each category, a TAC is listed no more than twice, once for under deck cargo stowage and once for cargo stowed on deck.

(14) Enter "X" on the same line as the TAC for any cargo stowed on deck.

(15) Enter the number of pieces of mail or POVs that are summarized for that TAC. For all other cargo, leave blank.

(16) Leave blank.

(17) Enter the number of measurement tons rounded to the nearest whole number for each TAC entry.

Figure 3-C-8 (Cont.)

[5] Applies only to RORO trailers on MSC-operated or controlled RORO vessels.

[6] Regardless of commodity, all loaded RORO trailers are listed separately. Except for retrograde trailers loaded with empty containers, enter in M/T the overall volume of the entire trailer and its load. To allow for reduced MSC billing rates, the cubic volume of trailers loaded with empty containers is listed separately; i.e., the empty container and the empty trailer.

[7] Includes vehicles with commodity codes 813, 816, 829, 864, 867, 870, 873, 876, 879, 882, 885, 891, and 894 summarized into the two weight groups shown to support MSC's revenue/lift reports.

Cargo Traffic Message Data Entries

The following provides details of the information included in the CTM.

From: Preparing Activity
To: Addressees (see figure 3-C-11)

SUBJ: MILSTAMP CARGO TRAFFIC MESSAGE

(1) Paragraph 1. Enter vessel identification as follows:

a. Ship prefix (USS, USNS, USCG, SS, MS, etc.).
b. Ship name and number.
c. Voyage document number (appendix F18).
d. Vessel status/terms of carriage code (appendix F15).
e. IRCS (commercial ships only).
f. Type of commercial ship (C1, C2, LASH, RORO, etc.).

(2) Paragraph 2. Enter movement data for the vessel as follows:

a. Departure port name, in-the-clear.
b. Departure day and hour (Zulu date/time group).
c. Next port of call, in-the-clear.
d. Estimated date of arrival, next port of call.
e. Subsequent port of call, in-the-clear.

(3) Paragraph 3. Enter operational and handling data as follows:

a. Ship discharge capability (self-sustaining/non self-sustaining).
b. Special berthing requirements, if any.
c. Special information for the port area host nation or theater commander (expected arrival draft, overall length, beam, and capacity in M.T., cu. m. (include L/T and M/T in parentheses)).
d. Enter manifest onboard or manifest forwarded separately by (enter method, e.g., DDN, mail, etc.).
e. If applicable, enter cargo for transshipment at WPOD.

(4) Paragraph 4. Total cargo loaded in M.T. and cu. m. (include L/T and M/T in parentheses, e.g., (40 L/T, 10 M/T).)

(5) Paragraph 5. A separate paragraph for each port of discharge to include the following subparagraph as appropriate. Each subparagraph shall identify by columns the number of wheeled and the number of tracked vehicles, M.T., cu. m. and in parentheses, L/T and M/T. Stowage location is identified by the first three positions of the stow location code; for LASH/SEABEE barges, the last four positions of the barge number. The Military Service will be identified by the TAC for breakbulk cargo and by the consignee for containerized cargo.

a. Total cargo loaded (mandatory).

Figure 3-C-9 (Cont.)

Cargo Traffic Message Data Entries

b. Deck load of breakbulk cargo by Military Service, by location, excluding ammunition and explosives.[8]
c. Hatch load of breakbulk cargo by Military Service, by location, excluding ammunition and explosives.[8]
d. Total number of reefer containers for each Military Service.
e. Total number of other containers for each Military Service excluding those in subparagraph f., below.
f. Total number of containers containing ammunition and explosives for each Military Service. Include NEQ, by IMDGC UN class, UN classes to include decimal fraction (1.1, 1.2), IMDGC compatibility group code, and stow location (four positions).
g. Description of bulk ammunition and explosives for each Military Service. Include additional data described in subparagraph f., above.
h. Heavy lift cargo exceeding capacity of ships' boom.
i. Protected (except pilferable) and/or classified cargo, number of pieces, stow location, and TCN.
j. For LASH/SEABEE shipments, list each barge by barge number and by Military Service.

(6) Final paragraph. Transshipment data as required:
a. Port of transshipment in-the-clear.
b. Information specifying responsibility for transshipment.
c. Name of on-carrying vessel. Enter TBN if unknown.
d. Cargo data required by instruction (5) for each port of discharge.
e. For LASH/SEABEE shipments, the port of transshipment is the port of discharge of the vessel. For movement of the barge to an inland port of discharge, indicate towed in lieu of name of on-carrying vessel. Summarize cargo data by barge number and barge port of discharge.

Figure 3-C-9 (Cont.)

[8] Identified by first three positions of the vessel stowage location code; for LASH/SEABEE vessels, use the last four positions of barge number.

Information to be Listed on the Ocean Bill of Lading (GBL or CBL)

The following information is entered on the GBL/CBL whenever used for ocean transportation.

1. Name of ocean carrier, vessel, WPOE, and WPOD.

2. Rates, terms, and conditions of shipment, including responsibility for loading and unloading.

3. Appropriation chargeable.

4. Dollar rate of exchange as of booking date if ocean charges are based on, but not payable in, a foreign currency.

5. Voyage document number and MSC clearance order number.

6. The MSC paying command.

7. Weight and cube of each commodity and measurements of any cargo with any dimensions exceeding 30 feet.

8. SEAVAN TCN and TCN of each shipment unit.

9. Consignee.

10. U.S. Government activity or representative at the WPOD responsible for receiving the cargo and submitting the cargo outturn message and report.

11. Enter, "Unless otherwise indicated, all cargo to be stowed under deck."

12. Actual or estimated sailing date, as appropriate.

Figure 3-C-10

Distribution of Ocean Cargo Manifest

The following table provides instructions for distribution of ocean cargo distribution, i.e., stow plan, cargo traffic message, manifest, recapitulation and summary. Manifest adjustments are distributed to the same addresses as the original manifest. The GBL and CBL distribution is shown in figure 3-C-13.

This figure must be used in conjunction with figure 3-C-12 which explains the letter codes used in the distribution method and remarks columns.

Distribution to:	Cargo Stowage Plan No. of Copies	Dist Method	Re-marks	Cargo Traffic Message No. of Copies	Dist Method	Re-marks	Cargo Manifest and Recapitulation No. of Copies	Dist Method	Re-marks	Cargo Manifest Summary No. of Copies	Dist Method	Re-marks
For all cargo: Commanding Officer or Master of the vessel[9]	3	V	--	--	--	--	3	V	A,G	--	--	--
Port of debarkation and next port of call	3	X	--	1	E	C,D	6	X	B, C, L	6	M	C
Port of embarkation (POE) for files	1	--	--	1	E	--	1	H,M	--	1	H or M	--
Clearance authority for POD if different than POD	1	M	N	1	E	--	1	X	--	1	M	--
MSC area and subarea Command for POE[10]	1	X	--	1	E	C	3	X	--	3	X	--
MSC area and subarea Commanders on the vessel itinerary[10]	1	X	--	1	X	D	1	X	B,Z	--	--	--

Figure 3-C-11

[9] Neither vessel papers nor cargo manifest are placed onboard commercial vessels engaged in common carrier trade and loaded at commercial piers.

[10] The addresses for MSC area and subarea Commanders are listed in appendix F16.

Distribution of Ocean Cargo Manifest

Distribution to:	Cargo Stowage Plan No. of Copies	Dist Method	Re-marks	Cargo Traffic Message No. of Copies	Dist Method	Re-marks	Cargo Manifest and Recapitulation No. of Copies	Dist Method	Re-marks	Cargo Manifest Summary No. of Copies	Dist Method	Re-marks
MSC port representatives for ports on vessel itinerary unless same as area and subarea Command	1	X	--	1	Z	--	1	X	B,I	--	--	--
Local agent of carrier (unclassified only)	5	X,M	--	--	--	--	5	H,N	--	--	--	--
Clearance authority for POE if different than POE	1	M	N	1	X	--	1	M	--	--	--	--
COMSC (Headquarters)	--	--	--	--	--	--	1	X	F	1	X	F
For MSC-controlled ships scheduled to transit Hawaii enroute to CONUS. All U.S. ports, including Hawaii, for customs: NAVSEACAR-COR Pearl Harbor, HI COMM RI RUHHLA	--	--	--	--	--	--	1	E	--	--	--	--
For Navy-sponsored cargo exported from CONUS: NAVMTO representative at MTMCEA or MTMCWA	--	--	--	--	--	--	1	H	--	--	--	--

Figure 3-C-11 (Cont.)

Distribution of Ocean Cargo Manifest

Distribution to:	Cargo Stowage Plan No. of Copies	Dist Method	Re-marks	Cargo Traffic Message No. of Copies	Dist Method	Re-marks	Cargo Manifest and Recapitulation No. of Copies	Dist Method	Re-marks	Cargo Manifest Summary No. of Copies	Dist Method	Re-marks
For Navy-sponsored cargo loaded on per diem ships at overseas terminals: Commanding Officer NAVMTO ATTN: Code 06 Naval Station Building Z133-5 Norfolk, VA 23511-5000	--	--	--	--	--	--	1	M	--	--	--	--
For all Marine Corps-sponsored shipments: Commanding Officer MCLB Albany (Code A470) Albany, GA 31704- 5000	--	--	--	--	--	--	1	E,M	K	1	E,M	K
CG, FMF Atlantic U.S. Naval Base Norfolk, VA 23511-5000 (Atlantic Ocean area discharge only)	--	--	--	--	--	--	1	M	--	--	--	--
CG, FMF Pacific FPO *AP* 96601 (Pacific Ocean area discharge only)	--	--	--	--	--	--	1	M	--	--	--	--
For all U.S. Coast Guard-sponsored shipments: Commandant (FA/71) U.S. Coast Guard Washington, DC 20591	--	--	--	--	--	--	1	M	--	--	--	--

Figure 3-C-11 (Cont.)

Distribution of Ocean Cargo Manifest

Distribution to:	Cargo Stowage Plan No. of Copies	Dist Method	Re-marks	Cargo Traffic Message No. of Copies	Dist Method	Re-marks	Cargo Manifest and Recapitulation No. of Copies	Dist Method	Re-marks	Cargo Manifest Summary No. of Copies	Dist Method	Re-marks
For security assistance program cargo: MAAG or Mission in the recipient country	3	X	--	1	E	C, D, E	10	X	B, C	10	M	C
Consignee TAC B address (MAPAD DoD 4000.25-8M) for FMS/Grant Aid classified shipments	--	--	--	1	E	--	--	--	--	--	--	--
For vessels from MTMC-EA to MTMC-TTCE terminals: Commander, MTMC-TTCE Rotterdam, Netherlands ATTN: MTC-TMD-O	--	--	--	1	E	--	--	--	--	--	--	--
For all shipments of conventional ammunition: HQ AMCCOM Rock Island, IL COMM RI RUCIHMA ILO RUCIAFP content indicator DKAZ	--	--	--	--	--	--	1	E	J	--	--	--

Figure 3-C-11 (Cont.)

Distribution of Ocean Cargo Manifest

Distribution to:	Cargo Stowage Plan No. of Copies	Dist Method	Re-marks	Cargo Traffic Message No. of Copies	Dist Method	Re-marks	Cargo Manifest and Recapitulation No. of Copies	Dist Method	Re-marks	Cargo Manifest Summary No. of Copies	Dist Method	Re-marks
Shipment to CONUS ports with indicator codes beginning with 1 or 2: Commander, MTMC-EA ATTN: MTE-ITT Military Ocean Terminal Bayonne, NJ 07002-0001	--	--	--	--	--	--	1	M	M	--	--	--
Shipment ot CONUS ports with indicator codes beginning with 3 or 4: Commander, MTMC-WA ATTN: MTW-ITD Oakland Army Base Oakland, CA 94626-0001	--	--	--	--	--	--	1	M	--	--	--	--

Figure 3-C-11 (Cont.)

Explanation of Codes for Ocean Cargo Manifest Distribution

a. Method of distribution

Code	Meaning
E	Electrically transmitted message.
H	Hand delivery.
M	Regular mail.
V	On the ship carrying the cargo.
X	By fastest available means following vessel departure.

b. Remarks

A Vessel papers may be substituted.

B When prepared manually, the loading port distributes advance hard copy manifest data. When manifest data are transceived, the receiver distributes advance hard copy manifest data. For CONUS loading, MTMC distributes hard copy in addition to transceived manifest data to the overseas Army and Navy activities listed below. Any changes in hard copy requirements will be referred to MTMC.

Army WPOD	Navy WPOD
Bangkok, Thailand	NAVSTA Roosevelt Roads, P.R.
Sattahip, Thailand	NSA Naples, Italy
Vayama, Thailand	NAVSTA Argentia, Newfoundland (hard copy only)
Manila, P.I.	NAVSTA Guantanamo Bay, Cuba (hard copy only)
Inchon, Korea	
Chinhae, Korea	
Pusan, Korea	

C For WPODs or Agencies listed below, forward by distribution method X, the number of copies indicated:

Chief, MILTAG, Indonesia - 15 copies
JUSMAG, Thailand - 15 copies
MTMC UK Terminal - 3 copies
MAG or Mission in Turkey - 6 copies of recapitulation and 2 copies of the stow plan.

Figure 3-C-12

Explanation of Codes for Ocean Cargo Manifest Distribution

C	For all shipments destined to PODs JF_ (Germany), JG_ (Netherlands), JH_ (Belgium), and JM_ (Rhine), forward one additional manifest and cargo traffic message via DDN to HQ, 4th TRANSCOM, Oberursel, Germany//AEUTR-MOV//; DDN COMM RI RUFTACC, content indicator code DKAZ for ocean manifest; COMM RI RUFTACA for cargo traffic message.
C	For all shipments destined to PODs in Turkey, forward 12 copies of the ocean cargo manifest by air mail to the responsible Turkish WCA. Also forward a copy of the manifest by DDN to TUSLOG DET 10 INCIRLIK INSTL TURKY//LGT/ADP//. On all Atlantic, Gulf, or European sailings, manifests will be dispatched NLT 72 hours after vessel departure from last WPOD.
C	For all Navy-sponsored FMS shipments of arms, ammunition, and explosives, and RUs of inert component parts, send one copy of the manifest to the U.S. Navy International Logistics Control Office, Code 252, 700 Robbins Ave., Philadelphia, PA 19111-5000.
C	For cargo consigned to JUSMAG Spain/U.S. Navy resident Officer-in-Charge of Construction, forward one copy by air mail to OINCC, Contracts, Naval Facility Engineering Command, Spain.
C	For all export shipments of Navy ammunition containing N, M, P, R, V, or Z as the first digit of the TCN, forward one copy of the manifest to the Ships Parts Control Center, Code 8534, P.O. Box 2020, Mechanicsburg, PA 17055-0788.
C	For shipments of Army ammunition to Pacific WPODs, forward one copy of the manifest via DDN to Central Ammunition Management Office - Pacific, ATTN: SARCA-OP, Ft Shafter, HI. DDN COMM RI RUHHHMK.
C	For shipments of all ammunition to central European and UK area WPODs, forward a copy of the manifest by DDN to CDR 200TH TAMMC ZWEIBRUECKEN GERMANY//AEAGD-MMC-VP//. DDN COMM RI RUFTFDA.
C	For all shipments destined to Korea, forward a copy of the manifest by DDN to 25th Transportation Group, Korea. DDN COMM RI RUAGDPA.
D	Send one copy to MTMC Field Office - Pacific (for PACOM loading and discharge).
D	Send one copy to MSC Office Honolulu for cargo destined to consignees in CINCPAC area.
D	For shipments of Army ammunition to Pacific area WPODs, forward a copy of the CTM via DDN to Central Ammunition Management Office - Pacific, Ft. Shafter, HI// SARCA-OP//. DDN COMM RI RUHHHMK.
D	For shipments of Navy ammunition to Pacific area WPODs, forward one copy by DDN to COMSERVPAC.

Figure 3-C-12 (Cont.)

Explanation of Codes for Ocean Cargo Manifest Distribution

E MAG copy for shipments to Taipei not required.

F DDN COMM RI RUEOBED and content indicator code DKAZ is used to provide COMSC with ocean cargo manifest data. MTMCEA and MTMCWA transceive manifest data to COMSC by direct line. Activities without DDN capability forward hard copy manifests to MSC Area Commands, but not to COMSC Headquarters.

G Provide five copies of the manifest to Masters of USNS and time charter vessels (terms of carriage codes 1 or 8) loading cargo overseas for discharge in CONUS.

H This distribution is made only if the vessel's remaining itinerary calls for it to call at an MTMC CONUS terminal.

Distribution is made to the responsible MTMC OCCA. Mailing addresses are:

HQ MTMC Eastern Area ATTN: MTE-ITEB Military Ocean Terminal Bayonne, NJ 07002-5000	HQ MTMC Western Area ATTN: MTW-ITX Oakland Army Base Oakland, CA 94626-5000

I For hazardous cargo shipments on MSC controlled ships to WPODs: H__(British Isles), J__(Northern Europe), K__(Western Mediterranean), and L__(Eastern Mediterranean), forward one copy of the complete hazardous cargo portion of the ocean cargo manifest to facilitate overseas port clearance of controlled vessels.

J Forward one copy of the manifest via DDN. Overseas manifesting activities that do not have access to ADP/DDN support should mail a hard copy of the manifest to Commander, ***AMSMC-TM***, Rock Island, IL 61299-5000.

K Forward manifest data to Marine Corps Logistics Base, Albany, GA, using DDN COMM RI RUCLWAA, content indicator code AKAA. If manifests are normally prepared manually, mail a copy of the Marine Corps section as soon as possible.

L When cargo manifest documents cannot be sent to CONUS WPODs by DDN or other electronic means, use appropriate mailing address from the following list:

Port	Mailing Address
1B1 - 1D6	Commander Portsmouth Naval Shipyard Portsmouth, NH 03804-5000
1ED	Commanding Officer Naval Air Station Quonset Point, RI 02819-5000

Figure 3-C-12 (Cont.)

Explanation of Codes for Ocean Cargo Manifest Distribution

Port	Mailing Address
All ports beginning with 1E_, except 1ED ***(activity closed)*** and 1EF	Commanding Officer Naval Construction Battalion Center Davisville, RI 02854-5000
1EF	***FISC DET. NEWPORT*** ***63 Chandler Street*** Naval Supply Depot Newport, RI 028***41***-5000
1G5	Commanding Officer Naval ***Weapons Station***, Earle Colts Neck, NJ 07722-5000
1F_	Commander Military Ocean Terminal, Bayonne MTMC Eastern Area Bayonne, NJ 07002-5000
1L1	Commande***r MTMC*** ***1301st Major Port Command*** Baltimore ***Det.*** Dundalk Marine Terminal Baltimore, MD 21222-5000
1M_	***Commanding*** Officer ***Ocean Terminal*** Code ***3***02 ***FISC*** ***1868 Gilbert Street., Suite 600*** Norfolk, VA 23512-5000
1N1 through 1N4	Commanding Officer ***1303rd Major Port Command*** Southport, NC 28461-5000
1P_	***MTMC*** ***1304th Major Port Command*** ***1050 Remount Road*** North Charleston, SC 29406-***3500***
1R1	***MTMC Cape Canaveral*** ***Bldg. 1063 Cape Canaveral Air Station*** ***Cape Canaveral***, FL 329***20-4499***
2A1	***MTMC New Orleans*** ***1314th Medium Port Command*** ***Bldg. 601A*** ***4400 Dauphine Street*** New Orleans, LA 7014***6-7200***

Figure 3-C-12 (Cont.)

Explanation of Codes for Ocean Cargo Manifest Distribution

Port	Mailing Address
2B1	Commander MTMC Mobile Detachment Gulf Outport P.O. Box 2725 Mobile, AL 36652-2725
2E1	***MTMC Beaumont Detachment*** ***1314th Medium Port Command*** ***Beaumont Headquarters*** ***1255 Main Street*** Beaumont, TX 7770***1***
3A1	***1302nd Major Port Command*** Oakland Army Base Oakland, CA 94626-5000
3CD	Commanding Officer Naval Weapons Station Concord, CA 94520-5000
3DC	Commanding Officer Naval Air Station Alameda, CA 94501-5000
3G1	Naval Construction Battalion Center ***Code 65/651*** ***Bldg. 543*** Port Hueneme, CA 93041-5000
3H_	***1312th Medium Port Command*** ***1620 S. Wilmington Avenue*** ***Compton***, CA ***90220-5115***
3J_	***Receiving Officer*** ***Defense Distribution Depot*** ***Bldg. 3304*** Naval ***Station San Diego*** San Diego, CA 9213***6***
4A1	***1313th Medium Port Command*** 4735 East Marginal Way South Seattle, WA 98134-5000

M For shipments from the Azores to east coast points, forward a copy of the manifest to COMSCEUR, DOE Complex, Block 1, East Cote Road, Ruislip, Middlesex, HA48BS, England.

Figure 3-C-12 (Cont.)

Distribution of Ocean Bill of Lading

This figure must be used in conjunction with figure 3-C-12 which explains the letter codes used in the distribution method column.

Activity or Agency	Government Bill of Lading Copies	Dist Method	Commercial Bill of Lading-Collect convertible to GBL Copies	Dist Method	Commercial Bill of Lading - Collect nonconvertible to GBL Copies	Dist Method	Commercial Bill of Lading - Prepaid nonconvertible to GBL Copies	Dist Method
Receiving activity at POE designated on the Bill of Lading or the consignee	2 memos	X	1st orig & 2 memos	X	2d orig & 2 memos	X	1st orig & 2 memos	X
Ocean Carrier	Orig. & 2 memos	X	Orig. GBL & 1st orig. CBL[11]	X				
Activity offering the cargo for booking	1 memo signed by carrier's agent	X	3d orig	X	3d orig	X	3d orig	X
MSC paying command[12]	3 memos	X	2d orig & 1 memo plus 1 GBL with converted CBL	X	1st orig & 2 memos	X	2d orig & 1 memo	X
Booking office	1 memo	X	1 memo	X	1 memo	X	1 memo	X
MSC port representative unless the same as the MSC paying command[12]	1 memo	X	1 memo	X	1 memo	X	1 memo	X

Figure 3-C-13

[11] Distribution made by the receiving activity at the POD.

[12] The addresses for MSC area and subarea commands are listed in appendix F16.

SECTION D. PORTS OF DEBARKATION (POD) INCLUDING INTRACOUNTRY AIR AND WATER DTS TRANSSHIP PORTS

1. General

a. PODs are authorized points where shipments enter a country, either a foreign country or the United States. A POD may be either an APOD or WPOD.

b. Other ports which process (receive) DTS transshipments from within the country (e.g., the theater interport portion of an international shipment) follow the same MILSTAMP requirements. For simplicity of explanation, these intracountry DTS transshipments are included with the procedures for PODs.

c. Common user military water terminals (and military-sponsored shipments transshipped through commercial terminals) in CONUS and at selected overseas locations are operated or managed by MTMC. At other locations, the theater commander provides for water port operation. AMC operates or arranges operation of air terminals serving AMC channels flown by scheduled AMC airlift. Aerial ports that are not operated by AMC are provided by the branch of Service that operates them, or, in the case of the Air Force, by the major command concerned.

2. Procedures

a. Receiving for transshipment:

(1) Shipments arrive at PODs by either air or water and are usually preceded or accompanied by the appropriate TCMD data in manifest format. Water PODs initiate inquiries seeking corrective action when manifests are late or incorrectly prepared. (Repeated failures are reported to the DoD MILSTAMP System Administrator through Service/TCC channels.)

(2) The POD uses the manifests (received in either automated or manual format) to plan for arrival of the cargo, assemble discharge tallies and clearance forms, produce forwarding documents, expedite shipments, and notify consignees (including breakbulk points) or personal property carriers of cargo arrival. With approval of the consignee, the POD may provide the manifests in automated instead of manual format. In addition, in CONUS, the manifest data is provided to all activities specified by the sponsoring Service.

(a) Military terminals use manifest data to prepare documentation for use by the Military activity and to provide commercial carriers documentation for informational use only. The Military terminal gives customs clearance forms to the ocean carrier for vessels discharging at Military ports, but furnishes clearance forms only on request for vessels discharging at commercial facilities. Terminal operators coordinate with local customs officials and provide the documentation prescribed by DoD 5030.49-R (reference v), in CONUS or applicable area requirements overseas. Commercial carriers are directly responsible for manifesting, accounting, reporting, and customs clearance requirements on TGBL shipments.

(b) The Military activity responsible for the POD notifies household goods (Code 5 or T) and baggage (Code 8 or J) carriers or their agents of the impending or actual arrival of personal property shipments. To ensure prompt pickup and delivery, the notification is made as soon as possible, but not later than 48 hours after receipt of the manifest. The carrier or agent is provided the following information:

1 Sponsoring member's name and grade.

2 Shipment unit TCN.

3 POD.

4 Actual or estimated time of arrival.

5 Vessel name and voyage number, if by surface.

(c) Terminal activities also use the manifest to plan security and prompt onward movement of all shipments and especially for safeguarding hazardous, classified, and protected cargo.

(d) Water PODs establish a vessel register or file to document the status of each ship scheduled to arrive for unloading. The register or file contains information and documents such as the cargo traffic message, CORMs and CORMRs, stowage plans, and manifests. The WPOD establishes procedures and followup action to ensure information in the register is complete.

(3) The discharging activity documents actual receipt of cargo from aircraft or vessels and maintains an audit trail using the manifest, TCMDs, or locally produced discharge tallies. Whenever cargo is to be discharged by a Military activity or its designated agent, every reasonable effort is made to inspect the cargo for damage or pilferage prior to removal from the vessel or aircraft. The inspection is always accomplished not later than the first point of rest after discharge.

(a) Air PODs annotate cargo/mail manifests with:

1 The GMT hour/day the cargo/mail is received.

2 A circle around the entry for any line item manifested, but not on the aircraft. A short shipment report is forwarded to the manifesting station, each stopoff point, and the destination terminal.

(b) Water PODs ensure the discharge documents include:

1 The vessel name (or class and number, if unnamed) and voyage document number.

2 The WPOD.

3 The berth or pier identification.

4 The TCN of the individual shipment unit if loose; otherwise, the TCN of the major consolidation container (SEAVAN, CONEX, etc.).

5 The stowage location for breakbulk cargo or SEAVAN and seal numbers.

6 The commodity code.

7 The type pack code.

8 The checker's tally of actual pieces.

9 The weight and cube from either the manifest or checker's tally.

10 Remarks by the checker (e.g., over, short, damaged).

11 Cargo disposition (e.g., to warehouse designation; truck, railcar, or barge number; etc.).

12 Signature of checker.

13 Date of the tally.

(c) All PODs prepare a complete tally for cargo discharged, but not manifested (sometimes called overlanded). Such cargo is reported to the POE and/or intermediate stops on the itinerary, then processed for onward movement to the consignee by the appropriate method as detailed in paragraph D.2.c. Discrepancy information is prepared as detailed in paragraph D.2.b.

(d) Discharge documents are not classified, do not identify the classification of cargo, and contain only that information necessary to properly identify the materiel for accurate piece count and processing. Classified and protected cargo is, however, discharged as soon as possible after aircraft or vessel arrival.

b. Reconciling discharge discrepancies:

(1) The POD reports cargo damage and reconciles discrepancies between manifested shipments and those actually discharged. The POD eliminates many of the differences by comparison with previous overage or shortage reports, and by communicating with the POE and any other stops on the aircraft or vessel itinerary.

(a) APODs report discrepancies within the period designated by the major command (e.g., AFMC, AMC). Overages are recorded by the activities which processed the shipment. Unreconciled shortages are reported by the APOD to the requisitioner to allow reordering.

(b) WPODs report discrepancies (or the absence of discrepancies) within 14 calendar days using the CORM.

1 The CORM consists of two parts.

a Part I, the advisory, is the WPOD's report to MSC, the WPOE, activities with jurisdiction over the cargo movement beyond the WPOD, and other selected addressees. It reports the vessel arrival and discharge dates and whether the manifested cargo has or has not changed in quantity or condition while under the control of the ocean carrier. It also advises of any variance from the contract terms that may affect payment of freight charges and permits MSC to promptly process for payment all invoices submitted by commercial steamship operators.

b Part II, the reconciliation, is the WPOD's report to the WPOE and intermediate ports. It reports apparent damage or pilferage (if any), specifies overages and shortages, and requests verification of shipment details to reconcile any discrepancies. Consolidation containers, including SEAVANs, RORO trailers, CONEXs, etc., are reconciled on a one-for-one basis. Breakbulk cargo, however, is reconciled only when there is an overage or shortage in total manifest lines or if individual variances are significant due to value, commodity, etc.

2 The activity responsible for vessel discharge prepares the CORM as detailed in figure 3-D-1 and forwards it by ETM to the following:

a The activity responsible for the WPOE (for CONUS see figure 3-C-12).

b MSC areas/subareas where cargo is/was loaded or discharged (appendix F18).

c For cargo loaded in CONUS, the MTMC area command for the WPOE (appendix J).

d As information addressees, the OCCA that booked the cargo and the activity responsible for each port on the vessel itinerary where Government cargo is/was discharged.

3 In answer to the CORM, the WPOD receives the CORMR from the WPOE. The use and content of the CORMR are detailed in paragraph C.2.d.(2)(b)7.

4 The WPOD reports unreconciled discrepancies, and discrepancies to Government-owned dunnage and lashing gear, according to the requirements of joint regulation AR 55-38 (reference q).

(2) The POD forwards shipments received (onhand), but not manifested for discharge at that activity, as soon as possible. Those shipments for consignees serviced by the POD are forwarded, with documentation produced by the POD, according to the procedures detailed in paragraph D.2.c. Shipments for consignees not serviced by the POD are forwarded according to the following procedures.

(a) The APOD reports the unmanifested shipment to the APOE within 24 hours of receipt. To preclude further delay, the APOD processes the cargo as an intransit shipment and forwards it to the correct destination terminal by the first available aircraft. The APOD also prepares any necessary documentation for manifesting and further cargo accountability.

(b) The WPOD reports, as soon as possible, cargo which has been discharged prior to reaching the destination port (shortlanded) or cargo for a previous port found still onboard the vessel (overcarried). The report is made by priority ETM to the consignee, the WPOD shown on the cargo, the WPOE, the appropriate booking activity, and (when prescribed by the theater commander or sponsoring Service) the supply management activity.

1 If the cargo was shortlanded due to a diversion, the WPOD forwards the cargo as detailed in paragraph D.2.f.(2)(d). If the cargo is shortlanded for any other reason, the discharging WPOD determines the reason for early discharge and coordinates with the activities/Agencies indicated in subparagraph (b) above to ensure shipment to the consignee. Disposition action is reported on the CORM and the cargo is usually forwarded on the next available vessel which has proper routing and timely delivery. The terminal forwarding the cargo provides manifest documentation at the time of reshipment.

2 When a WPOD discovers overcarried cargo, the vessel's itinerary is reviewed (before discharge, if possible) to determine the best port at which the cargo should be discharged. The WPOD doing the review considers the ports at which the vessel will call as well as the shipping available between those ports and the intended destination of the cargo. To preclude unnecessary handling and backhauls, the shipper, consignee, or WPOD to which the cargo was originally manifested provides disposition instructions prior to actual reshipment. Finally, if the ocean carrier is responsible for the overcarriage, the discharging terminal takes action with MSC through the booking office to ensure the Government is reimbursed for any additional handling or transportation costs incurred.

c. Clearing cargo from the POD. After cargo is discharged from the aircraft or vessel, the shipments are forwarded to the consignee. At APODs the ITO/TMO usually arranges the onward movement,

while at WPODs the Military activity responsible for the port arranges onward movement. SEAVANs, regardless of where discharged, are forwarded, as manifested, to the SEAVAN consignee including breakbulk points, either directly or via stopoffs.

(1) When shipments arriving at air terminals are to continue movement by air in the DTS, the air terminal coordinates transshipment arrangements (including necessary air clearances). All other onward movement, including local surface delivery or reentry into the DTS at a different air terminal, is arranged by the responsible transportation office (ITO, TMO, etc.). The APOD provides the applicable manifest and intransit data to allow timely onward movement. The responsible transportation office, in turn, secures necessary clearances and forwards the shipment using a DD Form 1385 (manifest) for Government trucks, a GBL/CBL for commercial delivery, or other applicable documentation. After movement, the responsible transportation office advises the air terminal (by TCN, carrier, bill number, and hour/day) how and when the onward movement was made. Local procedures are established to ensure cargo leaving the APOD is actually received by the consignee.

(2) The Military terminal activity responsible for the WPOD begins arranging onward movement of cargo upon receipt of the vessel manifest. These arrangements include planning for necessary port clearance transportation, reviewing the compatibility and other pertinent characteristics of hazardous materiels, and (when possible) preparing movement documents in advance of vessel discharge. After discharge, the WPOD reports cargo availability to the consignee, either directly or through an established MCA.

(a) When notified that delivery can be accepted, the Military terminal or MCA coordinates the onward movement within priorities on a first-in/first-out basis unless the RDD or advice by the consignee or sponsoring Service indicates an overriding urgency for (a) particular shipment(s). Actual onward movement is documented according to local procedures on a DD Form 1384, DD Form 1385, GBL/CBL, or similar applicable document containing essential TCMD data (TCN, WPOD, consignee, pieces, weight, and any applicable SEAVAN and seal numbers).

(b) Inland (local) drayage or linehaul movement of SEAVANs contracted under the MSC Container Agreement and Rate Guide (reference p) is not documented on a bill of lading unless part of the movement is arranged or paid for by the Government directly (not by the ocean carrier). This responsibility for payment is indicated by the SEAVAN service code in rp 16 of the SEAVAN TCN (see appendix C, paragraph 10.).

1 If the destination service code (rp 16) is "K," indicating the ocean carrier's responsibility ends at the ocean terminal, the activity responsible for the WPOD issues a bill of lading for the inland linehaul or drayage of the SEAVAN. The preparing activity includes in the bill of lading: the SEAVAN TCN (from the manifest), the TCN of each shipment unit in the SEAVAN, and the full van and seal numbers. The bill of lading is distributed as detailed in the DTMR (reference j), or applicable theater directives.

2 If the destination service code (rp 16) is L, M, S, T, or 1-9, indicating the inland movement from the WPOD is the responsibility of the ocean carrier, the terminal activity does not issue a bill of lading. Instead of a bill of lading, the activity issues a manual TCMD (DD Form 1384) or similar nonnegotiable document according to local procedures. The document includes the SEAVAN prime data with the seal and van number and the activity retains a signed copy to record acceptance by the carrier.

3 The terminal activity coordinates with the theater commander or (in CONUS) MTMC to ensure the consignee receives, as a minimum, advance manifest data and anticipated delivery date. The terminal activity also establishes procedures to enable complete records of receipt, detention, and accountability of SEAVANs. If notified by the consignee that a SEAVAN has not been received, the terminal activity takes

action to trace the SEAVAN including notifying the clearance authority/booking office and security authorities, if appropriate.

(c) Security of cargo, especially protected or classified cargo, is ensured by the Military terminal responsible for the WPOD. To further enable accountability and timely movement of cargo from the port, the terminal or (in CONUS) MTMC maintain a detailed inventory of cargo onhand. This inventory includes such details as:

1 TCN.

2 For applicable shipments, the SEAVAN number and owner's identification.

3 Consignee.

4 Cargo/SEAVAN location in the terminal area.

5 Vessel name and voyage number from which the cargo was discharged.

6 Cargo/SEAVAN discharge date and age.

7 Pieces, weight, and cube for each consignee (with a separate list for protected and classified cargo).

8 TP and RDD.

(d) The owners (or owners' agent) of all POVs discharged by the WPOD and cleared by customs are promptly notified their vehicles are available. Further requirements, including documentation, are contained in applicable personal property regulations.

(e) Local procedures are established to document forwarding of cargo from the WPOD to the consignee. Shortages and pilferages are reported to the appropriate security authorities. While similar, these procedures do not replace those required by joint regulation AR 55-38, et al. (reference q).

d. The POD may also submit intransit data for use in measuring transportation performance in the movement of MILSTRIP shipments. The responsibilities for intransit data preparation vary at different types of PODs. General requirements are listed below with specific instructions detailed in appendix L.

(1) Final intratheater airlift terminals submit intransit data with DI TK3 for shipments received unless the shipments are intended for onward movement overseas. If the consignee is not located on the same installation as the terminal and there is no local agreement for the terminal to make the delivery entry, the APOD sends the DI TK3 to the consignee.

(2) AMC APODs submit intransit data with DI TK6 for shipments received. The APOD may also enter the consignee receipt date (rp 15-17) when it can be determined and an appropriate local agreement has been reached with the consignee.

(3) WPODs do not complete intransit data since the discharge date is reported by the WPOE as determined from the CORM.

e. The WPOD also accomplishes CBLs or prepares GBLs for cargo which moved over ocean on a CBL. The requirements are detailed in paragraph C.2.d.(2)(b)6c(2) and (3).

f. Holding, diverting, and tracing shipments are all actions in which the POD may be involved due to irregular or interrupted movement of cargo in the DTS. In addition to the instructions below, formats for documenting these actions are detailed in appendix M.

(1) The POD may hold and/or divert a shipment at the request of the sponsoring Service or for such reasons as an embargo. The hold is intended to be brief and only long enough for the POD to receive diversion/disposition instructions from the sponsoring Service or clearance authority. As an exception to blanket holds placed on shipments during mass cancellation situations, shipments with "555" in the RDD field (rp 54-56) are not held, but processed through the POD in accordance with the transportation priority on the TCMD.

(2) A transportation diversion is normally limited by cost, but may be a change of mode (e.g., theater truck to theater air), a change of destination, and/or a change of route.

(a) Once a shipment has left the shipper, the cost of handling normally limits diversion (or hold) authorization. In addition, after leaving the shipper, only complete shipment units are diverted; i.e., individual items are not removed from multiple line shipment units nor is a shipping container removed from a multicontainer shipment unit with one TCN.

(b) After the shipment has reached the POD, a diversion between modes normally occurs only as a result of a change in the urgency of need. Such a change may result in a planned surface shipment being moved by air and is coordinated by the applicable theater or CONUS clearance authority.

(c) A diversion to a different consignee or destination may result from conditions such as:

1 Strikes, national disturbances, or acts of God.

2 Supply cancellations.

3 Terminations of projects.

4 Changes in logistics buildup.

5 Modification of permanent change of station orders authorizing personal property shipments.

6 Change in the receiving locations for mobile units.

(d) Diversion in the route of a shipment normally occurs within a particular mode (i.e., air or water) and is usually directed by the clearance authority. Such a diversion may result in some or all of the cargo onboard an aircraft or vessel being discharged at other than the originally manifested POD.

1 The command authorized to request a diversion notifies, by ETM or automated format, all concerned parties; i.e., POEs, all PODs (old and new) on the itinerary, and (for surface) the MSC area/subarea commands having cognizance over the old and new WPODs. When cargo or an entire aircraft or vessel is diverted, the new POD assumes the responsibility for cargo discharge, documentation, discrepancy reporting, and disposition of the cargo.

2. Whenever possible, the old WPOD provides the new WPOD with cargo manifests and supporting documents for all shipments to be discharged. The old WPOD retransmits the manifest as originally prepared instead of remanifesting to indicate the diversion. In the air system, the cargo manifest documents and/or cards are usually onboard the aircraft. When not possible for the old WPOD to retransmit the manifest, or when the aircraft is not carrying the manifest, the new POD prepares a manifest based on the discharge tallies. Required customs documentation not accompanying the shipment is forwarded from the old POD to the new POD by the fastest means available. Diversion instructions account for all cargo aboard a diverted aircraft or vessel.

(3) Shipment tracing through MILSTAMP allows the requesting or receiving activity to use modified supply system data to locate a shipment in the transportation system. While tracing assistance is normally obtained from the clearance authorities, the POD may occasionally be asked for shipping data. The POD responds to such requests by providing all available information. The formats used for tracing are prescribed in appendix M.

g. After completing a shipment, the POD maintains records detailing the actions undertaken. Various Service publications detail the length of time and method for keeping such files.

Cargo Outturn Advisory and Reconciliation Message

FROM: Vessel discharging activity
TO: Activity responsible for WPOE
MSC area/subarea command of the WPOE MTMC area command for CONUS loaded cargo
INFO: Activity responsible for each port of call Booking office that booked the cargo

SUBJ: Cargo Outturn Advisory and Reconciliation Message

1. PART 1 - ADVISORY.

2. Enter the WPOD in code and clear text as well as the three position day-of-the-year of vessel arrival and discharge completion. If cargo has been diverted from another port, indicate the port from which it is diverted following the discharge data. For example:

POD - JF1 BREMERHAVEN 278/281
POD - JF1 BREMERHAVEN 278/281 DIVERSION FROM JG1 ROTTERDAM

3. Enter name, voyage number, and vessel status/terms of carriage for the vessel on which the cargo was manifested. If the cargo is received on a different vessel, indicate the delivering vessel in parentheses following the basic entry. For example:

SS NEVERSINK A1234 61 (SS LEAKS ALOT)

4. Enter an indicator of manifest receipt, the number of supplements received, and the ocean bill of lading number, if applicable. For example:

MANIFEST RECEIVED NO SUPP
MANIFEST AND SUPP 1 RECEIVED GBL X7654321

5. Determine the agency responsible for each discharge element:
   a. The agency that discharged the cargo
   b. Agency responsible for discharge costs.
   c. Agency responsible for paying port charges.

Figure 3-D-1

Cargo Outturn Advisory and Reconciliation Message

Agency	(a) Discharging	(b) Paying Discharge Costs	(c) Paying Port Costs
U.S. Army	DISARM	REARM	PCUS
U.S. Navy	DISNAV	RENAV	PCUS
U.S. Air Force	DISAF	REAF	PCUS
Commercial operator	DISOP	REOP	PCOP
Foreign government (MAP)	DISGOV	REGOV	PCGOV

Select and enter codes from the above table as per the following example:

DISARM/REARM/PCUS

6. Enter the WPOE and indicate whether all cargo manifested was received in apparent good order (CAGO) or with discrepancies including overages, shortages, or damages (OSOD). For example:

IGC CAGO or IGC OSOD

7. Enter "PART II -- RECONCILIATION."

8. a. If the entry for cargo condition (paragraph 6) was CAGO, enter "NEGATIVE." No further entries are necessary.

b. If the entry for cargo condition (paragraph 6) indicates an overage and/or shortage, detail the discrepancies by line entries for each WPOE under the following column headings:

Heading	Data Indicated
ITEM	Item number. Enter sequentially starting with 1 for each WPOE
TCN	Transportation Control Number
CNTR NO	Container number (SEAVAN, MILVAN, RORO, CONEX)
OWNER	Container owner code (SEAVAN/MILVAN only)
COMMOD	Commodity/special handling code
PACK	Type pack code
MANIF	Number of pieces manifested
DISCH	Number of pieces discharged

Figure 3-D-1 (Cont.)

SECTION E. BREAKBULK POINT

1. General

a. Breakbulk points are transshipping activities which receive multiple consignee shipments which have been unitized, usually in a SEAVAN or MILVAN. The breakbulk point separates the unitized shipments into individual shipment units and forwards the individual shipment units to the ultimate consignee.

b. A breakbulk point may be located at inland sites or at WPODs or APODs.

c. Shipments are consigned to a breakbulk point when sufficient volume is not available for direct shipment to the ultimate consignee. Since the additional handling at the breakbulk point increases costs and the opportunity for loss or damage, shipments are routed through a breakbulk point only when a single consignee shipment or use of stop-off service (for SEAVANs) is not economically feasible.

2. Procedures

a. Receiving for transshipment

(1) Shipments arrive at breakbulk points accompanied by appropriate TCMD data for both the unitized shipment and the individual shipment units which it contains. Documentation for the unitized shipment may be a bill of lading, TCMD, or other document containing appropriate movement data. Documentation for the contents of the unitized shipment, i.e., the individual shipment units, may be in the form of manual TCMDs (DD Form 1384), a cargo load list, manifest, ***automated records*** or other documents sufficient to allow accountable transshipping. Breakbulk points which receive shipments without documentation initiate inquiries seeking corrective action.

(2) The breakbulk point reports to the POD that the unitized shipment has been received. Local reporting procedures are established and, for surface shipments, require the breakbulk point to return to the WPOD a copy of the receiving document. The signed document contains the day of receipt and condition of the cargo or SEAVAN, including the SEAVAN seal (if applicable). The breakbulk point sends the receipt to the WPOD within 10 calendar days of receiving the unitized shipment. Similarly, the breakbulk point notifies the WPOD when a SEAVAN is not received within 10 calendar days of its anticipated delivery.

(3) Breakbulk points coordinate with the POD to ensure timely receipt of SEAVANs, customs examination if necessary, and prompt release to the carrier after unloading the SEAVAN contents. The breakbulk point makes every reasonable effort to unload (unstuff) the SEAVANs during the free time allowed by the ocean carrier. Failure to release the empty SEAVANs within that free time results in detention charges. These detention charges are billed separately from the ocean charges and are assessed against the activity considered responsible for causing the costs to be incurred.

b. Unloading (unstuffing) the unitized shipment

(1) The breakbulk point unloads the unitized shipment, tallies the cargo, and segregates the individual shipment units for onward movement to the ultimate consignee. The load list accompanying the unitized shipment (in some format) is used to ensure all cargo loaded is actually received and to provide the basis for an audit trail.

(2) When a discrepancy (overage, shortage, or damage) between the load list and the actual discharge tally is discovered, the breakbulk point documents and reports the discrepancy according to the requirements of joint regulation AR 55-38 et al. (reference q). Recoopering, remarking, repacking, and similar

services necessary for safe onward movement of the shipment are provided by the breakbulk point. If the shipment was not prepared by the shipper according to military standards (except for marking), the breakbulk point obtains either a fund citation for correction of the deficiency (unless such costs are incorporated in other handling charges) or disposition instructions from the sponsoring Service. The breakbulk point reports inadequate shipment preparation according to the requirements of joint regulation DLAR 4140.55, et al. (reference r).

(3) Breakbulk points also use the load lists and discharge tallies to plan security and prompt onward movement of all shipments and especially for safeguarding hazardous, classified, and protected cargo.

(4) The breakbulk point maintains a cargo of onhand inventory according to local procedures. This inventory enables accountability and timely movement of cargo from the breakbulk point. This inventory normally includes such details as:

(a) TCN.

(b) Consignee.

(c) Cargo location in the breakbulk point area.

(d) Vessel name and voyage number and/or SEAVAN number (including the owner abbreviation) from which the cargo was discharged.

(e) Cargo and SEAVAN receipt date and age at the breakbulk point.

(f) Pieces, weight, and cube for each consignee (with a separate list for protected and classified cargo).

(g) TP and RDD ***or expedited handling/transportation signal.***

c. Forwarding cargo to the consignee. After separating the cargo into individual shipment units, the breakbulk point arranges for onward movement.

(1) Most shipments are forwarded by surface direct to the ultimate consignee. The breakbulk point forwards shipments, within priorities, on a first in-first out basis unless the RDD or advice by the consignee or sponsoring Service indicates an overriding urgency for a particular shipment. When possible, the breakbulk point prepares the movement documents in advance of actual cargo receipt to permit rapid transshipment. This movement is arranged and documented according to local procedures. The documentation may be a DD Form 1384, DD Form 1385, GBL, CBL, or similar document containing essential TCMD data (TCN, breakbulk point, consignee, pieces, weight, and cube).

(2) The breakbulk point notifies household goods (code 5 or T) and baggage (code 8 or J) carriers or their agents when personal property is available for pick up. Similarly, POV owners or their agents are notified when the vehicles are available. Further requirements, including documentation, are contained in applicable personal property regulations.

(3) Local procedures are established to ensure cargo leaving the breakbulk point is actually received by the consignee. When the breakbulk point is operated in conjunction with a WPOD, these receipt procedures are as detailed in paragraph D.2.c.(2)(e). Inland breakbulk points establish their own procedures and/or use those detailed in joint regulation AR 55-38, et al. (reference q), or applicable theater publications overseas.

d. The breakbulk point does not normally prepare intransit data. However, if the breakbulk point is operated in conjunction with a POD, preparation may be required as detailed in paragraph D.2.d., of this chapter.

e. Holding, diverting, and tracing shipments are all actions in which the breakbulk point may be involved due to irregular or interrupted movement of cargo in the DTS. In addition to the instructions below, formats for documenting those actions at breakbulk points operated by a POD are detailed in appendix M.

(1) The breakbulk point may hold and/or divert a shipment at the request of the sponsoring Service or for such reasons as an embargo. The hold is intended to be brief and only long enough for the breakbulk point to receive diversion/disposition instructions from the sponsoring Service or clearance authority. As an exception to blanket holds placed on shipments during mass cancellation situations, shipments with "555" in the RDD field (rp 54-56) are not held, but processed through the breakbulk point in accordance with the TP on the TCMD.

(2) A transportation diversion may be a change of mode, a change of destination, and/or a change of route.

(a) Only complete shipment units will be diverted, i.e., individual line items will not be removed from multiple line shipment units, nor will a shipping container be removed from a multicontainer shipment unit under one TCN.

(b) After the shipment has reached the breakbulk point, a diversion between modes normally occurs only as a result of a change in the urgency of need. Such a change may result in a planned surface delivery being moved by air and is coordinated by the applicable theater Traffic Management/MCA or CONUS clearance authority.

(c) A diversion to a different consignee or destination may result from conditions such as:

1 Strikes, national disturbances, or acts of God.

2 Supply cancellations.

3 Terminations of projects.

4 Changes in logistics buildup.

5 Modification of permanent change of station orders authorizing personal property shipments.

6 Change in the receiving locations for mobile units.

(3) Shipment tracing through MILSTAMP allows the requesting or receiving activity to use modified supply system data to locate a shipment in the transportation system. While tracing assistance is normally obtained from the clearance authorities, the breakbulk point may occasionally be asked for shipping data. The breakbulk point responds to such requests by providing all available information. The formats used for tracing are detailed in appendix M.

f. After completing a shipment, the breakbulk point maintains records detailing the actions undertaken. Various Service publications detail the length of time and method for keeping such files.

Appendix A

DEFINITIONS

This appendix is a compilation of definitions for words and terms used in MILSTAMP, Volume I.

Accessorial Services:

FMS: Separate charges added to the standard price of materiel for each FMS case. The charges cover expenses of packing, handling, crating, transportation, and supply operations associated with preparation and delivery of FMS materiel.

Land: Charges by a carrier for rendering service in addition to the linehaul. Such services may include sorting, packing, cooling, heating, switching, delivering, storage, reconsigning, etc.

Ocean: Those services for which the ocean carrier is not responsible under the terms of the applicable commercial tariff or MSC contract rate, but which are required to complete the receipt and delivery of freight between common carriers and consignors or consignees.

Address Marking: Applying data, obtained from shipping documents, to a shipment unit. The data identifies the shipment and directs its movement to the ultimate consignee.

Air Charter Service: Air transportation procured from commercial carriers for the exclusive use of one or more aircraft between points in the United States for periods of less than 90 days.

Airlift Clearance Authority (ACA): A Service activity which controls the movement of cargo (including personal property) into the airlift system.

Airlift Services: The performance or procurement of air transportation and services incident thereto required for the movement of persons, cargo and mail.

Allocation: Apportioning available transportation capability to users.

Ammunition/Explosives: A device charged with explosives, propellants, pyrotechnics, initiating composition, or nuclear, biological, or chemical materiel for use in connection with defense or offense, including demolitions. Ammunition which can be used for training, ceremonial, or nonoperational purposes is included.

Army or Air Force Post Office (APO): A military post office, numerically designated as a branch of a U.S. Post Office, activated, manned and operated by the Army or the Air Force to provide postal services to authorized organizations and personnel.

Baggage: Includes, but is not limited to, personal clothing; professional equipment; essential dishes, pots, pans, linens, and other light housekeeping items; and other items necessary for the health, welfare, and morale of the member.

Accompanied Baggage: Baggage which accompanies the passenger while traveling.

Unaccompanied Baggage: That portion of a member's authorized weight allowance of personal property which does not accompany the passenger and is normally shipped separately from the bulk of his personal property by expedited transportation.

Hold Baggage: Baggage stowed in the hold of a ship.

Basic Issue Item: Accessories and tools necessary to operate an end item, i.e., vehicle.

Berth Term: Shipments by commercial common carriers operating on established routes at commercial tariff rates. Commercial carriers are normally responsible for loading and unloading cargo. Heavy lifts beyond certain weights are specified in most tariffs as subject to a heavy lift charge in addition to the prescribed freight rate.

Bill of Lading:

Commercial (CBL): A contract between the shipper and the carrier whereby the carrier agrees to furnish transportation service subject to the conditions printed on the reverse side of the bill of lading. The face of the CBL designates such pertinent information as the route, delivering carrier, name of shipper, consignee, date, description of articles, number of packages, weight, signature of the carrier's agent for receipt of the freight, and signature of the shipper's representative responsible for releasing the shipment to the carrier.

Government (GBL): Same as CBL, plus the GBL contains the name (with or without a signature) and title of the issuing officer, name of the issuing office, name of the Government agency against which charges are billed, appropriation chargeable, GBL number and departmental symbol, authority for the shipment, and a showing as to actual delivery and extent of loss and damage.

Block Stowage Loading: A method of loading whereby all cargo for a specific destination is stowed together. The purpose is to facilitate rapid offloading at the destination, with the least possible disturbance of cargo intended for other points.

Breakbulk Point: A transshipping activity to which unitized shipments for various consignees are consigned and from which the shipments are distributed as separate shipment units to the ultimate consignees.

Bulk Cargo: Dry or liquid cargo, such as oil, coal, grain, ore, sulfur, or fertilizer which are shipped unpackaged in large quantities.

Cargo: Supplies, materiels, stores, baggage, or equipment transported by land, water, or air.

Carrier: Any individual, company, or corporation commercially engaged in transporting cargo or passengers.

Carrier Tariff Rates: Rates charged the general public by surface, air, or water carriers engaged in the transportation of property.

Case Designator: A unique code used with a country identification code to identify a particular foreign military sale. It is a three character designation.

Civil Post Office: A U.S. Post Office, branch, station, or moneyorder unit operated by employees of the USPS or under contract with that Service.

Classification, Freight: (1) A system of grouping and rating similar commodities for use in applying class rates. (2) A publication (Freight Classification Guide) listing articles by class for use in applying rates.

Classified Matter: *Official information or matter in any form or of any nature which requires protection in the interest of national security.*

Clearance Authority: The activity which controls and monitors the flow of cargo into the airlift or water transportation system. (See Airlift Clearance Authority and Ocean Cargo Clearance Authority.)

Code 5 (International Door-to-Door Container Surface Government): Defined in DoD 4500.34-R, Personal Property Traffic Management Regulation, chapter 2.

Code J (International Land-Air (AMC)-Land Baggage): Defined in DoD 4500.34-R, chapter 2.

Code T (International Door-to-Door Container-AMC): Defined in DoD 4500.34-R, chapter 2.

Commodity Category: Grouping commodities with similar characteristics for purposes of manifesting, billing, cost accounting, contractor payment, and special handling.

Common Servicing: That function performed by one Military Service in support of another Military Service for which reimbursement is not required from the Service receiving support.

Common-User Water Terminal: A facility which regularly provides (for two or more Services) the terminal functions of receipt, transit storage or staging, processing, and loading or unloading of cargo or passengers on ships. It may be a Military installation, part of an installation, or a commercial facility operated under contract or arrangement of the MTMC.

Container Express (CONEX): A controlled, reusable, serially numbered, metal shipping container 8'6" long, 6'3" wide and 6'10-1/2" high or 4'3" long, 6'3" wide and 6'10-1/2" high used for shipping cargo.

Continental United States (CONUS): The 48 contiguous states and the District of Columbia, i.e., excluding Alaska and Hawaii.

Controlled Cargo: See Protected Cargo.

Country Code: A two position code indicating the country, international organization or account which is the recipient of materiel or services under the Security Assistance Program.

Country Representative/Freight Forwarder Code: A code employed to identify the designated individual or organization authorized to receive documentation, reports, and shipments for a particular country's FMS transactions. A designated country representative may also be authorized by a foreign government to negotiate, commit, and sign contractual agreements.

Courier Transfer Station: A collection and control point for carrying on the mission of the Armed Forces Courier Service.

Dangerous Cargo: See Hazardous Material.

Day-of-the-Year: A three position number indicating the day of the year (e.g., 001 would indicate January the first; 261 would indicate (non-leap year) 18 September. See also Day of Year as defined in DoD 5000.12-M, DoD Manual for Standard Data Elements.

Defense Transportation System (DTS): ***That portion of the nation's transportation infrastructure that supports DoD transportation needs in peace and war. The DTS consists of those common-user***

military and commercial assets, services, and systems organic to, contracted by, or controlled by the DoD.

Delivery Term Code (DTC): A code (prescribed in FMS cases) identifying the point at which the responsibility for moving an FMS shipment passes from the United States DoD to the purchasing nation or international organization.

Department of Defense Activity Address Code (DoDAAC): A six position alphanumeric code assigned to identify specific activities which are authorized to ship or receive materiel and to prepare documentation or billings.

Department of Defense Ammunition Code (DDAC or DoDAC): An eight position alphanumeric code composed of the four position Federal Supply Classification followed by the four position DoD Identification Code.

Department of Defense Identification Code (DoDIC): A four position alphanumeric code assigned to items of supply in Federal Supply Groups 13 (ammunition/explosives) and 14 (guided missiles).

Direct Procurement Method (DPM): A method of personal property shipment in which the Government manages the shipment throughout packing, drayage, storage, linehaul, overseas movement, etc. For additional details see DoD 4500.34-R, chapter 2.

Diversion: Changing the mode, route, or destination of a shipment from that shown on the original transportation documentation while the shipment is intransit. A diversion between modes may occur during the clearance process before the shipment actually moves.

Dunnage: Lumber or other material used to brace and secure cargo to prevent damage.

Electrically Transmitted Message (ETM): Messages prepared on DD Form 173 (series), Joint Message Form and dispatched by ***DDN*** or teletype.

Electronic Data Interchange (EDI): Computer to computer exchange of data using standards jointly developed and established by standard groups, i.e., ANSI, EDIA, and EDIFACT.

Electrostatic Sensitive Device (ESD): Any electrical or electronic part, assembly, or equipment that is sensitive to electrostatic discharge of 15,000 volts or less. ESD items are classified as:

Class 1 - Those sensitive to 1000 volts or less.

Class 2 - Those sensitive to more than 1000 volts, but not more than 4000 volts.

Class 3 - Those sensitive to more than 4000 volts, but not more than 15,000 volts.

Exception Material: Security Assistance Program materiel which, due to its peculiar nature and increased transportation risks, requires special handling in the transportation cycle and deviation from normal shipping procedures. This includes classified materiel, sensitive materiel, firearms, explosives, lethal chemicals and other dangerous and hazardous materiel that requires rigid movement control and air cargo of such size that the item exceeds commercial capability.

Expedited Handling Shipments: Items ***and/or shipment units with an entry of N_ _, E_ _***, 999, or ***777*** in the RDD field of MILSTRIP requisition ***and/or the*** MILSTAMP TCMD ***normally require expedited***

transportation. Items ***and/or shipment units with 555 or 444 in the RDD field may also require expedited transportation***.

Explosives: See Hazardous Material.

Export Traffic Release (ETR): Shipping instructions, issued by a clearance authority in response to an offering, which specify the mode of shipment and the means by which an export shipment will move.

Flashpoint: The minimum temperature at which the substance gives off flammable vapors which will ignite in contact with spark or flame (49 CFR 173.115d).

Fleet Post Office (FPO): A Navy activity established within the CONUS collocated with the postal concentration center for the purposes of providing a standard mail address for forces afloat, mobile shore-based units and activities overseas, directory assistance for Navy mail and maintaining liaison with and furnishing mail routing and dispatching instructions to appropriate civil and Military postal authorities.

Freight Forwarder (FMS)/International Freight Forwarder: A private firm which serves as a contractual agent for the FMS customer. These companies, as a minimum, receive, consolidate, and stage materiel within the United States for onward shipment to the purchasing country.

Fuse, Fuze, Fusee: In this regulation the term Fuse includes Fuze and Fusee. For transportation handling, loading, and movement, the definitions of fuse, fuze, and fusee are applied as specified in 49 CFR, ICAO regulations, and related publications.

General Agency Agreement (GAA): Pertains to Government-owned ships operated under cost plus fixed fee contracts by commercial ocean carriers acting as general agents for the Maritime Administration, U.S. Department of Commerce, with whom MSC has entered into agreements for the exclusive use of such ships.

Green Sheet Procedures: A procedure whereby specifically identified cargo in the airlift system may gain movement precedence over other priority cargo, including 999 shipments, of the requesting shipper Service.

Gross Weight: The combined weight of a container and its contents, including packaging material.

Hatch: An opening in the deck of a ship through which cargo is loaded and unloaded.

Hatch List: A list showing, for each hold section of a cargo ship, a description of the items stowed, their volume and weight, the consignee of each, and the total volume and weight of materiel in the hold.

Hazardous Material (Dangerous Goods): A substance or material which has been determined to be capable of posing an unreasonable risk to health, safety, and property when transported. This materiel includes explosives, gases (compressed, liquified, or dissolved under pressure), flammable liquids, flammable solids or substances, oxidizing substances, poisonous and infectious substances, radioactive substances, corrosives, and miscellaneous dangerous substances presenting real or potential hazards to life and property. Procedures for handling this material are specified in applicable publications of the Department of Transportation, the Interstate Commerce Commission, Federal Aviation Agency, U.S. Coast Guard, U.S. Agriculture Department, U.S. Public Health Service, Intergovernmental Maritime Organization, the International Civil Aviation Organization, and in Federal or military documents. Dangerous goods is the term applied to hazardous material in international movement.

Hazardous Substance: A material, and its mixtures or solutions, that is identified in 49 CFR or AFR 71-4, et al., when offered for transportation in one package (or in one transport vehicle if not packaged) and when the quantity of the material equals or exceeds the reportable quantity (RQ).

Hold: The interior of a vessel below decks where cargo is stowed.

Inter-Service Support: Action by one Military Service or element thereof, to provide logistic and/or administrative support to another Military Service, or element thereof. Such action can be recurring or nonrecurring in character, on an installation, area, or worldwide basis.

Intertheater: Movement of materiel from a point in one theater to a point in another theater. Movements between CONUS and overseas are not considered intertheater.

Intratheater: Movement of materiel from a point in a theater to another point within the same theater.

Joint Servicing: That function performed by a jointly staffed and financed activity in support of two or more Military Services.

Lashing: Ropes, wires, chains, steel straps, or other special devices used to secure cargo.

Less Than Release Unit (LRU): A shipment unit that can be shipped without requiring an export release from the appropriate authority.

Linehaul: Transportation of freight from one point to another excluding local pickup, delivery, and switching.

Lowest Over-All Cost: The aggregate of shipment costs known or reasonably estimated, i.e., transportation rate(s), accessorial, drayage, storage intransit, packing and crating, unpacking, and port handling costs.

Manifest: A document specifying, in detail, the items carried on a transportation conveyance for a specific destination. Usually refers to a ship or aircraft manifest.

Marking: Numbers, nomenclature, or symbols imprinted on items or containers for identification during handling, shipment, and storage.

Military Assistance Program (MAP): That portion of the United States security assistance authorized by the Foreign Assistance Act of 1961, as amended, which provides defense articles and services to recipients on a nonreimbursable (grant) basis.

Military Assistance Program Address Code (MAPAC): A six position alpha-numeric code constructed from the MILSTRIP requisition number and the MILSTRIP supplemental address for Security Assistance Program shipments. The MAPAC is used to identify the consignee in transportation documents and to obtain clear text address and other shipment information from the MAPAD.

Military Assistance Program Address Directory (MAPAD): A sole source directory for use of the Military Services and Agencies, containing the addresses of freight forwarders, country representatives, or customers in country required for releasing FMS and Grant Aid shipments and related documentation.

Military Sealift Command Negotiated Rates: Rates negotiated by MSC at the time of booking based on terms and conditions of the MSC shipping contracts, shipping/container agreements, or other basis.

Military Services: The U.S. Army, U.S. Navy, U.S. Air Force, U.S. Marine Corps and the U.S. Coast Guard.

Military Van (MILVAN): Military owned demountable container, conforming to United States and international standards, operated in a centrally controlled fleet for movement of Military cargo.

Miscibility: The composition of a substance which allows that substance to be easily mixed with another substance.

Missing TCMD: An air or water terminal reports a TCMD as missing if cargo is received by a terminal without a TCMD being available for processing.

MSCVAN (See SEAVAN/MILVAN): A SEAVAN or MILVAN leased/controlled by MSC.

National/NATO Stock Number (NSN): Replaces the Federal Stock Number and is composed of the FSC in rp 54-57 (DD Form 1348-1), NATO Country Code (US-00 or 01) in rp 58-59, and FIIN in rp 60-66.

Net Explosive Quantity (NEQ): The total quantity of propellant in a tank, drum, cylinder, or other container expressed in kilograms.

Net Explosive Weight (NEW): The total weight of all explosive Class A and B components of an explosive which includes primary explosives, secondary explosives, pyrotechnics, and propellants in a tank, drum, cylinder, or other container expressed in pounds.

Net Weight: The weight of an item being shipped, excluding the weight of packaging materiel or container (does not apply to household goods).

Notice of Availability (NOA): The DD Form 1348-5, Notice of Availability/Shipment, by which the U.S. shipping installation will provide advance notification to the designated FMS country representative or freight forwarder that the materiel is ready for shipment.

Ocean Cargo Clearance Authority (OCCA): The MTMC activity which books DoD-sponsored cargo and passengers for surface movement, performs related contract administration, and accomplishes export/import surface traffic management functions for DoD cargo moving within the DTS.

Offering: The submission of shipment documentation to a clearance authority for release instructions and to the booking office for ocean transportation to effect shipment or transshipment.

Offer or Release Options: Methods by which countries participating in the FMS program advise supply sources, by coded entry in rp 46 of the requisition, whether materiel shipments should be released without prior notice to the country representative or freight forwarder. The type of offer or release option will be determined as a result of negotiations between the country representatives and the U.S. Services at the time the case agreement is reached.

Organizational Equipment: Equipment, other than individual equipment, which is used in the furtherance of the common mission of an organization or unit.

Outsize(d) Dimensions: Any dimension of a shipment greater than 6 feet; a shipment with such a dimension.

Pallet:

Aircraft (463L): Aluminum air cargo pallet, 88" x 108" or 54" x 88", on which shipments are consolidated for movement by AMC.

Warehouse: A two deck platform, usually wooden, about 42" wide, 42" long and 5" high, used for handling several packages as a unit.

Palletized Unit Load: Packaged or unpackaged item(s) arranged on a pallet and handled as a unit.

Partial Shipment Unit: A shipment unit separated at the origin shipping activity into two or more increments with each increment identified and documented separately.

Personal Property: Household goods, baggage and privately owned vehicles of DoD-sponsored personnel.

Pilferable Cargo: See Protected Cargo.

Port of Debarkation (POD): An authorized point of entry into a foreign country or the United States.

Port of Embarkation (POE): An authorized point of departure from a foreign country or the United States.

Postal Concentration Center (PCC): A Post Office or Agency of the USPS at which mail for Armed Forces on maneuvers, afloat or overseas, is concentrated for sorting and delivery or dispatch.

Prime Data (entries): That data which is mandatory for all shipments. It is usually listed in the upper portion of the TCMD (DD Form 1384) and in all formats is identified by document identifiers T_0, T_1, T_2, T_3, or T_4.

Priority Designator: A two digit numeric code which indicates the priority for handling materiel based on the mission and need of the requiring activity. The priority designator is developed as detailed in UMMIPS (DoD Directive 4410.6, Uniform Materiel Movement and Issue Priority System).

Proper Shipping Name: The name of a hazardous material as shown in 49 CFR and related publications.

Protected Cargo: Those items designated as having characteristics which require that they be identified, accounted for, secured, segregated or handled in a special manner to ensure their safeguard or integrity. Protected cargo is subdivided into controlled, pilferable and sensitive cargo as defined below:

Controlled Cargo: Items which require additional control and security as prescribed in various regulations and statutes. Controlled items include money, negotiable instruments, narcotics, registered mail, precious metal alloys, ethyl alcohol, and drug abuse items.

Pilferable Cargo: Items which are vulnerable to theft because of their ready resale potential. Pilferable items include cigarettes, alcoholic beverages, cameras, electronic equipment, etc.

Sensitive Cargo: Items such as small arms, ammunition, and explosives which have a ready use during civil disturbances and other types of domestic unrest or for use by criminal elements and which, if in the hands of militant or revolutionary organizations, present a definite threat to public safety.

Small arms include:

1. Grenade launchers, rifle and shoulder-fired.

2. Handguns.

3. Individually operated weapons which are portable or can be fired without special mounts or firing devices.

4. Light automatic weapons up to and including .50 caliber.

5. Mortars up to and including 81 mm.

6. Recoilless rifles up to and including 106 mm.

7. Rocket launchers.

8. Shoulder-fired weapons.

Ammunition and explosives include:

1. Ammunition for weapons listed above.

2. Anti-tank and anti-personnel land mines.

3. Boosters.

4. Bulk explosives.

5. Demolition charges and related items, e.g., blasting caps, detonating cord, safety fuzes, detonators, destructors, primers, firing devices, squibs, ignitors, demolition kits, explosive kits, etc.

6. End items of conventional and guided missile ammunition (except artillery rounds, bombs and torpedoes) which have an individual unit of issue, container or package weight of 50 pounds or less.

7. Explosive bolts, cartridges, and related items.

8. Fuel thickening compound.

9. Fuzes.

10. Hand grenades.

11. Incendiary destroyers.

12. Missiles and rockets (unpackaged weight of 50 pounds or less).

13. Riot control agent, bulk, 50-pound package or less.

14. Safety and arming devices.

15. Supplementary charges not assembled to end items.

16. Warheads and rocket motors (unpackaged weight of 50 pounds or less).

Receiver: The activity or agency at which a DTS shipment terminates. The activity is usually the ultimate consignee, but may also be an agent for the ultimate consignee, e.g., a central receiving point or a temporary storage point for the ultimate consignee.

Reconsignment: A change from the original consignee to another consignee while the shipment is enroute.

Reefer Cargo: Perishable commodities which require refrigerated (chill and freeze) stowage at prescribed temperatures while intransit (excludes cargo authorized for storage in ventilated holds).

Release Unit (RU): A shipment unit of a specific commodity, weight, size, or mode which requires an export release from the appropriate authority before shipment.

Reportable Quantity (RQ): The amount of material (as listed in 49 CFR or AFR 71-4, et al.) which results in its designation as a hazardous substance. Hazardous substances (in reportable quantities) are significant if they are discharged (accidentally or intentionally) into or upon navigable waters or adjoining shorelines.

Required Availability Date (RAD): The date that end items and concurrent spare parts are committed to be available for transportation to an SAP recipient.

Required Delivery Date (RDD): The day materiel is actually required by a requisitioner and always a date earlier or later than the Standard Delivery Date.

Retrograde Cargo: A movement of materiel opposite of the normal flow, e.g., cargo returned from overseas to CONUS.

Roll On/Roll Off (RORO): Loaded on or discharged from a vessel by rolling or driving instead of lifting. Can be either cargo on trucks or trailers, or the vehicles themselves.

Routing Authority: An activity which designates modes and/or provides routing instructions for shipments requiring clearance prior to movement.

SEAVAN: Commercial or Government-owned (or leased) shipping containers which are moved via ocean transportation without bogie wheels attached, i.e., lifted on and off the ship. In this regulation, the term SEAVAN includes MILVAN and MSCVAN unless specifically excluded.

Security Assistance (SA): The combination of the FMS and MAP/GA.

Sensitive Cargo: See Protected Cargo.

Shipment Planning: Concurrent and coordinated decisions between the warehousing, consolidating, packing, and transporting functions of shipping activities as to the composition of shipment units and their method of transportation.

Shipment Unit: One or more items assembled into one unit which becomes the basic entity for control throughout the transportation cycle.

Shipment Units in Consolidation: Two or more shipment units placed in one container (palletized unit load, SEAVAN, CONEX or RORO) which is moved to a breakbulk point or ultimate consignee as one shipment unit.

Shipper: A Service or Agency activity (including the contract administration or purchasing office for vendors) or a vendor that originates shipments. The functions performed include planning, assembling, consolidating, documenting, and arranging for movement of materiel.

Shipper Service Control Office: See Sponsoring Service Control Office.

Shipping Agreement (Surface): A nonexclusive contract between MSC and various commercial ocean carriers for unlimited cargo quantities to be lifted at competitively derived rates on scheduled vessels of participating carriers.

Shipping Contract (Surface): An exclusive contract between MSC and a commercial ocean carrier to provide for the shipment of cargo at negotiated rates to locations not served by berth term carriers.

Special Assignment Airlift Mission (SAAM): A mission by AMC (other than the 89th Military Airlift Wing) at the request of the Department of Army, Navy, or Air Force only. SAAMs cover four categories of operation.

1. Traffic originating for airlift at other than an APOE and terminating at any location.

2. Traffic originating for airlift at an APOE and terminating at other than an APOE.

3. Traffic originating at an APOE and terminating at an APOE but requiring singular or unusual consideration not available if moved as normal channel traffic.

4. Traffic originating at an APOE and terminating at a destination in the proximity of a channel route, channel extension, or flag stop.

Split Shipment Unit: A whole or partial shipment unit separated at a transshipment point into two or more increments with each increment identified and documented separately.

Sponsoring Service: The Military Service authorizing payment for the movement of materiel.

Sponsoring Service Control Office/Shipper Service Control Office (SSCO): An activity established by a Military Service or Agency to perform logistics management functions such as serving as an airlift clearance authority for CONUS export shipments, determining air eligibility, responding to tracing and status queries, expediting, and providing consignment instructions for mobile units.

Stowage Diagram: A scaled drawing included in the loading plan of a ship for each deck or platform showing the exact location of all cargo. The diagram also contains pertinent items of the following data for each cargo space and deck stowage area; i.e., overall dimensions, location of obstructions, dimensions of the overhead hatch opening, dimensions of bow door or stern gage opening, minimum clearances to the overhead, bale cubic capacity, square feet of deck area, and the capacity of booms.

Stowage Plan: A completed stowage diagram showing cargo that has been loaded and its stowage location in each hold, between-deck compartment, or other space in a ship, including deck space. Each POD is indicated by colors or other appropriate means. Deck and between-deck cargo normally is shown in top view, while cargo stowed in the lower hold is shown in sideview, except that vehicles usually are shown in top view regardless of stowage.

Tare Weight: The weight of a container which, when deducted from the total weight of a shipment, provides the weight of the contents.

Terminal:

Air: A facility for loading and unloading aircraft and the intransit handling of traffic (passengers, cargo, and mail) moved by air.

Water: A facility for loading and unloading vessels and the intransit handling of traffic (passenger, cargo, and mail) moved by water.

Theater: The geographical area outside CONUS for which a commander of a unified or specified command has been assigned military responsibility.

Through Government Bill of Lading (TGBL): A bill of lading that is issued by a U.S. Government activity to document overseas, intermodal, through movement of cargo from initial point of origin to final destination.

Ton: A unit of measurement or weight as follows:

Short Ton (S/T): 2,000 pounds.

Long Ton (L/T): 2,240 pounds.

Measurement Ton (M/T): 40 cubic feet.

Metric Ton (M.T.): 1,000 kilograms (2,204.6 pounds).

Traffic Management: The direction, control, and supervision of all functions incidental to the effective and economical procurement and use of transportation services.

Transportation Account Code (TAC): A four digit code which identifies the appropriate Service, Agency, or contractor account to be charged for transportation.

Transportation Component Command (TCC): The AMC, MSC, or MTMC.

Transportation Control Number (TCN): A 17 position alphanumeric data element assigned to control a shipment unit throughout the transportation pipeline.

Transportation Officer (TO): Person(s) designated to perform traffic management functions.

Transportation Priority (TP): A number assigned to a shipment which establishes its movement precedence by air, land, or sea within the DTS.

Transshipper: Any transportation activity, other than the shipper or receiver, which handles or documents the transfer of a shipment between conveyances. A transshipper is usually a CCP, air or water POE, air or water POD, or breakbulk point. A transshipper may perform more than one type transshipment.

Unit Load: A pallet, module, or vehicle.

Unitized Load: One or more packaged items placed in a container or on a pallet and banded together as a unit.

Vessel Papers: Abbreviated manifest showing TCNs of breakbulk shipments loaded aboard a vessel. It can be generated electronically or manually. If the cargo includes hazardous cargo (dangerous goods), a dangerous cargo list must accompany the abbreviated manifest. Vessel papers are given to the vessel master in lieu of the manifest.

Water Clearance Authority (WCA): An activity which controls and monitors the flow of cargo into ocean terminals (see Ocean Cargo Clearance Authority).

Appendix B

ACRONYMS

MILSTAMP contains many acronyms to reduce extensive repetition of lengthy terms or titles. The acronyms and their meanings are listed below:

Acronym	Definition
A	
AAFES	Army/Air Force Exchange Service
AAFM	Army/Air Force Motion Picture Service
AALPS	Automated Air Load Planning System
AB	Air Base
ACA	Airlift Clearance Authority
ACP	Asset Capitalization Program
ADPE	Automatic Data Processing Equipment
ADSN	Accounting Disbursing Station Number
AF	Air Force
AFB	Air Force Base
AFCCP	Air Force Consolidation and Containerization Point
AFLC	Air Force Logistics Command
AFMC	Air Force Materiel Command
AGS	Armed Guard Service
AID	Agency for International Development
AIG	Address Indicator Group
ALOC	Air Lines of Communication
AMC	Air Mobility Command
AMCL	Approved MILSTAMP Change Letter
AMT	Aerial Mail Terminal
APO	Army/Air Force Post Office
APOD	Aerial Port of Debarkation
APOE	Aerial Port of Embarkation
ARFCOS	Armed Forces Courier Service
ASA(I&L)	Assistant Secretary of the Army (Installations and Logistics)
AUSD(L)	Assistant Under Secretary of Defense (Logistics)
ASI	Amended Shipping Instruction
ASO	Aviation Supply Office
ATA	Air Transport Association
ATAC	Advanced Traceability and Control
ATCMD	Advance Transportation Control and Movement Data/Document
AUEL	Automated Unit Equipment List
B	
BCN	Bureau Control Number
BII	Basic Issue Item
C	
CAA	Competent Authority Approval

Acronym	Definition
CAGO	***Cargo Manifest Apparent Good Order***
CALM	Computer Aided Load Manifest
CANUS-ILOC	Canada-United States Integrated Lines of Communication
CASREP	Casualty Reporting
CBL	Commercial Bill of Lading
CCP	Consolidation and Containerization Point
CDCP	Central Data Collection Point
CEO	Certificate of Equivalency
CFDC	CONUS Freight Distribution Center
CFR	Code of Federal Regulations
COMM RI	Communications Routing Indicator
COMSCEUR	Commander, Military Sealift Command, Europe
COMSCFE	Commander, Military Sealift Command, Far East
COMSCLANT	Commander, Military Sealift Command Atlantic
COMSCMED	Commander, Military Sealift Command, Mediterranean
COMSCPAC	Commander, Military Sealift Command, Pacific
CONEX	Container Express
CONUS	Continental United States
CORM	Cargo Outturn Advisory and Reconciliation Message
CORMR	Cargo Outturn Advisory and Reconciliation Message Reply
CORS	Cargo Outturn Reporting System
CPO	Civil Post Office
CPP	Central Processing Point
CTO	Commercial Transportation Office
CTS	Courier Transfer Station
CU	Cube
cu.m	Cubic Meter
D	
DA	Department of the Army
DAAS	Defense Automatic Addressing System
DAR	Defense Acquisition Regulation (replaced by FAR)
DBOF	Defense Business Operating Fund
DCA	Defense Communications Agency
DDAC	Department of Defense Ammunition Code
DDN	Defense Data Network
DDPS	Dual Driver Protective Service
DFAS	Defense Finance and Accounting Service
DI	Document Identifier
DIA	Defense Intelligence Agency
DLA	Defense Logistics Agency
DLMSO	Defense Logistics Management Standards Office
DLR	Depot Level Repairables
DLSS	Defense Logistics Standard Systems
DNA	Defense Nuclear Agency
DoD	Department of Defense
DoDAAC	Department of Defense Activity Address Code
DoDAAD	Department of Defense Activity Address Directory
DoDAC	Department of Defense Ammunition Code

Acronym	Definition
DoD CSS	DoD Constant Surveillance Service
DoDDs	DoD Dependent Schools
DoDIC	Department of Defense Identification Code
DOT	Department of Transportation
DPM	Direct Procurement Method
DRI	Data Routing Indicator
DRMO	Defense Reutilization and Marketing Office
DSN	Defense Switched Network
DTC	Delivery Term Code
DTMR	Defense Traffic Management Regulation
DTPPM	Defense Transportation Program Policy Memorandum
DTS	Defense Transportation System
E	
EDI	Electronic Data Interchange
ESD	Electrostatic Sensitive Device
ETA	Estimated Time of Arrival
ETM	Electrically Transmitted Message
ETR	Export Traffic Release
ETRR	Export Traffic Release Request
F	
FAR	Federal Acquisition Regulation
FAS	Free Along Side
FAX	Facsimile
FDT	First Destination Transportation
FILDR	Federal Item Logistics Data Record
FMS	Foreign Military Sales
FOB	Free on Board
FPO	Fleet Post Office
FR	Federal Register
FSC	Federal Supply Classification
FSG	Federal Supply Group
FSS	Forward Supply Support
FTS	Federal Telecommunications System
G	
GA	Grant Aid
GAA	General Agency Agreement
GBL	Government Bill of Lading
GMT	Greenwich Mean Time
GS	Greater Security
GSA	General Services Administration
H	
HHG	Household Goods
HL	Heavy Lift
HMIS	Hazardous Material Information System

Acronym	Definition
I	
IC	Interim Change
ICAO	International Civil Aviation Organization
ILCO	International Logistics Control Office
ILP	International Logistics Program
IMCO	Intergovernmental Maritime Consultative Organization
IMDGC	International Maritime Dangerous Goods Code
IRCS	International Radio Call Sign
ITGBL	International Through Government Bill of Lading
ITO	Installation Transportation Officer
J	
JCS	Joint Chiefs of Staff
JDC	Joint Deployment Community
JLIN	Joint Line Item Number
JS	Joint Staff
JTB	Joint Transportation Board
K	
KW	Kilowatt
L	
LASH	Lighter Aboard Ship
LIN	Line Item Number
LPG	Liquified Petroleum Gas
LRU	Less Than Release Unit
L/S	Loading and Storage Group
L/T	Long Ton
M	
MAAG	Military Assistance Advisory Group
MAP	Military Assistance Program
MAPAC	Military Assistance Program Address Code
MAPAD	Military Assistance Program Address Directory
MASM	Military Assistance and Sales Manual
MCA	Movement Control Agency
MCI	Military Customs Inspector
MCN	Military Construction Navy
MILSTAMP	Military Standard Transportation and Movement Procedures
MILSTEP	Military Supply and Transportation Evaluation Procedures
MILSTRAP	Military Standard Transaction Reporting and Accounting Procedures
MILSTRIP	Military Standard Requisitioning and Issue Procedures
MILVAN	Military Van
MIPR	Military Indepartmental Purchase Request
MOM	Military Ordinary Mail
MRE	MEAL, Ready-to-eat
MRO	Material Release Order
MRT	Military Rate Tender
MS	Motor Ship

Acronym	Definition
MSC	Military Sealift Command
MSCVAN	An MSC leased/controlled SEAVAN or MILVAN
MSS	Motor Surveillance Service
M/T	Measurement Ton
M.T.	Metric Ton
MTMC	Military Traffic Management Command
MTMCEA	Military Traffic Management Command, Eastern Area
MTMCWA	Military Traffic Management Command, Western Area
MV	Motor Vessel
MWR	Morale, Welfare and Recreation
N	
NA	North American
NAF	Nonappropriated Fund
NARO	Naval Air Routing Order
NASA	National Aeronautics and Space Administration
NATO	***North Atlantic Treaty Organization***
NAVMTO	Navy Materiel Transportation Office
NAVSEACARCOORD	Naval Sea Cargo Coordinator
NAVSUPSYSCOM	Naval Supply Systems Command
NCF	Naval Construction Force
NEQ	*Net Explosive* Quantity
NEW	Net Explosive Weight
NLT	Not Later Than
NMCS	Not Mission Capable Supply
NMF	National Motor Freight
NMFC	National Motor Freight Classification
NNSN	***No National Stock Number***
NOA	Notice of Availability
NOS	Not Otherwise Specified
NRFI	***Not Ready for Issue***
NRSO	Navy Resale Systems Office
NS	Nuclear Ship
NSN	National/NATO Stock Number
O	
OASD	Office of Assistant Secretary of Defense
OCBO	Ocean Cargo Booking Office
OCCA	Ocean Cargo Clearance Authority
OD	Outsize Dimensions
OFFNR	Official Number (of a vessel)
OJCS	Organization of the Joint Chiefs of Staff
O&MNR	Operational and Maintenance, Naval Reserve
ORM	Other Regulated Material
ORMD	Other Regulated Material-D
OSD	Office of the Secretary of Defense
OSOD	***Overages, Shortages, or Damages***
P	

Acronym	Definition
PAL	Parcel Airlift Mail
PCC	Postal Concentration Center
PC&H	Packing, Crating and Handling
PCS	Permanent Change of Station
PD	Priority Designator
PDD	Priority Delivery Date
PMCL	Proposed MILSTAMP Change Letter
POD	Port of Debarkation
POE	Port of Embarkation
POL	Petroleum, Oil, and Lubricants
POP	Preformance Oriented Packaging
POPS	Paperless Order Processing (Entry) System
POV	Privately Owned Vehicle
PP&A	Prepay and Add
PPCIG	Personal Property Consignment Information Guide
PPTMR	Personal Property Traffic Management Regulation
PSN	Proper Shipping Name
PSS	Protective Security Service
R	
RAD	Required Availability Date
RDD	Required Delivery Date
RDT&E	Research, Development, Test and Evaluation
REAL	Routine Economic Air Lift (Army)
REEFER	Refrigerated Shipping Container
REPSHIP	Report of Shipment
RFI	Ready for Issue
RG	Rate Guide
RI	Routing Indicator
ROD	Report of Discrepancy
RORO	Roll On/Roll Off
RP or rp	Record Position
RQ	Reportable Quantity
RSS	Rail Surveillance Service
RU	Release Unit
S	
SA	Security Assistance
SAAC	Security Assistance Accounting Center
SAAM	Special Assignment Airlift Mission
SAM	Space Available Mail
SAMM	Security Assistance Management Manual
SAP	Security Assistance Program
SCAC	Standard Carrier Alpha Code
SDD	Standard Delivery Date
SDT	Second Destination Transportation
SEABEE	Sea Barge
SEALNO	Seal Number
SEAVAN	Commercial/Government-owned/leased shipping container

Acronym	Definition
SEVS	Security Escort Vehicle Service
SII	Special Instruction Indicator
SN	Seal Number
SPCC	Ships Parts Control Center
SS	Steam Ship
SSCO	Sponsoring/Shipper Service Control Office
SSS	Signature Security Service
S/T	Short Ton
STANAG	Standard NATO Agreements
STR	Signature and Tally Record
STS	Scheduled Truck Service
T	
TAC	Transportation Account Code
TBN	To Be Named
TC AIMS	Transportation Coordinators' Automated Information Management System
TC ACCIS	Transportation Coordinator Automated Command and Control Information System
TCC	Transportation Component Command
TCMD	Transportation Control and Movement Document/Data
TCN	Transportation Control Number
TDA	Turkish Defense Affairs
TDR	Transportation Discrepancy Report
TDY	Temporary Duty
TGBL	Through Government Bill of Lading
TGS	Turkish General Staff
TMO	Traffic Management Officer
TO	Transportation Officer
TP	Transportation Priority
TP-4	Deferred Air Freight
TSS	Tank Surveillance Service
U	
UFC	Uniform Freight Classification
UIC	Unit Identification Code
UIN	Unit Line Number
UMMIPS	Uniform Materiel Movement and Issue Priority System
UN	United Nations
USA	United States Army
USAF	United States Air Force
USCG	United States Coast Guard
USMC	United States Marine Corps
USN	United States Navy
USNS	United States Navy Ship
USPS	United States Postal Service
USTRANSCOM	United States Transportation Command

Acronym	Definition
V	
VN	Van Number
W	
WCA	Water Clearance Authority
WPLO	Water Port Liaison Office
WPOD	Water Port of Debarkation
WPOE	Water Port of Embarkation
WRALC	Warner Robbins Air Logistics Command
WT	Weight
Z	
ZIP	Zone Improvement Plan

APPENDIX C

TRANSPORTATION CONTROL NUMBER (TCN)

1. General. The TCN is a 17 character data element assigned to control and manage every shipment unit throughout the transportation pipeline. The TCN for each shipment is unique and not duplicated. For shipments other than SEAVANs and personal property, the 17 digit TCN is essentially a four part number composed of a DoDAAC, Julian date, serial number, and suffix. The first three parts of the TCN for MILSTRIP shipments are normally the requisition number, found on such documents as the *DD Form* 1348-1A, *DD Form* 1149, or a contract. For most other shipments, the TCN is constructed in the same standard four part format. The SEAVAN TCN (assigned by the WCA/OCCA) differs from the standard by inclusion of a voyage number instead of a Julian date and by using the suffix to identify container service payment responsibility and the container type. The personal property TCN has a totally unique construction derived from the sponsoring member's Service, social security number, shipment pickup/turn-in date, and the type of personal property being shipped. TCN construction for the various types of shipments is detailed in the paragraphs listed below.

Type of Shipment	Paragraph
a. Shipments in response to MILSTRIP requisitions (other than Security Assistance)	2
b. Security Assistance (FMS/MAP) shipments	3
c. Nonappropriated Fund Activity shipments	4
d. Unit move shipments	5
e. Shipments by the Armed Forces Courier Service (ARFCOS)	6
f. Shipments of mail from postal activities	7
g. Cargo shipments (except personal property) not detailed previously	8
h. Personal property shipments	9
i. Shipment of a SEAVAN/MILVAN (TCN assigned by the clearance authority)	10

2. Shipments in Response to MILSTRIP Requisitions (other than security assistance)

TCN rp	TCMD rp	Explanation
1-14	30-43	Enter the 14 position (rp 30-43) MILSTRIP requisition document number. If the shipment unit contains multiple requisitions, use any of the document numbers, but ensure the earliest RDD (if any) is reflected on the shipment label (DD Form 1387) and TCMD (DD Form 1384).
15	44	Enter the suffix code; if none, enter "X."
16	45	Enter the partial shipment code (see paragraph 11., this appendix).
17	46	Enter the split shipment code (see paragraph 11., this appendix).

3. Security Assistance (FMS/MAP) Shipments

TCN rp	TCMD rp	Explanation
1-14	30-43	Enter the 14 position (rp 30-43) MILSTRIP requisition document number. If the shipment unit contains multiple requisitions (permitted by chapter 2, paragraph B.1.b(5)(b)7), use any of the document numbers, but ensure the earliest RDD (if any) is reflected on the shipment label (DD Form 1387) and TCMD (DD Form 1384).
15	44	Enter the suffix code; if none, enter "X."
16	45	Enter the partial shipment code (see paragraph 11.).
17	46	Enter the split shipment code (see paragraph 11.).

4. Nonappropriated Fund Activity Shipments

TCN rp	TCMD rp	Explanation
1-6	30-35	Enter the DoDAAC of the consignee/ordering activity, if assigned; if not, enter the DoDAAC of the facility where the consignee/orderer is located.
7	36	Enter the last digit of the calendar year shown on the purchase order or in which the shipment is made.
8-10	37-39	Enter the day-of-the-year shown on the purchase order, or when the TCN is constructed.
11	40	Enter the type shipment code from the following list: M - Service clubs and messes. W - Welfare and recreation (Special Services). N - All other non-AAFES/NRSO NAF shipments. 0-9 - AAFES/NRSO purchase orders or any alpha except I, L, M, N, O, V, or W.
12-14	41-43	Enter the last three digits of the purchase order number or any alphanumeric, except I or O, for AAFES/NRSO shipment identification.
15	44	Enter the letter "X" unless the shipment unit must be shipped from multiple plant or warehouse locations. For multiple locations, identify each shipping point alphabetically as indicated below: A - First location B - Second location C - Third location D-Z - Fourth through 23d locations (do not use the letters I, O, or X).
16	45	Enter the partial shipment code (see paragraph 11.).
17	46	Enter the split shipment code (see paragraph 11.).

5. **Unit Move Shipments.** TCNs for unit moves will be constructed as described in appendix G, paragraph 5.

6. **Shipments by the Armed Forces Courier Service (ARFCOS)**

TCN rp	TCMD rp	Explanation
1-3	30-32	Enter the letter "CTS."
4-6	33-35	Enter the identifier code (from appendix F, paragraph (6)) for the air terminal at which the origin Courier Transfer Station (CTS) is located. If not collocated, enter the identifier code for the air terminal nearest the origin CTS.
7	36	Enter the last digit of the calendar year.
8-10	37-39	Enter the day-of-the-year.
11	40	Enter the letter "X."
12-14	41-43	Enter a serial number without any duplication on the day shown in positions 8-10 (rp 37-39). Use the numbers 001 through 999 in sequence. Additional numbers, if needed, should use alphanumeric, e.g., A01, A02, ...A99, B01, B02, etc.
15-17	44-46	Enter the letters "XXX."

7. **Shipments of Mail from Postal Activities**

TCN rp	TCMD rp	Explanation
1-6	30-35	Enter the abbreviation or ZIP code (preceded by an 0) of the postal activity making the shipment; e.g., NYCPCC, FRFAMT, 009633.
7	36	Enter the last digit of the calendar year.
8-10	37-39	Enter the day-of-the-year.
11	40	Enter the letter "X."
12-14	41-43	Enter a serial number without any duplication on the day shown in positions 8-10 (rp 37-39). Use the numbers 001 through 999 in sequence. Additional numbers, if needed, should use alphanumerics; e.g., A01, A02, ...A99, B01, etc.
15-17	44-46	Enter the letters "XXX."

8. Cargo Shipments (except personal property) Not Detailed Previously

TCN rp	TCMD rp	Explanation
1-6	30-35	Enter the DoDAAC of the activity assigning the TCN.
7	36	Enter the last digit of the calendar year.
8-10	37-39	Enter the day-of-the-year the TCN is assigned.
11	40	Enter the type shipment code from the following list: R - Red disk, unit moves. S - Subsistence, resale. T - Subsistence, issue. X - Miscellaneous (not otherwise listed here). Z - Unit organizational equipment other than red or yellow disk (unit moves).
12-14	41-43	Enter a serial number without any duplication on the day shown in positions 8-10 (rp 37-39). Use the numbers 001 through 999 in sequence. Additional numbers, if needed, should use alphanumerics; e.g., A01, A02, ...A999, B01, B02, etc.
15	44	Enter the letter "X" unless the shipment unit must be shipped from multiple plant or warehouse locations. For multiple locations, identify each shipping point alphabetically as indicated below: A - First location B - Second location C - Third location D-Z - Fourth through 23d locations (do not use the letters I, O, or X).
16	45	Enter the partial shipment code (see paragraph 11.).
17	46	Enter the split shipment code (see paragraph 11.).

9. Personal Property Shipments

TCN rp	TCMD rp	Explanation
1	30	Enter the code for the Service or Agency sponsoring (paying for) the shipment as indicated by the first position of the TAC (see appendix J, paragraph 7.a.).
2	31	Enter the last digit of the fiscal year in which the member/employee officially leaves his/her current duty station. If the shipment is not a result of transfer orders (e.g., early return of dependents, deserters), use the last digit of the fiscal year of shipment.

TCN rp	TCMD rp	Explanation
3-5	32-34	For POVs, enter the day-of-the-year of delivery to the original POE. For all other personal property, enter the day of the year the shipment is to be picked up from the member/employee or storage.[1]
6-14	35-43	Enter the member's/employee's social security number.
15	44	Enter the type shipment code from the following list: B - Unaccompanied baggage (DPM) J - Unaccompanied baggage (TGBL) H - Household goods (DPM) K - Household goods (TGBL) P - POV
16	45	Enter the partial shipment code (see paragraph 11.).
17	46	Enter the split shipment code (see paragraph 11.).

10. Shipment of a SEAVAN/MILVAN

TCN rp	TCMD rp	Explanation
1-6	30-35	Enter the DoDAAC of the activity loading shipments into the SEAVAN/MILVAN.
7-10	36-39	Enter the last four positions of the voyage document number assigned during booking. Once assigned, do not change even if the SEAVAN actually moves on a different voyage (see appendix F***18***, paragraph ***2***).
11	40	Enter the letter "V."
12-14	41-43	Enter the serial number assigned by the clearance authority or booking office.
15-16		Enter SEAVAN service codes, origin service code in rp 15 and destination service code in rp 16. List is as follows: **Code** — **Definition** K — At carrier's terminal (pier service) L — In the commercial zone of the U.S. port city or, outside the United States within 10 miles of the port city limits. Certain port cities are divided into modified zones as listed in the MSC Container Agreement and Rate Guide (reference p) are assigned codes 1-9 instead of code L (local drayage). M — At any point not covered by codes K, L, or 1-9 (line haul). P — Same as code M, except one or more stop-offs enroute to final destination have been booked with the ocean carrier.

[1] To preclude duplication of TCNs, if multiple shipments of the same type (position 15) are to be picked up on the same day, for the same person, regardless of origin or destination, the shipments are documented as partial shipments (position 16).

TCN rp	TCMD rp	Explanation
17	46	Enter the type of SEAVAN from the following list: 2 - Dry cargo 3 - Platform or flatbed 4 - Open top 5 - Refrigerated 6 - Top filling 7 - Insulated 8 - Open frame or rack 9 - Tank type X - Special or experimental A - High cube dry van (9 ft 6 in or higher) B - High cube refrigerated C - High cube insulated D - Trailer E - Dry rail car F - Reefer rail car G - Garment container H - Rail flatrack

11. Partial and Split Shipments. The partial and split shipment codes indicate whether or not a shipment unit is separated into increments and, if separated, identify the specific increments. Cargo identified, by DI TU_, as assemblies or sets which must move together in a shipment unit are not divided into partial or split shipments. The partial and split shipment codes are required to ensure a 17 digit TCN is not duplicated. While the same letter codes are used for both partial and split shipment entries, the partial shipment entry (position 16, rp 45) is made by the shipper and the split shipment entry (position 17, rp 46) is made by the transshipper. The only time a shipper makes a split shipment entry is for shipments of vehicles with detached component parts as explained in figure D-8. The assignment of partial and split shipment codes differ for surface and air shipments as explained in subparagraphs a. and b. below.

a. Assignment of partial and split shipment codes for surface movement (TCN positions 16 and 17, rp 45 and 46).

(1) General. The partial and split shipment codes for surface cargo provide a method to document separate increments of shipment units just like they do for air cargo.

(2) Surface Partial Shipment Codes (TCN position 16, rp 45).

(a) When assigning a TCN to surface cargo, the shipper selects a partial shipment code from paragraph 11.a.(4) below, for each increment of the shipment unit moved on a separate conveyance. The shipper enters the selected partial shipment code in position 16 (rp 45) of the TCN and enters the letter "X" in position 17 (rp 46), except as indicated in paragraph 11., above for detached component parts of vehicles.

(b) Partial shipment codes used for surface shipments; see examples in paragraph 11.a.(4) below (I and O are omitted and X is used only for shipments which have not been separated into partials).

(3) Split Shipment Code (TCN position 17, rp 46). As indicated in paragraph 11.a.(2)(a) above, the shipper enters the letter "X" in position 17 (rp 46) of the TCN. The transshipper does not alter the TCN

unless it is necessary to split the shipment unit and move it onward by more than one conveyance. Such a split includes loading into more than one SEAVAN/MILVAN/RORO, but stowage in multiple holds on the same ship is indicated by separate manifest entries showing stow location, not a split TCN. When splitting the shipment unit, the transshipper selects a code from paragraph 11.a.(4) below, and enters it in position 17 (rp 46) of the TCN.

(4) Partial and split shipment codes used for surface shipments; see examples in paragraph 11.a.(5) below. I and O are omitted and X is used only for shipments which have not been separated into partials or splits.

Code	Shipment Increment
X	Entire shipment unit moved together
A	1st increment of a partial or split shipment
B	2d
C	3d
D	4th
E	5th
F	6th
G	7th
H	8th
J	9th
K	10th
L	11th
M	12th
N	13th
P	14th
Q	15th
R	16th
S	17th
T	18th
U	19th
V	20th
W	21st
Y	22d
Z	23d and last increment of a partial or split shipment.[2]

(5) Examples of partial and split shipment code assignment for surface movement:

	TCN Position 16/17
(a) A shipment unit moving as a complete unit from the origin shipper	XX

[2] If the shipment unit is divided into more than 23 partial or split increments, except for ammunition and explosives, or shipments under the Security Assistance Program (FMS/MAP), an additional TCN is constructed according to the procedures in paragraph 8., above. That additional TCN, with partials or splits as necessary, is used for the 24th and each subsequent increment. Precise controls necessary on ammunition, explosives, and FMS/MAP shipments restrict the assignment of additional TCNs. If shipments of ammunition or explosives, under the FMS/MAP program exceed 23 increments, an additional document number suffix is obtained from the inventory control point or for FMS, the responsible ILCO, and a TCN constructed as outlined in paragraph 2., above.

(b) A shipment unit partialed into three increments for movement from the shipper:

1st partial	AX
2d partial	BX
3d partial	CX

(c) A complete shipment unit (XX) split into three increments by the surface transshippper:

1st partial	XA
2d partial	XB
3d partial	XC

(d) A partial shipment unit (AX) from the origin shipper that is split into three increments by the surface transshipper:

1st split of partial A	AA
2d split of partial A	AB
3d split of partial A	AC

b. Assignment of Partial and Split Shipment Codes for Air Movement (TCN Positions 16 and 17, rp 45 and 46).

(1) General. The partial and split shipment codes for air cargo provide a method to document separate increments of shipment units just like they do for surface cargo. In addition, the codes are used for actual piece control in the air system.

(2) Air Partial Shipment Codes (TCN position 16, rp 45).

(a) When assigning a TCN to air cargo, the shipper selects a partial shipment code from paragraph 11.b.(2)(b) below, for each increment of the shipment unit moved on a separate conveyance. In addition, by assigning each 23 pieces (or fraction thereof) a separate partial shipment code, the shipper ensures no increment (partial) contains more than 23 pieces. Limiting each increment (partial) to 23 pieces allows the transshipper to assign a split shipment code to each piece. The shipper enters the selected partial code in position 16 (rp 45) of the TCN and (except as indicated in paragraph 11., above for detached component parts of vehicles) enters the letter "X" in position 17 (rp 46).

(b) Partial shipment codes used for air shipments; see examples in paragraph 11.b.(4) below (I and O are omitted and X is used only for shipments which have not been separated into partials).

Code	Shipment Increment
X	Complete shipment unit not separated into increments (and containing 23 pieces or less)
A	1st increment of a partial shipment (and containing 23 pieces or less)
B	2d
C	3d

Code	Shipment Increment
D	4th
E	5th
F	6th
G	7th
H	8th
J	9th
K	10th
L	11th
M	12th
N	13th
P	14th
Q	15th
R	16th
S	17th
T	18th
U	19th
V	20th
W	21st
Y	22d
Z	23d increment (see note 2, paragraph 11.a.(4) above).

(3) Split shipment code (TCN position 17, rp 46).

(a) As indicated in paragraph 11.b(2)(a) above, the shipper enters the letter "X" in position 17 (rp 46) of the TCN. Whenever the air shipment contains more than one piece, the transshipping air terminal entering the shipment into the air system selects a split shipment code from paragraph 11.b(3)(b) below, and (on the air manifest documents only) enters it in TCN position 17 (rp 46) instead of the letter "X."

(b) Split shipment codes used for air shipments; see examples in paragraph 11.b.(4) below. I and O are omitted, X is used only for shipments which have only one piece.

Code	Shipment Increment
X	Complete shipment unit consisting of only one piece

Code	Shipment Increment
A	1st piece of a shipment unit containing multiple pieces
B	2d piece
C	3d
D	4th
E	5th
F	6th
G	7th
H	8th
J	9th
K	10th
L	11th
M	12th
N	13th
P	14th
Q	15th
R	16th
S	17th
T	18th
U	19th
V	20th
W	21st
Y	22d
Z	23d piece of a shipment unit

(c) Examples of partial and split shipment code assignment for air movement:

	TCN Position 16/17
1 A shipment unit consisting of only one piece	XX
2 A shipment unit consisting of three pieces:	
1 As it leaves the shipper	XX

TCN Position 16/17

2 As it leaves the air terminal:

1st piece	XA
2d piece	XB
3d piece	XC

3 A shipment unit as it leaves the shipper partialed into three increments:

1st increment	AX
2d increment	BX
3d increment	CX

Appendix D

TRANSPORTATION CONTROL AND MOVEMENT DOCUMENT/DATA PREPARATION

1. This appendix contains TCMD preparation instructions for the various types of shipments in the DTS. The basic requirements for preparation of the TCMD are detailed in chapter 2, paragraph B.2. The required TCMD entries for the various types of shipments are determined by referring to the decision table in figure D-1. Instructions for obtaining, selecting, and/or constructing the various data entries on TCMDs are detailed in the explanatory notes of figures D-2 through D-18 and in other sections of MILSTAMP, principally chapter 2, paragraph B.1.b. While all of the formats contain the same basic information about a shipment, the automated format is used whenever both the preparing and receiving activities are able to prepare, transmit, and receive automated data.

2. Certain rules apply to all TCMD entries.

a. Unless otherwise stated in figures D-2 through ***D-23***, all data fields are filled, by using zeros if necessary.

b. All quantities are stated in whole numbers. Fractions or decimals are rounded to the next higher whole number.

c. If obtaining exact information will delay transmission of advance TCMDs beyond the time requirements listed in chapter 2, figures 2-B-3 and 2-B-5, estimated weight and cube may be used for personal property shipments and shipments from vendors. Whenever using estimated weight or cube, enter "EEEE" in block 22/column 44a (rp 68-71) instead of the number of pieces.

d. Data entries are compiled in numeric/alphabetic order using the third position of the document identifier for each shipment unit.

(1) For single shipment units, trailer data entries (T_5 through T_9) immediately follow the prime data entry T_0/1 through T_4 to which they apply.

(2) For consolidated shipments, the prime data entries (T_4) with related trailer data entries (T_5 through T_9) immediately follow the consolidation container prime data entries (T_2/T_3) and related data (T_9).

3. Certain types of shipments are exceptions to the normal TCMD preparation rules or have other special requirements.

a. Detached component parts moving with a vehicle are documented on a TCMD as a separate shipment unit by use of the split shipment indicator.

b. SEAVAN shipments moving to a WPOE under terms of the MSC Container Agreement and Rate Guide, and not on a GBL or CBL, require an additional TCMD prepared as detailed in figure D-5. In addition to the entries shown in figure D-5, the van number and seal number prefixed by "VN" and "SN" respectively, are entered in block 21 of the additional DD Form 1384 (TCMD). In accordance with Title 49, CFR (reference (m), when hazardous and nonhazardous material are listed on these SEAVAN TCMDs, the hazardous material content records, i.e., T_4 records with hazardous water commodity codes and their accompanying T_6, T_7, and T_9 records must be listed first.

c. Some shipments of DoD logistics materiel destined to Turkey require prior clearance from the Turkish General Staff (TGS). Shippers contact the TGS prior to shipping arms, ammunition, generators (60KW and above), vehicles, and nonregistered equipment and supplies consigned to U.S. Forces in Turkey. Turkish Defense Affairs (TDA) numbers for assets listed in categories 3.c.(2) through (5) below, consigned to the 528th U.S. Army Artillery Group, Cakmakli, Turkey and U.S. Army Field Station, Sinop, Turkey must be obtained from those units prior to shipment (see paragraph 3.c.(1), below). The TGS assigns a TDA Number to each shipment cleared for import into Turkey. The TDA number (preceded by "TDA") is included as trailer data (DI T_9) on the TCMD prior to releasing the shipment for movement to the POE. Shippers obtain the TDA number by submitting one of the messages illustrated below.

(1) Message addressees are:

CDR 528TH USAAG CAKMAKLI TU//AESE-T-D//

CDR USAFLDSTA SINOP TU//IAEN-LG//

Information copies of such messages will also be addressed to:

CHJUSMMAT ANKARA TU//TDAI//

(2) Arms or ammunition:

TO: 39 TACG INCIRLIK TU/LGSCA (for arms)

39 TACG INCIRLIK TU/MAEK (for ammunition)

INFO: HQ TUSLOG ANKARA AS TU/LGS

JUSMMAT ANKARA AS TU/TDAI

UNCLAS

SUBJECT: (WEAPONS) or (MUNITIONS)

1. Request TGS approval be provided for the following:
   A. Action requested: (import, export, transfer)
   B. Origin:
   C. Destination:
   D. Transfer point within Turkey:[1]
   E. DoDIC
   F. Nomenclature: (use complete nomenclature found in appropriate technical orders or supply manuals)
   G. Quantity: (rounds/each individual item)
   H. TGS authorized quantity:[1]
   I. Current quantity onhand:[1]
   J. Previous requests approved by TGS, but not yet received: (for same type weapon/munition, indicate TDA number and quantity)[1]
   K. Previous request pending TGS approval: (indicate date-time group of the message)[1]
   L. Mode of Transportation:

[1] Information for items D, H, I, J and K is provided by the in-country organization.

(3) Generators:

TO: HQ TUSLOG ANKARA AS TU/LGT//

INFO: JUSMMAT ANKARA AS TU/TDAI//

UNCLAS

SUBJECT: USCCOT 25 CARGO CLEARANCE, GENERATORS

1. Request authorization to import/export/move the following generator(s).
Generator serial number_____, model number_____ brand/manufacturers name_____, fixed, mobile or power rating_____.
   A. The generator(s) will be imported/exported/moved from_____to_____.
   B. The port of (entry/exit) will be: (location)
   C. Mode of Transportation:
   D. Estimated date of (entry/exit):[2]
   E. Reason for import/export/move: (Provide clear text rationale which conveys the purpose. Reason such as "In accordance with approved project(s)" is unacceptable.)

2. Point of contact for (requesting office) is (name and DSN number).

(4) Vehicles:

TO: HQ TUSLOG ANKARA AS TU/LGT//

INFO: JUSMMAT ANKARA AS TU/TDAI//

UNCLAS

SUBJECT: U.S. GOVERNMENT VEHICLES

1. Request TGS approval for the following shipment of vehicle(s):
   A. Action Requested: (import, export, or transfer)
   B. Origin:
   C. Destination within Turkey:
   D. Transfer point within Turkey:[2]
   E. Type Vehicle:
   F. Weight:
   G. Registration Number:
   H. Transportation Control Number:[2]
   I. Method/Mode of movement to CONUS POE:[2]
   J. Approximate date of movement:[2]
   K. Estimated date shipment will arrive at DoD port of entry into Turkey:[2]

2. Point of contact for (requesting office) is (name and DSN number).

[2] Refer to footnote 1 on previous page.

(5) Nonregistered equipment/supplies, i.e., analyzers (spectrum), antennas, computers, demodulators, demultiplexers, plotters, receivers, records, synchronizers, timing systems, tuners, and visicorders requiring a clearance:

TO: TUSLOG ANKARA AS TU/LGS//

INFO: JUSMMAT ANKARA AS TU/TDAI//

4. The documentation for consolidated shipments detailed in this appendix results in document integrity throughout the consolidation. When single consolidations occur, the consolidation container (e.g., SEAVAN) is tied to the individual shipment unit by the entries in block 2/column 33 (rp 4-8). When double consolidations occur, the major consolidation container (e.g., SEAVAN) is tied to the secondary consolidation container (e.g., multiwall) by the entries in block 2/column 33 (rp 4-8). In turn, the secondary consolidation container (i.e., multiwall) is tied to the individual shipment unit by the entries in block 3/column 34 (rp 9-14).

5. The procedures for preparing an advance TCMD in Electronically Transmitted Message (ETM) format are detailed in figure ***D-23***.

DECISION TABLE FOR TCMD PREPARATION

When preparing a TCMD, determine which data entries are required by referring to this decision table. For every listing in column A that applies, complete the documents described in the figures listed in column B. Every shipment unit must have at least one prime entry (T_0, T_2, T_3, or T_4).

Column A
If the shipment is:

Column B
Than a TCMD entry is prepared for every applicable category listed in column A by following the instructions in each figure listed for the various document identifiers in column B.

	T_0/1	T_2	T_3	T_4	T_5	T_6	T_7	T_8	T_9
1. A single shipment unit: a. Not in a consolidated container.	D_2					D_9			
b. In any consolidation container.				D_7					
c. Outsized.					D_8				
d. Hazardous material (HM): (1) Ammunition or explosives						D_9	D_10		D_15
(2) All other HM						D_9			D_15
e. A Government vehicle, trailer, wheeled gun, or aircraft.					D_8				
f. Personal property and: (1) Consigned to civil address.									D_16
(2) Unaccompanied baggage belonging to TDY USAF personnel.									D_16
2. Made through ARFCOS.	D_3					D_9			
3. A RORO trailer (containing cargo).		D_4				D_9			
4. A SEAVAN/MILVAN (containing cargo).		D_5				D_9			D_13
a. With stop-offs enroute.									D_14
5. A CONEX, unitized pallet, or other consolidation container, other than a SEAVAN, MILVAN, or RORO.			D_6			D_9			
6. An empty SEAVAN, MILVAN, or CONEX.	D_2								D_13
7. Anything requiring additional information not listed above.									D_12

Figure D-1

Prime Data TCMD Entries for Single Shipment Units (DI T_0/1) (including empty SEAVAN/MILVAN/CONEX)

Prime Data rp	DD Form 1384 Block	Procedure
1-3	1	Enter three position code. The first position is always T. The second and third digits are selected from the list in appendix F8, paragraph 2.
4-8	2	Enter the trailer, van, or container number, if any, as explained in appendix F6. If none, leave blank. For air shipments, enter the FSC in rp 5-8. Leave rp 4 blank. For Army shippers, the Army ACA will provide FSC data to USTRANSCOM, as required.
9-14	3	Enter the DoDAAC of the consignor. The in-the-clear address may be added on the DD Form 1384.
15-19	4	Enter the applicable air commodity code from appendix F2, or water commodity code from appendix F20. For water, enter a five position code. For air, enter a two position code in rp 18-19. For short shelf-life items, enter one of the following codes in rp 15: "K" for GSA-managed sealants/adhesives, "M" for medical items, or "X" for all other short shelf-life items.
20	5	For air, enter a code from appendix F3.
21-23	6	Enter the appropriate aerial or water port identifier code from appendix F4 or F21.
24-26	7	Enter the appropriate aerial or water port identifier code from appendix F4 or F21.
27	8	Enter the mode/method code from appendix F13 for movement from the origin to the POE.
28-29	9	Enter type pack code from appendix F14.
30-46	10	Enter the shipment unit TCN.
47-52	11	Enter DoDAAC of the consignee. The in-the-clear address may be added on the DD Form 1384. For personal property, identify the military activity responsible for receiving/processing the shipment at destination.
53	12	Enter the transportation priority.
54-56	13	Enter the RDD ***or expedited handling or transportation signal***, if any (chapter 2, paragraph B.1.b.(3)).
57-59	14	Enter the project code, if any. (chapter 2, paragraph B.1.b.(4).)
60-62	15	Enter the code for the date the shipment moved to the POE from appendix F7.

Figure D-2

Prime Data TCMD Entries for Single Shipment Units (DI T_0/1)
(Including Empty SEAVAN/MILVAN/CONEX)

Prime Data rp	DD Form 1384 Block	Procedure
60-62	15	Enter the code for the date the shipment moved to the POE from appendix F7.
63	16	Enter the ETA code from appendix F9.
64-67	17	Enter the shipment unit TAC.
68-71	22	Enter total number of pieces in shipment unit. (chapter 2, paragraph B.1.b.(7)(d).) When shipping a Government vehicle, trailer, wheeled gun, or aircraft with BII, see *foot*note 8, figure D-8.
72-76	23	Enter total weight of shipment unit. (chapter 2, paragraph B.1.b.(7)(d).)
77-80	24	Enter total cube of shipment unit. (chapter 2, paragraph B.1.b.(7)(d).)

Figure D-2 (Cont.)

Prime Data TCMD Entries for Single Shipments by the Armed Forces Courier Service (ARFCOS)

Prime Data rp	DD Form 1384 Block	Procedure
1-3	1	Enter TC1.
4-8	2	Leave rp 4 blank and enter the ***FSC*** in rp 5-8.
9-14	3	Enter CTS plus the APOE air terminal identifier code.
15-17	4	Leave blank.
18-19	4	Enter the air commodity code from appendix F2.
20	5	Enter a code selected from appendix F3.
21-23	6	Enter the APOE air terminal identifier code.
24-26	7	Enter the APOD air terminal identifier code.
27	8	Enter 9 if CTS and APOE are collocated; otherwise, enter X.
28-29	9	Enter type pack code from appendix F14.
30-46	10	Enter the TCN. (See appendix C, paragraph 6.)
47-52	11	Enter CTS plus the APOD air terminal identifier code.
53	12	Enter the transportation priority.
54-56	13	***Enter the RDD or expedited handling or transportation signal, if any. (see chapter 2, paragraph B.1.b.(3)).***
57-59	14	Leave blank.
60-62	15	Enter the GMT code from appendix F3 for the date shipment released to the APOE.
63	16	Enter the ETA code from appendix F9.
64-67	17	Enter 0003.
68-71	22	Enter total pieces in shipment unit.
72-76	23	Enter total weight of shipment unit.
77-80	24	Enter total cube of shipment unit.

Figure D-3

Prime Data TCMD Entries for Loaded RORO Trailers (DI T_2)

Prime Data rp	DD Form 1384 Block	Procedure
1-3	1	Enter three position code. The first position is always T. The second position is selected from appendix F8, paragraph 2. For RORO trailers, the third position is two.
4-8	2	Enter the number of the RORO trailer from appendix F6.
9-14	3	Enter the DoDAAC of the loading activity. In-the-clear text may be added on the DD Form 1384.
15-19	4	For trailers containing more than one commodity; if any is hazardous materiel, prepare the TCMD as explained in figure D-5, ***foot***note ***3***. For all others, enter the applicable commodity code as follows: Water. Enter the five position code from appendix F20, for the commodity with the greatest cube. Air. Enter the two position code from appendix F2, for the commodity with the greatest weight in rp 18-19. For short shelf-life items, enter K for GSA-managed sealants/adhesives, M for medical items, or Z for any other commodity with limited shelf-life in rp 15.
20	5	For air shipments, enter a code selected from appendix F3.
21-23	6	Enter the appropriate POE air or water port identifier code from appendix F4 or F21.
24-26	7	Enter the appropriate POD air or water port identifier code.
27	8	Enter the mode/method code by which the loaded RORO will be delivered to the POE from appendix F13. If loaded at the POE, leave blank.
28-29	9	Enter type pack code RT.
30-46	10	Enter the shipment unit TCN.
47-52	11	Enter the DoDAAC for the RORO consignee. In-the-clear text may be added on the DD Form 1384.
53	12	Enter the highest transportation priority contained in the loaded RORO.
54-56	13	Enter the earliest RDD assigned to any shipment unit loaded in the RORO ***or highest expedited handling or transportation signal***.
57	14	If RORO contents for a single consignee, enter S; if for multiple consignees, enter M.

Figure D-4

Prime Data TCMD Entries for Loaded RORO Trailers (DI T_2)

Prime Data rp	DD Form 1384 Block	Procedure
58-59	--	Enter the total number of shipment units loaded in the RORO. If more than 99, enter XX and list the total number in a T_9 entry.
60-62	15	Enter the date code from appendix F7 for the day the RORO is expected to be released for movement to the POE. If loaded at the POE, leave blank.
63	16	Enter code for ETA at the POE from appendix F9. If loaded at the POE, leave blank.
64-67	17	Leave blank.
68-71	22	Enter 0001.
72-76	23	Enter total weight of RORO and its contents preceded by zeros if less than five digits.
77-80	24	Enter gross cube of RORO preceded by zeros if less than four digits.

Figure D-4 (Cont.)

Prime Data TCMD Entries for Loaded SEAVAN/MILVAN (VAN)(DI T_2)

Prime Data rp	DD Form 1384 Block	Procedure
1-3	1	Enter three position code. The first position is always T. The second position is selected from appendix F8, paragraph 2. For MILVAN/SEAVAN, the third position is two.
4-8	2	Enter the last five digits of the SEAVAN/MILVAN number. (see appendix F6.)
9-12	3	Enter the SEAVAN ownership code from appendix F12.
13-14	3	Enter the length, in feet, of the van used.
15-17	4	Enter the appropriate commodity code from appendix F20, paragraph 4. For vans containing more than one commodity, use the code for the commodity with the greatest cube[3]. In the T_2 entries, descriptive data is not required for NOS commodities. Enter the applicable code from the following list: 130 Chill, subsistence NOS 135 Chill, other than subsistence NOS 192 Freeze, subsistence NOS 195 Freeze, other than subsistence NOS 40X Ammunition/Explosives 500 Subsistence NOS 610-614 Mail 690-692 Empty containers 70D Consumer commodity ORM-D 70X Hazardous material other than 40X and 70D 700 General cargo NOS 894 Wheeled or tracked vehicles
18-19	4	Enter type cargo/special handling code from appendix F20.
20	5	Leave blank.
21-23	6	Enter POE water port identifier code from appendix F21.
24-26	7	Enter POD water port identifier code.
27	8	Enter the mode/method code for movement to the POE from appendix F13. If the van is loaded at the POE, leave blank.
28-29	9	Enter the type pack code from appendix F14.
30-46	10	Enter the SEAVAN/MILVAN TCN (appendix C, paragraph 10.)
47-52	11	Enter the DoDAAC of the van consignee. For stopoffs, show intermediate consignee(s) and final consignee in T_9 data.

Figure D-5

[3] In accordance with Title 49 CFR, when hazardous and nonhazardous materials are listed on a SEAVAN/MILVAN TCMD, the hazardous material content records, T_4 with accompanying T_6, T_7, and T_9 records must be listed first. The DI code is TE2 for ammunition and explosives, TX2 for ORM-D not loaded with any other hazardous material, or TJ2 for all other hazardous material.

Prime Data TCMD Entries for Loaded SEAVAN/MILVAN (VAN)(DI T_2)

Prime Data rp	DD Form 1384 Block	Procedure
53	12	Enter the highest transportation priority of any shipment unit loaded in the van.
54-56	13	Enter the earliest RDD of any shipment unit in the van ***or highest expedited handling or transportation signal.***
57	14	Enter code for single or multiple consignees and method of delivery from the following list: S Single consignee at a single destination. M Multiple consignees via a breakbulk point for distribution to the appropriate consignees. C Multiple consignees via a centralized receiving point for distribution to the ultimate consignees. 1-9 Multiple consignees via stopoffs. Enter the number of stopoffs, excluding the final consignee.
58-59	14	Enter the total number of shipment units loaded in the van. If more than 99, enter XX and show the number of shipment units loaded in T_9 data entries.
60-62	15	Enter the code for the date the van will be released for movement to the POE from appendix F7. If the van is loaded at the POE, leave blank.
63	16	Enter the code for the ETA at the POE from appendix F9. If the van is loaded at the POE, leave blank.
64-67	17	Enter the van cubic capacity in whole cubic feet as listed on the van, preceded by zeros, if less than four digits.
68-71	22	For MILVANs, enter 0001; for SEAVANs, enter total number of pieces preceded by zeros, if less than four digits.
72-76	23	For MILVANs, enter the total weight of the van and its contents. For SEAVANs, enter only the total weight of the contents of the van preceded by zeros, if less than five digits.
77-80	24	For MILVANs, enter the outside cube of the van. For SEAVANs, enter the total cube of the van contents preceded by zeros, if less than four digits.

Figure D-5 (Cont.)

Prime Data TCMD Entries for CONEX (containing cargo), Unitized Pallet Loads, and all Loaded Consolidation Containers MILVAN (DI T_3)

Prime Data rp	DD Form 1384 Block	Procedure
1-3	1	Enter three position code. First position is T. Select the second position from the list in appendix F8, paragraph 2. For consolidation containers, the third position is always three.
4-8	2	Enter the number marked on the consolidation container[4] (see appendix F6).
9-14	3	Enter the DoDAAC of the activity loading the consolidation container. In-the-clear text may be added on DD Form 1384. For consolidation containers loaded in a RORO, MILVAN, or SEAVAN.
15-19	4	Enter the applicable commodity code as follows: For water, enter the five position code (appendix F20) for the commodity with the greatest cube. For air, enter the two position code (appendix F2) for the commodity with the greatest weight in rp 18-19. For short shelf-life items, enter K for GSA-managed sealants/adhesives, M for medical items, or Z for all others.
20	5	For air shipments, enter code (appendix F3).
21-23	6	Enter the appropriate POE air or water port identifier code (appendix F4 or F21).
24-26	7	Enter the appropriate POD air or water port identifier code.
27	8	Enter the mode/method code for movement of the consolidation container to the POE (appendix F13). For consolidation containers loaded at the POE, leave blank.
28-29	9	Enter the type pack code (appendix F14).
30-46	10	Enter the shipment unit TCN.
47-52	11	Enter the DoDAAC for consignee of the consolidation container. In-the-clear text may be added on DD Form 1384.
53	12	Enter the highest transportation priority for any shipment unit loaded in the consolidation container.
54-56	13	Enter the earliest RDD for any shipment unit loaded in the consolidation container ***or highest expedited handling or transportation signal.***

Figure D-6

[4] When a consolidation container is loaded in the RORO, MILVAN, or SEAVAN, the following entries apply:

4-8	2	Enter the RORO, MILVAN, or SEAVAN number.
9-14	3	Enter the consolidation container number.

Prime Data TCMD Entries for CONEX (containing cargo), Unitized Pallet Loads, and all Loaded Consolidation Containers MILVAN (DI T_3)

Prime Data rp	DD Form 1384 Block	Procedure
57-59	14	Enter the project code, if any. (chapter 2, paragraph B.1.b.(4).)
60-62	15	Enter the code for the date the shipment will be released for movement to the POE (appendix F7).
63	16	Enter the ETA code (appendix F9). For consolidation containers loaded on an RORO, MILVAN, or SEAVAN.[5]
64-67	17	Leave blank.
68-71	22	Enter 0001.
72-76	23	Enter total weight of the consolidation container and its contents, preceded by zeros if less than five digits.
77-80	24	Enter the gross cube of the consolidation container, preceded by zeros if less than four digits.

Figure D-6 (Cont.)

[5] When consolidation containers are loaded in an RORO, MILVAN, or SEAVAN, the following entries apply:

63 16 Enter one of the following codes to indicate if individual shipment units are to be delivered to the RORO, MILVAN, or SEAVAN consignee or at stopoff points:

- X There are no stopoffs.
- 1 Deliver at first stopoff.
- 2 Deliver at second stopoff.
- 3, 4 Deliver at third, fourth, etc., stopoff.
- Z Deliver at final destination.

Prime Data TCMD Entries for Shipment Units Loaded into all Consolidation Containers (DI T_4)

Prime Data rp	DD Form 1384 Block	Procedure
1-3	1/32	Enter a three position code. The first position is always T. The second and third positions are selected from the list in appendix F8, paragraph 2. On advance TCMDs for shipment units loaded in a consolidation container, the third position is always four.
4-8	2/33	Enter the number of the RORO trailer, SEAVAN/MILVAN, or other consolidation container as explained in appendix F6. The number entered is always identical to rp 4-8 (block 2) of the corresponding T_2 or T_3 entry.[6]
9-14	3/34	Enter the DoDAAC of the consignor of the actual shipment unit loaded in the RORO trailer, SEAVAN, MILVAN or other consolidation containers.[6] The clear text may be added on DD Form 1384.
15-19	4/35	Enter the applicable commodity code for the mode of overseas movement (appendix F4 for air shipments or appendix F20 for water shipments). (See footnote ***3***, figure D-5.) For air shipments, rp 15-17 are left blank except for short shelf-life items; for these items, enter one of the following codes in rp 15: K - GSA-managed sealants/adhesives M - Medical items ***Z - All others***
20	5/36a	For air shipments, enter the appropriate code (appendix F3).
21-23	6/36b	Enter the appropriate air or water POE identifier code (appendix F4 or appendix F21).
24-26	7/36	Enter the appropriate air or water POD identifier code (appendix F4 or appendix F21).
27	8/38	Enter the code for the mode/method of movement to the POE (appendix F13).
28-29	9/39	Enter the code for the type of pack (appendix F14).
30-46	10/40	Enter the TCN for the shipment unit. (appendix C.)
47-52	11/41	Enter the DoDAAC of the ultimate consignee.

Figure D-7

[6] For shipment units in consolidation containers also loaded in RORO/SEAVAN/MILVAN, the prime data T_4 entries are changed as follows:

4-8	2/33	Enter the RORO/SEAVAN/MILVAN number from the prime data T_2 entry.
9-14	3/34	Enter the number marked on the consolidation container. (See appendix F, paragraphs 3.b. and c.) Leave rp 14 blank.

Prime Data TCMD Entries for Shipment Units Loaded into all Consolidation Containers (DI T_4)

Prime Data rp	DD Form 1384 Block	Procedure
20	5/36a	For air shipments, enter the appropriate code (appendix F3).
21-23	6/36b	Enter the appropriate air or water POE identifier code (appendix F4 or appendix F21).
24-26	7/36	Enter the appropriate air or water POD identifier code (appendix F4 or appendix F21).
27	8/38	Enter the code for the mode/method of movement to the POE (appendix F13).
28-29	9/39	Enter the code for the type of pack (appendix F14).
30-46	10/40	Enter the TCN for the shipment unit (appendix C).
47-52	11/41	Enter the DoDAAC of the ultimate consignee.
53	12/42	Enter the transportation priority for the shipment unit. (see chapter 2, paragraph B.1.b.(2).)
54-56	13/43	Enter the RDD ***or expedited handling or transportation signal***, if any (see chapter 2, paragraph B.1.b.(3)).
57-59	14/43	Enter the project code for the shipment unit, if any. (see chapter 2, paragraph B.1.b.(4).)
60-62	15/43	Enter the code for the date of release for movement of the shipment unit to the POE (appendix F7).
63	16/43	Enter the code for the estimated time of arrival at the POE[7] from appendix F9.
64-67	17/41	Enter the TAC (MILSTAMP, Vol. II) for the shipment unit or other source document.

Figure D-7 (Cont.)

[7] For all shipments in SEAVANs or MILVANs, the prime data T_4 entries are changed as follows:

63 16/43 Enter a code indicating if the shipment unit is to be delivered at a particular stopoff point, or at the final destination of the SEAVAN or MILVAN. Select the code from the following list:

Code	Explanation
X	There are no intermediate stopoffs.
1	Deliver this shipment unit at first stopoff point.
2,3	Deliver this shipment unit at the second, third, etc., stopoff point.
Z	Deliver this shipment unit at the final destination of the SEAVAN or MILVAN.

Prime Data TCMD Entries for Shipment Units Loaded into all Consolidation Containers (DI T_4)

Prime Data rp	DD Form 1384 Block	Procedure
68-71	22/44	Enter the number of pieces for the shipment unit. If greater than 9999, see chapter 2, paragraph B.1.b.(7)(d).
72-76	23/44	Enter the total weight of the shipment unit. If greater than 99,999, see chapter 2, paragraph B.1.b.(7)(d).
77-80	24/44	Enter the total cube of the shipment unit. If greater than 9999, see chapter 2, paragraph B.1.b.(7)(d).

Figure D-7 (Cont.)

Trailer Data TCMD Entries for Outsized Dimensions (DI T_5)

Prime Data rp	DD Form 1384 Block	Procedure
1-3	32	Enter a three position code. The first position is always T. The second position is always the same as the second position of the corresponding prime data entry. For shipments with outsize dimensions the third position is always five. For shipments of vehicles to Central and South America, TV5 entries are changed as shown in footnote below.[8]
4-8	33	Enter the trailer, van or container number from the prime data entry.
9-14	34	For Government vehicles, trailers, wheeled/tracked guns, and aircraft, enter the model or abbreviated nomenclature. For all other items, leave blank.
15-19	35	For Government vehicles, trailers, wheeled/tracked guns, and aircraft, enter BII in rp 15-17 and the number of pieces of BII per vehicle in rp 18-19; e.g., BII00 for no pieces, BII02 for two pieces, etc. For all other items, enter the commodity code from the prime data entry.
20	36a	For air shipments enter the air dimension code (appendix F3).
21-23	36b	Enter the POE identifier code from the prime data entry.
24-26	37	Enter the POD identifier code from the prime data entry.
27	38	Enter the mode/method code from the prime data entry.
28-29	39	Enter the type pack code from the prime data entry.
30-46	40	Enter the TCN from the prime data entry.
47-52	41	Enter the consignee DoDAAC from the prime data entry.
53	42	Enter the transportation priority from the prime data entry.
54-59	43	Enter the length of the item, in inches, followed by the letter L. If less than five digits, left zero fill.
60-63		Enter the width, in inches, followed by the letter W. If less than three digits, left zero fill.
64-67		Enter the height, in inches, followed by the letter H. If less than three digits, left zero fill.

Figure D-8

[8] For shipments of vehicles to Central and South America, a TV9 trailer entry indicating the vehicle make and year in rp 54-79 (blocks 43 and 44) is required. In addition, the TV5 entries are changed as follows:

9-14	34	Enter the model instead of the nomenclature.

Trailer Data TCMD Entries for Outsized Dimensions (DI T_5)

Prime Data rp	DD Form 1384 Block	Procedure
68-71	44	Enter the number of pieces to which the dimensions apply.[9] If less than four digits, left zero fill. If greater than 9999, see chapter 2, paragraph B.1.b.(7)(d).
72-76		Enter weight of one piece. If less than five digits, left zero fill. If greater than 99,999, see chapter 2, paragraph B.1.b.(7)(d).
77-80		Enter the cube of one piece. If less than four digits, left zero fill. If greater than 9999, see chapter 2, paragraph B.1.b.(7)(d).

Figure D-8 (Cont.)

[9] For shipments of Government vehicles, trailers, wheeled/tracked guns, and aircraft, the TV5 entries are changed as follows:

68-80	44	For single vehicle shipment units, enter the serial number. For multiple vehicle shipments, leave blank.

Trailer Data TCMD Entries for Ammunition Round Count, Hazardous Material, Stock Number, and IMCO Classification (DI T_6)

Prime Data rp	DD Form 1384 Block	Procedure
1-3	32	Enter a three position code. The first position is always T. The second position is the same as the second position of the prime data entry. For shipments of ammunition, explosives, and other hazardous materials, the third position is six. For nonhazardous material, see rp 54-66 below, before generating a T_6 record.
4-8	33	Same as the prime data entry.
9-14	34	For hazardous materials other than ammunition, leave blank. For ammunition shipments, enter the total round count in the shipment unit. If the quantity exceeds 999,999, enter the number in thousands followed by the letter M. If the quantity exceeds 999,999, and is not shipped in units of 1,000, enter the number in units of thousands followed by an M and indicate the total round count in rp 54-79 (block 43/44) of an accompanying TE9 entry. In all cases, left zero-fill the field.
15-19	35	Enter the code from the prime data entry.
20	36a	Same as the prime data entry.
21-23	36b	Same as the prime data entry.
24-26	37	Same as the prime data entry.
27	38	Same as the prime data entry.
28-29	39	Same as the prime data entry.
30-46	40	Same as the prime data entry.
47-52	41	Same as the prime data entry.
53	42	Same as the prime data entry.
54-66	43	Enter the NSN. If the NSN is not known, enter NNSN (no national stock number) in rp 54-57 and leave the balance of the field blank. When multiple line items are consolidated and the consolidation container is not comprised of 51 percent or more by weight of a single NSN, a T_6 record will not be generated. T_6 records are not required for personal effects, i.e., HHGs, baggage, and POVs, and other material for sale in stores, and material which is not covered by NSNs.
67-80		For nonhazardous material, enter the abbreviated nomenclature of the item listed in rp 54-66.

Figure D-9

Trailer Data TCMD Entries for Ammunition Round Count, Hazardous Material, Stock Number, and IMCO Classification (DI T_6)

Prime Data rp	DD Form 1384 Block	Procedure
67-70	44	For ammunition and explosives, enter the DoDIC. (see chapter 2, paragraph B.1.b.(15)(a)5.) For other hazardous materials, enter the letters IMO.
71-72		Enter the two digit UN class and division number, including the decimal fraction from IMDGC, 49 CFR.
73		Leave blank.
74-75		Enter UN or NA.
76-79		Enter the four digit UN or NA identification number from the IMDGC, 49 CFR 172.102/2, or other source publication.
80		For ammunition and explosives, enter the compatibility group code from IMDGC or 49 CFR 172.102 (i.e., the letter following the IMDGC class and division number). For all other hazardous materials, leave blank.

Figure D-9 (Cont.)

Trailer Data TCMD Entries for Net Explosive Weight (NEW) and Lot Number(s)(DI T_7)

Prime Data rp	DD Form 1384 Block	Procedure
1-3	32	Enter a three position code. The first position is always T. The second position is always the same as the second position of the prime data entry. The third position is seven.
4-8	33	Same as the prime data entry.
9-14	34	Enter the Net Explosive Weight (NEW) for Class A, B, and C explosives. If the shipment unit contains more than one lot.[10]
15-19	35	Same as the prime data entry (see footnote ***3***, figure D-5).
20	36a	Same as the prime data entry.
21-23	36b	Same as the prime data entry.
24-26	37	Same as the prime data entry.
27	38	Same as the prime data entry.
28-29	39	Same as the prime data entry.
30-46	40	Same as the prime data entry.
47-52	41	Same as the prime data entry.
53	42	Same as the prime data entry.
54-67	43	Enter the lot number.[10]
68-71	44a	Enter the number of pieces for this lot number. If greater than 9999, see chapter 2, paragraph B.1.b.(7)(d).
72-76	44b	Enter the weight for this lot number. If greater than 99,999, see chapter 2, paragraph B.1.b.(7)(d).
77-80	44c	Enter the cube for this lot number. If greater than 9999, see chapter 2, paragraph B.1.b.(7)(d).

Figure D-10

[10] If the shipment unit contains more than one lot, a separate TE7 is made for each lot. Each TE7 reflects the NEW, pieces, weight, and cube of the lot being described. If any single piece of a shipment unit (consolidation container, pallet, etc.), contains multiple lots, separate TE9 data is required for each lot.

Trailer Data TCMD Entries for Household Goods and Baggage Ownership Data (DI T_8)

Prime Data rp	DD Form 1384 Block	Procedure
1-3	32	Enter a three position code. The first position is always T. The second position is always the same as the second position of the prime data entry. The third position is an eight.
4-8	33	Same as the prime data entry.
9-14	34	For household goods or baggage, enter the consignor DoDAAC. For POVs, enter the last two digits of the POV model year in rp 9-10 and the first four letters of the POV make in rp 11-14; e.g., CHEV, FORD, PLYM, etc.
15-19	35	Same as the prime data entry.
20	36a	Same as the prime data entry.
21-23	36b	Same as the prime data entry.
24-26	37	Same as the prime data entry.
27	38	Same as the prime data entry.
28-29	39	Same as the prime data entry.
30-46	40	Same as the prime data entry.
47-52	41	Same as the prime data entry.
53	42	Same as the prime data entry.
54-66	43	Enter personal property owner's last name.
67-68		Enter personal property owner's initials.
69-70		Enter the personal property owner's military or civilian grade code (appendix F10).

Figure D-11

Trailer Data TCMD Entries for Household Goods and Baggage Ownership Data (DI T_8)

Prime Data rp	DD Form 1384 Block	Procedure
71-80	44	For household goods and baggage:
71		Enter one of the following codes:

Code	Definition
A	ITGBL HHGs authorized SIT
B	ITGBL UB authorized SIT
D	DPM shipment authorized SIT
N	DPM (HHG/UB) for nontemporary storage
H	DPM HHGs transiting port only
U	DPM UB transiting port only
P	ITGBL (HHG/UB) transiting port only

72-76		Activities outside CONUS enter net weight of ***DPM*** shipments to CONUS. CONUS activities, leave blank.
77-80		If ITGBL codes T, J or 5 enter HHG and baggage carrier SCAC. Otherwise leave blank.
71-80	44	For POVs:
71-72		Enter abbreviation for state issuing vehicle license plate. If none, enter NO.
73-77		Enter last five letters/numbers of license plate. If less than five, left zero fill.
78-80		Enter abbreviation for predominate vehicle color, e.g., blk, blu, red, etc.

Figure D-11 (Cont.)

Trailer Data TCMD Entries for General Miscellaneous Information not Otherwise Detailed (DI T_9)

Prime Data rp	DD Form 1384 Block	Procedure
1-3	32	Enter a three position code. The first position is always T. The second position is always the same as the second position of the prime data entry. The third position is always nine.
4-8	33	Same as the prime data entry.
9-14	34	Leave blank.
15-19	35	Same as the prime data entry
20	36a	Same as the prime data entry.
21-23	36b	Same as the prime data entry.
24-26	37	Same as the prime data entry.
27	38	Same as the prime data entry.
28-29	39	Same as the prime data entry.
30-46	40	Same as the prime data entry.
47-52	41	Same as the prime data entry.
53	42	Same as the prime data entry.
54-79	43/44b	Using as many T_9 entries as necessary, enter the clear text data necessary for shipment, but not detailed in other data entries; e.g.,: a. Further description of NOS type cargo codes. b. For shipments of liquor, the type (gin, rye, etc.), bottle size (pint, quart, etc.), and the number of bottles per case. c. For shipments of cigarettes, the number of cartons per case. d. For shipments between CONUS and Hawaii or Guam, the clear text NMFC or UFC description of the highest rated article in the shipment unit other than hazardous materials (see chapter 2, paragraph B.1.b.(10)(b)). e. The Turkish Defense Affairs (TDA) authorization number. (See appendix D, paragraph 3.c.) f. For classified shipments, container and seal numbers, if any.

Figure D-12

Trailer Data TCMD Entries for General Miscellaneous Information not Otherwise Detailed (DI T_9)

Prime Data rp	DD Form 1384 Block	Procedure
		g. For personal property TGBL shipments, the name of the origin carrier and GBL number.
		h. For SEAVANs or MILVANs containing more than 99 shipments, the total number of shipment units.
		i. Any other pertinent information.
		j. For Army unit deployments, enter in-the-clear in rp 54-57 "ULN:" and in rp 58-63, enter the applicable unit line number (e.g., ULN:123456).
80	44c	Enter a sequence number beginning with one for each T_9 entry.

Figure D-12 (Cont.)

SUPPLEMENTARY

INFORMATION

Trailer Data TCMD Entries for SEAVAN/MILVAN (Van) Miscellaneous Information (DI T_9) (Includes Empty SEAVAN/MILVAN/CONEX)

Prime Data rp	DD Form 1384 Block	Procedure
1-3	32	Enter a three position code. The first position is always T. The second position is always the same as the second position of the prime data entry. The third position is always nine.
4-8	33	Same as the prime data entry.
9-14	34	Enter an X followed by the five digit ZIP code for the van's point of origin.
15-19	35	For other than reefer vans, same as the prime data entry. For reefer vans, enter an F (Fahrenheit) followed by the temperature or temperature range required to properly maintain the cargo, e.g., 34° is shown as F34XX, 34° to 41° is shown as F3441.
20	36a	Same as the prime data entry.
21-23	36b	Same as the prime data entry.
24-26	37	Same as the prime data entry.
27	38	Enter the letter V.
28-29	39	Enter the length of the van ordered, in feet. For empty vans, enter the actual van length, in feet. For empty CONEX, enter the type pack code.
30-46	40	Same as the prime data (T_2) entry.
47-52	41	Same as the prime data entry.
53	42	Same as the prime data entry.
54-55	43	Always VN.
56-63		Enter the number marked on the container. If less than eight digits, left zero fill. Do not include the check digit or the van owner code as part of the container number. If the container number is larger than eight digits, enter the rightmost eight digits. Include alphabetic characters but exclude special characters such as dashes, slashes, or other symbols.
64		Enter a dash (-).
65		Enter the check digit marked on the container. The check digit is a number separated from the container number by a dash, space, or slash. Some check digits are a different color, shaded, or enclosed in a box. If the container does not have a check digit, leave blank.

Figure D-13

Trailer Data TCMD Entries for SEAVAN/MILVAN (Van) Miscellaneous Information (DI T_9) (Includes Empty SEAVAN/MILVAN/CONEX)

Prime Data rp	DD Form 1384 Block	Procedure
66-73		Enter the complete seal number. Left fill with zeros if less than eight characters.[11]
74-77	44a,b	For loaded vans, enter the ocean carrier code (appendix F11).
78-79		For MILVANs, enter the number of beam assemblies for vans equipped with mechanical bracing systems. If the MILVAN is not so equipped, enter 00. For SEAVANs, leave blank.
80	44c	Enter the appropriate sequence number beginning with one.

Figure D-13 (Cont.)

[11] If for any reason, a van must be opened while enroute to its final destination, a new seal is affixed. Whenever a seal is replaced, the new seal number and the activity replacing the seal are identified in rp 54-79 of an additional T_9 entry as follows:

1-53	32-42	Enter the same data as detailed above.
54-65	43	Enter SECOND SEAL leaving rp 65 blank.
66-73		Enter new seal number.
74-79	44b	Identify the activity or ocean carrier which applied the new seal by entering the DoDAAC of the activity or the ocean carrier code from appendix F11.

Trailer Data TCMD Entries For SEAVAN/MILVAN Stop-off Points (DI T_9)

Prime Data rp	DD Form 1384 Block	Procedure
1-3	32	Enter a three position code. The first position is always. The second position is always the same as the second position of the prime data entry. The third position is always nine.
4-8	33	Same as the prime data entry.
9-14	34	Enter an X followed by the five digit ZIP code for the van's point of origin.
15-19	35	For other than reefer vans, same as the prime data entry. For reefer vans, enter an F (Fahrenheit) followed by the temperature or temperature range required to properly maintain the cargo, e.g., 34^0 is shown as F34XX, 34^0 to 41^0 is shown as F3441.
20	36a	Leave blank.
21-23	36b	Same as the prime data entry.
24-26	37	Same as the prime data entry.
27	38	Enter the letter V.
28-29	39	Enter the length of the van ordered, in feet.
30-46	40	Same as the prime data (T_2) entry.
47-52	41	Same as the prime data entry.
53	42	Same as the prime data entry.
54-59	43	Enter STOP and the stopoff number. e.g., STOP01.
60-65		Enter the DoDAAC for the stopoff indicated in rp 54-59.
66-67		Leave blank.
68-73	44a,b	If there are additional stopoffs, enter STOP and the next stopoff number. If no additional stopoffs, leave blank.
74-79		Enter the DoDAAC for the stopoff indicated in rp 68-73.
80	44c	Enter sequence indicator, beginning with the letter A, for each T_9 stopoff data entry.

Figure D-14

Trailer Data TCMD Entries For Additional Required Hazardous Material Information (DI T_9)

Prime Data rp	DD Form 1384 Block	Procedure
1-3	32	Enter a three position code. The first position is always T. The second position is always the same as the second position of the prime data entry. The third position is always nine.
4-8	33	Same as the prime data entry.
9-14	34	Leave blank.
15-19	35	Same as the prime data entry (see footnote ***3***, figure D-5).
20	36a	Same as the prime data entry.
21-23	36b	Same as the prime data entry.
24-26	37	Same as the prime data entry.
27	38	Same as the prime data entry.
28-29	39	Same as the prime data entry.
30-46	40	Same as the prime data entry.
47-52	41	Same as the prime data entry.
53	42	Same as the prime data entry.
54-***79***	43-44b	Using as many T_9 entries as necessary, enter, in the order listed, the following clear text information: a. The Proper Shipping Name (PSN) (without abbreviations) as listed on the certification document. (1) The technical name of the material included in parentheses immediately following the PSN when required by regulation. (2) "RQ", Reportable Quantity, will ***follow*** the PSN, when appropriate, to indicate the hazardous material quantity which meets or exceeds the quantity listed in 49 CFR. (3) "Waste" will precede the PSN when the hazardous material is defined as such (see 40 and 49 CFR). b. The hazard class as listed in the certification document. c. UN, NA, or ID number. d. Packaging Group. May be PGI, PGII, or PGIII, as appropriate.

Figure D-15

Prime Data rp	DD Form 1384 Block	Procedure
		e. "Limited Quantity" or "LTD QTY" must be indicated when the material is defined as such.
		f. Military air transportation. Enter "Cargo Aircraft Only" after the packaging group when dagger or Theta material is identified IAW AFR 71-4.
		g. Poisonous Inhalation Materials. Enter "Poison Inhalation Hazard" followed by "Zone A," "Zone B," "Zone C," or "Zone D" for gases or "Zone A" or "Zone B" for liquids (see 49 CFR). The word "poison" is not required if already included as part of PSN.
		h. "Dangerous When Wet" is required when defined and listed in the certification document.
		i. The total quantity (number of pieces, type pack, and weight or volume) of the material covered by the description. The actual number of pieces on a pallet or unitized load is reported with the type pack and total weight. For example, twelve 100-pound cylinders on a pallet are listed as 12 cyl 1200 lbs.
		j. The flash point for flammable liquids, in degrees Centigrade (C) or Fahrenheit (F). For example, CLOSED CUP FLASH POINT ___ DEGREES C or F.
		k. The classification, security risk category, and/or transportation protection service requirements IAW appendix F20, ***paragraph 4***. These entries will be on separate T_9 records.
		l. The statement: "GOVERNMENT-OWNED GOODS PACKAGED BEFORE JANUARY 1990" is required if the hazardous material was originally packaged prior to 1 January 1990.
		m. The Competent Authority Approval (CAA) number must be entered if the shipment is hazardous and subject to POP requirements but waivers in the form of CAA (DOT approval to deviate) have been obtained.
80	44c	Enter sequence number for each T_9 beginning with one.

Figure D-15 (Cont.)

Trailer TCMD Entries for Personal Property Address Information (DI T_9)

Prime Data rp	DD Form 1384 Block	Procedure
1-3	32	Enter a three position code. The first position is always T. The second position is always the same as the second position of the prime data entry. The third position is always nine.
4-8	33	Same as the prime data entry.
9-14	34	Same as the prime data entry.
15-19	35	Same as the prime data entry.
20	36a	Same as the prime data entry.
21-23	36b	Same as the prime data entry.
24-26	37	Same as the prime data entry.
27	38	Same as the prime data entry.
28-29	39	Same as the prime data entry.
30-46	40	Same as the prime data entry.
47-52	41	Same as the prime data entry.
53	42	Same as the prime data entry.
54-79	43-44b	For personal property consigned to a civil address, use as many T_9 entries as necessary to enter the complete clear text address. For unaccompanied baggage of TDY USAF personnel, military and civilian, use the first T_9 entry to list the travel order number and the ADSN/fiscal station number from the DD Form 1610, Request and Authorization for TDY Travel of DoD Personnel, (items 22 and 19 respectively). Additional T_9 entries are made to list the organization that issued the orders, including sufficient data to allow AMC/ACIA billing.
80	44c	Enter the sequence number for each T_9 entry, beginning with the number one.

Figure D-16

Trailer Data TCMD Entries for Air Load Planning and Manifesting (T_9)
Vehicles

Trailer Data rp	Procedures (for unit moves only)
1 - 3	Enter three position document identifier. First position is always "T." The second position is the same as the second position of the prime data entry. The third position is always "9."
4 - 5	Enter one of the following CALM record type codes, right justified:

Code	Definition
H	Helicopter
R	Wheeled vehicle (truck)
RL	Trailer vehicle
RT	Tracked vehicle
TV	Towed vehicle

6 - 9 Enter the center of balance in inches, rounded to the next whole inch. The formula for computing the center of balance follows:

Distance to wheel 1 X weight of wheel 1 = Moment
Distance to wheel 2 X weight of wheel 2 = Moment
(through number of wheels up to 12)

$$\frac{\textit{Total wheel weights}}{\textit{Total moments}} = \textit{Center of balance}$$

10 - 15 Reserved. Leave blank.

16 - 32 Enter the TCN from rp 30-46 of the prime data entry.

33 - 34 Enter the manifest reference number from appendix F1.

35 If venting required, enter "Y" for yes; otherwise, enter "N" for no.

36 - 43 Enter one to four load/storage group codes, right justified. Precede single-digit numbers with a leading zero, i.e., 02.

44 - 47 Enter the length in inches, rounded to the next whole inch.

48 - 50 Enter the width in inches, rounded to the next whole inch.

51 - 53 Enter the height in inches, rounded to the next whole inch.

54 - 56 Enter the front overhang in inches, rounded to the next whole inch. If none, leave blank.

57 - 58 Enter the rear overhang in inches, rounded to the next whole inch. If none, leave blank.

59 - 69 Enter the bumper/container number, including spaces. If less than seven characters, right justify.

Figure D-17

Trailer Data TCMD Entries for Air Load Planning and Manifesting (T_9)
Vehicle

Trailer Data rp	Procedures (for unit moves only)
70	For helicopters, enter one of the following codes:

Code	Definition	Code	Definition
A	UH-60	K	AH-1T
B	CH-58	L	CH-47
C	AH-1S	M	CH-53E
D	AH-1G/J	N	CH-53J
E	UH-1M	O	HH-53E
F	UH-1D/H	P	HH-3
G	UH-1C/M	Q	HH-60
H	AH-64	R	AH-1W
I	CH-46	S	HH-2/F
J	CH-53D	T	HH-65A-1

71 For helicopters, enter one of the following codes:

Code	Definition
F	Flyaway or with refuel probe
W	Without wings
P	Without pods
S	Without stabilizers
R	Maximum reduced

72 Enter number of road wheels for type code "RT" items.

73 - 75 Enter tread/skid length in inches, rounded to the next whole inch.

76 - 77 Enter trailer tongue length in inches, rounded to the next whole inch.

78 - 79 Enter the total number of axles. For "RL" items, axle one is the hitch if the trailer tongue is not hinged.

80 Enter the record sequence number beginning with one.

Figure D-17 (Cont.)

Trailer Data TCMD Entries for Air Load Planning and Manifesting (T_9)
Vehicle

Trailer Data rp	Procedures (for unit moves only)
1 - 3	Enter three position document identifier. First position is always "T." The second position is the same as the second position in the prime data entry. The third position is always nine.
4	If roller shoring used, enter "Y" for yes; otherwise, enter "N" for no.
5	If parking shoring used, enter "Y" for yes; otherwise, enter "N" for no.
6	If sleeper shoring used, enter "Y" for yes; otherwise, enter "N" for no.
7	If bridge shoring used, enter "Y" for yes; otherwise, enter "N" for no.
8 - 17	Enter the 10-digit joint line item number (JLIN), or a combination of the line item number (LIN) and its index number (Army, TB 55-46-1; Navy, NAVFAC P-1055). If neither the JLIN nor LIN/index number is available, leave blank. A sample LIN/ index number entry follows: 8 - 13 K31796 (UH1D helicopter) 14 Leave blank 15 - 17 06 (UH1D helicopter with one m/rotor blade removed)
18 - 21	Enter axle distance in inches, rounded to the next whole inch, for axle one. If type code is "RL," *enter hitch distance in inches* rounded to the next whole inch.
22 - 26	Enter the weight in pounds, rounded to the next whole pound, for axle one. If type code is "RL," enter the hitch weight in pounds, rounded to the next whole pound.
27 - 29	Enter the span in inches, rounded to the next whole inch, for axle one.
30	Enter "S" for single axle or "B" for bogie for axle one.
31 - 34	Enter the distance in inches, rounded to the next whole inch, for axle two.
35 - 39	Enter the weight in pounds, rounded to the next whole pound, for axle two.
40 - 42	Enter the span in inches, rounded to the next whole inch, for axle two.
43	Enter "S" for single axle or "B" for bogie, for axle two.
44 - 47	Enter axle distance in inches, rounded to the next whole inch, for axle three.
48 - 52	Enter the weight in pounds, rounded to the next whole pound, for axle three.
53 - 55	Enter the span in inches, rounded to the next whole inch, for axle three.
56	Enter "S" for single axle or "B" for bogie, for axle three.
57 - 60	Enter axle distance in inches, rounded to the next whole inch, for axle four.
61 - 65	Enter the weight in pounds, rounded to the next whole pound, for axle four.

Figure D-18

Trailer Data TCMD Entries for Air Load Planning and Manifesting (T_9) Vehicle

Trailer Data rp	Procedures (for unit moves only)
66 - 68	Enter the span in inches, rounded to the next whole inch, for axle four.
69	Enter "S" for single axle or "B" for bogie, for axle four.
70	Enter the record sequence number.

Figure D-18 (Cont.)

Trailer Data TCMD Entries for Air Load Planning and Manifesting (T_9)
Vehicle

Trailer Data rp	Procedures (for unit moves only)
1 - 3	Enter three position document identifier. First position is always "T." The second position is the same as the second position of the prime data entry. The third position is always nine.
4 - 7	Enter axle distance in inches, rounded to the next whole inch, for axle five.
8 - 12	Enter the weight in pounds, rounded to the next whole pound, for axle five.
13 - 15	Enter the span in inches, rounded to the next whole inch, for axle five.
16	Enter "S" for single axle or "B" for bogie, for axle five.
17 - 20	Enter axle distance in inches, rounded to the next whole inch, for axle six.
21 - 25	Enter the weight in pounds, rounded to the next whole pound, for axle six.
26 - 28	Enter the span in inches, rounded to the next whole inch, for axle six.
29	Enter "S" for single axle or "B" for bogie, for axle six.
30 - 33	Enter axle distance in inches, rounded to the next whole inch, for axle seven.
34 - 38	Enter the weight in pounds, rounded to the next whole pound, for axle seven.
39 - 41	Enter the span in inches, rounded to the next whole inch, for axle seven.
42	Enter "S" for single axle or "B" for bogie, for axle seven.
43 - 47	Enter axle distance in inches, rounded to the next whole inch, for axle eight.
48 - 52	Enter the weight in pounds, rounded to the next whole pound, for axle eight.
53 - 56	Enter the span in inches, rounded to the next whole inch, for axle eight.
57	Enter "S" for single axle or "B" for bogie, for axle eight.
58 - 61	Enter axle distance in inches, rounded to the next whole inch, for axle nine.
62 - 66	Enter the weight in pounds, rounded to the next whole pound, for axle nine.
67 - 69	Enter the span in inches, rounded to the next whole inch, for axle nine.
70	Enter "S" for single axle or "B" for bogie, for axle nine.
71	Enter record sequence number.

Figure D-19

Trailer Data TCMD Entries for Air Load Planning and Manifesting (T_9)
Vehicle

Trailer Data rp	Procedures (for unit moves only)
1 - 3	Enter three position document identifier. First position is always "T." The second position is the same as the second position of the prime data entry. The third position is always nine.
4 - 7	Enter axle distance in inches, rounded to the next whole inch, for axle ten.
8 - 12	Enter the weight in pounds, rounded to the next whole pound, for axle ten.
13 - 15	Enter the span in inches, rounded to the next whole inch, for axle ten.
16	Enter "S" for single axle or "B" for bogie, for axle ten.
17 - 20	Enter axle distance in inches, rounded to the next whole inch, for axle eleven.
21 - 25	Enter the weight in pounds, rounded to the next whole pound, for axle eleven.
26 - 28	Enter the span in inches, rounded to the next whole inch, for axle eleven.
29	Enter "S" for single axle or "B" for bogie, for axle eleven.
30 - 33	Enter axle distance in inches, rounded to the next whole inch, for axle twelve.
34 - 38	Enter the weight in pounds, rounded to the next whole pound, for axle twelve.
39 - 41	Enter the span in inches, rounded to the next whole inch, for axle twelve.
42	Enter "S" for single axle or "B" for bogie, for axle twelve.
43	Enter the record sequence number.

Figure D-20

Trailer Data TCMD Entries for Air Load Planning and Manifesting (T_9)
Palletized Cargo

Trailer Data rp	Procedures (for unit moves only)
1 - 3	Enter three position document identifier. First position is always "T." The second position is the same as the second position of the prime data entry. The third position is always nine.
4 - 5	Enter one of the following record type codes, right justified:

Code	Definition
P1-6	Palletized cargo train (number equals number of pallets in the train, i.e., P3 is three pallet train)
AL	Low altitude parachute extraction system
AC	Container delivery system
AH	Heavy equipment
O	Other cargo, i.e., commercial pallets

6	If rp 4-5 equals "AL," enter one of the following codes:

Code	Definition
S	Static line
E	Extraction force coupler

7 - 12	Enter the pallet identifier code.
13 - 16	Enter the center of balance in inches, rounded to the next whole inch.
17 - 22	Leave blank.
23 - 39	Enter the TCN from rp 30-46 of the prime data entry.
40 - 41	Enter the manifest reference number from appendix F1.
42	Enter the pallet profile code from appendix F23, paragraph 2.
43	Venting instructions, enter "Y" for yes or "N" for no.
44 - 51	Enter one of four load/storage group codes, right justified. Precede single-digit codes with a leading zero.
52 - 55	Enter the length in inches, rounded to the next whole inch.
56 - 58	Enter the width in inches, rounded to the next whole inch.
59 - 61	Enter the height in inches, rounded to the next whole inch.
62 - 63	Enter the front overhang in inches, rounded to the next whole inch.
64 - 65	Enter the rear overhang in inches, rounded to the next whole inch. If none, leave blank.
66 - 76	Enter the bumper/container number, including spaces. If less than seven characters, right justify. For cargo, other than vehicles or containers, leave blank.

Figure D-21

Trailer Data TCMD Entries for Air Load Planning and Manifesting (T_9)
Palletized Cargo

Trailer Data rp	Procedures (for unit moves only)

77 For helicopters, enter one of the following codes:

Code	Definition	Code	Definition
A	UH-60	K	AH-1T
B	CH-58	L	CH-47
C	AH-1S	M	CH-53E
D	AH-1G/J	N	CH-53J
E	UH-1M	O	HH-53E
F	UH-1D/H	P	HH-3
G	UH-1C/M	Q	HH-60
H	AH-64	R	AH-1W
I	CH-46	S	HH-2/F
J	CH-53D	T	HH-65A-1

78 For helicopters, enter one of the following codes:

Code	Definition
F	Flyaway or with refuel probe
W	Without wings
P	Without pods
S	Without stabilizers
R	Maximum reduced

79 Enter record sequence number beginning with one.

Figure D-21 (Cont.)

Trailer Data TCMD Entries for Air Load Planning and Manifesting (T_9)
Palletized Cargo

Trailer Data rp	Procedures (for unit moves only)
1 - 3	Enter three position document identifier. First position is always "T." The second position is the same as the second position of the prime data entry. The third position is always nine.
2 - 20	Enter the TCN from rp 30-46 of the prime data entry.
21 - 30	Enter the 10-digit joint line item number (JLIN), or a combination of the line item number (LIN) and its index number (Army, TB 55-46-1 or Navy, NAVFAC P-1065). If neither the JLIN nor the LIN/index number is available, leave blank. A sample LIN/index number follows:
	21 - 26 K31796 (UH1D helicopter) 27 Leave blank 28 - 30 06, right justified (UH1D helicopter with one m/rotor blade removed)
31	Enter record sequence number.

Figure D-22

Data Entries When Using Electrically Transmitted Message (ETM) Format for an Advance TCMD

Prepare the standard ETM entries prescribed by the various telecommunications publications. In addition, use the following procedures for data entry:

1. Enter TT (tape to tape in the LMF block of the header line, Joint Message Form (DD Form 173 (series))).

2. In the message body:

a. Use symbols as follows:

(1) Use a slash mark (/) to separate data entries.

(2) Use a slash mark followed by an ampersand (/&) to denote the end of data for a DI which does not complete the data for a shipment unit.

(3) Use a slash mark followed by a double ampersand (/&&) to show the data on a shipment unit is complete.

(4) Use a single ampersand to begin additional message form pages.

b. Enter in normal TCMD order, the following required data: (1) All elements of prime data (T_0 through T_4 data). (2) All elements of SEAVAN miscellaneous/stopoff trailer data. (3) For all other trailer data, enter only rp 1-3, 9-14, and 54-80.

c. Make the entries cited in b.(1) and (2) on two lines separated with a slash mark following the last position of the TCN (rp 46).

d. For T_9 trailer entries, the sequence number is entered after the last entry following rp 54.

Appendix E

TCMD EFFECTIVENESS REPORTING SYSTEM

1. This appendix describes the TCMD effectiveness reporting system. The uses, formats, and general description of the TCMD are contained in chapter 2, paragraph B.2. Appendix D details the actual procedures for preparing a TCMD. The reporting system outlined in this appendix is designed to provide the shippers (and their Service or Agency headquarters) with the feedback necessary to ensure TCMDs are submitted correctly and on time. The reporting system also provides a means to highlight problems within the clearance process. Currently, the reporting system is in effect only for CONUS export shipments.

2. **Responsibilities for the Surface Reporting Program Rest With Various Elements of the Transportation System.**

a. The Military Traffic Management Command (MTMC):

(1) Prepares the reports detailing TCMD discrepancies.

(2) Distributes the reports to the shippers and the shipping Service and Agency headquarters (MILSTAMP focal points).

(3) Reviews and analyzes the reports to determine possible trends or patterns of discrepancies.

(4) Initiates specific communication with shippers to assist in identifying discrepancy causes and appropriate corrective actions. This assistance is directed first to the shippers with low effectiveness rates (below 90 percent) or a significant number of repetitive discrepancies in any error category.

(5) Takes action to correct any report preparation errors.

b. The (CONUS) shipping activities:

(1) Review and analyze the reports received from MTMC to identify the cause of TCMD deficiencies and take appropriate corrective actions.

(2) Notify MTMC when the analysis reveals the reports erroneously attribute a significant number of errors to the shipper. This notification is essential for MTMC to determine and correct the actual cause of documentation deficiencies.

(3) Report to their respective Service or Agency headquarters any circumstances which are beyond the control of the shipper and which preclude timely submission of accurate TCMDs.

c. The Service and Agency headquarters:

(1) Review monthly summary reports, received from MTMC, and initiate appropriate action with shipping activities which demonstrate poor performance on a continuing basis.

(2) Notify the DoD MILSTAMP System Administrator when operating conditions or other circumstances beyond Service or Agency headquarters control preclude specific shipping activities from meeting MILSTAMP standards for TCMD submission.

d. The DoD MILSTAMP System Administrator:

(1) Takes necessary action with Service and Agency headquarters to correct system deficiencies and conducts onsite research into repetitive problems, ***when required***.

(2) Through Headquarters MTMC, ensures distribution of monthly summary reports to Service and Agency headquarters (MILSTAMP focal points) and major shippers.

3. The CONUS surface reports generated by the TCMD effectiveness reporting system are explained below with examples illustrated in figures E-2 through E-4. Since these reports are produced separately for outbound shipments moving through terminals in each MTMC area, two reports (with different data) may be produced for the same shipper covering the same period.

a. The Weekly Shipper TCMD Error Listing consists of computer listings identifying the shipping activity, the specific TCMDs (by TCN) on which errors are reported, the type and quantity of errors, and an 80-column printout of the discrepant TCMD(s). The report is prepared by MTMCEA and MTMCWA for distribution to selected shippers. The error codes used on the reports are explained in figure E-1. Figure E-2 is a sample of the weekly shipper TCMD error listing, complete with explanations of the entries.

b. The monthly MTMC shipper effectiveness summary consists of a statistical summary for each shipping activity which has 10 or more shipments received at a CONUS WPOE during the report month. It is prepared and forwarded by Headquarters MTMC to Service and Agency headquarters, selected shippers, and each MTMC area command.

(1) The report includes a calculated summary of the timeliness of TCMD submission as well as the accuracy of those TCMDs actually submitted. Also included is a numerical summary of the errors noted on the TCMDs, ***with separate columns for Breakbulk TCMDs, Container TCMDs, and a composite of all TCMDs.***

(2) The error codes ***are identified*** on ***this*** report ***by both error code and a brief description. The error codes are explained in greater detail in figure E-1.***

(3) Reports to activities meeting or exceeding the standard of ninety percent (90%) timeliness and ninety-five percent (95%) accuracy will contain a statement recognizing their good performance.

(4) Figure E-3 is an example of the report. Figure E-3A is an example of the report that may be sent to shippers meeting or exceeding the standards.

4. The CONUS air reports and reporting procedures will be addressed in this paragraph when developed.

Error Codes for TCMD Effectiveness Reports

Code	Abbreviation	Explanation
01	MISSING TCMD	Shipper prepared TCMD not in the MTMC data base at the time of cargo receipt.
02	INV TCN	TCMD submitted with TCN containing blank(s) or invalid characters; rejected.
03	INV POE	TCMD submitted with WPOE (rp 21-23) unmatched to MILSTAMP water port identifiers (appendix F21), or TCMD submitted to wrong clearance authority for POE listed; rejected.
04	INV TCON	TCMD (DI T_2, T_3, T_4) submitted with blank(s) or invalid characters in rp 4-8; rejected.
05	5 TRLR RQD	TCMD submitted without required trailer entry for outsized dimensions (DI T_5).
06	6 TRLR RQD	TCMD (DI TE_, TJ_) submitted without required trailer entry for round count/IMO classification (DI T_6).
07	7 TRLR RQD	TCMD (DI TE-) submitted without required trailer entry for lot number (DI TE7).
08	8 TRLR RQD	TCMD (DI TF_, TH_, TP_) submitted without trailer entry for ownership (DI T_8).
09	9 TRLR RQD	TCMD submitted without required trailer entry for miscellaneous information (DI T_9).
10	INV TAC	TCMD submitted with TAC (rp 64-67) unequal to four alphanumeric characters (other than four zeros), or unmatched to TAC edit criteria prescribed by Services and Agencies.
11	UNM CNSE	TCMD submitted with consignee field (rp 47-52) unmatched to DoD Activity Address Directory or Military Assistance Program Address Directory.
12	INV COMM	TCMD submitted with water commodity code (rp 15-17) unmatched to MILSTAMP water commodity code table (appendix F20).
13	INV CGOX	TCMD for surface shipment submitted with cargo exception field (rp 18-19) unmatched to MILSTAMP type cargo and special handling tables (appendix F20).
14	CNTR W/O CNT	TCMD (DI T_2, T_3) submitted without any content (DI T_4) TCMDs.
15	INV PCS	TCMD submitted with piece field (rp 68-71) value other than as prescribed by MILSTAMP.
16	INV WT	TCMD submitted with weight field (rp 72-76) value other than as prescribed by MILSTAMP.
17	INV CUBE	TCMD submitted with cube field (rp 77-80) value other than as prescribed by MILSTAMP.

Figure E-1

Code	Abbreviation	Explanation
18	INV 6 TRLR	Round count and IMO classification trailer entry (DI T_6) submitted with one or more required fields containing blanks or invalid characters.
19	RESERVED	
20	RESERVED	
21	RESERVED	
22	DUPL TRLR	TCMD submitted with more than one DI T_6 or T_8 trailer entry; trailers rejected.
23	INV PRI	TCMD submitted with invalid value in priority field (rp 53); TCMD processed, priority 3 inserted.
24	INV VNOWN	Van TCMD submitted with van owner field (rp 9-12) blank or unmatched to SEAVAN owner abbreviations.
25	INV VNSZ	Van TCMD submitted with van size (rp 13-14) unequal to two numeric characters.
26	INV MODE	TCMD submitted with mode field (rp 27) unmatched to MILSTAMP mode of shipment codes (appendix F13).
27	INV PKG	TCMD submitted with type pack field (rp 28-29) unmatched to MILSTAMP type pack codes (appendix F14).
28	RESERVED	
29	RESERVED	
30	INV CDIST	Van TCMD submitted with content distribution indicator (DI T_2, rp 57) unequal to S, M, or 1 through 9.
31	INV SV SU	Van TCMD submitted with shipment unit field (DI T_2, rp 58-59) unequal to 01-99 or XX.
32	INV DTE	TCMD submitted with date shipped (rp 60-62) unequal to 001-366.
33	INV ETA	TCMD submitted with ETA field (rp 63) unequal to alphanumeric character other than I and O.
34	INV INCUBE	Van TCMD submitted with inside cube capacity (DI T_2, rp 64-67) unequal to four numerics.
35	INV 5 TRLR	Outsize dimensions trailer entry (DI T_5) submitted with one or more required fields blank or containing invalid characters.

Figure E-1 (Cont.)

Code	Abbreviation	Explanation
36	INV 7 TRLR	Lot number trailer entry (DI TE7) submitted with one or more required fields blank or containing invalid characters.
37	INV 8 TRLR	Ownership trailer entry (DI T_8) submitted with one or more required fields blank or containing invalid characters.
38	INV 9 TRLR	Miscellaneous information trailer entry (DI T_9) submitted with one or more required fields blank or containing invalid characters.
39	INV POD	TCMD submitted with WPOD (rp 24-26) unmatched to MILSTAMP water port identifier codes (appendix F21).

Figure E-1 (Cont.)

Weekly Shipper TCMD Error Listing

RCS-NT-SY-5 EA MTMC WEEKLY SHIPPER TCMD ERROR LISTING 94 FEB 08

(1) N63408 NAVY MATERIAL TRANSP OFFICE DIRECT INQUIRIES TO NTE-IT DSN 247-7235
BUILDING Z-133 TELEPHONE (201) 858-7235 ● REJECT ERROR
US NAVAL STATION
NORFOLK, VA 23511

(2) DIC	TCON	CNSNR	CONX	POE	POD	M	PK	TCN	CNSNE	P	RDD	PRJ	DS	T	TAC	PCS	WT	CUBE	ERROR CODE	ERROR CODE
(3) TX1		N63408	712Z9	1NJ	CE1	B	CT	N6051432710951XAX	N60514	3			0360		N862	0021	00000	0000	16 INV WT	17 INV CUBE
(4) LX1		N63408	700Z9	INJ	LD1	B	PT	X7029532796003XXX	X70295	2			030X		N862	0002	01:00	0028	11 UKN CNSE	
(5) VX1		N63408	712Z9	INJ	HA7	B	CT	N630313189H087XAX	N63031	3			0340		N121	0002	00144	0032	01 MISSING TCMD	A1234567 (6)
TJ2	09263	ARMY 20	70XVZ	INJ	PK1	V	YC	N634084355V977XX2	X63005	3			0331		1260	0001	22609	1260	11 UNK CNSE	
(7) TJ9	09263	X23511	70XVZ	1NJ	PK1	V	20	N634084333V977XX2	X63005	3	VN0009263SN03716573ARMY05									

TCMDS IN ERROR 3 TOTAL SHIPPER TCMDS 45

The numbers in parenthesis are explained below.

(1) The shipping activity responsible for documentation as determined from rp 9-14 (DI T_0/1) or rp 30-35 (DI T_2/3) of the TCMD or other available documentation.

(2) The column headings are abbreviations of the TCMD data fields based on DI T_0/1 entries.

(3) Lines in which the first position of the DI code is T, list the TCMD entries as submitted by the shipper. When the clearance authority enters data from shipper prepared manual TCMDs, the first position of the DI code is 3.

(4) Lines in which the first position of the DI code is L, list the TCMD entries as submitted to the POE under local agreement between the shipper and the port.

(5) Lines in which the first position of the DI code is V, list the TCMD entries made by the POE when no TCMD is in the MTMC data base when cargo is received. These lines always cite error code 01 MISSING TCMD.

(6) When error code 01 MISSING TCMD is listed, include the number of the GBL on which the shipment was delivered to the POE. If a GBL was not used or is not available, print the abbreviated name of the vendor of delivering carrier.

(7) The data in rp 54-80 of all trailer data is printer consecutively, without spaces.

Figure E-2

EXAMPLE OF MONTHLY MTMC SHIPPER EFFECTIVENESS REPORT

HQ, MILITARY TRAFFIC MANAGEMENT COMMAND, MTOP-QS
5611 COLUMBIA PIKE, FALLS CHURCH, VA 22041-5050

TCMD EFFECTIVENESS REPORTING SYSTEM
Transportation Control and Movement Documents (TCMDS)
Submitted to Eastern/Western Area
June 1994

W42QLW
MR. JOHN DOE, TRANSPORTATION OFFICER
1314TH MEDIUM PORT COMMAND
4400 DAUPHINE ST
NEW ORLEANS, LA 70146-6000

Your activity made the following errors on Advance Transportation Control and Movement Documents (ATCMDs) during the above stated reporting month. Recommend you take necessary action to prevent documentation errors. TCMD errors reduce the effectiveness of intransit visibility, can result in shipments not reaching their destination, and cause a financial loss to the Department of Defense. Acceptable standard is at or above 90% timeliness and 95% accuracy of ATCMDs.

It costs MTMC $23.00 to prepare a TCMD when the ATCMD is not received from the consignor. This month, 10 missing ATCMDs from your activity resulted in MTMC having to prepare TCMDs with contract labor, at a cost of $230.00. Your activity may be billed for this cost.

TIMELINESS OF MANDATORY ATCMD DATA				ACCURACY OF ALL SHIPPER ATCMDS			
SHIPPER* FURNISHED ATCMDS	TERMINAL PREPARED TCMDS	TOTAL NUMBER TCMDS	SHIPPER FURNISHED PERCENT ON TIME	SHIPPER** ATCMDS	REJECT ATCMD ERRORS 0	ATCMDS WITH ERRORS	PERCENT OF ACCURATE ATCMDS
1013	10	1023	99	1112		532	53

CODE	ERROR	BREAK BULK	CONTAINER	TOTAL ERRORS
***01	MISSING TCMD		10	10
***06	NO TRLR. ENTRY FOR AMMO/ETC. ROUND COUNT/IMO CLASS (T_6)	52	52	104
08	NO TRLR. ENTRY FOR PERSONAL PROPERTY OWNERSHIP (T_8)		1	1
***10	INVALID TAC	33		33
***11	INVALID DODAAC OR MILITARY ASSIST. PROG. ADDRESS DIREC.	48	354	402
14	NO CONTAINER CONTENT (T_4)		49	49
23	INVALID PRIORITY (REPLACED WITH PRIORITY 3)		1	1
30	INVALID VAN CONTENT DISTRIBUTION CODE (T_2)		84	84
31	INVALID SHIPMENT UNIT FIELD (T_2)		84	84
35	INVALID OUTSIZE DIMENSIONS TRLR. ENTRY (T_5)	1	1	2
37	INVALID PERSONAL PROPERTY OWNERSHIP DATA TRLR. ENTRY (T_8)	5		5
38	INVALID MISC. INFORMATION TRLR. ENTRY (T_9)		84	84
***39	INVALID WPOD	18		18

Detailed explanation of error codes can be found in figure E-1.
Inquiries concerning this report may be addressed to HQMTMC: MTOP-Q, Ms. Jenetta Sydnor, DSN 289-0756, commercial (703) 756-0756.
Inquiries concerning the above data may be addressed to MTMC Eastern or Western Area Commands:
MTMCEA, G3, Ms. Mamie Fayton, DSN 289-6215, commercial (201) 823-6215
MTMCWA, G3, Ms. LaDoris McDavid, DSN 859-2461, commercial (510) 466-2461

* This total is for Container and Breakbulk prime records only.
** This total is a composite of Container primes, Container Content primes and Breakbulk prime records.
*** **CRITICAL ERRORS**

Figure E-3

EXAMPLE OF THE MONTHLY MTMC SHIPPER EVVECTIVENESS SUMMARY SENT TO SHIPPERS MEETING OR EXCEEDING THE STANDARDS

HQ, MILITARY TRAFFIC MANAGEMENT COMMAND, MTOP-QS
5611 COLUMBIA PIKE, FALLS CHURCH, VA 22041-5050

TCMD EFFECTIVENESS REPORTING SYSTEM
Transportation Control and Movement Documents (TCMDS)
Submitted to Eastern/Western Area
June 1994

W42QLW
MR. JOHN DOE, TRANSPORTATION OFFICER
1314TH MFDIUM PORT COMMAND
4400 DAUPHINE ST
NEW ORLEANS, LA 70146-6000

Request you review the following report of types of errors made by your activity and take the necessary steps to eliminate documentation errors. TCMD errors reduce the effectiveness of intransit visibility, can result in shipments not reaching their destination, and cause a financial loss to the Department of Defense.

TIMELINESS OF MANDATORY ATCMD DATA				ACCURACY OF ALL SHIPPER ATCMDS			
SHIPPER* FURNISHED ATCMDS	TERMINAL PREPARED TCMDS	TOTAL NUMBER TCMDS	SHIPPER FURNISHED PERCENT ON TIME	SHIPPER** ATCMDS	REJECT ATCMD ERRORS 0	ATCMDS WITH ERRORS	PERCENT OF ACCURATE ATCMDS
1013	10	1023	99	1112		12	99

CONGRATULATIONS, YOUR ACTIVITY'S PERFORMANCE FOR THIS MONTH HAS MET OR EXCEEDED THE STANDARD OF NINETY PERCENT TIMELINESS AND NINETY-FIVE PERCENT ACCURACY

CODE	ERROR	BREAK BULK	CONTAINER	COMPOSITE
08	NO TRLR. ENTRY FOR PERSONAL PROPERTY OWNERSHIP (T_8)		2	2
***10	INVALID TAC	5	5	10

Detailed explanation of error codes can be found in figure E-1.
Inquiries concerning this report may be addressed to HQMTMC: MTOP-Q, Ms. Jenetta Sydnor, DSN 289-0756, commercial (703) 756-0756.
Inquiries concerning the above data may be addressed to MTMC Eastern or Western Area Commands:
MTMCEA, G3, Ms. Mamie Fayton, DSN 289-6215, commercial (201) 823-6215
MTMCWA, G3, Ms. LaDoris McDavid, DSN 859-2461, commercial (510) 466-2461

* This total is for prime records only. Container primes and Breakbulk primes.
** This total is a composite of Container primes, Container Content primes and Breakbulk prime records.
*** **CRITICAL ERRORS**

Figure E-3A

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Appendix F5

Consolidation and Containerization Point and CONUS Freight Distribution Center Codes

Number of Characters:	Three
Type of Characters:	Numeric
Data Location MILSTRIP Shipment Status Card:	rp 78-80
Responsible Agency:	DoD MILSTAMP System Administrator

1. General. The Consolidation and Containerization Point (CCP) and CONUS Freight Distribution Center (CFDC) codes identify activities which have been established by the Services and DLA to consolidate cargo for onward overseas or within CONUS.

a. The CCP codes are used for overseas shipments. These codes are structured like the CONUS water port identifier codes and are used on MILSTRIP documents to indicate the shipment routing. The first position of the three position code represents the geographic area in which the CCP is located. The second and third positions identify the specific CCP within the geographic area. Activities tracing shipments routed through a CCP cite the code in the POE field and send the tracer to the MTMC area command in which the CCP is located.

b. The CFDC codes which are in the 500 to 599 series, are used for CONUS shipments. Activities tracing shipments routed through a CFDC will use this information in conjunction with the instructions contained in the DTMR (reference j.).

2. Eastern Area CCPs

Code	CCP
101	Defense Distribution Region, East, New Cumberland, PA site (CCP)
103	Defense Distribution Region, East, Mechanicsburg, PA site
104	Reserved
105	***Reserved***
201	Reserved

3. Western Area CCPs

Code	CCP
301	Defense Distribution Region, West, Sharpe, CA site
302	Reserved
303	Defense Distribution Region, West, Tracy, CA site
305	Reserved
306	***Reserved***
307	***DLA Air Consolidation Point, Sharpe, CA***

4. CONUS Freight Distribution Centers

Code	CFDC
501	Reserved
502	Reserved
503	Reserved
504	Regional Freight Consolidation Center, Los Angeles, CA
505	Reserved
506	Defense Distribution Region, East, New Cumberland, PA site (CFDC)
507	Reserved
508	Defense Distribution Region, Central, Memphis, TN
509	Defense Distribution Region, West, Sharpe, CA
510	Reserved
511	Reserved

Appendix F8

Document Identifier Codes

Number of Characters:	Three
Type of Characters:	Alpha and Alphanumeric
Data Location	
TCMD - DD Form 1384:	Block 1 and Column 32
- Automated Record:	rp 1-3
Responsible Agency:	DoD MILSTAMP System Administrator

1. General. The document identifier (DI) code is used on all MILSTAMP data records. It is a means of identifying the functional area system (transportation, supply, etc.), to which the document relates and the intended purpose of the document (TCMD, manifest, tracer, IDC, etc.).

2. TCMD and Manifest DIs. The DIs for TCMDs and manifests are constructed according to the type of shipment, the type of information contained on the transaction and whether the transaction is a TCMD or manifest. The first position entry (always a "T") and the second position entry (indicating the type of shipment) are the same on both a TCMD and a manifest. For consolidated shipments, the second position indicates the hazardous potential of the shipment, if any; otherwise, the code represents the predominant contents by weight for water, cube for air. The third position (indicating the type of information on the record) varies between the different types of transactions i.e., TCMDs, air manifests, and water manifests. The three entries for the three positions are listed sequentially below.

a. Table of TCMD and Manifest DIs.

First Position: Always "T[1]

Second Position: Type of Shipment (or transaction)

A	Manifest Header (see paragraph 3., below, for third position)
B	Accompanied baggage
C	Armed Forces Courier Service (ARFCOS)
D	Intraservice use only
E	Ammunition and explosives
F	Unaccompanied baggage
G	Mail from postal concentration centers
H	Household goods
I	Reserved

[1] The MILSTAMP Document Identifier with "R" in the first position is reserved for simulated mobilization exercises. No physical movement of materiel is required. The "R" is for simulation use only.

J Hazardous materials (except ammunition and explosives or consumer commodities ORM-D)

K Intransit data (not a TCMD or manifest document)

L Dunnage and lashing gear

M Tracer action (not a TCMD or manifest document)

N Reserved

O Reserved

P Privately owned vehicles

Q Reserved

R Reserved

S Shipment challenge (not a TCMD or manifest document)

T Reserved

U Equipment in sets or systems

V Government vehicles, trailers, wheeled guns, and aircraft

W Reserved

X Shipments (including ORM-D) not otherwise covered above

Y Reserved

Z Reserved

Third Position: Prime and Trailer Entry Identification

Advance TCMD

Air Manifest Documents

Water Manifest Documents

PRIME DATA

0 - J Prime document for RU shipment (including empty SEAVAN, CONEX, etc.), not in a consolidation container.

1 A J Prime document for LRU shipment (including empty SEAVAN, CONEX, etc.), not in a consolidation container.

2 B K Prime document (header) for loaded RORO, SEAVAN, MILVAN, or Air Pallet (463L).

3 C L Prime document (header) for CONEX, Unitized Pallet Load, or other Consolidation Container containing multiple shipment units.

4 D M Prime document for shipment units consolidated in a container (CONEX, SEAVAN, MILVAN, 463L Pallet, RORO, or Unitized Pallet Load).

TRAILER DATA

5 E N Trailer document for cargo with outsize dimensions.

6 F O Trailer document for identifying ammunition round count and coding data peculiar to ammunition, explosives, and other hazardous material.

7 G P Trailer document for listing the Net Explosive Weight (NEW) and lot number of ammunition and explosives.

8 H Q Trailer document for listing personal property ownership information.

9 I R Trailer document for listing miscellaneous information both in general and as specifically identified in appendix D.

b. When a TCMD must be corrected or canceled completely, a new TCMD is submitted using the original DI. If the needed correction is in the DI, two new TCMDs must be submitted, one with the old DI to cancel and one with the correct DI. In addition, depending on the TCMD format being used, the following entries are made:

(1) Automated Record. Corrections or cancellations. ***Depending on the computer software package being used to generate the TCMD, corrections and cancellations can be electronically transmitted in the same manner as a new TCMD.***

(2) DD Form 1384, TCMD. Corrections or cancellations. Annotate "corrected copy" or "cancellation" (as appropriate) in the remarks section (block 31).

(3) Electrically Transmitted Message (ETM). Corrections or cancellations. Add the word "correction" or "cancellation" (as appropriate) to the subject of the message, e.g., "MILSTAMP TCMD CORRECTION."

3. Manifest Header DIs. When a TCMD is compiled into a manifest, the "header" entries are made using the following DIs:

Code	Description
TAA	Air manifest header
TAB	Air cargo pallet header

Code	Description
TAJ	Ocean cargo manifest header
TAT	***Air Cargo Truck Manifest Header (AMC use only)***
TAW	***Consolidated Shipment Information***

4. Shipment Tracing, Status, Diversion, Hold, and Disposition DIs. The first two positions of the DI for tracing, status, diversion, hold, and disposition documents are always "TM." The third position of the DI identifies the type of document as follows:

Code	Description
TM1	Request for transportation status
TM2	Shipment diversion authorization
TM3	Shipment hold authorization
TMA	Transportation status (automated response)
TMB	Diversion confirmation
TMC	Shipment hold acknowledgment
TMJ	Transportation status (abbreviated response)
TMK	Diversion denial
TML	Shipment hold denial
TMS	Disposition instructions
TMT	Disposition request

5. Intransit Data Card DIs. The first two positions of the DI for the submission of intransit data are always "TK." The third position of the DI identifies the activity preparing the document and type of data it contains. The DI is selected from the following list:

Code	Description
TK1	Prepared by initial intratheater airlift terminal showing hour/day shipment unit is received and forwarded.
TK2	Prepared by intermediate intratheater airlift terminal showing hour/day shipment unit is received and forwarded.
TK3	Prepared by final intratheater airlift terminal showing hour/day shipment unit is received and delivered to the CONUS consignee.

TK4 Prepared by shipping activities showing intransit data on GBL shipments within CONUS, shipments to domestic consignees, and overseas intratheater and retrograde shipments.

TK6 Prepared by AMC APOD showing hour/day shipment unit is received at an APOD and forwarded to the ultimate consignee.

TK7 Prepared by HQ AMC/OCCA showing hour/day each export shipment unit is received/ lifted from CONUS by AMC and MSC. The OCCA entries include the date of overseas vessel discharge.

TK8 Prepared only by Air Force consignees either when the TK4 is not received or when a shipment unit is received by an overseas consignee.

Appendix F13

Transportation Mode/Method Codes

Number of Characters:	One
Type of Characters:	Alpha or numeric
Data Location	
TCMD - DD Form 1384:	Block 8 and Column 38
- Automated Record:	rp 27
Responsible Agency:	DoD MILSTAMP System Administrator

1. General. The mode/method code identifies the general mode (e.g., air or surface) and the specific method (e.g., motor, rail, air freight, parcel post, etc.), used for each segment of movement within the DTS. When preparing advance TCMDs for submission to a clearance authority, the code selected identifies the method of transportation which will deliver the shipment to the POE.

2. Codes. The modes/methods of shipment and their codes are:

Code	Mode/Method of Shipment
A	Motor, truckload
B	Motor, less than truckload
C	Van (unpacked, uncrated personal or Government property)
D	Driveaway, truckaway, towaway
E	Bus
F	***Air Mobility Command (AMC)*** Channel and Special Assignment Airlift Mission
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[1]
L	***RESERVED***
M	Surface - Freight forwarder
N	***RESERVED***
O	Organic military air (including aircraft of foreign governments)

[1] Includes TOFC/COFC (excluding SEAVAN).

Code	Mode/Method of Shipment
P	Through Government Bill of Lading (TGBL)
Q	Commercial Air freight
R	European Distribution System/Pacific Distribution System
S	Scheduled truck service (applies to contract carriage, guaranteed traffic routings and/or scheduled service)
T	Air freight forwarder
U	***RESERVED***
V	SEAVAN
W	Water, river, lake, coastal (commercial)
X	Bearer, walk-thru (customer pickup of materiel)
Y	***RESERVED***
Z	Military Sealift Command (MSC); controlled, contract, or arranged space
2	Government watercraft, barge, or lighter
3	Roll-on/roll-off (RORO) service
4	Armed Forces Courier Service (ARFCOS)
5	Surface - small package carrier
6	Military Official Mail (MOM)
7	Express mail
8	Pipeline
9	Local delivery by Government or commercial truck including onbase 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.

Appendix F14

Type Pack Codes

Number of Characters:	Two
Type of Characters:	Alphanumeric
Data Location	
TCMD - DD Form 1384:	Block 9 and Column 39
- Automated Record:	rp 28-29
Responsible Agency:	DoD MILSTAMP System Administrator

1. **General.** The Type Pack Code provides three kinds of information.

a. For breakbulk shipments, including those which subsequently may be loaded into a cargo container, it identifies the type of packing.

b. For a CONEX container, it identifies the first position of the six position serial number.

c. For cargo containers (SEAVANs/MILVANs/MSCVANs), it identifies who loaded the cargo into the container and the capacity to which the container was loaded.

2. **Breakbulk Shipments.** One of the following codes is used to describe the type of package:

Code	Explanation	Code	Explanation
BD	Bundle	DR	Drum
BE	Bale	EC	Engine Container
BG	Bag	ED	Engine cradle or dolly
BL	Barrel	EN	Envelope[1]
BS	Basket	FK	Footlocker
BX	Box	HA	Hamper
CA	Cabinet	KE	Keg
CB	Carboy	LS	Loose, not packaged
CC	HHG container, wood	MW	Multiwall container
CL	Coil	MX	Mixed, more than one type of shipping container
CM	Container, AMC, International Standards Organization, lightweight, 8x8x20 foot air container	PC	Piece
		PL	Pail
CN	Can	PT	Palletized unit load other than code MW
CO	Container, other than CC, CM, CW MW, or MX	RL	Reel
		RO	Roll
CR	Crate	RT	RORO
CS	Case	SA	Sack, paper
CT	Carton	SB	Skid, box
CU	Container, Navy cargo transporter	SD	Skid
CW	Container, commercial highway	SH	Sheet
CY	Cylinder		

[1] The term "envelope" applies to shipments of materiel packaged in envelopes larger than DD Form 1387, Military Shipment Label. The Military Shipment Label is 6⅝-inches high by 6⅝-inches long and when applied to the envelope, all entries, including the bar codes, must be scannable/readable from a single surface.

Code	Explanation	Code	Explanation
SL	Spool	VC	Van chassis
SW	Suitcase	VE	Vehicle
TB	Tub	VO	Vehicle in operating condition
TK	Truck	VS	SEAVAN-tote
TU	Tube	WR	Wrapped
UX	Unitized (use code RT for unitized cargo in a RORO)		

3. CONEX (Container Express) Shipments. The code is based on the CONEX serial number and constructed from the following table:

First Position Code	Second Position Code	if Serial Number is:
X	0	00001 - 99999
	1	100000 - 199999
	2	200000 - 299999
	3	300000 - 399999
	4	400000 - 499999
	5	500000 - 599999
	6	600000 - 699999
	7	700000 - 799999
	8	800000 - 899999
	9	900000 - 999999

4. Cargo Container (SEAVAN/MILVAN/MSCVAN) Shipments. The code is constructed in two parts; the first position indicates the type of cargo container, the second position provides load data.

a. First position:

Code	Explanation:
A	MSC leased/controlled SEAVAN or MILVAN (MSCVAN)
Y	MILVAN
Z	SEAVAN

b. Second position:

Code	Explanation:
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.

Code	Explanation
F	Loaded to less than capacity by military shipping activity, loading to capacity completed by contract shipment consolidation facitity.
L	Loaded to less than capacity by military shipping activity, loading completed by military tern nal.
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 MSC 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.

Appendix F16

Vessel Stowage Location Codes

Number of Characters:	Four
Type of Characters:	Alphanumeric
Data Location	
Ocean Manifest - DD Form 1384:	Block 25h and Column 43c
- DD Form 1385:	STOW LOC Column
- DD Form 1386:	STOW LOCATION Column
- Automated Record:	rp 60-63 (DI T_J, T_K, T_L only)
Responsible Agency:	DoD MILSTAMP System Administrator

1. General. The vessel stowage location code is used on ocean manifests to identify where cargo is stowed on a vessel. It is used for cargo loaded on all breakbulk ships except those with a combination vessel status/terms of carriage code (appendix F20) of E2, N2, or W2. On container ships, the code has a different construction and is only used when the containers are stowed aboard a military controlled container ship at a military terminal. A third type of vessel stowage code is used for all LASH/SEABEE barges.

2. Breakbulk Ship Codes. Breakbulk ship codes are constructed as follows:

a. First position; hatch (rp 60). Enter the hatch number.

b. Second and third position; hold or deck (rp 61-62). Enter one of the following codes:

Code	Explanation	Code	Explanation
1D[1]	First deck	HD	Hangerdeck
2D[1]	Second deck	LH	Lower hold
3D[1]	Third deck	LK	Lower trunk
AL	Ammo locker	LM	Mast locker
CH	Chill box or room	LR	Lower reefer flat
CM	Care of mate	LT	Lower tween deck
DT	Deep tank	LV	Lower van flat
FD	Forecastle deck	LZ	Lazarette
FL	Flight deck	MD	Main deck
FR	Freeze box or room	ML	Mate locker
FT	Forecastle tween deck	MK	Middle trunk

[1] If vessels have lettered decks, use deck letter in rp 61 and the letter "D" in rp 62.

Code	Explanation	Code	Explanation
MR	Mailroom	SR	Ship's refrigerator
MT	Main tween deck	ST	Strong room
OD	On deck	TA	Tank deck
PD	Prom deck	TD	Tween deck
PL	Paint locker	UD	Upper deck
RB	Reefer box	UK	Upper trunk
RD	Orlop deck	UR	Upper reefer flat
SD	Shelter deck	UT	Upper tween deck
SL	Security locker	UV	Upper van flat

c. Fourth position; section or compartment (rp 63).[2] Enter one of the following codes:

Code	Explanation	Code	Explanation
A	Aft	N	Port wing aft
B	Deck box	O	All over the hatch or hold
C	Forward across	P	Port wing
D	Aft across	Q	Square of the hatch
E	Top stow	R	Starboard wing
F	Forward	S	Starboard wing, forward
G	Gun crew quarters	T	Starboard wing, aft
H	Against aft bulkhead	U	Starboard wing, abreast
I	Port wing abreast	V	Against the forward bulkhead
J	Forward end of square	W	Wings port and starboard
M	Port wing forward	X	Wings abreast

[2] If vessels have numbered sections or compartments, use appropriate compartment number.

3. Container Ship Codes. Containership codes are constructed as follows:

a. First position; hatch (rp 60). Enter the hatch number.

b. Second position; bank (rp 6l). Enter the number of the bank within the hatch counting fore to aft; e.g., forward bank enter "l," bank aft of first bank enter "2," etc.

c. Third position; row (rp 62). Enter the number of the row in the hatch counting from starboard to port; e.g., first row from starboard enter "l," second row enter "2," etc.

d. Fourth position; tier (rp 63). Enter the number of the tier counting from the bottom to the top; e.g., bottom tier enter "l," second from bottom enter "2," etc.

4. LASH and SEABEE Codes. The stowage location code used for LASH and SEABEE barges is the last four positions of the barge number, prefixed by zeros if necessary.

Appendix F18

Voyage Document Number Codes

Number of Characters:	Five
Type of Characters:	Alphanumeric
Data Location	
Ocean Manifest - DD Form 1385:	Block 19 and Column 36
- DD Form 1386:	Voyage Document No. Block
- DD Form 1384:	Block 3
- Automated Record:	rp 19-23
Responsible Agency:	Military Traffic Management Command

1. General. The voyage document number identifies the MTMC area in which cargo is loaded on each voyage of a vessel. It is assigned by the booking office (except as indicated in paragraph b., below) and issued to the appropriate vessel manifesting agency for each controlled or commercial ship lifting DTS booked cargo other than bulk POL or coal. The first position of the five character code is alphabetic and represents the MTMC area of the booking office that assigns the code. The other four positions are numeric and selected sequentially from the groupings in paragraphs a. - e., below.

2. Exception. As an exception to the general procedures outlined in the balance of this appendix, the numbers 0001 through 0999 are used exclusively by ocean terminals. These numbers may be used in a SEAVAN/MILVAN TCN when the booking office has not assigned a voyage number. Such lack of assignment may occur for TGBL SEAVAN shipments or when a van must be moved to port prior to receiving a firm ocean booking.

3. Voyage Document Number. The booking office constructs the voyage document number by selecting a letter code and an area subdivision serial number from the following listing. The "alternate letter code" is used only when, in a single calendar year, all combinations of the "primary letter codes" and the serial numbers for a particular subdivision have been used. For example: Assignment of codes by the COMSCLANT area booking office for USEC/Great Lakes would be in part "A4580, A4581, ... A9998, A9999, B4580, B4581, etc."

a. Atlantic (COMSCLANT)

MSC Area of Loading	Primary Letter Code	Alternate Letter Code	Area Subdivision Serial Number
RESERVED	A	B	1000-1250
AZORES	A	B	1300-1550
BERMUDA	A	B	1600-1850
CANADA (East of 95^0)	A	B	1900-2000
CARIBBEAN/PANAMA	A	B	2100-2350
CENTRAL AMERICA	A	B	2400-2650
CUBA	A	B	2700-2950

MSC Area of Loading	Primary Letter Code	Alternate Letter Code	Area Subdivision Serial Number
GREENLAND	A	B	3000-3100
GULF OF ADEN	A	B	3200-3450
ICELAND	A	B	3500-3750
MEXICO (EAST COAST)	A	B	3800-4050
PUERTO RICO	A	B	4060-4310
SOUTH AMERICA	A	B	4320-4570
USEC/GREAT LAKES/USGC (FL, AL, and MS only)	A	B	4580-8799
MS River/USGC	G	H	8800-9999

Responsible Office	ETM	*DDN COMM RI*
Commander, Military Sealift Command Atlantic Military Ocean Terminal Bayonne Bayonne, NJ 07002	RUEOBME	RUEOBME

b. Pacific (COMSCPAC)

MSC Area of Loading	Primary Letter Code	Alternate Letter Code	Area Subdivision Serial Number
GULF (LA/TX)	***G***	***H***	***0001-0999***
ALASKA	P	Q	1000-1250
CANADA (West of 95^{0})	P	Q	1275-1375
HAWAIIAN ISLANDS	P	Q	1400-2900
MEXICO (West Coast)	P	Q	3000-3500
MIDWAY AND WAKE	P	Q	3700-3950
USWC/BRITISH COLUMBIA	P	Q	4000-9999

Responsible Office	ETM	*DDN COMM RI*
Commander, Military Sealift Command Pacific Oakland, CA 94625	RUWMEKA	RUWMEKD

c. Mediterranean (COMSCMED)

MSC Area of Loading	Primary Letter Code	Alternate Letter Code	Area Subdivision Serial Number
GREECE	M	N	1000-1250
ITALY	M	N	1300-3800
NO. AFRICA	M	N	3801-4300
PAKISTAN	M	N	4301-4500
PERSIAN GULF/RED SEA	M	N	4501-4999
MOROCCO	M	N	5000-5500
WEST/SOUTHEAST AFRICA	M	N	5600-5850
SPAIN	M	N	6000-8000
RESERVED	M	N	8001-8099
TURKEY	M	N	8100-9700
OTHER	M	N	9740-9999

Responsible Office	ETM	*DDN COMM RI*
Commander, Military Sealift Command Mediterranean Subarea P. O. Box 23 FPO ***AE*** 09521	RUFLSKA	RUFLSKA

d. Europe (COMSCEUR)

MSC Area of Loading	Primary Letter Code	Alternate Letter Code	Area Subdivision Serial Number
ATLANTIC AND CHANNEL	E	N/A	1000-1500
COAST OF FRANCE BALTIC PORTS	E	N/A	1600-2000
GERMANY/BENELUX (LESS BALTIC PORTS)	E	N/A	2100-9500
SCANDANAVIA/DENMARK	E	N/A	9600-9999
UK/ERIE	J	N/A	1000-9999

Responsible Office	**ETM**	***DDN COMM RI***
Commander, Military Sealift Command Europe APO ***AE*** 09069	RUFTREN	RUFTREN

e. Far East (COMSCFE)

MSC Area of Loading	**Primary Letter Code**	**Alternate Letter Code**	**Area Subdivision Serial Number**
JAPAN	F	K	1000-2999
GUAM, MARIANAS MARSHALL, KWAJALEIN	F	K	3000-4999
OKINAWA	F	K	4000-4999
KOREA	F	K	5000-5999
PHILIPPINES	F	K	6000-6999
TAIWAN	F	K	7000-7999
SOUTHEAST ASIA, includes BURMA, THAILAND, CAMBODIA, and VIETNAM	F	K	8000-8999
INDIA	F	K	9000-9249
OTHER	F	K	9900-9999

Responsible Office	**ETM**	***DDN COMM RI***
Commander, Military Sealift Command Far East (Yokohama, Japan) FPO ***AP*** 98760	RUADKHA	RUADKHA

Appendix F21

Water Port Identifier Codes

Number of Characters:	Three
Type of Characters:	Alphanumeric
Data Location	
TCMD - DD Form 1384	Block 6 and 7, Columns 36b and 37
- Automated Record:	rp 21-23, 24-26
Responsible Agency:	Military Sealift Command

1. General. These codes identify water ports worldwide. The code representing the actual WPOE and WPOD is used on all DTS documentation for water shipments.

2. Code Structure. The water port codes are based on the geographic location of the port. The letters used in the first two positions of the three position code are generally assigned in alphabetic order, following the coastline. The first position of the three position code represents the major geographic area in which the port is located. These geographic areas are described in detail in paragraph 3., below. The second position in the code represents a subarea within the major geographic area. The third position in the code represents the specific port, port area, or island within the subarea.

3. Major Geographic Areas. The following list identifies the major geographic regions of the world and the code associated with each. This code is the first position of the water port identifier code and should assist in locating the specific port code in paragraph 4., below.

Code	Area	Geographic Region
1	United States, East Coast	Includes all ocean ports of Maine, New Hampshire, Massachusetts, Rhode Island, Connecticut, New York, New Jersey, Pennsylvania, Delaware, Maryland, District of Columbia, Virginia, North Carolina, Georgia, the east coast of Flordia (including Key West), port of Montreal, Canada, and all ports on Lake Erie, Lake Ontario, and Lake Michigan.
2	United States, Gulf Coast	Includes all ocean ports of the west coast of Florida (excluding Key West), Alabama, Mississippi, Louisiana, Texas, and the ports of the Mississippi River.
3	United States, California Coast	Includes all ocean ports of California.
4	United States, Northwest Coast	Includes all ocean ports of Oregon, Washington, and those of British Columbia south of 50^{0} north latitude.
A	North Atlantic	Includes all ocean ports of New Brunswick, Prince Edward Island, Newfoundland, Nova Scotia, Greenland, Iceland, and east to 12^{0} west longitude and all Arctic points of Canada to 100^{0} west longitude.
B	Panama	Includes all ocean ports of the Republic of Panama.

Code	Area	Geographic Region
C	Caribbean Area	Includes all ocean ports of Bermuda, Virgin Islands, Leeward Islands, Windward Islands, Tobago, Trinidad, Venezuela, British Guiana, Surinam, French Guiana, Puerto Rico, east coasts of Mexico and Central America, Cuba, Haiti, Jamaica, Bahamas, Turks and Caicos Islands, Dominican Republic, and the northern coast ports of Colombia.
D	Middle Americas, West Coast	Includes all ocean ports on the western coasts of Mexico and Central America, excluding the ports of the Republic of Panama and the Panama Canal Zone.
E	South America, West Coast	Includes all ocean ports on the western coast of South America from (and including) the Republic of Colombia to Cape Horn, and the Pacific island possessions of South American countries west to 100^0 west longitude.
F	South America, East Coast	Includes all ocean ports on the eastern coast of South America from (but excluding) French Guiana to Cape Horn.
G	Azores	Includes all ocean ports in the Azores.
H	British Isles	Includes all ocean or English Channel ports of Great Britain and Ireland.
J	Northern Europe	Includes all ocean ports of West Germany, Netherlands, Belgium, Norway, Sweden, Denmark, Finland, and Atlantic Ocean ports of France and Spain north of the Portuguese border.
K	West Mediterranean	Includes all ocean ports of Portugal and Spain south of the northern Portuguese border, Mediterranean ports of Spain and France, Canary Islands, French and Spanish Morocco, Algeria, Tunisia, Balearic Islands, Corsica, Sardinia, Malta, Sicily, and the west coast of Italy.
L	East Mediterranean	Includes the Mediterranean Sea ports of Libya, Egypt, Israel, Lebanon, Syria, Cyprus, Crete, and Turkey; all ports of the Adriatic, Ionian, Aegean and Black Seas including the east coast of Italy.
M	West Africa	Includes all ocean ports on the west coast of Africa from the northern boundary of Rio de Oro to the southern boundary of Angola, including the Cape Verde Islands, Ascension Island, and St. Helena.
N	South and East Africa	Includes all ocean ports on the southern and eastern coasts of Africa including Madagascar from the southern boundary of Angola on the west coast to Cape Guardafui between the Gulf of Aden and the Indian Ocean on the east coast.

Code	Area	Geographic Region
P	Persian Gulf, Red Sea	Includes all ports on the Red Sea, Persian Gulf, Gulf of Aden to Cape Guardafui, and Gulf of Oman to the West Pakistan-Iran border.
Q	***Myanmar (formerly*** Burma*)*-India	Includes all ocean ports from the West Pakistan-Iran border to the ***Myanmar***-Thailand border.
R	China Sea	Includes all ocean ports from the Burma-Thailand border *including Sumatra, Java, Timor,* Celebes, Ceram, Borneo, Malay States, Taiwan, and Hong Kong. Excludes New Guinea, Palau, and the Philippines.
S	Philippines	Includes all ocean ports of the Philippine Islands.
T	Central Pacific	Includes all ocean ports of the Marshall Islands, Islands Mariana Islands, Palau Islands, and Yap from 132^0 east longitude, 13^0 north latitude to 146^0 east longitude and south to the equator.
U	Bonin and Ryukyu Islands, Korea and Japan	Includes all ocean ports of the Bonin and Ryukyu Islands (Okinawa, et al.), Korea, and Japan.
V	Australia, New Zealand, and Coral Sea	Includes all ocean ports of Australia, New Guinea, Tasmania, New Zealand, and Melanesia. (Comprising the Admiralty Islands, New Ireland, New Britian, the Solomons, New Hebrides, and New Caledonia.)
W	South Pacific Islands	Includes all ocean ports of the South Pacific Islands from 180^0 longitude to 100^0 west longitude and north to 19^0 north latitude.
X	Hawaiian Islands and North Central Pacific	Includes all ocean ports of the Hawaiian Islands, Midway Islands, Kure Islands, Wake Is. and Marcus Islands. Excludes Johnston Island (see South Pacific Islands).
Y	North Pacific and Northwest Arctic	Includes all ports of British Columbia north of 50^0 latitude and all ports of Alaska, the Aleutian Islands and all points in the Arctic west of 100^0 west longitude to 170^0 west longitude.
Z	Antarctica	All ports in Antarctica.

4. Port Codes. The following list identifies each port or port area.

a. United States, east coast ports

MAINE AREA:

1B1 CASCO BAY
1B2 PORTLAND
1B3 SEARSPORT

NEW HAMPSHIRE AREA:

1C1 PORTSMOUTH NAVY SHIP YARD
1C2 NEWINGTON

MASSACHUSETTS AREA:

1D1 BOSTON
1D2 QUINCY
1D3 NEW BEDFORD
1D4 CHARLESTOWN

1D5	CHELSEA
1D6	CAPE COD
1D7	GLOUCESTER
1D8	BUZZARDS BAY

RHODE ISLAND AREA:

1E1	PROVIDENCE
1E2	MELVILLE
1E3	TIVERTON
1E4	QUONSET POINT
1E5	DAVISVILLE
1E6	NEWPORT
1ED	QUONSET POINT NAS
1EF	NEWPORT NSD
1EG	BRENTON REEF

CONNECTICUT AREA:

1F1	NEW HAVEN
1F2	GROTON
1F3	NEW LONDON
1F4	BRIDGEPORT

NEW YORK AREA:

1G1	NEW YORK
1G2	PORT JEFFERSON, LONG ISLAND
1G3	BAYONNE, NJ
1G4	CARTERET, NJ
1G5	EARLE, NJ
1G6	PORT NEWARK, NJ
1G7	PERTH AMBOY, NJ
1G8	PATERSON, NJ
1G9	PORT ELIZABETH, NJ
1GA	PORT READING, NJ
1GC	BAYONNE, NJ, MILITARY OCEAN TERMINAL
1GE	EDGEWATER, NJ
1GF	WEEHAWKEN, NJ
1GG	HOBOKEN, NJ
1GH	HOWLAND HOOK, STATEN ISLAND
1GJ	BROOKLYN
1GK	KEARNEY, NJ
1GL	FORT SCHULER
1GM	STATEN ISLAND

DELAWARE AREA:

1H1	DELAWARE CITY
1H2	PETTY ISLAND
1H3	WILMINGTON

NEW JERSEY AREA:

1JI	ATLANTIC CITY
1J2	PAULSBORO
1J5	TREMLEY

PENNSYLVANIA AREA:

1K1	MARCUS HOOK
1K2	PHILADELPHIA
1K3	CAMDEN, NJ
1K4	GLOUCESTER CITY, NJ, HOLT MARINE TERMINAL
1K5	PHILADELPHIA, PIER 124
1K6	PHILADELPHIA, PIER 18
1K7	PHILADELPHIA, PIER 84
1K8	BRISTOL
1K9	CHESTER
1KA	PENNSAUKEN, NJ
1KB	WESTVILLE (EAGLE POINT), NJ
1KC	SALEM, NJ

MARYLAND AREA:

1L1	BALTIMORE
1L2	CURTIS BAY
1L3	PINEY POINT
1L4	ANNAPOLIS
1L5	SPARROWS POINT
1L6	BALTIMORE (SHIPYARD)
1LA	BALTIMORE OUTPORT

VIRGINIA AREA:

1M1	NORFOLK
1M2	NEWPORT NEWS
1M3	PENNIMAN, NSC, CHEATHAN ANNEX
1M4	YORKTOWN NWS
1M5	CRANEY ISLAND
1M6	PORTSMOUTH NSY
1M7	ST. JULIANS CREEK NAD
1M8	RICHMOND
1M9	FORT EUSTIS
1MA	PORTSMOUTH
1MB	NORFOLK (SHIPBUILDING AND DRYDOCK CO.)
1MC	CAPE CHARLES (ANCHORAGE)
1MG	NORFOLK (JACKSONVILLE, FL)
1MJ	NORFOLK NSC
1MK	LYNNHAVEN ROADS
1ML	LAMBERTS POINT
1MM	HAMPTON ROADS
1MN	NORFOLK (NORSHIPCO)
1MP	CHEATHAM ANNEX
1MQ	SWELLS POINT
1MR	FORT STORY
1MS	JAMES RIVER RESERVE FLEET

NORTH CAROLINA AREA:

1N1	BEAUFORT
1N2	MOREHEAD CITY
1N3	WILMINGTON
1N4	SOUTHPORT, MILITARY OCEAN TERMINAL SUNNY POINT
1NA	ONSLOW BAY
1NB	CAPE FEAR

SOUTH CAROLINA AREA:

1P1	BEAUFORT
1P2	CHARLESTON
1P3	PORT ROYAL
1P4	GEORGETOWN
1PB	CHARLESTON NYS
1PK	CHARLESTON WET STORAGE BASIN

GEORGIA AREA:

1Q1	SAVANNAH
1Q2	KINGS BAY NAVAL SUBMARINE BASE
1Q3	BRUNSWICK

FLORIDA AREA:

1R1	CAPE CANAVERAL
1R2	COCOA BEACH
1R3	JACKSONVILLE
1R4	MAYPORT
1R5	MIAMI
1R6	KEY WEST
1R7	PORT EVERGLADES
1R8	FORT LAUDERDALE
1R9	WEST PALM BEACH
1RA	KEY WEST PINE LINE
1RB	COCOA BEACH, PATRICK AFB
1RC	FORT PIERCE
1RD	MAYPORT NAVAL AUXILIARY AIR STATION
1RE	MIAMI, DODGE ISLAND
1RF	KEY WEST NAVAL STATION
1RG	GREEN COVE SPRINGS

GREAT LAKES, LAKE ERIE AND LAKE HURON AREA:

1S1	BUFFALO, NY
1S2	CLEVELAND, OH
1S3	DETROIT, MI
134	ERIE, PA
1S5	BAY CITY, MI
1S6	TOLEDO, OH
1S7	PORT HURON, MI
1S8	ROGERS CITY, MI
1S9	SARNIA. CANADA
1SA	HARRISVILLE. MI
1SB	ECORSE, MI
1SC	DETROIT, MI MARINE TERMINAL
1SL	DETROIT, MI HARBOR TERMINAL

GREAT LAKES, LAKE MICHIGAN AREA:

1T1	CHICAGO, IL
1T2	BURNS, IN
1T3	KENOSHA, WI
1T5	MUSKEGON, MI
1T7	MILWAUKEE, WI
1T8	GREEN BAY, WI
1T9	ESCANABA, MI

GREAT LAKES, LAKE ONTARIO AREA:

1U1	TORONTO, CANADA
1U2	ROCHESTER, NY
1U3	OSWEGO, NY
1U4	HAMILTON, CANADA
1U5	WATERTOWN, NY

GREAT LAKES, SAINT LAWRENCE RIVER AREA:

1V1	MONTREAL, CANADA
1V2	QUEBEC, CANADA
1V3	OGDENSBURG, NY
1V4	RIMOUSKI, CANADA

GREAT LAKES, LAKE SUPERIOR AREA:

1W1	DULUTH, MN
1W2	MARQUETTE, MI
1W3	SAULT STE. MARIE

b. *United States, gulf coast ports*

FLORIDA AREA:

2A1	PANAMA CITY
2A2	PENSACOLA NAS
2A3	TAMPA
2A4	PENSACOLA
2A5	PORT TAMPA
2A6	SANTA ROSA
2AA	PANAMA CITY NAVAL MINE DEFENSE LABORATORY

ALABAMA AREA:

2B1	MOBILE

2B2 THEODORE
2B3 BROOKLEY AFB
2B4 BIRMINGHAM

MISSISSIPPI AREA:
2C1 GULFPORT
2C2 PASCAGULA

LOUISIANA AREA:
2D1 BATON ROUGE
2D2 LAKE CHARLES
2D3 NEW ORLEANS
2D4 ST. ROSE
2D5 CHALMETTE
2D6 NORCO
2D7 GOODHOPE
2D8 SUNSHINE
2D9 SAINT JAMES
2DA LOOP
2DB MORGAN CITY
2DC NEW ORLEANS
2DD VIOLET

TEXAS, EAST AREA:
2E1 BEAUMONT
2E2 FREEPORT
2E3 GALVESTON
2E4 HOUSTON
2E5 ORANGE
2E6 PORT ARTHUR
2E7 TEXAS CITY
2E8 PORT NACHES
2E9 BAYTOWN
2EA NEDERLAND
2EB JACINTO
2EC SEABROOK
2ED SABINE PASS
2EF FAIRWAY (ANCHORAGE)
2EN ORANGE NAVAL STATION

TEXAS, SOUTH AREA:
2F1 BROWNSVILLE
2F2 CORPUS CHRISTI
2F3 PORT ISABEL
2F4 DEER PARK
2FB CORPUS CHRISTI NAS
2FC NAVAL STATION INGLESIDE

MISSISSIPPI RIVER AREA:
2G1 ST. LOUIS, MO
2G2 MEMPHIS, TN

c. United States, California ports

HUMBOLT BAY AREA:
3A1 EUREKA

NORTH CENTRAL AREA, EXCEPT INLAND SAN FRANCISCO:
3B_ RESERVED

SAN FRANCISCO, UPPER BAY AREA:
3C1 OZOL
3C2 RICHMOND
3C3 MARTINEZ
3C4 PORT CHICAGO
3C5 STOCKTON
3C6 OLEUM
3C7 MARE ISLAND
3C8 TIBURON
3C9 PORT COSTA
3CA AVON
3CB RICHMOND, NFD, POINT MOLATE
3CC SACRAMENTO
3CD PORT CHICAGO, NAD, CONCORD
3CE STOCKTON ANNEX, NSC OAKLAND
3CF RODEO
3CG BENECIA, ARMY RESERVE
3CH EXXON BENECIA
3CI HERCULES
3CJ CROCKETT

SAN FRANCISCO, LOWER BAY AREA:
3D1 SAN FRANCISCO
3D2 OAKLAND
3D3 ALAMEDA
3D4 REDWOOD CITY
3D5 HUNTERS POINT
3DA SUISUN BAY
3DB OAKLAND NSC
3DC ALAMEDA NAS
3DK OAKLAND, MOTBA
3DL ALAMEDA, MOTBA
3DS OAKLAND, SEALAND TERMINAL

MONTEREY BAY AREA:
3E1 DAVENPORT

3E2 MONTEREY

ESTERO BAY AREA:
3F1 AVILA
3F2 POINT SAN LUIS
3F3 ESTERO BAY

SANTA BARBARA CHANNEL AREA:
3G1 PORT HUENEME
3G2 SANTA CRUZ ISLAND
3GA PORT HUENEME NCBC

LOS ANGELES AREA:
3H1 LOS ANGELES
3H2 SAN PEDRO
3H3 LONG BEACH
3H4 EL SEGUNDO
3H5 WILMINGTON
3H6 SEAL BEACH NWS
3H7 TERMINAL ISLAND
3HA BLYTHE
3HC LONG BEACH NSC
3HL SAN PEDRO MTMC TERMINAL
3HR CAMP PENDELTON
3HS LONG BEACH

SAN DIEGO AREA:
3J1 SAN DIEGO
3JA SAN DIEGO NSC
3JB SAN DIEGO NAS

d. United States, northwest coast ports

BRITISH COLUMBIA AREA:
4A1 PORT ALBERNI, VANCOUVER ISLAND
4A2 NANAIMO, VANCOUVER ISLAND
4A3 VANCOUVER, BRITISH COLUMBIA

NORTH WEST WASHINGTON AREA:
4B1 BELLINGHAM
4B2 ANACORTES
4B3 FERNDALE

WHIDBEY ISLAND AREA:
AC1 PORT ANGELES
4C2 PORT TOWNSEND
4C3 WHIDBEY ISLAND
4C4 MUKILTEO
4C5 EVERETT
4CC WHIDBEY ISLAND NAS
4CD INDIAN ISLAND

PUGET SOUND, UPPER AREA:
4D1 PORT GAMBLE
4D2 BREMERTON SEALAND TERMINAL
4D3 SEATTLE
4D8 RICHMOND BEACH
4D9 EDMONDS
ADB BREMERTON NSY
4DK BREMERTON NAD, BANGOR
4DL SEATTLE MTMC TERMINAL
4DS SEATTLE SEALAND TERMINAL
4DT KEYPORT

PUGET SOUND, LOWER AREA:
4E1 TACOMA
4E2 OLYMPIA
4E3 BANGOR
4EA TACOMA NAVAL STATION
4EB COMMENCEMENT BAY (ANCHORAGE)

GRAYS HARBOR AREA:
4F1 HOQUIAM
4F2 ABERDEEN
4F3 RAYMOND

ASTORIA, OREGON AREA:
4G1 ASTORIA
4G2 BEAVER
4G3 WARRENTON

COLUMBIA RIVER, INLAND AREA:
4H1 WAUNA, OR
4H2 WESTPORT, OR
4H3 LONGVIEW, WA
4H4 RAINIER, OR
4H5 ST HELENS, WA
4H6 PORTLAND, OR
4H7 VANCOUVER, WA
4H8 BRADWOOD, WA
4H9 PORTLAND, OR, N.W. MARINE IRON WORKS

OREGON, CENTRAL AREA:
4J1 NEWPORT

OREGON, SOUTH AREA:
4K1 COOS BAY

e. North Atlantic ports

NEW BRUNSWICK AND NOVA SCOTIA AREA:

AA1	ST, JOHNS, NEW BRUNSWICK
AA2	HALIFAX, NOVA SCOTIA
AA3	SIDNEY, NOVA SCOTIA

QUEBEC AREA:

AB1	MINGAN
AB2	MECATINA

NEW FOUNDLAND, EAST AREA:

AC1	ST. JOHN'S
AC2	ARGENTIA
AC3	ELLISTON
AC4	REDCLIFF

NEWFOUNDLAND, WEST AREA:

AD1	CORNERBROOK
AD2	ST. GEORGES BAY
AD3	STEPHENVILLE (HARMON)

NEWFOUNDLAND, NORTH AREA:

AE1	ST. ANTHONY
AE2	LASCIE

LABRADOR, EAST AREA:

AF1	FOX HARBOR
AF2	SPOTTED ISLAND
AF3	CARTWRIGHT
AF4	GOOSE BAY

LABRADOR, CENTRAL AREA:

AG1	CUT THROAT ISLAND
AG2	CAPE MAKKOVIK
AG3	HOPEDALE

LABRADOR, NORTHEAST AREA:

AH1	SAGLEK
AH2	FORT CHIMO, QUEBIC

BAFFIN ISLAND, SOUTHEAST AREA:

AJ1	FROBISHER BAY
AJ2	RESOLUTION ISLAND
AJ3	BREVOORT ISLAND, N.W. TERRITORY

BAFFIN ISLAND, WEST AREA:

AK1	WEST BAFFIN ISLAND, FOX B
AK2	LONGSTAFF BLUFF, FOX 2
AK3	BRAY ISLAND, FOX A
AK4	ROWLEY ISLAND, FOX 1
AK5	FORT CHURCHILL, MANITOBA

BAFFIN ISLAND, NORTH AREA:

AL1	PADLOPING ISLAND
AL2	CAPE DYER, DYE
AL3	DURBAN ISLAND, FOX E
AL4	BROUGHTON ISLAND, FOX 5
AL5	KIVITOO, FOX D
AL6	CAPE HOOPER, FOX 4
AL7	EKALUGAD FJORD, FOX C
AL8	CLYDF RIVER
AL9	CAPE HARRISON, DEVON ISLAND
ALA	CAPE CHRISTIAN

GREENLAND, SOUTH AREA:

AM1	IVIGTUT
AM2	GRONDAL
AM3	IKATEG
AM4	NARARSSUAK

GREENLAND, WEST AREA:

AN1	UPERNAVIK
AN2	SONDRESTROM, BW8
AN3	ITIVDLEG, DYE 1
AN4	CRUNCHER ISLAND
AN5	DYE 2
AN6	DYE 3

GREENLAND, NORTHEAST AREA:

AP1	KULUSUK, DYE 4
AP2	HALL LAKE, FOX

GREENLAND, NORTH AREA:

AQ1	THULE

GREENLAND, EAST AREA:

AR1	ANGMAGSSALIK

NORTHEAST ARCTIC, EAST AREA:

AS1	WEST MELVILLE PENINSULA, CAM 5
AS3	EAST SIMPSON PENINSULA, CAM E
AS4	WEST SIMPSON PENINSULA, CAM 4

NORTHEAST ARCTIC, WEST AREA:

AT1	SIMPSON LAKE, CAM D
AT2	SHEPHERD BAY, CAM 3
AT3	MATTHESON POINT, CAM C
AT4	KING WILLIAM ISLAND, CAM 2

ICELAND AREA:

AU1	REYKJAVIK

AU2 KEFLAVIK
AU3 HOFN
AU4 LANGANES
AU5 GRINDAVIK
AU6 HAFNARFJORDUR
AU7 HVALFJORDUR
AU8 NJARDVIKUR
AU9 HELGUVIK

f. Panama ports

PANAMA AREA:
BA1 BALBOA
BA4 RODMAN NAVAL STATION
BA5 FARFAN
BA6 MIRA FLOPES LOCK, CANAL ZONE
BB1 CRISTOBAL
BB2 GATUN
BB3 COCO SOLO
BB4 TORO POINT
BB5 LAS MINAS
BB6 COLON, CANAL ZONE
BB7 SAMBA BONITA ISLAND, CANAL ZONE
BB8 MINDI PIER, CANAL ZONE

g. Caribbean ports

BERMUDA AREA:
CA1 HAMILTON
CA2 ST. GEORGE
CA3 NAVAL STATION

BAHAMAS AREA (NORTH OF 24 DEGREES):
CB1 GRAND BAHAMA
CB2 NEW PROVIDENCE, NASSAU
CB3 GOVERNOR'S HARBOUR
CB4 SAN SALVADOR ISLAND, BAHAMAS
CB5 ANDOS
CB6 SOUTH RIDING POINT
CB7 ABACO ISLAND, BAHAMAS

BAHAMAS AREA (SOUTH OF 24 DEGREES):
CC1 MAYAGUANA
CC2 GRAND TURK

CUBA, NORTHWEST AREA:
CD1 HAVAVA
CD2 MATANZAS
CD3 SANTA CLARA

CUBA, SOUTHEAST AREA:
CE1 GUANTANAMO
CE2 SANTIAGO
CE3 PUERTO MANATI
CE4 NUEVITAS

CUBA, SOUTH CENTRAL AREA:
CF1 CIENFUEGOS
CF2 NUEVA GERONA, ISLE DE PINOS
CF3 JUCARO

JAMAICA AREA:
CG1 KINGSTON
CG2 PORT ANTONIO
CG3 GRAND CAYMAN
CG4 MONTEGO BAY, JAMAICA
CG5 OCHO RIOS, JAMAICA

HAITI AREA:
CH1 PORT AU PRINCE
CH2 CAPE HATIEN
CH3 GONAIVES ELEUTHERA

DOMINICAN REPUBLIC AREA:
CJ1 SANTA DOMINGO
CJ2 PUERTO PLATA
CJ3 ANDRES
CJ4 RIO DAINA (HAINA)
CJ5 LAS CALDEROS NAVAL BASE

PUERTO RICO AREA:
CK1 SAN JUAN
CK2 ROOSEVELT ROADS
CK3 AQUADILLA
CK4 ENSENADA
CK5 MAYAGUEZ
CK6 PONCE
CK7 YABUCOA
CK8 GUAYANILLA
CKA SAN JUAN NAVAL STATION

ARUBA AREA:
CL1 ST. NICOLAS BAY
CL2 WILLEMSTAD, CURACAO
CL3 BONAIRE
CL4 ORANJESTAD, NETHERLANDS WEST INDIES
CL5 CARACAS BAY

VIRGIN ISLAND AREA:

CMI	CHARLOTTE AMALIE, ST. THOMAS
CM2	CHRISTIANSTES, ST. CROIX
CM3	ROAD TOWN, TORTOLA
CM4	VIEQUES, VIEQUES
CM5	ST. CHRISTOPHER, ST KITTS
CM6	FREDERIKSTED, ST. CROIX
CM7	PORT ALUEROIX

LESSER ANTILLES, LEEWARD AREA:

CN1	BASSE TERRE, GUADELOUPE
CN2	ST. JOHN'S, ANTIGUA

LESSER ANTILLES, WINDWARD AREA:

CP1	FORT DE FRANCE, MARTINIQUE
CP2	CASTRIES, ST. LUCIA
CP3	BRIDGETOWN, BARBADOS
CP4	ST. GEORGE'S, GRENADA
CP5	ROSEAU, DOMINICA
CP6	ST. MARTEEN, ANTILLES
CP7	KINGSTON. ST. VINCENT
CP8	GEORGETOWN, ST. VINCENT

MEXICO, EAST AREA:

CQ1	COATZACOALCOS (PUERTO)
CQ2	VERA CRUZ
CQ3	DOS BOCAS
CQ4	CAYO ARCOS

HONDURAS AND GUATEMALA GULF AREA:

CR1	BELIZE, HONDURAS
CR2	LIVINGSTON, GUATEMALA
CR3	PUERTO BARRIOS, GUATEMALA
CR4	PUERTO CORTEX, HONDURAS
CR5	AMAPOLA, HONDURAS
CR6	PUERTO SANTO THOMAS DE ASTILLA, GUATEMALA
CR7	PUERTO CASTILLA, HONDURAS

NICARAGUA AND COSTA RICA, EAST AREA :

CS1	BLUEFIELDS, NICARAGUA
CS2	LIMON, COSTA RICA

COLOMBIA, NORTH AREA:

CT1	CARTAGENA
CT2	BARRANQUILLA
CT3	SANTA MARTA
CT4	CARTAGENA, BOLIVAR NAVAL BASE

VENEZUELA AREA:

CU1	LA GUAIRA
CU2	CARACAS
CU3	PUERTO CABELLO
CU4	AMURAY BAY
CU5	PUERTO LA CRUZ
CU6	PUNTA CARDON MARACAIBO
CU7	MARACAIBO
CU8	EL PALITO

TRINIDAD AREA:

CV1	PORT OF SPAIN

GUYANA AREA:

CW1	GEORGETOWN, GUYANA
CW2	PARAMARIBO, SURINAME
CW3	CAYENNE, FRENCH GUIANA

h. Middle America, west coast ports

MEXICO, WEST AREA:

DA1	MAZATLAN
DA2	GUAYMAS
DA3	MANZANILLO
DA4	ACAPULCO
DA5	SOCARRO ISLAND
DA6	COATZACOALCOS

GUATEMALA AREA:

DB1	SAN JOSE
DB2	PUERTO QUETZAL
DB3	SANTO THOMAS, GUATEMALA

EL SALVADOR AREA:

DC1	LA UNION
DC2	LA LIBERTAD
DC3	ACAJUTLA
DC4	SAN SALVADOR

NICARAGUA AREA:

DD1	CORINTO
DD2	MANAGUA

COSTA RICA AREA:

DE1	PUNTARENAS
DE2	CALDERA
DE3	QUEPOS
DE4	GOLFITO

HONDURAS AREA:

DF1 SAN LORENZO

i. South America, west coast ports

GALAPAGOS AND COCOS ISLAND AREA:

EA1 COCOS ISLANDS
EA2 WRECK BAY, GALAPAGOS ISLAND

COLOMBIA AREA:

EB1 BUENAVENTURA
EB2 BOGOTA

ECUADOR AREA:

EC1 GUAYAQUIL
EC2 ESMERALDES
EC3 LA LIBERTAD
EC4 PUERTO BOLIVAR
EC5 MANTA

PERU AREA:

ED1 CALLAO
ED2 LIMA
ED3 MOLLENDO
DF2 FUERZA
DF3 BASEDE PUERTO

ED4 MATARANI
ED5 SALAVERRY
ED6 TALARA
ED7 CHIMBOTE
ED8 IQUITOS
ED9 ANCON
EDA BAYOVAR
EDB EAYOZR

CHILE AREA:

EE1 ANTOFAGASTA
EE2 ARICA
EE3 VALPARISO
EE4 TALCHAUANO
EE5 PUNTA ARENAS
EE6 CHANARAL, DE LAS ANIMAS
EE7 SAN ANTONIO
EE8 TOCOPILLA
EE9 PUERTO MONTT
EEA VALDIVIA
EEB IQUIQUE

j. South America, east coast ports

BRAZIL, NORTHEAST COAST AREA:

FA1 BELEM
FA2 NATAL
FA3 RECIFE
FA4 AMAPA
FA5 SAO LUIS
FA6 FORTALEZA

BRAZIL, SOUTHEAST COAST AREA:

FB1 RIO DE JANEIRO
FB2 SANTOS
FB3 PORTO ALEGRE
FB4 BAHIA
FB5 RIO TINTO, BRAZIL

URUGUAY AREA:

FC1 MONTEVIDEO

PARAGUAY AREA:

FD1 ASUNCION

ARGENTINA AREA:

FE1 BUENOS AIRES
FE2 BAHIA BLANCA
FE3 PUERTO BELGRANO
FE4 PUERTO MADRYN

FALKLAND ISLANDS AREA:

FF1 PORT STANLEY

k. Azores Islands ports

GA1 PONTA DELGADA
GA2 SANTA MARIA
GA3 PRAIA DA VITORIA
GA4 HORTA, FAYAL
GA5 LYLES PICO
GA6 ANGRA DI HEROISMO
GA7 LAJES

I. British Isles ports

ENGLAND, SOUTHEAST AREA:

HA1	PLYMOUTH
HA2	EXETER
HA3	HANBLE
HA4	SOUTHAMPTON
HA5	PORTSMOUTH
HA6	THAMESHAVEN
HA7	LONDON
HA8	FELIXSTOWE
HA9	DOVER
HAA	ISLE OF GRAIN
HAB	HARWICH
HAC	NEWHAVEN
HAD	TILBURY
HAE	ORFORD NESS
HAF	CHATHAM
HAG	SHEERNESS
HAH	COLCHESTER
HAJ	SHOREHAM-BY-THE-SEAS
HAK	FAWLEY
HAL	PURFLEET
HAM	CORYTON
HAN	TURFLEET
HAP	HIGH WYCOMBE
HAQ	GRAVESEND
HAR	ROCHESTER
HAS	FALMOUTH
HAT	WEST THURROCK
HAU	LLANELLI, WALES
HAV	FAIRFORD
HAW	FLEETWOOD
HAX	BRIXHAM
HAY	RAMSGATE
HAZ	MISTLEY

ENGLAND, WEST AREA:

HB1	BRISTOL
HB2	AVONMOUTH
HB3	MILFORD HAVEN
HB4	LIVERPOOL
HB5	MANCHESTER
HB6	BARRY, SOUTH WALES
HB7	SWANSEA
HB8	POOLE
HB9	PRESTON
HBA	ANDERTON
HBB	GARSTON
HBC	EASTHAM
HBD	ELLESMERE PORT
HBE	RUNCORN
HBF	HOLYHEAD
HBG	NEWPORT, SOUTH WALES
HBH	PEMBROKE
HBJ	ROYAL PORTBURY DOCK
HBK	BARRY PILOT
HBL	WATCHET

ENGLAND, EAST AREA:

HC1	HULL
HC2	NEWCASTLE
HC3	IMMINGHAM (STORAGE)
HC4	IPSWICH
HC5	GRIMSBY
HC6	GREAT YARMOUTH
HC7	WALLSEND
HC8	TEES PORT
HC9	TYNEMOUTH
HCA	SALTEND
HCB	KILLINGHOLME
HCC	MIDDLEBROUGH
HCD	KINGS LYNN
HCE	SOUTH SHIELDS
HCF	LOWESTAFT
HCG	GOOLE
HCH	CANVEY ISLAND
HCJ	WHITBY
HCK	IMMINGHAM
HCL	RIDHAM
HCM	HYTHE
HCN	CLIFF JETTY

IRELAND AREA:

HD1	BELFAST
HD2	CORK
HD3	DUBLIN
HD4	LONDONDERRY
HD5	GALWAY
HD6	COBH, ERIE
HD7	LARNE
HD8	RED BAY
HD9	WARRENPOINT

SCOTLAND, WEST AREA:

HE1	BOWLING
HE2	PRESTWICK
HE3	HOLY LOCH
HE4	GLASGOW
HE5	CAIRN RYAN
HE6	LOCH STRIVEN

HE7	CAMPBELTOWN
HE8	ARDROSSAN
HE9	LOCH EWE
HEA	STRANRAER
HEB	SHANDON
HEC	LOCH LONG
HED	GREENOCK
HEE	FAIRLIE
HEF	GLEN DOUGLAS
HEG	FASLANE

SCOTLAND, EAST AREA:

HFI	INVERFORDEN
HF2	ABERDEEN
HF3	ROSYTH
HF4	EDINBURGH, LEITH
HF5	SCRABSTER, CAITHNESS
HF6	GRANGEMOUTH
HF7	HOUND POINT

SCOTTISH ISLANDS AREA:

HG1	LERWICH, SHETLAND ISLANDS
HG2	BALTA SOUNDS, SHETLAND
HG3	LY NESS, ORKNEY ISLAND
HG4	YELL SOUND, SHETLAND ISLANDS
HG5	SULLOM VOE, SHETLAND ISLANDS

FAEROE ISLANDS AREA:

HJ1	FAROE ISLAND

m. Northern Europe ports

NORWAY AREA:

JA1	OSLO
JA2	HORTEN
JA3	NARVIK
JA4	BERGEN
JA5	STAVENGER
JA6	TRONDHEIM
JA7	BODO (PORT)
JA8	KRISTIANSAND
JA9	DRAMMEN
JAA	GRIMSTADT, NORWAY
JAB	MOSS
JAC	BEJERKVIK, NORWAY
JAD	SALANGSVERKET
JAE	HOVRINGEN
JAF	HUMLA
JAG	FAUSKE
JAH	ANDOYA (KVALNES PIER)
JAJ	LARKOLLEN
JAK	MO-I-RANA
JAL	SORREISA
JAM	NAMSOS
JAN	GANGSAAS
JAP	LURA
JAQ	FINNSNESS
JAR	MURUVIK
JAS	STEINSVICK
JAT	AANDALSNES
JAU	HOMMELVIK
JAV	BOGEN
JAW	LARVIK
JAX	VAERNESS, NORWAY
JAY	BREKSTAD
JAZ	ANDENES
J1A	ORKANGER
J1B	HAAKONSVERN
J1C	SANDEFJORD
J1D	BOTNANESET
J1E	MELLOMOEYA
J1F	VALNESET
J1G	SORTLAND
J1H	ANDENEF
J1K	LISTA
J1L	FREDERIKFTADT
J1M	HAMMARNEFODDEN
J1N	VERDAY
J1P	ST. JORDAL
J1Q	TANANGER
J1R	HJELTEFJORDON
J1S	SALANGEN
J1T	TROMSO

SWEDEN AREA:

JB1	GOTHENBURG
JB2	STOCKHOLM
JB3	HELSINGBORG
JB4	WALLHAM
JB5	SOEDERTAELJE
JB6	KARLSKRONA
JB7	UDDERVALLA
JB8	VARBARG
JB9	MALMO

DENMARK AREA:

JC1	COPENHAGEN
JC2	AARHUS
JC3	AALBORG

JC4	FREDERIKSHAVN
JC5	ESBJERG
JC6	KORSOER
JC7	FREDERICIA
JC8	HOLSTEBRO, DENMARK
JC9	***HIRTSHALS, DENMARK***

FINLAND AREA:

JD1	HELSINKI
JD2	HANGO
JD3	HAMINA

POLAND AND USSR AREA:

JE1	GDYNIA
JE2	LENINGRAD
JE3	WARSAW
JE4	VILNEUS, CIS

GERMANY AREA:

JF1	BREMERHAVEN
JF2	BREMEN
JF3	EMDEN
JF4	HAMBURG
JF6	NORDENHEIM
JF7	SYLT
JF8	CUXHAVEN
JF9	FARGE
JFA	WILHELMSHAVEN
JFB	BRUNSBUTTELKOOG
JFC	KEIL
JFD	MOENCHENGLAD-BACH
JFE	BRAKE
JFF	TRAVEMUNDE
JFG	VILSECK
JFH	WESERREEDE
JFJ	ECKERNFORDE
JFK	KIEL CANAL, GERMANY

THE NETHERLANDS AREA:

JG1	ROTTERDAM
JG2	AMSTERDAM
JG3	PORTERSHAVEN
JG4	BUITENBUIZEN
JG5	TERNEUZEN
JG6	HOOK OF HOLLAND
JG7	DORDRECHT
JG8	PERMIS
JG9	VLISSINGEN (FLUSHING)
JGA	EEMSHAVEN
JGB	ROZENBURG
JGC	SCHEVENINGEN

BELGIUM AREA:

JH1	ZEEBRUGGE
JH2	ANTWERP
JH3	OSTEND
JH4	GHENT

FRANCE, CHANNEL PORTS AREA:

JJ1	CHERBOURG
JJ2	DUNKERQUE
JJ3	LE HAVRE
JJ4	ROUEN
JJ5	CALAIS
JJ6	BOULOGNE
JJ7	DIEPPE
JJ8	D'ARQUES
JJ9	PETIT COURONNE

FRANCE, BAY OF BISCAY AREA:

JK1	BORDEAUX
JK2	BASSENS
JK3	DONGES
JK4	LA PALLICE
JK5	NANTES
JK6	PAUILLAC
JK7	ST. HERBLAIN
JK8	ST. NAZAIRE
JK9	ROCHEFORT
JKA	PIRIAC
JKC	LE VERDON

SPAIN, BAY OF BISCAY AREA:

JL1	SANTANDER
JL2	EL FERROL
JL3	GIJON
JL4	LA CORUNA
JL5	SAN SEBASTIAN
JL6	BILBAO
JL7	VIGO
JL8	ALGELIRAS

GERMANY, RHINE RIVER AREA:

JM1	GERMERSHEIM
JM2	MAINZ
JM3	MANNHEIM
JM4	BINGEN
JM5	LUDWIGSHAFEN
JM6	GERNSHEIM
JM7	KARLSRUHE
JM8	WORMS
JM9	FRANKFURT AM MAIN
JN1	RIGA, LATVIA

NORTHWEST USSR AREA

JR1 ARKANGEL'SK, RUSSIA

JR2 SEVERODVINSKI, RUSSIA

n. Western Meditteranean ports

PORTUGAL AREA:

KA1 LISBON
KA2 PORTO
KA3 FUNCHAL, MADEIRA ISLAND
KA4 ALVERCA
KA5 SETUBAL
KA6 FARO

MOROCCO AREA:

KB1 CASABLANCA
KB2 FERDALA
KB3 LAS PALMAS, CANARY ISLANDS
KB4 TENERIFE, CANARY ISLANDS
KB5 MELILLA
KB6 PORT LYAUTEY
KB7 RABAT
KB8 SAFI
KB9 TANGIERS
KBB *MOHAMMEDIA*
KBC SANTA CRUZ DE LE PALMA, CANARY ISLANDS
KBF MOROCCO, US NAVAL TRAINING COMMAND, KENTITA PORT LYAUTEY
KBG CEUTA

ALGERIA AREA:

KC1 ALGIERS
KC2 ORAN
KC3 ARZEW
KC4 BEJAIA

TUNISIA AREA:

KD1 TUNIS
KD2 BIZERTE
KD3 SIDI AHMED
KD4 SKHIRA

SICILY AREA:

KE1 PALERMO
KE2 AUGUSTA
KE3 CATANIA, NAF, SIGONELLA
KE4 VALETTA, MALTA ISLAND
KE5 SIRACUSA
KE6 TRAPANI
KE7 LAMPEDUSA ISLAND
KE8 PORTO EMPEDOCLE
KE9 MILAZZO
KEA MELLILI
KEB MESSINA

ITALY, WEST AREA:

KF1 NAPLES
KF2 POZZUOLI
KF3 LEGHORN
KF4 GENOA
KF5 LA SPEZIA
KF6 CIVITAVECCHIA
KF7 BASTIA, CORSICA
KF8 GAETA
KF9 SALERNO
KFA TOMBOLO (AMMUNITION PORT)
KFB PIOMBINO
KFC ***RESERVED***
KFD SANTO STEFANO
KFE PISA, ITALY
KFF LIVORNO
KFG SAVONA
KFH CASTELLAMMARE DI STABBIA
KFK TALAMONE, ITALY

SARDINIA AREA:

KG1 CAGLIARI
KG2 LA MADDALENA
KG3 OLBIA
KG4 TORRES
KG5 PORTO TORRES, ITALY
KG6 ORISTANO
KG7 SARROCH
KG8 PALAU SARDINA

FRANCE, MEDITERRANEAN AREA:

KH1 MARSEILLE
KH2 TOULON
KH3 CANNES
KH4 LAVERN
KH5 MONTE CARLO, MONACO
KH6 L'ESPIGUETTE
KH7 FOS
KH8 RADE D'HYERES

SPAIN, SOUTH ATLANTIC AREA:

KJ1	CADIZ
KJ2	ROTA
KJ3	SEVILLE
KJ4	GIBRALTER
KJ5	HUELVA
KJ6	ALGECIRAS

SPAIN, MEDITERRANEAN AREA:

KL1	BARCELONA
KL2	CARTAGENA
KL3	ALICANTE
KL4	LA ALGAMECA
KL5	VALENCIA
KL6	TARRAGONA
KL7	PALMA, BALERIC ISLAND
KL8	ALMERIA
KL9	MALAGA
KLA	CASTELLON

o. Eastern Meditteranean ports

ITALY, EAST AREA:

LA1	VENICE
LA2	TARANTO
LA3	BRINDISI
IA4	BARI
LA5	ANCONA
LA6	PRIOLA
LA7	MARGHERA

TRIESTE AREA:

LB1	TRIESTE

YUGOSLAVIA AREA:

LC1	BAKAR
LC2	RIJEKA
LC3	PLOCE
LC4	KOPER

GREECE, SOUTHERN AREA:

LD1	PIRAEUS
LD2	ELEVSIS
LD3	PATRAS
LD4	HATTARAS
LD5	CANDIA, CRETE
LD6	SALAMIS
LD7	ANDIKIRA
LD8	IRAKLION, CRETE
LD9	SUDA BAY, CRETE
LDA	SKARAMANGA BAY
LDB	ST. THEODORIA
LDC	PERAMA

GREECE, AEGEAN SEA AREA:

LE1	THESSALONIKI
LE2	VOLOS
LE3	STILIS
LE4	OROPUS
LE5	AKHILLION
LE6	RHODES
LE7	LEROS ISLAND
LE8	ACHINOS
LE9	MEGARA
LEB	KAVALLA
LEC	MYKONOS ISLAND
LED	KOS ISLAND
LEE	SYROS, SYROS ISLAND
LEF	PYLOS
LEG	KALAMATA

SYRIA AREA:

LF1	LATAKIA
LF2	TARTUS

CYPRUS AREA:

LG1	LARNACA
LG2	FAMAGUSTA
LG3	LIMASSOL
LG4	AKROTIRI

LEBANON AREA:

LH1	BEIRUT
LH2	JUNIYAH
LH3	SAYDA

ISRAEL AREA:

LJ1	HAIFA
LJ2	TEL AVIV
LJ3	JAFFA
LJ4	EILAT
LJ5	ASHDOD

EGYPT AREA:

LK1	ALEXANDRIA
LK2	CAIRO
LK3	PORT SAID
LK4	SUEZ
LK5	RASSHUKHEIR

LK6 JABAL AT THAIR ISLAND
LK7 BURSA SAFAGO
LK8 TEWFIK
LK9 EL BALLAH
LKA GREAT BITTER LAKE (BUHEIRAT)
LKC EL DIKHEILA, EGYPT

LIBYA AREA:
LL1 TARABULUS
LL2 BENGAS1
LL3 MARSA AL BURAYGAH
LL4 ES SIDER
LL5 RA'S AL UNUF
LLA HALQ EL QUED, TUNISIA

TURKEY, SOUTH AREA:
LQ1 ISKENDERUN
LQ2 MERSIN
LQ3 ANTALYA
LQ4 YUMURTALIK

TURKEY, WEST AREA:
LR1 IZMIR
LR2 ISTANBUL MILITARY TERMINAL
LR3 DORINCE
LR4 GELIBOLU
LR5 GOLCUK
LR6 ISTANBUL
LR7 ISTANBUL, HAYDARPASS
LR8 KARAMURSEL
LR9 ISTANBUL, CEKMECE
LRA TEKIRDAG
LRB BANDIRMA
LRC KONCA
LRD KUSADASI
LRE CESME, TURKEY

TURKEY, BLACK SEA AREA:
LSA ODESSA, UKRAINE
LSC ILICHEVSK, UKRAINE
LS1 SAMSUN
LS2 SINOP
LS3 TRABZON
LS4 AMASRA
LS5 CONSTANTZA, ROMANIA
LS6 GALATI, ROMANIA
LS8 POTI, GEORGIA
LS9 VARNA, BULGARIA

GREECE, IONIAN ISLANDS AREA:
LT1 CORFU ISLAND
LT2 IGOUMENITSA

ALBANIA AREA:
LW1 VIORE, ALBANIA
LW2 DURRES, ALBANIA

p. West Africa ports

ASCENSION ISLANDS AREA:
MA1 CLARENCE BAY

ST. HELENA ISLAND AREA:
MB1 ST. HELENA

CAPE VERDE ISLANDS AREA:
MC1 PRAI
MC2 SANTA MARIA, SAL ISLAND

SENEGAL AREA:
MD1 DAKAR

GUINEA AREA:
ME1 BISSAU

GAMBIA AREA:
MF1 BATHURST

SIERRE LEONE AREA:
MG1 FREETOWN

LIBERIA AREA:
MH1 MONROVIA

IVORY COAST AREA:
MJ1 ABIDJAN, IVORY COAST
MJ2 GRAND BASSAM

GHANA AREA:
MK1 ACCRA
MK2 SEKONDI
MK3 TAKORADI
MK4 LOME, TOGO
MK5 TEMA

NIGERIA AREA:
ML1 LAGOS
ML2 PORT HARCOURT
ML3 APAPA

ML4 FORCADOS
ML5 BONNY
ML6 ESCRAVOS
ML7 BASS RIVER TERMINAL

CAMEROON AREA:
MM1 DOUALA, CAMEROON
MM2 KOLE

CONGO AREA:
MN1 MATADI, ZAIRE
MN2 BRAZZAVILLE, CONGO
MN3 POINTE NOIRE, CONGO
MN4 BOMA, ZAIRE

GABON AREA:
MP1 LIBREVILLE
MP2 OWENDO
MP3 SAO TOME ISLAND

ANGOLA AREA:
MQ1 LUANDA
MQ2 LOBITA

GUINEA AREA:
MR1 CONAKRY

DAHOMEY AREA:
MS1 PORTO NOVO
MS2 COTONOU

MURITANIA AREA:
MT1 NOUAKCHOTT

q. South and East Africa ports

REPUBLIC OF SOUTH AFRICA AREA:

NA1 CAPETOWN
NA2 PRETORIA
NA3 WALVIS BAY
NA4 PORT ELIZABETH
NA5 DURBAN

MOZAMBIQUE AREA:
NB1 BEIRA
NB2 LOURENCO MARQUES

MADAGASCAR AREA:
NC1 TOAMASINA
NC2 TANANARIVE
NC3 PORT LOUIS, MAURITIUS

TANZANIA AREA:
ND1 TANGA
ND2 DAR ES SALAAM
ND3 ZANZIBAR

KENYA AREA:
NE1 MOMBASA

SOMALI AREA:
NF1 MOGADISHU
NF2 CHISIMAIO

r. Persian Gulf and Red Sea ports

SOMALIA AREA:
PA1 BERBERA

DJIBOUTI AREA:
PB1 DJIBOUTI

ETHIOPIA AREA:
PC1 MASSAWA
PC2 ASSAB

SUDAN AREA:
PD1 PORT SUDAN
PD2 PORT SUDAN (ANCHORAGE)

JORDAN AREA:
PE1 AQABA

SAUDI ARABIA, EAST AREA:
PF1 RESERVED
PF2 RAS AT TANNURA
PF3 DHAHRAN
PF4 ASHSHUQAYQ
PF5 RAS AL MISHAB
PF6 AD DAMMAN
PF7 AL KHOBAR
PF8 AL JUBAYL
PFS SAFE HAVEN

YEMEN AREA:
PG1 HODEIDA
PG2 MOCHA

ADEN AREA:
PH1 ADEN

OMAN AREA:
PJ1 MUSCAT
PJ2 MINA AL FAHAL
PJ3 MINA AL RAYSUT
PJ4 MINA QABOOS
PJ5 SHARJAH
PJ6 MASIRAH
PJ7 MATRAH
PJ8 SALALAH

BAHRAIN AREA:
PK1 BAHRAIN
PK2 HALUL ISLAND, QATAR
PK3 BAHRAIN ISLAND (ANCHORAGE)
PK4 AD DAWHAH (DOHA), QATAR
PK5 MINA SULMAN

IRAQ AREA:
PL1 BASRA

IRAN AREA:
PM1 BANDAR KHOMEYNI
PM2 KORRAMSHAHR
PM3 ABADAN
PM4 BANDAR ABBAS
PM5 BANDAR-E MASHUR
PM6 BUSHEHR
PM7 KHARG ISLAND

KUWAIT AREA:
PN1 AL KUWAIT

SAUDI ARABIA, WEST AREA:
PP0 RESERVED
PP1 JIDDA
PP2 YANBU A BAHR
PP3 YANBO
PP4 QUIZAN
PP5 RABIGH

UNITED ARAB EMIRATES AREA:
PQ1 DUBAI
PQ2 ABU DHABI
PQ3 MINA JABAL ALI
PQ4 AL FUJAYRAH
PQ5 KHOR FAKKEN
PQ6 ZIRKU ISLAND
PQ8 MINA ZAYED

s. Burma and India ports

PAKISTAN AREA:
QA1 KARACHI
QA2 CHITTAGONG

INDIA AREA:
QB1 BOMBAY
QB2 CALCUTTA
QB3 MADRAS
QB4 COCHIN

***MYANMAR (FORMERLY* BURMA) AREA:**
QC1 RANGOON

t. China Sea ports

THAILAND AREA:
RA1 BANGKOK
RA2 PATAYA
RA3 SATTAHIP
RA4 THUNG PRONG

CEYLON AREA:
QD1 COLOMBO
QD2 TRINCOMALEE

SEYCHELLES ISLAND AREA:
QE1 VICTORIA HARBOR, MAHE ISLAND
QF1 DIEGO GARCIA ISLAND

LAREUNION AREA:
QG1 LEPORT, LAREUNION ISLAND

MALAYA AREA:
RB1 SINGAPORE
RB2 PORT SWETTENHAM
RB3 PENANG
RB4 PORT KELANG
RB5 JOHOR BAHARU

RB7 UMUT, PERAU

SUMATRA AREA:
RC1 MEDAN
RC2 PEDANG
RC3 PALEMBANG
RC4 DUMAI

JAVA AREA:
RD1 DJAKARTA
RD2 SURABAJA
RD3 SEMARANG
RD4 CILICAP (TUILATAP)

TIMOR ISLAND AREA:
RE1 DILI

CAMBODIA AREA:
RF1 PHNOM PENH
RF2 KOMPONG SOM

VIETNAM AREA:
RG1 SAIGON
RG2 HAIPHONG
RG3 DA NANG
RG4 QUI NHON
RG5 NHA THRANG
RG6 PHUQUOC
RG7 HUE
RG8 NHABE
RG9 CHU LAI
RGA VUNG TAU
RGB CAN THO
RGC AN THOI
RGD CON SON ISLAND
RGE CAM RANH BAY
RGF PHAN THIET
RGG TUY HOA
RGH VUNG RO
RGJ HAN RANG
RGK DONG TAM
RGL DONG HA
RGM MY THO
RGN CAT LAI
RGP DUC PHO
RGQ THON MY THUY
RGR BANGOI
RGS TAN MY
RGT VINH LONG
RGU SAIGON, NEWPORT
RGV VINH HUNG
RGW DONG NAI
RGX LONG XUYEN
RGY NUI SAP

CANTON AREA:
RH1 CANTON, CHINA
RH2 HONG KONG
RH3 HSINHSIANG
RH4 SHANGHAI

TAIWAN AREA:
RJ1 KEELUNG
RJ2 TANSHUI
RJ3 KAOHSIUNG
RJ4 WUCH'I
RJ5 HUALIEN
RJ6 SUAO

BORNEO AREA:
RK1 KUNCHING

CELEBES AREA:
RL1 PALOPA
RL2 MAKASSAR
RL3 MANADO
RL4 AMBON, MOLUCCA ISLANDS
RL5 SURABAYA
RL6 SINGAPORE
RL7 HALIM DJAKARTA, INDONESIA
RL8 BLANG LANCANG, INDONESIA

u. Philippines ports

LUZON ISLAND AREA:
SA1 MANILA
SA2 SANGLEY POINT
SA3 SUBIC BAY
SA4 BATAAN
SA5 QUINTANG POINT
SA6 LOCANIN POINT
SA7 SAN FERNANDO
SA8 PORO POINT
SA9 SUBIC CITY
SAA SUBIC BAY (NAVMAG SUBIC)

CENTRAL ISLANDS AREA:
SB1 ILOILO, PANEY ISLAND
SB2 CEBU, CEBU ISLAND

SB3	LEYTE, MANICONI ISLAND
SB4	TACLOBAN, LEYTE ISLAND
SB5	SAMAR, SAMAR ISLAND
SB6	PUERTO PRINCESA, PALAWAN ISLAND
SB7	LUBANG ISLAND
SB8	TABOGON ISLAND
SBB	MACTAN ISLAND
SBC	BATANGAS ISLAND

MINDANAO AREA:

SC1	BUENA VISTA
SC2	CAGAYAN DE ORO
SC3	DAVAO
SC4	BUGO
SC5	ZAMBOANGA
SC6	JOLO ISLAND

v. Central Pacific Islands ports

MARIANAS AREA:

TA1	APRA HARBOR, GUAM
TA2	NSD, GUAM
TA3	GARAPAN, SAIPAN
TA4	TINIAN ISLAND
TA5	ROTA ISLAND
TA6	NAVMAG, GUAM

MARSHALL ISLANDS, RALIK CHAIN AREA:

TJ1	KWAJALEIN ATOLL
TJ2	EBEYE ISLAND, KWAJALEIN
TJ3	JALUIT ATOLL
TJ4	ENIWETOK ISLAND
TJ5	ENIWETOK LAGOON
TJ6	WOTHO ISLAND
TJ7	UJELANG ISLAND
TJ8	ROI NAMUR

MARSHALL ISLANDS, RATAK CHAIN AREA:

TK1	MAJINO ISLAND
TK2	WOTJE ATOLL
TK3	BIKINI ATOLL
TK4	AILINGINAE ATOLL
TK5	LIKIEP ATOLL
TK6	RONGELAB ATOLL
TK7	RONGERIK ATOLL
TK8	UTIRIK ATOLL

CAROLINE ISLANDS AREA:

TL1	PULAP ISLAND
TL2	PONAPE ISLAND
TL3	OSI LUI ISLAND
TL4	TRUK ISLAND
TL5	ULITHI ISLAND
TL6	KAPINGARANGI ISLAND
TL7	KUSEL ISLAND
TL8	TARAWA ATOLL

PALAU ISLAND AREA:

TS1	YAP ISLAND
TS2	MALEKEIOK ISLAND
TS3	KOROR ISLAND
TS4	PELELIU ISLAND

w. Bonin and Ryukyu Islands, Korea, and Japan ports

BONIN ISLANDS AREA:

UA1	KITA, IWO JIMA ISLAND
UA2	CHICHI, JIMA ISLANDS

RYUKYU ISLANDS AREA:

UB1	NAHA, OKINAWA ISLAND (MILITARY TERMINAL)
UB2	BUCKNER BAY, OKINAWA ISLAND
UB3	CHIMU WAN, OKINAWA ISLAND
UB4	ISHIGAKI ISLAND
UB5	IE SHIMA
UB6	KUME ISLAND
UB7	MIYAKO ISLAND
UB8	OKINO ISLAND
UB9	YAEYAMA ISLAND
UBA	HEIANZA SHIMA
UBB	KIN, OKINAWA ISLAND
UBC	TENGAN, OKINAWA
UBD	NAHA, OKINAWA ISLAND (COMMERCIAL TERMINAL)
UBE	IRISUNA, JIMA ISLAND
UBF	AJA PORT, OKINAWA ISLAND

KOREA, WEST AREA:

UC1	CHINNAMPO
UC2	INCHON
UC3	PAENGNYONG DO
UC4	GAZAN
UC5	CHANGHANG

KOREA, SOUTH AREA:

UD1	KUNSAN

UD2	MOKPO
UD3	CHINDO
UD4	YOSU
UD5	MASAN
UD6	PUSAN (MILITARY TERMINAL)
UD7	ULSAN
UD8	CHEJU DO
UD9	SUYONG
UDA	CHINHAE
UDB	HAEUNDAE
UDC	PUSAN (COMMERCIAL TERMINAL)
UDD	SAMIL
UDE	ONSAN
UDF	TOKSOK RI
UDG	MIPO
UDH	YOMPO
UDI	YOCHEON
UDJ	OKPO
UDK	CHUNGMU
UDL	SAMCHONPO

KOREA, NORTHEAST AREA:

UE1	POHANG
UE2	KOSONG
UE3	WONSAN
UE4	IWON
UE5	TAECHON
UE6	CHONGJIN
UE7	HUNGHAM
UE8	SAMCHOK
UE9	YANG DO
UEA	MUKHOJIN-NI
UEB	SOKCHO
UEC	PUKPYONG-NI
UED	GANG NEUNG
UEE	DAESAN
UEF	***SONBONG, NORTH KOREA***

JAPAN, HOKKAIDO, WEST AREA:

UF1	WAKKANI
UF2	OTARU

JAPAN, HOKKAIDO, EAST AREA:

UG1	HAKODATE
UG2	MURORAN
UG3	KUSHIRO
UG4	TOMAKOMAI

JAPAN, HONSHU, NORTH AREA:

UH1	AOMORI
UH2	HACHINOHE

JAPAN, HONSHU, WEST-CENTRAL AREA:

UJ1	NILIGATE
UJ2	AIOI

JAPAN, HONSHU, SOUTHWEST AREA:

UK1	TSUSHIM
UK2	UBE
UK3	MIZUSHIMA

JAPAN, HONSHU, SOUTHEAST AREA.

UL1	KURE
UL2	OSAKA
UL3	KOBE
UL4	TOKUYAMA
UL5	HIROSHIMA
UL6	WAKAYAMA
UL7	IWAKUNI
UL8	SHIMOTSU
UL9	HIRO

JAPAN, HONSHU, EAST-CENTRAL AREA:

UM1	YOKOHAMA ARMY TERMINAL, NORTH PIER
UM2	SHIMIZU
UM3	TOKYO
UM4	YOKOSUKA
UM5	KOSHIBA
UM6	NAGOYA
UM7	SENDAI
UM8	TSURUMI
UM9	CHIBA
UMC	YOKOSUKA (SHIP REPAIR FACILITY)
UMD	TAURA
UME	YOKOHAMA (COMMERCIAL TERMINAL)
UMF	KAWASAKI

JAPAN, SHIKOKU, SOUTHEAST AREA:

UN1	KOCHI
UN2	PORT OF UNO
UN3	MATSUYAMA
UN4	NANSEI

JAPAN, KYUSHU, EAST AREA:

UP1	MOJI
UP2	SHIMONOSEKI
UP4	OMURA
UP5	KUDAMATSU
UP6	TSUKUMI
UP7	TOBATA
UP8	YOWATA
UP9	OITA

JAPAN, KYUSHU, WEST AREA:

UQ1	KARATSU
UQ2	SASEBO
UQ3	OMUTA
UQ4	NAGASAKI
UQ5	HAKATA
UQ6	SAITOZAKI
UQ7	YAMAKAWA
UQ9	KAGOSHIMA
UQA	WAKAMATSU
UQL	MISUMI

DAITO ISLAND AREA:

UR1	MINAMI
UR2	KITA

x. Australia, New Zealand, and Coral Sea ports

AUSTRALIA, WEST AREA:

VA1	PERTH
VA2	FREEMANTLE
VA3	NORTHWEST CAPE
VA4	GARALDTON
VA5	KWINANA

AUSTRALIA, SOUTH AREA:

VB1	ADELAIDE
VB2	MELBOURNE
VB3	GEELONG VICTORIA, AUSTRALIA
VB4	DEVONPORT, TASMANIA
VB5	POINT WILSON

AUSTRALIA, EAST AREA:

VC1	SYDNEY
VC2	NEW CASTLE
VC3	BRISBANE
VC4	TOWNSVILLE
VC5	PORT KEMBLA
VC6	CAIRNS

AUSTRALIA, NORTH AREA:

VD1	DARWIN

NEW ZEALAND AREA:

VE1	AUCKLAND
VE2	WELLINGTON
VE3	CHRISTCHURCH
VE4	DUNEDIN
VE5	PORT LYTTELTON
VE6	TIMARU
VE7	PORT CHALMERS

NEW GUINEA AREA:

VF1	WEWAK
VF2	NUMBOLT BAY
VF3	LAE
VF4	PORT MORESBY

SOLOMON ISLANDS AREA:

VG1	SELWYN
VG2	UGI
VG3	NUSSI, BOUGAINVILLE
VG4	HONAIRA, GUADALCANAL
VG5	RENDOVA, SOLOMAN ISLAND

BISMARCK ARCHIPELAGO AREA:

VH1	LALA, ADMIRALTY ISLANDS
VH2	SANTA CRUZ ISLANDS

FIJI ISLANDS AREA:

VJ1	SUVA, FIJI ISLANDS

LOYALTY ISLANDS AREA:

VK1	LIFOU ISLANDS
VK2	NOUMEA, NEW CALEDONIA

NEW HEBRIDES AREA:

VL1	PORT-VILA, VANUATA

GILBERT ISLANDS AREA:

VM1	NONUTI
VM2	NAURU
VM3	BITAKI
VM4	FUNAFUTI, ELLICE ISLAND

y. South Pacific Islands ports

LINE ISLANDS AREA:

WA1	PALMYRA ISLAND
WA2	FANNING ISLAND
WA3	WASHINGTON ISLAND
WA4	CHRISTMAS ISLAND

SAMOAN ISLANDS AREA:

WB1	PAGO PAGO, TUTILA ISLAND
WB2	APIA, UPOLU ISLAND

WB3 OFU, MANUA ISLAND
WB4 AUNUU, AUNUU ISLAND

PHOENIX ISLAND AREA:
WC1 CANTON ISLAND
WC2 PHONIX IS, PHONIX ISLAND
WC3 BAKER ISLAND

SOCIETY ISLANDS AREA:
WD1 PAPEETE, TAHITI
WD2 COOK ISLAND
WD3 TONGA ISLAND

z. Hawaii and North Central Pacific ports

HAWAII AREA:
XA1 HILO
XA2 KAWAIHAE

MAUI AREA:
XB1 KAHULUI
XB2 KAHOOLAWE

LANAI AREA:
XC1 LANAI CITY

MOLOKAI AREA:
XD1 KAUNAKAKAI

OAHU AREA:
XE1 HONOLULU
XE2 PEARL HARBOR, NSC
XE3 PEARL HARBOR, NAD
XE4 KANEOHE
XE5 WAIPIO POINT

JOHNSTON ISLAND AREA:
WE1 JOHNSTON ISLAND

EASTER ISLAND AREA:
WF1 EASTER ISLAND

PITCAIRN ISLAND AREA:
WG1 PITCAIRN ISLAND

NIUE ISLAND AREA:
WH1 NIUE ISLAND

XE6 HONOLULU, ARMY PIERS
XE7 PEARL HARBOR, NAVY SHIPYARD

KUAI AREA:
XF1 LIHUE
XF2 NAWILIWILI
XF3 PORT ALLEN

FRENCH FRIGATE SHOALS AREA:
XG1 TERN ISLAND

OUTER HAWAIIAN ISLANDS AREA:
XJ1 MIDWAY ISLAND
XJ2 KURE ISLAND

WAKE ISLAND AREA:
XK1 WAKE ISLAND

MARCUS ISLAND AREA:
XL1 MARCUS ISLAND

aa. North Pacific and Northwest Arctic ports

CANADA, BRITISH COLUMBIA AREA:
YA1 PORT ALICE, VANCOUVER ISLAND
YA2 QUEEN CHARLOTTE ISLAND
YA3 PRINCE RUPERT
YA4 ESQUIMALT VICTORIA, VANCOUVER ISLAND

ALASKA, SOUTHEAST AREA:
YB1 KETCHIKAN
YB2 CRAIG
YB3 WRANGEL
YB4 PETERSBURG
YB5 SITKA
YB6 JUNEAU

YB7 HAINES
YB8 SKAGWAY
YB9 DUNCAN CANAL
YBA METLAKATLA
YBB BIORKA ISLAND
YBC LEVEL ISLAND
YBF HOONAH
YBG SMUGGLER COVE
YBH ANNETTE
YBK SUMNER STRAIT AND CAPE DECISION
YBL CAPE SPENCER AND CROSS SOUND AREA
YBM SISTERS ISLAND
YBN COGHLAN ISLAND
YBP ANNETTE ISLAND, ALASKA

ALASKA, CENTRAL AREA:

YC1	CORDOVA
YC2	VALDEZ
YC3	WHITTIER
YC4	SEWARD
YC6	ANCHORAGE
YC7	HOMER
YC8	YAKUTAT
YC9	CHENEGA
YCA	YAKATAGZ
YCB	BOSWELL BAY
YCC	POINT MCKENZIE
YCD	FIRE ISLAND
YCE	TATALINA
YCF	CAPE HINCHINBROOKE
YCH	OCEAN CAPE
YCK	NIKISHKA, KENAI PENINSULA
YCL	NIKISKI, KENAI PENINSULA
YCM	CAPE ST ELIAS
YCN	KENAI
YCP	MIDDLETON ISLAND
YCQ	JOHNSTONE POINT
YCR	ENGLISH BAY
YCS	PORT ETCHES
YCT	KACHMAK
YCU	TYONEK
YCV	TATITLER
YCW	PORT GRAHAM
YCX	PORT GRAVINA

ALASKA, KODIAK AREA:

YD1	KODIAK ISLAND
YD3	SITKINAK
YD4	WOMENS BAY, KODIAK ISLAND
YD5	LARSEN BAY, KODIAK
YD6	OLD HARBOR
YD7	OUZINKIE, SPRUCE ISLAND
YD8	AKHIOK
YD9	KARLUK
YDA	PORT LIONS
YDB	UGASHIK

ALASKA, DUTCH HARBOR AREA:

YE1	DUTCH HARBOR
YE2	COLD BAY
YE3	CAPTAINS BAY, UNALASKA ISLAND
YE4	KING COVE
YE5	FALSE PASS

ALASKA, SOUTHWEST AREA:

YF1	NEWENHAM
YF2	BETHEL
YF3	PORT MOLLER
YF4	PORT HEIDEN
YF5	MIDDLE KUSKOKWIM, KALSKAG, AND ANIAK
YF6	MCGRATH
YF7	CLARKS POINT
YF8	GOODNEWS BAY
YF9	DILLINGHAM
YFA	KUSKOKWIM
YFB	NAKNEK
YFC	SCAMMON POINT
YFD	TOGIAK
YFE	SAND POINT
YFF	TANUNAK
YFG	PERRYVILLE
YFH	CHIGNIK LAKE
YFJ	HOOPER BAY
YFK	KINPNUK
YFL	MEKORYUX
YFM	NICHTMUTE
YFN	TAKOTNA
YFP	SLEETMUTE
YFQ	MANOKOTAK
YFR	LEVELOCK
YFS	KVALINA
YFT	CHIGNIK LAGOON
YFU	IVANOF BAY
YFV	NELSON LAGOON
YFW	CHEVAK
YFX	HOLLY CROSS
YFY	NEWTOK
YFZ	PLATINUM

ALASKA, WEST CENTRAL AREA:

YG1	CAPE ROMANZOF
YG2	ST MICHAEL
YG3	NOME
YG4	SAVOONGA, ST LAWRENCE ISLAND
YG5	GAMBELL, ST LAWRENCE ISLAND
YG6	CAPE PRINCE OF WALES
YG7	MOSES POINT
YG8	DIME LANDING
YG9	UNALAKLEET
YGA	EGEGIK BAY AND KING SALMON RIVER
YGB	NORTH RIVER
YGC	NORTHEAST CAPE
YGD	TIN CITY
YGE	PORT CLARENCE
YGF	ANVIL MOUNTAIN
YGG	ELIM
YGH	WHITE MOUNTAIN

YGJ	BIG MOUNTAIN
YGK	GOLOVIN
YGL	TELLER
YGM	SHELDON POINT
YGN	ALAKANUK
YGP	EMMONAK
YGQ	SHISHMAREF
YGR	PILOT STATION
YGS	MOUNTAIN VILLAGE
YGT	TULUKSAK
YGU	SHAKTOOLIK
YGV	BREVIG MISSION
YGW	KOYUK
YGX	STEBBINS
YGY	LITTLE DIOMEDE ISLAND
YGZ	PITKAS POINT

ALASKA, SOUTHWEST AREA:

YHA	ST MARY'S
YHB	TWIN HILLS
YHC	NEW STUYABOK
YHD	QUINHAGAK
YHE	EEK
YHF	MARSHALL
YHG	KOLIGANEK
YHH	TOKSOOK BAY, ALASKA
YHJ	ALEKNAGIK
YHK	KWETHLUK
YHL	AKIACHAK
YHM	AKIAK
YHN	KASIGLUK
YHQ	KONGIGANEK
YHR	KWIGILLINGOK
YHS	NAPAKIAK
YHT	TUNTUTULIAK
YHU	NUNAPITCHUK
YHV	CHEFORNAK
YHW	EKWOK
YHX	NAPASKIAK
YHY	OSCARVILLE
YHZ	STONY RIVER

ALASKA, NORTHWEST AREA:

YJ1	CAPE LISBURNE
YJ2	CAPE BEAUFORT (LIZ A)
YJ3	POINT LAY (LIZ 2)
YJ4	ICY CAPE (LIZ B)
YJ5	WAINWRIGHT (LIZ 3)
YJ6	EARD BAY (LIZ C)
YJ7	POINT BARROW (POW)
YJ8	KOTZEBUE
YJ9	WALES (ARCTIC SECTOR)
YJA	POINT HOPE
YJB	KIANA
YJC	AMBLER
YJD	SHUNGNAK
YJE	NOORVIK
YJF	BUCKLAND
YJG	POINT BARROW (AAC CAMP)
YJH	DEERING
YJJ	NOATAK
YJK	SELAWIK
YJL	ANVIK

ALASKA, NORTH AREA:

YK1	CAPE SIMPSON (POW A)
YK2	PITT POINT (POW 1)
YK3	KOGRU RIVER (POW B)
YK4	OKIKTOK POINT (POW 2)
YK5	POINT MCINTYRE (POW C)
YK6	SAVAKAVIK POINT (POW 3)
YK7	CAMDEN BAY (POW D)
YK8	BARTER ISLAND (BAR)
YK9	ASCHOFF CAPE (BAR A)
YKA	PRUDHOE BAY
YKB	KAKTOVIK

ALEUTIAN ISLANDS AREA:

YL1	ADDAK ISLAND
YL2	ATTU ISLAND
YL3	SHEMYA ISLAND
YL4	AMCHITAK ISLAND
YL5	KISKA ISLAND
YL6	NIKOLSKI
YL7	DRIFTWOOD BAY
YL8	CAPE SARICHEF
YL9	SCOTCH CAP
YLA	ATKA ISLAND
YLB	CHERNOFSKI
YLC	AKUTAN
YLD	UMNAK ISLAND (FORT GLEN)

ARCTIC, NORTHWEST AREA:

YM1	BAGNALL BEACH (BAR 1)
YM2	STOKES POINT (BAR B)
YM3	BLOW RIVER (BAR 2)
YM4	TUNUNUK CAMP (BAR C)
YM5	TUKTUK (BAR 3)
YM6	ATKINSON POINT (BAR D)
YM7	TUKTOYAKTUK

ARCTIC, NORTHWEST AREA:

YN1	NICHOLSON PENINSULA (BAR 4)
YN2	HORTON RIVER (BAR E)
YN3	CAPE PARRY (PIN)
YN4	PAERCE POINT HARBOR (PIN A)
YN5	CLINTON POINT (PIN 1)

ARCTIC, NORTHWEST AREA:

YP1	CLIFTON POINT (PIN B)
YP2	YOUNG POINT (PIN 2)
YP3	BERNARD HARBOR (PIN C)
YP4	LADY FRANKLIN POINT (PIN 3)
YP4	ROSS POINT (PIN D)

ARCTIC, NORTHWEST AREA:

YQ1	NO NAME POINT (PIN 4)
YQ2	CAPE PEEL (PIN E)
YQ3	CAMBRIDGE BAY (CAM)
YQ4	STURT POINT (CAM A)
YQ5	JENNY LIND ISLAND (CAM 1)
YQ6	HAT ISLAND (CAM B)

PRIBOLF ISLANDS AREA:

YR1	ST PAUL ISLAND
YR2	ST GEORGE ISLAND
YR3	NEWHALEN, ILIAMNA LAKE
YR4	IGUIGIG, ILIAMNA LAKE
YR5	ILIAMNA LAKE
YR6	KALTAG, YUKON RIVER
YR7	GALENA, YUKON RIVER
YR8	KOTLIK, YUKON RIVER
YR9	KOYUKUK, YUKON RIVER
YRA	NULATO, YUKON RIVER
YRB	RUSSIAN MISSION, YUKON RIVER
YRC	CHUATHBALUK
YRD	CHIGNIK
YRE	PILOT POINT

ab. Antarctica ports

ZA1	MCMURDO SOUND
ZA2	WINTER QUARTERS BAY

Appendix F22

Other Codes in MILSTAMP

1. **General**. Other codes are included elsewhere in MILSTAMP when they relate most directly to only one specific topic or are more meaningful by such placement. These codes and their locations are listed below.

2. **MILSTAMP Document Codes**

a. Transportation holding delay codes.	figure 2-B-*6*

3. **TCN Codes**

a. Type shipment codes for non-MILSTAMP shipments.	paragraph C.8.
b. Type shipment codes for nonappropriated fund purchase orders.	paragraph C.4.
c. Type shipment codes for personal property.	paragraph C.9.
d. SEAVAN service codes.	paragraph C.10.
e. Partial and split shipment codes.	paragraph C.11.

4. Transportation Priority Codes	figure 2-B-1
5. FMS Delivery Term Codes	figure K-1

Appendix F23

Miscellaneous Codes and Charts

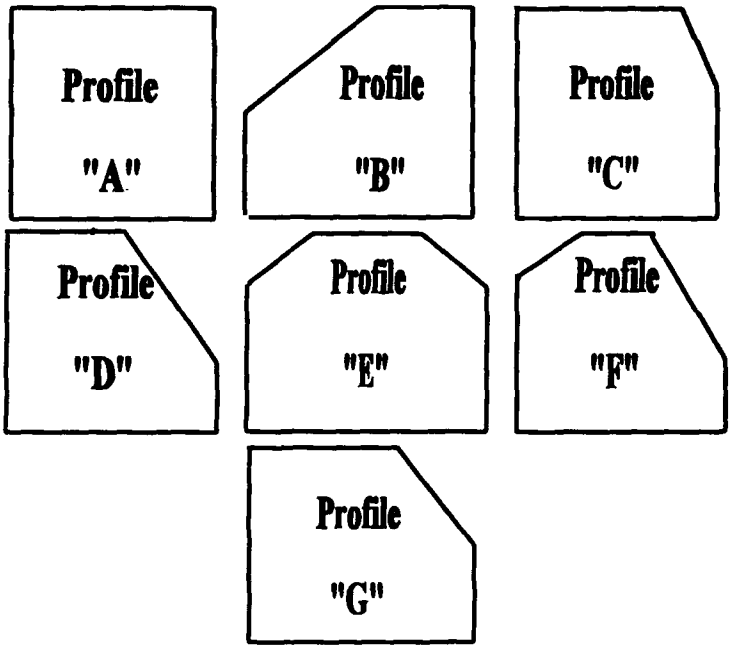
1. Calendar Conversion Chart

CALENDAR CONVERSION CHART (CALENDAR DAY CONVERTED TO DAY OF THE YEAR

CALENDAR CONVERSION CHART (CALENDAR DAY CONVERTED TO DAY OF THE YEAR)

DATE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31
JAN	001	002	003	004	005	006	007	008	009	010	011	012	013	014	015	016	017	018	019	020	021	022	023	024	025	026	027	028	029	030	031
FEB	032	033	034	035	036	037	038	039	040	041	042	043	044	045	046	047	048	049	050	051	052	053	054	055	056	057	058	059			
MAR	060	061	062	063	064	065	066	067	068	069	070	071	072	073	074	075	076	077	078	079	080	081	082	083	084	085	086	087	088	089	090
APR	091	092	093	094	095	096	097	098	099	100	101	102	103	104	105	106	107	108	109	110	111	112	113	114	115	116	117	118	119	120	
MAY	121	122	123	124	125	126	127	128	129	130	131	132	133	134	135	136	137	138	139	140	141	142	143	144	145	146	147	148	149	150	151
JUN	152	153	154	155	156	157	158	159	160	161	162	163	164	165	166	167	168	169	170	171	172	173	174	175	176	177	178	179	180	181	
JUL	182	183	184	185	186	187	188	189	190	191	192	193	194	195	196	197	198	199	200	201	202	203	204	205	206	207	208	209	210	211	212
AUG	213	214	215	216	217	218	219	220	221	222	223	224	225	226	227	228	229	230	231	232	233	234	235	236	237	238	239	240	241	242	243
SEP	244	245	246	247	248	249	250	251	252	253	254	255	256	257	258	259	260	261	262	263	264	265	266	267	268	269	270	271	272	273	
OCT	274	275	276	277	278	279	280	281	282	283	284	285	286	287	288	289	290	291	292	293	294	295	296	297	298	299	300	301	302	303	304
NOV	305	306	307	308	309	310	311	312	313	314	315	316	317	318	319	320	321	322	323	324	325	326	327	328	329	330	331	332	333	334	
DEC	335	336	337	338	339	340	341	342	343	344	345	346	347	348	349	350	351	352	353	354	355	356	357	358	359	360	361	362	363	364	365
										LEAP YEAR - ADD 1 DAY AFTER 29 FEBRUARY																				

2. **Pallet Profile Codes.** Select the pallet profile code from the following drawings which are taken from AFM 28-346:



3. UMMIPS Time Standards

Time Segment	Time Standards in Calendar Days for UMMIPS Priority Designators *(1)*														
	EXPEDITE										ROUTINE				
	TP-1 PD 01-*08* *RDD of 999,N__,E__*					TP-2 PD 01-08 *(01-15 for 444)* *RDD of 444, 555, 777*					TP-3 *PD 01-*15 *Blank RDD*				
A. Requisition Submission	1					1					2				
B. Passing Action	*.5*					1					*1*				
C. ICP Availability Determination (5)	1					1					1 (3)				
D. Depot Storage Site ***or Base Processing and Packaging(5)***	1					*1*					*5*				
E. Transportation Hold and CONUS Intransit	1					4					10 (4)				
Area (2)	CONUS	1	2	3	4	CONUS	1	2	3	4	CONUS	1	2	3	4
F. POE and/or CCP Processing and Intransit to Carrier	N/A	1	1	1	3	N/A	1	1	1	3	N/A	10	10	10	21 (4)
G. Intransit Overseas	N/A	1	1	2	3	N/A	1	1	2	3	N/A	10	15	25	30
H. POD Processing	N/A	1	1	1	1	N/A	1	1	1	2	N/A	3	3	3	5
I. Intratheater Intransit	N/A	1	1	1	1	N/A	1	1	1	1	N/A	5	5	5	5
J. Receipt Takeup by the Requisitioner	*.5*	*.5*	*.5*	*.5*	*.5*	*1*	*1*	*1*	*1*	*1*	*1*	*1*	*1*	*1*	*1*
K. Total Order-Ship Time	*5*	*9*	*9*	*10*	*13*	*9*	*13*	*13*	*14*	*18*	*22*	*50*	*55*	*65*	*83*

EXPLANATION OF NOTES:

N/A = Not Applicable

Required Delivery Date (RDD):

999	***Indicates expedited handling required for NMCS overseas customers or CONUS customers deploying overseas within 30 days.***
N_ _	***Indicates expedited handling due to NMCS requirement CONUS customer.***
E_ _	***Indicates expedited handling due to anticipated NMCS requirement CONUS customer.***
555	***Indicates exception to mass requisition cancellation, expedited handling required.***

777	*Indicates expedited transportation required for other than the above reasons.*
444	*Indicates handling service for customers collocated with the storage activity or for locally negotiated arrangements.*
	Specific date indicates handling to meet that date of delivery.
	Blank RDD indicate routine handling.

(1) Pipeline standards for materiel delivery exclude weekends and holidays except for segments D and E for requirements with RDDs 999, N_ _, or E_ _. Storage activities and transportation managers may combine the times for segments D and E as long as the combined time in not exceeded. The pipeline time standards are service level targets; they shall be met or improved upon whenever physically and economically feasible. Individual segment standards should not be considered inviolate when subsequent savings in time and improved service can be achieved.

(2) Areas:

1. *To Alaska, Hawaii, Guam, Caribbean, or Central America.*
2. *To United Kingdom and northern Europe.*
3. *To Japan, Okinawa, Korea, and western Mediterranean.*
4. *Hard lift area - all other destinations not included in 1-3 (e.g., South America, eastern Mediterranean, North Atlantic, Africa, Diego Garcia, etc.) as determined by USTRANSCOM. Current information on air and surface hard lift areas is available from the Service clearance authorities.*

(3) For manually submitted requisitions or requisitions requiring manual review, 1 day for PDs 01-08 and 3 days for PDs 09-15.

(4) Combine segments E and F as a single segment when a SEAVAN is loaded at source or when cargo is moved breakbulk to the POD.

(5) Measurement or intra/inter-Service lateral support or distribution begins at segment C or segment D (installation level).

Appendix G

Unit Moves

1. General. Various Service regulations, directives, and field manuals prescribe the actions required to prepare deploying units for movements. This appendix outlines the provisions of MILSTAMP which apply when the cargo belonging to these deploying units is moved by MSC arranged ships, through common user ocean terminals, or via AMC airlift.

a. Transportation data for unit cargo movement during contingencies and classified mobilization exercises is afforded the maximum protection possible within the limitations and constraints of existing systems (Defense Transportation Program Policy Memorandum-DTPPM 84-1, 7 June 1984). Since data processing in the DTS is unclassified, classified data requires handling and processing separate from other movement data.

b. When available, clearance and advance movement data updates required by this appendix may be accomplished through the Transportation Coordinator's Automated Information for Movements System (TCAIMS) being developed by each Service.

c. Host Nation Agreements

(1) Unit movements in support of an overseas contingency/exercise must comply with standard host nation agreements in addition to MILSTAMP. These agreements provide the host nation, POD, and theater commander with information necessary for terminal operations and onward movement of equipment/cargo within the theater.

(2) In NATO these agreements are known as Standard NATO Agreements (STANAGs). Figure G-1 lists movement related STANAGs, highlights those which the deploying units must follow, and provides individual Service contact points for assistance concerning STANAG requirements.

2. Procedures. The procedures used for MILSTAMP documentation of unit moves are minor variations from normal MILSTAMP procedures. They are detailed in paragraphs 3. through 12., below.

3. Shipment Unit Configuration. To limit the quantity of advance data which must be passed when transporting unit move cargo, each shipment unit is documented individually with minimal detailing of the content of unitized cargo. A T_6 record covering the NSN must be provided in the format prescribed in appendix D, figure D-9, unless the multipak or other exception provision applies.

a. Each consolidated pallet load, vehicle (loaded or empty), multiple vehicles combined as an integral unit (e.g., nested trailers), CONEX, MILVAN, or SEAVAN, is controlled and accountability of equipment and supplies loaded in a shipment unit documented as a single shipment unit visibility and are the responsibility of the deploying units.

b. Sensitive, classified, and/or hazardous material will not be loaded in unit vehicles except when operationally required and authorized by the units' service headquarters and the appropriate Transportation Component Command (TCC), AMC or MTMC. See also paragraphs 7.c. and 7.d.

c. Vehicles are to be reduced in length, width, and height for shipping according to directives of each Service.

4. Marking of Shipment Units. Equipment/cargo is marked in accordance with Service directives and MIL-STD 129. As a minimum, the Transportation Control Number must be indicated on each shipment unit. A DD

Form 1387-2, Special Handling Data/Certification (see chapter 2, paragraph B.4.c.), must be prepared for all hazardous material moving by air.

a. Labeling: DD Form 1387 labels with a bar coded TCN will be uniformly applied to all unit move equipment/cargo. These bar coded labels allow use of LOGMARS (Logistics Application of Automated Marking and Reading Symbols) technology to process unit move shipments through the terminals expeditiously.

(1) One label is required on each shipment unit except for vehicles and consolidated shipment units (MILVANs, SEAVANs, CONEXs, and 463L pallets) where labels will be applied on two adjacent sides.

(a) For vehicles, one label is placed on the front of the vehicle, either on the left side of the bumper or corresponding location for vehicles without bumpers. The other label is placed on the left side door or comparable location.

(b) For MILVANs, SEAVANs, and CONEXs, one label will be placed on the left rear door and the other on the adjacent side.

(2) Upon arrival at the POE or other transshipment point, the bar coded labels on the equipment/cargo are scanned to automatically update the advance movement data file and establish cargo accountability. If bar coded labels are not available upon deployment, they are applied at the POE.

(3) When completing a DD Form 1387 for a classified movement, the POD, consignee and RDD fields will be left blank.

b. Stenciling. In addition to the labels applied to each shipment unit, stenciling of the TCN will be accomplished when required by applicable service directives.

5. **Transportation Control Number.** Each shipment unit (including SEAVAN shipments) is controlled by a unique TCN. The TCN for each shipment unit is constructed as outlined below:

TCN Position	TCMD rp	Explanation
1	30	Service code (A-Army, F-Air Force, M-Marine Corps, N-Navy).
2-8	31-37	Army activities will enter a Unit Identification Code (UIC) beginning with TCN position 2 and putting a $ (dollar) special character in position 8. All other Services will enter the Unit Line Number (ULN) beginning in position 2 and filling any unused positions with a $ (dollar) special character. Army activities will generate a T_9 record containing ULN information (see Appendix D, Figure D-12, item j.).
9-10	38-39	Service use, except for code "CH" which is reserved to identify small units (10 tons of equipment or less) moving by air. Requires data entry, do not leave blank. Use zeros if no data available.
11-14	40-43	Shipment no.: increment no., or serial no.
15	44	Unit cargo TCN indicator. (A zero must always be entered.)
16-17	45-46	Split/partial shipment or complete shipment unit indicator.

6. Transportation Documentation Codes

a. Most of the various codes required for completion of transportation documentation are detailed in appendix F.

b. Transportation Account Codes (TACs). *The following service TACs are used for unit movements* during actual emergency deployments:

Service	Code[1]
U.S. Army	A229
U.S. Air Force	F8A0
U.S. Navy	(To be obtained from Fleet Commander in Chief or other authority directing the deployment prior to movement)
U.S. Marine Corps	(To be assigned at time of deployment)

7. Advance Movement Data Formats. Transportation data for unit moves is compiled and submitted using the formats and codes prescribed for *all shipments in appendices D and F except as follows:*

a. CONEX, MILVAN, and SEAVAN. Each of these containers, loaded or empty, is a single shipment unit and is not documented as a consolidated shipment. Document Identifier (DI) T_0/1 data formats and applicable trailer data as prescribed in appendix D are used unless otherwise directed by the responsible Ocean Cargo Clearance Authority (OCCA).

b. Vehicles. Each vehicle (empty or loaded) is single shipment unit and is documented using data formats with DI TV_ as detailed in appendix D. The piece count will always be 0001. For empty vehicles, the actual weight and cube of the vehicles, as shipped, will be given. For loaded vehicles, the weight and cube will reflect the actual loaded vehicle weight and cube as shipped.

c. Hazardous Material. *Shipments units of hazardous material are detailed in* DI TE/TJ_ data formats prescribed in appendix D. When authorized by the appropriate TCC, hazardous material loaded in unit vehicles or containers is identified by the appropriate commodity/special handling codes and detailed in DI TV9 trailer formats reflecting the proper shipping name, UN number, weight, and cube for each category of hazardous material. For ammunition and explosive material, also specify DOT hazard class, IMDGC class/division, storage compatibility group, lot number, round count (if applicable) and total net explosive weight.

d. Protected Shipments. Classified and sensitive shipment units will be identified using the appropriate commodity/special handling codes and detail T_9 trailers prescribed in appendices D and F. These codes and formats will also be used to identify transportation level of protection required for security shipments loaded in unit vehicles or containers.

8. Clearance, Routing and Advance Data Submission. Cargo and equipment must be cleared by providing advance data before actual movement to the POE can begin. This procedure allows proper routing of

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[1] Problems and questions about TAC codes for contingency/deployment operations should be directed to the applicable Service focal point specified in Volume II of MILSTAMP.

the cargo to be determined and provides for coordinated movement of material into the transshipment facilities. Units should be familiar with the movement information necessary to support these routing and clearance procedures.

a. Movement data, including requests for routing, are normally prepared as far in advance as possible, maintained by the cognizant transportation element,[2] and updated in coordination with the supported unit. This advance preparation allows immediate submission to the appropriate clearance authority identified in appendix J when a unit move is required.

b. The cognizant transportation element[2] submits the advance movement data to the clearance authority unless prior arrangements have been made to provide automated movement requirements through a service system.[3] Automated systems may be established for CONUS units in coordination with HQMTMC (ATTN: MT*OP*) or, for overseas units, with the theater commander and supporting surface and air clearance authorities. Such action is routed through the supported unit's chain of command.

(1) Commercial Transportation. When movement to the POE is to be made by commercial transportation, the cognizant transportation element[2] obtains a routing by submitting the movement requirements as detailed in the Defense Traffic Management Regulation (DTMR), reference (j), for CONUS or applicable theater directives overseas.

(2) Road March. When movement to the POE is to be made by road march (in organic vehicles), the cognizant transportation element[2] submits advance data/Export Traffic Release Requests (ETRR) and is notified by MTMC or AMC of the appropriate POE and required arrival date.[3]

(3) All Methods. After receiving routing information for movement of the equipment/cargo to the POE, the cognizant transportation element[2] submits advance data in TCMD format, as outlined in chapter 2, to the appropriate surface or airlift clearance authority listed in appendix J.[4]

c. Preparation and use of a Transportation Control and Movement Document (DD Form 1384) is not required for clearance, movement by commercial transportation, or terminal processing. The data outlined by this appendix is required and must be submitted in machine readable form, but the DD Form 1384 may be used to compile it.

d. CALM/AALPS. See appendix D, figures D-17 through D-22 for record formats.

9. <u>Surface Booking and Terminal Processing</u>. Advance data provides the basis for arranging ocean movement and processing unit equipment/cargo through the POE.

a. Export Traffic Releases, AUEL and movement orders/directives are used by MTMC Ocean Cargo Clearance Authority (OCCA) and Ocean Cargo Booking Offices (OCBO) to book ocean vessels and ensure adequate sealift is available at designated POEs.

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[2] For Army and Air Force, this is generally the Transportation Officer. For the Navy, in the absence of the Transportation Officer, it is the Senior Supply Officer or designeee of the Commanding Officer. For Marine Corps, it is the Traffic Management Officer (TMO) or the unit logistics planner in conjunction with the TMO.

[3] U.S. Army FORSCOM active and reserve units use the Automated Unit Equipment List (AUEL).

[4] For FORSCOM units moving through MTMC-controlled common user water ports, advance data/ETRR is not required if AUEL data are available.

b. The advance movement data (TCMD, ETR, AUEL) provided to the clearance authority and movement orders/directives are used by the water terminals to plan vessel prestow and terminal operations (marshalling and staging areas, receipt of cargo, vessel loading). Cargo receipt data are used to update the advance movement data and enable terminals to prepare final vessel stow plans, ocean cargo manifests and cargo traffic messages/STANAGs.

10. Air Terminal Processing. Advance movement data provided to air clearance authorities and movement orders/directives are used by AMC for planning and the receipt/processing of cargo at the terminals. Cargo receipt data are used to update the advance movement data and enable terminals to generate air cargo manifests.

11. Hazardous Material Exemptions. Transportation of hazardous materials during unit moves must be in compliance with Service regulations and the regulations discussed in chapter 2. The Department of Transportation (DOT) does, however, issue certain exemptions related to unit moves.

a. The Commander, MTMC is the authorized representative of the sponsoring Services in obtaining new or modified exemptions. In emergencies, the sponsoring Services are authorized to make direct contact with DOT to obtain exemptions. The Commander, MTMC, ATTN: ***MTOP***, 5611 Columbia Pike, Falls Church, VA 22041-5050, is to be promptly notified of each emergency action.

b. Units may obtain specific information on exemptions from the following:

(1) U.S. Army - HQ MTMC (see paragraph 11.a.)

(2) U.S. Air Force - ***LGT***

(3) U.S. Navy - Refer to NAVSEA OP 2165, volume I, appendix E

(4) U.S. Marine Corps - Refer to NAVSEA OP 2165, volume I, appendix E

12. Transportation Discrepancies. Discrepancies (loss, damage, etc.) are reported in accordance with the Joint Regulation Reporting of Transportation Discrepancies in Shipments, reference (q).

List of STANAGs

1. This figure highlights STANAGs which deploying units must follow, lists other movement related STANAGs, and provides STANAG information contact points for each Service.

2. The following STANAGs are of particular interest to individual units during movements in support of a NATO contingency/exercise.

a. STANAG 2023, Marking of Military Cargo for International Movement by all International Means of Transport. The U.S. implementing document is MIL-STD 129. Deploying units are responsible for compliance with this document which pertains to cargo only. Vehicle identification markings are in accordance with Service regulations.

b. STANAG 2156, Surface Transport Request and Reply to Surface Transport Request. The U.S implementing documents are: U.S. Army - FM 55-10, U.S. Air Force - TBD, U.S. Navy - TBD, U.S. Marine Corps - TBD. Units, in conjunction with theater Commanders, are responsible for compliance with this document.

3. The following is a list of movement related STANAGs which may have application for individual units.

General Movements and Transport

2024	Military Vehicle Lighting
2025	Basic Military Road Traffic Operations
2026	NATO Travel Order
2041	Operation Orders, Tables and Graphs for Road Movements
2154	Regulations for Military Motor Vehicle Movement by Road
2155	Road Movement Documents
2159	Identification of Movement Control and Traffic Control Personnel and Agencies
2174	Military Routes and Route/Road Networks
2176	Procedures for Military Road Movements Across National Frontiers
2152	Loading Ramps Made from Railway Sleepers
2158	Identification of Military Trains
2173	Regulations for Securing of Military Tracked and Wheeled Vehicles on Railway Wagons
2175	Classification and Designation of Flat Wagons Suitable for Transporting Military Equipment
2832	Restrictions for the Transport of Military Equipment by Rail on European Railways

Figure G-1

4. Implementing document information and other pertinent details concerning STANAG requirements may be *obtained by contacting the appropriate Service headquarters as follows:*

a. U.S. Army	Headquarters, Army Materiel Command ATTN: ***AMCICP*** 5001 Eisenhower Avenue Alexandria, VA 22333-0001 DSN 284-8554 Commercial (202) 274-8554
b. U.S. Air Force	Headquarters, U.S. Air Force/***LGT*** (ILSO), Washington, DC 20330-5058 DSN 227-2139 Commercial (703) 695-2139
c. U.S. Navy	Chief of Naval Operations ATTN: 0P953C1 Washington, DC 20350 DSN 226-5080 Commercial (703) 696-5080
d. U.S. Marine Corps	Doctrine Department (C 094) Marine Corps Combat Development Command Code WF12E Quantico, VA 22134-5001 DSN 278-3616 Commercial (703) 640-3616

Figure G-1 (cont.)

Appendix H

CONUS WATER PORT OF EMBARKATION SELECTION GUIDE

1. This appendix provides CONUS shippers with a means to select the optimum water port of embarkation (WPOE) for overseas destined LRU shipments as explained in chapter 2, paragraph B.1.b.(11)(c)2. The guide is used to the extent permitted by operational considerations. It is based primarily on the availability of service and the overall cost associated with movement from CONUS origin to the overseas destination. Deviations from the ports outlined are made only as authorized in this appendix. Recommended changes or additions to this appendix are directed to the Commander, Military Traffic Management Command, ATTN: ***MTOP***, through the appropriate focal point listed in chapter 1, paragraph B.1.c.(1).

2. Certain general rules or concepts apply to use of port selections listed in this appendix.

a. Surface LRU shipments are usually routed to overseas destinations through the water ports of embarkation listed in figure H-1. This figure lists ports which are generally cost favorable for LRU shipments from CONUS to specified overseas destinations. Shipments through ports other than those listed in figure H-1 are authorized when cost or service favorable.

b. Cost favorability for a particular shipment is determined by comparing the cost to the overseas destination port via the various CONUS ports which are capable of handling shipments to that destination. The costs are determined by using the freight rates for movement to the CONUS port added to the ocean transportation costs for movement to the destination port. When cost and service are equal among two or more ports, shipments may be directed at the discretion of the shipping activity.

c. Time constraints on some shipments (e.g., TP-1, TP-2, or TP-3 and a near RDD) may override routing based solely on transportation cost considerations. To assist the shipper in evaluating transit time, the CONUS OCCA can provide approximate transit times to overseas destinations. These transit times are added to estimated CONUS inland transit times to determine the port providing service which meets the time requirements of the shipment.

d. Many of the port listings in figure H-1 have accompanying notes indicated by numbers in parentheses. A complete explanation of these notes is contained in figure H-2. For convenience, applicable notes are also condensed and listed on each page of figure H-1.

e. The full names of the CONUS port terminals cited in figure H-1 are listed in figure H-3. Consignment instructions for shipments through these ports are detailed in the appropriate terminal facilities guides listed in figure H-3.

f. WPOEs for personal property POVs, DPM, and Code 5 shipments are selected as follows:

(1) POVs are routed as prescribed in appendix N of DoD 4500.34-R, Personal Property Traffic Management Regulation.

(2) DPM and Code 5 shipments are routed as indicated in figure H-4. ITGBL Military Rate Tenders (MRTs) are not used by the shipper to select WPOEs for these shipments.

g. U.S. Postal Service packages are not sent to CONUS water terminals for reshipment overseas unless postal regulations prohibit direct mailing. Instructions for parcel post shipment are contained in sponsoring Service regulations.

3. Several exceptions to use of the ports listed in figure H-1 must be considered when routing export shipments.

a. Because of limited terminal cold storage space and refrigerated space on ships, shippers obtain an ETR before sending LRU shipments of temperature controlled cargo to any water port.

b. Shipments of small arms, small arms ammunition, narcotics, and classified items require an ETR. LRU shipments of other protected (sensitive) and protected (controlled) items are routed through a military controlled terminal authorized for use to that overseas destination. Protected (sensitive/controlled) shipments for Alaska are offered for airlift regardless of priority. The CONUS military controlled terminals are:

1GC MOT Bayonne, NJ
1MJ NSC Norfolk, VA
2DC Gulf Outport, New Orleans, LA
3DK MOT Bay Area Oakland, CA
3GA NCBC Port Hueneme, CA

c. Routing instructions for shipments destined to Navy fleet or mobile units are obtained from:

Navy Material Transportation Office (NAVMTO)
Building Z-133, Code 0311, Naval Station
Norfolk, VA 23511-6691
Commercial (804) 444-7831, DSN 564-7831, FTS 954-7831

d. Shipments through ports not listed in figure H-1 may be authorized by the clearance authority under unusual circumstances. Shippers furnish the clearance authority all available information in support of specific requests. This includes shipments originating in the local area of the port and cleared under local agreements.

e. Inquiries seeking routing instructions for shipments to destinations not listed in this appendix or requests for further information are directed to the applicable clearance authority.

Ports Generally Cost Favorable for LRU Shipments

From States of:		AL	AZ	AR	CA	CO	CT	DE
To:								
Area/Country	Note	Water Ports of Embarkation						
A N. Atlantic, except:	(2)							
Argentia		1MJ	1MJ	1MJ	1MJ	1MJ	1MJ	1MJ
Iceland		1MJ	1MJ	1MJ	1MJ	1MJ	1MJ	1MJ
B Panama		2DC	2DC	2DC	2DC	2DC	1GC	1GC
C Caribbean								
Bermuda		1MJ	1MJ	1MJ	1MJ	1MJ	1MJ	1MJ
Bahamas		1R1	1R1	1R1	1R1	1R1	1R1	1R1
Guantanamo Bay	(3)	1MJ	1MJ	1MJ	1MJ	1MJ	1MJ	1MJ
Dominican Republic		2DC	2DC	2DC	2DC	2DC	1GC	1GC
Puerto Rico		2DC	2DC	2DC	2DC	2DC	1GC	1GC
Down Range Islands	(7)	1R1	1R1	1R1	1R1	1R1	1R1	1R1
Guatemala		2DC	2DC	2DC	2DC	2DC	1GC	1GC
N. Colombia		2DC	2DC	2DC	2DC	2DC	1GC	1GC
D W. Coast Middle America		2DC	2DC	2DC	2DC	2DC	1GC	1GC
E W. Coast South America		1GC	2DC	2DC	2DC	1GC	1GC	2DC
F E. Coast South America								
Rio de Janeiro		2DC	1GC	1GC	1GC	1GC	1GC	1GC
Porto Alegre		2DC	2DC	2DC	2DC	2DC	1GC	1GC
Montevideo		2DC	2DC	2DC	2DC(1)	2DC	1GC	1GC
Asuncion		2DC	2DC	2DC	2DC	2DC	1GC	1GC
Buenos Aires		2DC	2DC	2DC	2DC	2DC(1)	1GC	1GC
G Azores		1GC	1GC	1GC	1GC	1GC	1GC	1GC
H British Isles except:		2DC	3HL(10)	2DC	3DK(1)	3DK	1GC	1GC
Scotland		1GC	1GC	1GC	1GC	1GC	1GC	1GC
J Northern Europe, except:		2DC	3HL(10)	2DC	3DK(10)	3DK	1GC	1GC
Norway		1GC	1GC	1GC	1GC	1GC	1GC	1GC
Denmark		1GC	1GC	1GC	1GC	1GC	1GC	1GC
K W. Mediterranean, except:	(3)	1MJ	1MJ	1MJ	1MJ	1MJ	1GC	1MJ
Portugal		1GC	1GC	1GC	1GC	1GC	1GC	1GC
Morocco		1GC	1GC	1GC	1GC	1GC	1GC	1GC
Tunisia	(3)	2DC	2DC	2DC	2DC	2DC	1GC	1GC
Italy	(3)	1MJ	1MJ	1MJ	1MJ	1MJ	1GC	1GC
Spain	(3)	1MJ	1MJ	1MJ	1MJ	1MJ	1GC	1GC

Notes: See figure H-2.

Figure H-1

Ports Generally Cost Favorable for LRU Shipments

From States of:		AL	AZ	AR	CA	CO	CT	DE
To:								
Area/Country	Note	Water Ports of Embarkation						
L E. Mediterranean, except:	(3)	1MJ	1MJ	1MJ	1MJ	1MJ	IMJ	1MJ
Turkey	(3)	1GC	1GC	1GC	1GC	1GC	1GC	1GC
Greece	(3)	1MJ	1MJ	1MJ	1MJ	1MJ	1GC	1GC
M W. Africa		2DC	1GC	1GC	1GC	1GC	1GC	1GC
N S. and E. Africa								
South Africa	(5)							
East Africa	(5)	2DC	2DC	2DC	2DC	(5)	(5)	
P Persian Gulf/Red Sea		(8)	(8)	(8)	(8)	(8)	(8)	(8)
Q Burma/India								
Calcutta		2DC	2DC	2DC	3DK	2DC	1GC	1GC
Diego Garcia		3DK	3DK	3DK	3DK	3DK	3DK	3DK
R China Sea								
Thailand		2DC	3DK	1MJ	3DK	3DK	1GC	1GC
Indonesia		2DC	2DC	2DC	3DK	2DC	1GC	1GC
Taiwan		***3DK***	3HL(9)	2DC	3DK(1) 3HL(9)	3DK	1CG	ICG
S Philippines		2DC	3HL	2DC	3DK(1) 3HL	3DK	1GC	1CG
T Central Pacific Islands, except:		2DC	3HL(9)	2DC	3DK	3DK	1GC	1GC
Kwajalein Atoll		3DK	3DK	3DK	3DK	3DK	3DK	3DK
U Japan/Korea/Ryukyu and Bonin Island		2DC	3HL(9)	2DC	3DK(1) 3HL(9)	3DK	1GC	1GC
V Australia/New Zealand		3DK	3DK	3DK	3DK	3DK	3DK	3DK
W South Pacific Islands								
Pago Pago, Samoa	(5)	3DK	3DK	3DK	3DK	3DK	3DK	3DK
Johnston Island	(5)	3DK	3DK	3DK	3DK	3DK	3DK	3DK
X Hawaii/N. Central Pacific, except:	(6)	2DC	3HL(9)	2DC	3DK(1) 3HL(9)	3DK	1GC	1GC
Midway		3DK	3DK	3DK	3DK	3DK	3DK	3DK

Notes: See figure H-2.

Figure H-1 (Cont.)

Ports Generally Cost Favorable for LRU Shipments

From States of:		AL	AZ	AR	CA	CO	CT	DE
To:								
Area/Country	Note	Water Ports of Embarkation						
Y W. Pacific and NW Arctic, except: Alaska	(4)	4DL	4DL	4DL	4DL	4DL	4DL	4DL
Z Alaska	***(11)***	***4E1***	***4E1***	***4E1***	***4E1***	***4E1***	***4E1***	***4E1***

Notes: See figure H-2.

Figure H-1 (Cont.)

Ports Generally Cost Favorable for LRU Shipments

From States of: To:		DC	FL	GA	ID	IL	IN	IA
Area/Country	Note	Water Ports of Embarkation						
A N. Atlantic except:	(2)							
Argentia		1MJ	1MJ	1MJ	1MJ	1MJ	1MJ	1MJ
Iceland		1MJ	1MJ	1MJ	1MJ	1MJ	1MJ	1MJ
B Panama		1MJ	2DC	2DC	2DC	1GC	1GC	2DC
C Caribbean								
Bermuda		1MJ	1MJ	1MJ	1MJ	1MJ	1MJ	1MJ
Bahamas		1E1	1R1	1R1	1R1	1R1	1R1	1R1
Guantanamo Bay	(3)	1LM	1JM	1JM	1JM	1JM	1JM	1JM
Dominican Republic		1GC	2DC	2DC	2DC	1GC	1GC	1GC
Puerto Rico		1GC	2DC	2DC	2DC	2DC	1GC	2DC
Down Range Islands	(7)	1R1	1R1	1R1	1R1	1R1	1R1	1R1
Guatemala		1GC	2DC	2DC	2DC	1GC	1GC	2DC
N. Colombia		1GC	2DC	2DC	2DC	1GC	1GC	2DC
D W. Coast Middle America		1GC	2DC	2DC	2DC	1GC	1GC	2DC
E W. Coast South America		1GC	2DC	2DC	2DC	1GC	1GC	2DC
F E. Coast South America								
Rio de Janeiro		1GC	2DC	2DC	1GC	1GC	1GC	2DC
Porto Alegre		1GC	2DC	2DC	1GC	1GC	1GC	2DC
Montevideo		1GC	2DC	2DC	2DC	1GC	1GC	2DC
Asuncion		1GC	2DC	2DC	2DC	1GC	1GC	2DC
Buenos Aires		1GC	2DC	2DC	2DC	1GC	1GC	2DC
G Azores		1GC	1GC	1GC	1GC	1GC	1GC	1GC
H British Isles, except:		1GC	2DC	2DC	3DK	1GC	1GC	1GC
Scotland		1GC	1GC	1GC	1GC	1GC	1GC	1GC
J Northern Europe, except:		1GC	2DC	2DC	3DK	1GC	1GC	1GC
Norway		1GC	1GC	1GC	1GC	1GC	1GC	1GC
Denmark		1GC	1GC	1GC	1GC	1GC	1GC	1GC

Notes: See figure H-2.

Figure H-1 (Cont.)

Ports Generally Cost Favorable for LRU Shipments

From States of:		DC	FL	GA	ID	IL	IN	IA
To:								
Area/Country	Note	Water Ports of Embarkation						
K W. Mediterranean, except:	(3)	1MJ	1MJ	1MJ	1MJ	1MJ	1MJ	1MJ
Portugal		1GC	1GC	1GC	1GC	1GC	1GC	1GC
Morocco		1GC	1GC	1GC	1GC	1GC	1GC	1GC
Tunisia	(3)	1GC	2DC	2DC	2DC	2DC	2DC	2DC
Italy	(3)	1GC	1MJ	1MJ	1GC	1GC	1GC	1GC
Spain	(3)	1GC	1MJ	1MJ	1GC	1GC	1GC	1GC
L E. Mediterranean, except:	(3)	1MJ	1MJ	1MJ	1MJ	1MJ	1MJ	1MJ
Turkey	(3)	1GC	1GC	1GC	1GC	1GC	1GC	1GC
Greece	(3)	1GC	1MJ	1MJ	1GC	1GC	1GC	1GC
M W. Africa		1GC	2DC	2DC	1GC	1GC	1GC	2DC
N S. and E. Africa								
South Africa	(5)							
East Africa		(5)	(5)	(5)	2DC	(5)	(5)	(5)
P Persian Gulf/Red Sea		(8)	(8)	(8)	(8)	(8)	(8)	(8)
Q Burma/India								
Calcutta		1GC	2DC	2DC	3DK	1GC	1GC	1GC
Diego Garcia		3DK	3DK	3DK	3DK	3DK	3DK	3DK
R China Sea								
Thailand		1GC	2DC	2DC	3DK	1GC	1GC	1GC
Indonesia		1GC	2DC	2DC	3DK	2DC	2DC	2DC
Taiwan		***3DK***	***3DK***	***3DK***	3DK	***3DK***	***3DK***	***3DK***
S Philippines		1GC	2DC	2DC	4DL	1GC	1GC	4DL
T Central Pacific Islands, except:		1GC	2DC	2DC	4DL	1GC	1GC	4DL
Kwajalein Atoll		3DK	3DK	3DK	3DK	3DK	3DK	3DK
U Japan/Korea/Ryukyu and Bonin Island		1GC	2DC	2DC	4DL	1GC	1GC	4DL
V Australia/New Zealand	(5)	3DK	3DK	3DK	3DK	3DK	3DK	3DK
Kwajalein Atoll		3DK	3DK	3DK	3DK	3DK	3DK	3DK

Notes: See figure H-2.

Figure H-1 (Cont.)

Ports Generally Cost Favorable for LRU Shipments

From States of:		DC	FL	GA	ID	IL	IN	IA
To:								
Area/Country	Note	Water Ports of Embarkation						
W South Pacific Islands								
Pago Pago, Samoa	(5)	3DK	3DK	3DK	3DK	3DK	3DK	3DK
Johnston Island	(5)	3DK	3DK	3DK	3DK	3DK	3DK	3DK
X Hawaii/N. Central Pacific, except:	(6)	1GC	2DC	2DC	4DL	1GC	1GC	4DL
Midway		3DK	3DK	3DK	3DK	3DK	3DK	3DK
Y W. Pacific and NW Arctic, except: Alaska	(4)	4DL	4DL	4DL	4DL	4DL	4DL	4DL
Z Alaska	***(11)***	***4E1***	***4E1***	***4E1***	***4E1***	***4E1***	***4E1***	***4E1***

Notes: See figure H-2.

Figure H-1 (Cont.)

Ports Generally Cost Favorable for LRU Shipments

From States of:		KS	KY	LA	ME	MD	MA	MI
To:								
Area/Country	Note	Water Ports of Embarkation						
A N. Atlantic, except:	(2)							
Argentia		1MJ	1MJ	1MJ	1MJ	1MJ	1MJ	1MJ
Iceland		1MJ	1MJ	1MJ	1MJ	1MJ	1MJ	1MJ
B Panama		2DC	1MJ	2DC	1GC	1GC	1GC	1GC
C Caribbean								
Bermuda		1MJ	1MJ	1MJ	1MJ	1MJ	1MJ	1MJ
Bahamas		1R1	1R1	1R1	1R1	1R1	1R1	1R1
Guantanamo Bay	(3)	1MJ	1MJ	1MJ	1MJ	1MJ	1MJ	1MJ
Dominican Republic		2DC	1GC	2DC	1GC	1GC	1GC	1GC
Puerto Rico		2DC	1GC	2DC	1GC	1GC	1GC	1GC
Down Range Islands	(7)	1R1	1R1	1R1	1R1	1R1	1R1	1R1
Guatemala		2DC	2DC	2DC	1GC	1GC	1GC	1GC
N. Colombia		2DC	2DC	2DC	1GC	1GC	1GC	1GC
D W. Coast Middle America		2DC	2DC	2DC	1GC	1GC	1GC	1GC
E W. Coast South America		2DC	2DC	2DC	1GC	1GC	1GC	1GC
F E. Coast South America								
Rio de Janeiro		1GC	2DC	2DC	1GC	1GC	1GC	1GC
Porto Alegre		2DC	2DC	2DC	1GC	1GC	1GC	1GC
Montevideo		2DC	2DC	2DC	1GC	1GC	1GC	1GC
Asuncion		2DC	2DC	2DC	1GC	1GC	1GC	1GC
Buenos Aires		2DC	2DC	2DC	1GC	1GC	1GC	1GC
G Azores		1GC	1GC	1GC	1GC	1GC	1GC	1GC
H British Isles, except:		2DC	1MJ	2DC	1GC	1GC	1GC	1GC
Scotland		1GC	1GC	1GC	1GC	1GC	1GC	1GC
J Northern Europe, except:		2DC	1MJ	2DC	1GC	1GC	1GC	1GC
Norway		1GC	1GC	1GC	1GC	1GC	1GC	1GC
Denmark		1GC	1GC	1GC	1GC	1GC	1GC	1GC

Notes: See figure H-2.

Figure H-1 (Cont.)

Ports Generally Cost Favorable for LRU Shipments

From States of:		KS	KY	LA	ME	MD	MA	MI
To:								
Area/Country	Note	Water Ports of Embarkation						
K W. Mediterranean, except:	(3)	1MJ	1MJ	2DC	1GC	1MJ	1GC	1MJ
Portugal		1GC	1GC	1GC	1GC	1GC	1GC	1GC
Morocco		1GC	1GC	1GC	1GC	1GC	1GC	1GC
Tunisia	(3)	2DC	2DC	2DC	1GC	1GC	1GC	1GC
Italy	(3)	1MJ	1MJ	1MJ	1GC	1GC	1GC	1GC
Spain	(3)	1MJ	1MJ	1MJ	1GC	1GC	1GC	GC
L E. Mediterranean, except:	(3)	1MJ	1MJ	1MJ	1MJ	1MJ	1MJ	1MJ
Turkey	(3)	1GC	1GC	1GC	1GC	1GC	1GC	1GC
Greece	(3)	1MJ	1MJ	1MJ	1GC	1GC	1GC	1GC
M W. Africa		1GC	2DC	1GC	1GC	1GC	1GC	1GC
N S. and E. Africa								
South Africa	(5)							
East Africa		2DC	(5)	2DC	(5)	(5)	(5)	(5)
P Persian Gulf/Red Sea		(8)	(8)	(8)	(8)	(8)	(8)	(8)
Q Burma/India								
Calcutta		2DC	1GC	2DC	1GC	1GC	1GC	1GC
Diego Garcia		3DK	3DK	3DK	3DK	3DK	3DK	3DK
R China Sea								
Thailand		3DK	1GC	1MJ	1GC	1GC	1GC	1GC
Indonesia		2DC	2DC	2DC	1GC	1GC	1GC	1GC
Taiwan		***3DK***	***3DK***	2DC	1GC	***3DK***	1GC	***3DK***
S Philippines		1GC	2DC	2DC	4DL	1GC	1GC	4DL
T Central Pacific Islands, except:		2DC	1MJ	2DC	1GC	1GC	1GC	1GC
Kwajalein Atoll		3DK	3DK	3DK	3DK	3DK	3DK	3DK
U Japan/Korea/Ryukyu and Bonin Island		2DC	1MJ	2DC	1GC	1GC	1GC	1GC
V Australia/New Zealand	(5)	3DK	3DK	3DK	3DK	3DK	3DK	3DK

Notes: See figure H-2.

Figure H-1 (Cont.)

SUPPLEMENTARY

INFORMATION

Trailer Data TCMD Entries for SEAVAN/MILVAN (Van) Miscellaneous Information (DI T_9) (Includes Empty SEAVAN/MILVAN/CONEX)

Prime Data rp	DD Form 1384 Block	Procedure
1-3	32	Enter a three position code. The first position is always T. The second position is always the same as the second position of the prime data entry. The third position is always nine.
4-8	33	Same as the prime data entry.
9-14	34	Enter an X followed by the five digit ZIP code for the van's point of origin.
15-19	35	For other than reefer vans, same as the prime data entry. For reefer vans, enter an F (Fahrenheit) followed by the temperature or temperature range required to properly maintain the cargo, e.g., 34° is shown as F34XX, 34° to 41° is shown as F3441.
20	36a	Same as the prime data entry.
21-23	36b	Same as the prime data entry.
24-26	37	Same as the prime data entry.
27	38	Enter the letter V.
28-29	39	Enter the length of the van ordered, in feet. For empty vans, enter the actual van length, in feet. For empty CONEX, enter the type pack code.
30-46	40	Same as the prime data (T_2) entry.
47-52	41	Same as the prime data entry.
53	42	Same as the prime data entry.
54-55	43	Always VN.
56-63		Enter the number marked on the container. If less than eight digits, left zero fill. Do not include the check digit or the van owner code as part of the container number. If the container number is larger than eight digits, enter the rightmost eight digits. Include alphabetic characters but exclude special characters such as dashes, slashes, or other symbols.
64		Enter a dash (-).
65		Enter the check digit marked on the container. The check digit is a number separated from the container number by a dash, space, or slash. Some check digits are a different color, shaded, or enclosed in a box. If the container does not have a check digit, leave blank.

Figure D-13

Trailer Data TCMD Entries for SEAVAN/MILVAN (Van) Miscellaneous Information (DI T_9) (Includes Empty SEAVAN/MILVAN/CONEX)

Prime Data rp	DD Form 1384 Block	Procedure
66-73		Enter the complete seal number. Left fill with zeros if less than eight characters.[11]
74-77	44a,b	For loaded vans, enter the ocean carrier code (appendix F11).
78-79		For MILVANs, enter the number of beam assemblies for vans equipped with mechanical bracing systems. If the MILVAN is not so equipped, enter 00. For SEAVANs, leave blank.
80	44c	Enter the appropriate sequence number beginning with one.

Figure D-13 (Cont.)

[11] If for any reason, a van must be opened while enroute to its final destination, a new seal is affixed. Whenever a seal is replaced, the new seal number and the activity replacing the seal are identified in rp 54-79 of an additional T_9 entry as follows:

1-53	32-42	Enter the same data as detailed above.
54-65	43	Enter SECOND SEAL leaving rp 65 blank.
66-73		Enter new seal number.
74-79	44b	Identify the activity or ocean carrier which applied the new seal by entering the DoDAAC of the activity or the ocean carrier code from appendix F11.

Trailer Data TCMD Entries For SEAVAN/MILVAN Stop-off Points (DI T_9)

Prime Data rp	DD Form 1384 Block	Procedure
1-3	32	Enter a three position code. The first position is always. The second position is always the same as the second position of the prime data entry. The third position is always nine.
4-8	33	Same as the prime data entry.
9-14	34	Enter an X followed by the five digit ZIP code for the van's point of origin.
15-19	35	For other than reefer vans, same as the prime data entry. For reefer vans, enter an F (Fahrenheit) followed by the temperature or temperature range required to properly maintain the cargo, e.g., 34^0 is shown as F34XX, 34^0 to 41^0 is shown as F3441.
20	36a	Leave blank.
21-23	36b	Same as the prime data entry.
24-26	37	Same as the prime data entry.
27	38	Enter the letter V.
28-29	39	Enter the length of the van ordered, in feet.
30-46	40	Same as the prime data (T_2) entry.
47-52	41	Same as the prime data entry.
53	42	Same as the prime data entry.
54-59	43	Enter STOP and the stopoff number. e.g., STOP01.
60-65		Enter the DoDAAC for the stopoff indicated in rp 54-59.
66-67		Leave blank.
68-73	44a,b	If there are additional stopoffs, enter STOP and the next stopoff number. If no additional stopoffs, leave blank.
74-79		Enter the DoDAAC for the stopoff indicated in rp 68-73.
80	44c	Enter sequence indicator, beginning with the letter A, for each T_9 stopoff data entry.

Figure D-14

Trailer Data TCMD Entries For Additional Required Hazardous Material Information (DI T_9)

Prime Data rp	DD Form 1384 Block	Procedure
1-3	32	Enter a three position code. The first position is always T. The second position is always the same as the second position of the prime data entry. The third position is always nine.
4-8	33	Same as the prime data entry.
9-14	34	Leave blank.
15-19	35	Same as the prime data entry (see footnote **3**, figure D-5).
20	36a	Same as the prime data entry.
21-23	36b	Same as the prime data entry.
24-26	37	Same as the prime data entry.
27	38	Same as the prime data entry.
28-29	39	Same as the prime data entry.
30-46	40	Same as the prime data entry.
47-52	41	Same as the prime data entry.
53	42	Same as the prime data entry.
54-79	43-44b	Using as many T_9 entries as necessary, enter, in the order listed, the following clear text information: a. The Proper Shipping Name (PSN) (without abbreviations) as listed on the certification document. (1) The technical name of the material included in parentheses immediately following the PSN when required by regulation. (2) "RQ", Reportable Quantity, will ***follow*** the PSN, when appropriate, to indicate the hazardous material quantity which meets or exceeds the quantity listed in 49 CFR. (3) "Waste" will precede the PSN when the hazardous material is defined as such (see 40 and 49 CFR). b. The hazard class as listed in the certification document. c. UN, NA, or ID number. d. Packaging Group. May be PGI PGII, or PGIII, as appropriate.

Figure D-15

Prime Data rp	DD Form 1384 Block	Procedure
		e. "Limited Quantity" or "LTD QTY" must be indicated when the material is defined as such.
		f. Military air transportation. Enter "Cargo Aircraft Only" after the packaging group when dagger or Theta material is identified IAW AFR 71-4.
		g. Poisonous Inhalation Materials. Enter "Poison Inhalation Hazard" followed by "Zone A," "Zone B," "Zone C," or "Zone D" for gases or "Zone A" or "Zone B" for liquids (see 49 CFR). The word "poison" is not required if already included as part of PSN.
		h. "Dangerous When Wet" is required when defined and listed in the certification document.
		i. The total quantity (number of pieces, type pack, and weight or volume) of the material covered by the description. The actual number of pieces on a pallet or unitized load is reported with the type pack and total weight. For example, twelve 100-pound cylinders on a pallet are listed as 12 cyl 1200 lbs.
		j. The flash point for flammable liquids, in degrees Centigrade (C) or Fahrenheit (F). For example, CLOSED CUP FLASH POINT ___ DEGREES C or F.
		k. The classification, security risk category, and/or transportation protection service requirements IAW appendix F20, ***paragraph 4***. These entries will be on separate T_9 records.
		l. The statement: "GOVERNMENT-OWNED GOODS PACKAGED BEFORE JANUARY 1990" is required if the hazardous material was originally packaged prior to 1 January 1990.
		m. The Competent Authority Approval (CAA) number must be entered if the shipment is hazardous and subject to POP requirements but waivers in the form of CAA (DOT approval to deviate) have been obtained.
80	44c	Enter sequence number for each T_9 beginning with one.

Figure D-15 (Cont.)

Trailer TCMD Entries for Personal Property Address Information (DI T_9)

Prime Data rp	DD Form 1384 Block	Procedure
1-3	32	Enter a three position code. The first position is always T. The second position is always the same as the second position of the prime data entry. The third position is always nine.
4-8	33	Same as the prime data entry.
9-14	34	Same as the prime data entry.
15-19	35	Same as the prime data entry.
20	36a	Same as the prime data entry.
21-23	36b	Same as the prime data entry.
24-26	37	Same as the prime data entry.
27	38	Same as the prime data entry.
28-29	39	Same as the prime data entry.
30-46	40	Same as the prime data entry.
47-52	41	Same as the prime data entry.
53	42	Same as the prime data entry.
54-79	43-44b	For personal property consigned to a civil address, use as many T_9 entries as necessary to enter the complete clear text address. For unaccompanied baggage of TDY USAF personnel, military and civilian, use the first T_9 entry to list the travel order number and the ADSN/fiscal station number from the DD Form 1610, Request and Authorization for TDY Travel of DoD Personnel, (items 22 and 19 respectively). Additional T_9 entries are made to list the organization that issued the orders, including sufficient data to allow AMC/ACIA billing.
80	44c	Enter the sequence number for each T_9 entry, beginning with the number one.

Figure D-16

Trailer Data TCMD Entries for Air Load Planning and Manifesting (T_9) Vehicles

Trailer Data rp	Procedures (for unit moves only)
1 - 3	Enter three position document identifier. First position is always "T." The second position is the same as the second position of the prime data entry. The third position is always "9."
4 - 5	Enter one of the following CALM record type codes, right justified:

Code	Definition
H	Helicopter
R	Wheeled vehicle (truck)
RL	Trailer vehicle
RT	Tracked vehicle
TV	Towed vehicle

6 - 9 Enter the center of balance in inches, rounded to the next whole inch. The formula for computing the center of balance follows:

Distance to wheel 1 X weight of wheel 1 = Moment
Distance to wheel 2 X weight of wheel 2 = Moment
(through number of wheels up to 12)

$$\frac{\textit{Total wheel weights}}{\textit{Total moments}} = \textit{Center of balance}$$

10 - 15 Reserved. Leave blank.

16 - 32 Enter the TCN from rp 30-46 of the prime data entry.

33 - 34 Enter the manifest reference number from appendix F1.

35 If venting required, enter "Y" for yes; otherwise, enter "N" for no.

36 - 43 Enter one to four load/storage group codes, right justified. Precede single-digit numbers with a leading zero, i.e., 02.

44 - 47 Enter the length in inches, rounded to the next whole inch.

48 - 50 Enter the width in inches, rounded to the next whole inch.

51 - 53 Enter the height in inches, rounded to the next whole inch.

54 - 56 Enter the front overhang in inches, rounded to the next whole inch. If none, leave blank.

57 - 58 Enter the rear overhang in inches, rounded to the next whole inch. If none, leave blank.

59 - 69 Enter the bumper/container number, including spaces. If less than seven characters, right justify.

Figure D-17

Trailer Data TCMD Entries for Air Load Planning and Manifesting (T_9)
Vehicle

Trailer Data rp	Procedures (for unit moves only)
70	For helicopters, enter one of the following codes:

Code	Definition	Code	Definition
A	UH-60	K	AH-1T
B	CH-58	L	CH-47
C	AH-1S	M	CH-53E
D	AH-1G/J	N	CH-53J
E	UH-1M	O	HH-53E
F	UH-1D/H	P	HH-3
G	UH-1C/M	Q	HH-60
H	AH-64	R	AH-1W
I	CH-46	S	HH-2/F
J	CH-53D	T	HH-65A-1

71 For helicopters, enter one of the following codes:

Code	Definition
F	Flyaway or with refuel probe
W	Without wings
P	Without pods
S	Without stabilizers
R	Maximum reduced

72 Enter number of road wheels for type code "RT" items.

73 - 75 Enter tread/skid length in inches, rounded to the next whole inch.

76 - 77 Enter trailer tongue length in inches, rounded to the next whole inch.

78 - 79 Enter the total number of axles. For "RL" items, axle one is the hitch if the trailer tongue is not hinged.

80 Enter the record sequence number beginning with one.

Figure D-17 (Cont.)

Trailer Data TCMD Entries for Air Load Planning and Manifesting (T_9)
Vehicle

Trailer Data rp	Procedures (for unit moves only)
1 - 3	Enter three position document identifier. First position is always "T." The second position is the same as the second position in the prime data entry. The third position is always nine.
4	If roller shoring used, enter "Y" for yes; otherwise, enter "N" for no.
5	If parking shoring used, enter "Y" for yes; otherwise, enter "N" for no.
6	If sleeper shoring used, enter "Y" for yes; otherwise, enter "N" for no.
7	If bridge shoring used, enter "Y" for yes; otherwise, enter "N" for no.
8 - 17	Enter the 10-digit joint line item number (JLIN), or a combination of the line item number (LIN) and its index number (Army, TB 55-46-1; Navy, NAVFAC P-1055). If neither the JLIN nor LIN/index number is available, leave blank. A sample LIN/ index number entry follows: 8 - 13 K31796 (UH1D helicopter) 14 Leave blank 15 - 17 06 (UH1D helicopter with one m/rotor blade removed)
18 - 21	Enter axle distance in inches, rounded to the next whole inch, for axle one. If type code is "RL," enter hitch distance in inches rounded to the next whole inch.
22 - 26	Enter the weight in pounds, rounded to the next whole pound, for axle one. If type code is "RL," enter the hitch weight in pounds, rounded to the next whole pound.
27 - 29	Enter the span in inches, rounded to the next whole inch, for axle one.
30	Enter "S" for single axle or "B" for bogie for axle one.
31 - 34	Enter the distance in inches, rounded to the next whole inch, for axle two.
35 - 39	Enter the weight in pounds, rounded to the next whole pound, for axle two.
40 - 42	Enter the span in inches, rounded to the next whole inch, for axle two.
43	Enter "S" for single axle or "B" for bogie, for axle two.
44 - 47	Enter axle distance in inches, rounded to the next whole inch, for axle three.
48 - 52	Enter the weight in pounds, rounded to the next whole pound, for axle three.
53 - 55	Enter the span in inches, rounded to the next whole inch, for axle three.
56	Enter "S" for single axle or "B" for bogie, for axle three.
57 - 60	Enter axle distance in inches, rounded to the next whole inch, for axle four.
61 - 65	Enter the weight in pounds, rounded to the next whole pound, for axle four.

Figure D-18

Trailer Data TCMD Entries for Air Load Planning and Manifesting (T_9) Vehicle

Trailer Data rp	Procedures (for unit moves only)
66 - 68	Enter the span in inches, rounded to the next whole inch, for axle four.
69	Enter "S" for single axle or "B" for bogie, for axle four.
70	Enter the record sequence number.

Figure D-18 (Cont.)

Trailer Data TCMD Entries for Air Load Planning and Manifesting (T_9)
Vehicle

Trailer Data rp	Procedures (for unit moves only)
1 - 3	Enter three position document Identifier. First position is always "T." The second position is the same as the second position of the prime data entry. The third position is always nine.
4 - 7	Enter axle distance in inches, rounded to the next whole inch, for axle five.
8 - 12	Enter the weight in pounds, rounded to the next whole pound, for axle five.
13 - 15	Enter the span in inches, rounded to the next whole inch, for axle five.
16	Enter "S" for single axle or "B" for bogie, for axle five.
17 - 20	Enter axle distance in inches, rounded to the next whole inch, for axle six.
21 - 25	Enter the weight in pounds, rounded to the next whole pound, for axle six.
26 - 28	Enter the span in inches, rounded to the next whole inch, for axle six.
29	Enter "S" for single axle or "B" for bogie, for axle six.
30 - 33	Enter axle distance in inches, rounded to the next whole inch, for axle seven.
34 - 38	Enter the weight in pounds, rounded to the next whole pound, for axle seven.
39 - 41	Enter the span in inches, rounded to the next whole inch, for axle seven.
42	Enter "S" for single axle or "B" for bogie, for axle seven.
43 - 47	Enter axle distance in inches, rounded to the next whole inch, for axle eight.
48 - 52	Enter the weight in pounds, rounded to the next whole pound, for axle eight.
53 - 56	Enter the span in inches, rounded to the next whole inch, for axle eight.
57	Enter "S" for single axle or "B" for bogie, for axle eight.
58 - 61	Enter axle distance in inches, rounded to the next whole inch, for axle nine.
62 - 66	Enter the weight in pounds, rounded to the next whole pound, for axle nine.
67 - 69	Enter the span in inches, rounded to the next whole inch, for axle nine.
70	Enter "S" for single axle or "B" for bogie, for axle nine.
71	Enter record sequence number.

Figure D-19

Trailer Data TCMD Entries for Air Load Planning and Manifesting (T_9)
Vehicle

Trailer Data rp	Procedures (for unit moves only)
1 - 3	Enter three position document identifier. First position is always "T." The second position is the same as the second position of the prime data entry. The third position is always nine.
4 - 7	Enter axle distance in inches, rounded to the next whole inch, for axle ten.
8 - 12	Enter the weight in pounds, rounded to the next whole pound, for axle ten.
13 - 15	Enter the span in inches, rounded to the next whole inch, for axle ten.
16	Enter "S" for single axle or "B" for bogie, for axle ten.
17 - 20	Enter axle distance in inches, rounded to the next whole inch, for axle eleven.
21 - 25	Enter the weight in pounds, rounded to the next whole pound, for axle eleven.
26 - 28	Enter the span in inches, rounded to the next whole inch, for axle eleven.
29	Enter "S" for single axle or "B" for bogie, for axle eleven.
30 - 33	Enter axle distance in inches, rounded to the next whole inch, for axle twelve.
34 - 38	Enter the weight in pounds, rounded to the next whole pound, for axle twelve.
39 - 41	Enter the span in inches, rounded to the next whole inch, for axle twelve.
42	Enter "S" for single axle or "B" for bogie, for axle twelve.
43	Enter the record sequence number.

Figure D-20

Trailer Data TCMD Entries for Air Load Planning and Manifesting (T_9)
Palletized Cargo

Trailer Data rp	Procedures (for unit moves only)
1 - 3	Enter three position document identifier. First position is always "T." The second position is the same as the second position of the prime data entry. The third position is always nine.
4 - 5	Enter one of the following record type codes, right justified:

Code	Definition
P1-6	Palletized cargo train (number equals number of pallets in the train, i.e., P3 is
a	three pallet train)
AL	Low altitude parachute extraction system
AC	Container delivery system
AH	Heavy equipment
O	Other cargo, i.e., commercial pallets

6 If rp 4-5 equals "AL," enter one of the following codes:

Code	Definition
S	Static line
E	Extraction force coupler

7 - 12	Enter the pallet identifier code.
13 - 16	Enter the center of balance in inches, rounded to the next whole inch.
17 - 22	Leave blank.
23 - 39	Enter the TCN from rp 30-46 of the prime data entry.
40 - 41	Enter the manifest reference number from appendix F1.
42	Enter the pallet profile code from appendix F23, paragraph 2.
43	Venting instructions, enter "Y" for yes or "N" for no.
44 - 51	Enter one of four load/storage group codes, right justified. Precede single-digit codes with a leading zero.
52 - 55	Enter the length in inches, rounded to the next whole inch.
56 - 58	Enter the width in inches, rounded to the next whole inch.
59 - 61	Enter the height in inches, rounded to the next whole inch.
62 - 63	Enter the front overhang in inches, rounded to the next whole inch.
64 - 65	Enter the rear overhang in inches, rounded to the next whole inch. If none, leave blank.
66 - 76	Enter the bumper/container number, including spaces. If less than seven characters, right justify. For cargo, other than vehicles or containers, leave blank.

Figure D-21

Trailer Data TCMD Entries for Air Load Planning and Manifesting (T_9)
Palletized Cargo

Trailer Data rp	Procedures (for unit moves only)

77 For helicopters, enter one of the following codes:

Code	Definition	Code	Definition
A	UH-60	K	AH-1T
B	CH-58	L	CH-47
C	AH-1S	M	CH-53E
D	AH-1G/J	N	CH-53J
E	UH-1M	O	HH-53E
F	UH-1D/H	P	HH-3
G	UH-1C/M	Q	HH-60
H	AH-64	R	AH-1W
I	CH-46	S	HH-2/F
J	CH-53D	T	HH-65A-1

78 For helicopters, enter one of the following codes:

Code	Definition
F	Flyaway or with refuel probe
W	Without wings
P	Without pods
S	Without stabilizers
R	Maximum reduced

79 Enter record sequence number beginning with one.

Figure D-21 (Cont.)

Trailer Data TCMD Entries for Air Load Planning and Manifesting (T_9)
Palletized Cargo

Trailer Data rp	Procedures (for unit moves only)
1 - 3	Enter three position document identifier. First position is always "T." The second position is the same as the second position of the prime data entry. The third position is always nine.
2 - 20	Enter the TCN from rp 30-46 of the prime data entry.
21 - 30	Enter the 10-digit joint line item number (JLIN), or a combination of the line item number (LIN) and its index number (Army, TB 55-46-1 or Navy, NAVFAC P-1065). If neither the JLIN nor the LIN/index number is available, leave blank. A sample LIN/index number follows:
	21 - 26 K31796 (UH1D helicopter) 27 Leave blank 28 - 30 06, right justified (UH1D helicopter with one m/rotor blade removed)
31	Enter record sequence number.

Figure D-22

Data Entries When Using Electrically Transmitted Message (ETM) Format for an Advance TCMD

Prepare the standard ETM entries prescribed by the various telecommunications publications. In addition, use the following procedures for data entry:

1. Enter TT (tape to tape in the LMF block of the header line, Joint Message Form (DD Form 173 (series))).

2. In the message body:

a. Use symbols as follows:

(1) Use a slash mark (/) to separate data entries.

(2) Use a slash mark followed by an ampersand (/&) to denote the end of data for a DI which does not complete the data for a shipment unit.

(3) Use a slash mark followed by a double ampersand (/&&) to show the data on a shipment unit is complete.

(4) Use a single ampersand to begin additional message form pages.

b. Enter in normal TCMD order, the following required data: (1) All elements of prime data (T_0 through T_4 data). (2) All elements of SEAVAN miscellaneous/stopoff trailer data. (3) For all other trailer data, enter only rp 1-3, 9-14, and 54-80.

c. Make the entries cited in b.(1) and (2) on two lines separated with a slash mark following the last position of the TCN (rp 46).

d. For T_9 trailer entries, the sequence number is entered after the last entry following rp 54.

Appendix E

TCMD EFFECTIVENESS REPORTING SYSTEM

1. This appendix describes the TCMD effectiveness reporting system. The uses, formats, and general description of the TCMD are contained in chapter 2, paragraph B.2. Appendix D details the actual procedures for preparing a TCMD. The reporting system outlined in this appendix is designed to provide the shippers (and their Service or Agency headquarters) with the feedback necessary to ensure TCMDs are submitted correctly and on time. The reporting system also provides a means to highlight problems within the clearance process. Currently, the reporting system is in effect only for CONUS export shipments.

2. **Responsibilities for the Surface Reporting Program Rest With Various Elements of the Transportation System.**

a. The Military Traffic Management Command (MTMC):

(1) Prepares the reports detailing TCMD discrepancies.

(2) Distributes the reports to the shippers and the shipping Service and Agency headquarters (MILSTAMP focal points).

(3) Reviews and analyzes the reports to determine possible trends or patterns of discrepancies.

(4) Initiates specific communication with shippers to assist in identifying discrepancy causes and appropriate corrective actions. This assistance is directed first to the shippers with low effectiveness rates (below 90 percent) or a significant number of repetitive discrepancies in any error category.

(5) Takes action to correct any report preparation errors.

b. The (CONUS) shipping activities:

(1) Review and analyze the reports received from MTMC to identify the cause of TCMD deficiencies and take appropriate corrective actions.

(2) Notify MTMC when the analysis reveals the reports erroneously attribute a significant number of errors to the shipper. This notification is essential for MTMC to determine and correct the actual cause of documentation deficiencies.

(3) Report to their respective Service or Agency headquarters any circumstances which are beyond the control of the shipper and which preclude timely submission of accurate TCMDs.

c. The Service and Agency headquarters:

(1) Review monthly summary reports, received from MTMC, and initiate appropriate action with shipping activities which demonstrate poor performance on a continuing basis.

(2) Notify the DoD MILSTAMP System Administrator when operating conditions or other circumstances beyond Service or Agency headquarters control preclude specific shipping activities from meeting MILSTAMP standards for TCMD submission.

d. The DoD MILSTAMP System Administrator:

(1) Takes necessary action with Service and Agency headquarters to correct system deficiencies and conducts onsite research into repetitive problems, ***when required.***

(2) Through Headquarters MTMC, ensures distribution of monthly summary reports to Service and Agency headquarters (MILSTAMP focal points) and major shippers.

3. The CONUS surface reports generated by the TCMD effectiveness reporting system are explained below with examples illustrated in figures E-2 through E-4. Since these reports are produced separately for outbound shipments moving through terminals in each MTMC area, two reports (with different data) may be produced for the same shipper covering the same period.

a. The Weekly Shipper TCMD Error Listing consists of computer listings identifying the shipping activity, the specific TCMDs (by TCN) on which errors are reported, the type and quantity of errors, and an 80-column printout of the discrepant TCMD(s). The report is prepared by MTMCEA and MTMCWA for distribution to selected shippers. The error codes used on the reports are explained in figure E-1. Figure E-2 is a sample of the weekly shipper TCMD error listing, complete with explanations of the entries.

b. The monthly MTMC shipper effectiveness summary consists of a statistical summary for each shipping activity which has 10 or more shipments received at a CONUS WPOE during the report month. It is prepared and forwarded by Headquarters MTMC to Service and Agency headquarters, selected shippers, and each MTMC area command.

(1) The report includes a calculated summary of the timeliness of TCMD submission as well as the accuracy of those TCMDs actually submitted. Also included is a numerical summary of the errors noted on the TCMDs, ***with separate columns for Breakbulk TCMDs, Container TCMDs, and a composite of all TCMDs.***

(2) The error codes ***are identified*** on ***this*** report ***by both error code and a brief description. The error codes are explained in greater detail in figure E-1.***

(3) Reports to activities meeting or exceeding the standard of ninety percent (90%) timeliness and ninety-five percent (95%) accuracy will contain a statement recognizing their good performance.

(4) Figure E-3 is an example of the report. Figure E-3A is an example of the report that may be sent to shippers meeting or exceeding the standards.

4. The CONUS air reports and reporting procedures will be addressed in this paragraph when developed.

Error Codes for TCMD Effectiveness Reports

Code	Abbreviation	Explanation
01	MISSING TCMD	Shipper prepared TCMD not in the MTMC data base at the time of cargo receipt.
02	INV TCN	TCMD submitted with TCN containing blank(s) or invalid characters; rejected.
03	INV POE	TCMD submitted with WPOE (rp 21-23) unmatched to MILSTAMP water port identifiers (appendix F21), or TCMD submitted to wrong clearance authority for POE listed; rejected.
04	INV TCON	TCMD (DI T_2, T_3, T_4) submitted with blank(s) or invalid characters in rp 4-8; rejected.
05	5 TRLR RQD	TCMD submitted without required trailer entry for outsized dimensions (DI T_5).
06	6 TRLR RQD	TCMD (DI TE_, TJ_) submitted without required trailer entry for round count/IMO classification (DI T_6).
07	7 TRLR RQD	TCMD (DI TE-) submitted without required trailer entry for lot number (DI TE7).
08	8 TRLR RQD	TCMD (DI TF_, TH_, TP_) submitted without trailer entry for ownership (DI T_8).
09	9 TRLR RQD	TCMD submitted without required trailer entry for miscellaneous information (DI T_9).
10	INV TAC	TCMD submitted with TAC (rp 64-67) unequal to four alphanumeric characters (other than four zeros), or unmatched to TAC edit criteria prescribed by Services and Agencies.
11	UNM CNSE	TCMD submitted with consignee field (rp 47-52) unmatched to DoD Activity Address Directory or Military Assistance Program Address Directory.
12	INV COMM	TCMD submitted with water commodity code (rp 15-17) unmatched to MILSTAMP water commodity code table (appendix F20).
13	INV CGOX	TCMD for surface shipment submitted with cargo exception field (rp 18-19) unmatched to MILSTAMP type cargo and special handling tables (appendix F20).
14	CNTR W/O CNT	TCMD (DI T_2, T_3) submitted without any content (DI T_4) TCMDs.
15	INV PCS	TCMD submitted with piece field (rp 68-71) value other than as prescribed by MILSTAMP.
16	INV WT	TCMD submitted with weight field (rp 72-76) value other than as prescribed by MILSTAMP.
17	INV CUBE	TCMD submitted with cube field (rp 77-80) value other than as prescribed by MILSTAMP.

Figure E-1

Code	Abbreviation	Explanation
18	INV 6 TRLR	Round count and IMO classification trailer entry (DI T_6) submitted with one or more required fields containing blanks or invalid characters.
19	RESERVED	
20	RESERVED	
21	RESERVED	
22	DUPL TRLR	TCMD submitted with more than one DI T_6 or T_8 trailer entry; trailers rejected.
23	INV PRI	TCMD submitted with invalid value in priority field (rp 53); TCMD processed, priority 3 inserted.
24	INV VNOWN	Van TCMD submitted with van owner field (rp 9-12) blank or unmatched to SEAVAN owner abbreviations.
25	INV VNSZ	Van TCMD submitted with van size (rp 13-14) unequal to two numeric characters.
26	INV MODE	TCMD submitted with mode field (rp 27) unmatched to MILSTAMP mode of shipment codes (appendix F13).
27	INV PKG	TCMD submitted with type pack field (rp 28-29) unmatched to MILSTAMP type pack codes (appendix F14).
28	RESERVED	
29	RESERVED	
30	INV CDIST	Van TCMD submitted with content distribution indicator (DI T_2, rp 57) unequal to S, M, or 1 through 9.
31	INV SV SU	Van TCMD submitted with shipment unit field (DI T_2, rp 58-59) unequal to 01-99 or XX.
32	INV DTE	TCMD submitted with date shipped (rp 60-62) unequal to 001-366.
33	INV ETA	TCMD submitted with ETA field (rp 63) unequal to alphanumeric character other than I and O.
34	INV INCUBE	Van TCMD submitted with inside cube capacity (DI T_2, rp 64-67) unequal to four numerics.
35	INV 5 TRLR	Outsize dimensions trailer entry (DI T_5) submitted with one or more required fields blank or containing invalid characters.

Figure E-1 (Cont.)

Code	Abbreviation	Explanation
36	INV 7 TRLR	Lot number trailer entry (DI TE7) submitted with one or more required fields blank or containing invalid characters.
37	INV 8 TRLR	Ownership trailer entry (DI T_8) submitted with one or more required fields blank or containing invalid characters.
38	INV 9 TRLR	Miscellaneous information trailer entry (DI T_9) submitted with one or more required fields blank or containing invalid characters.
39	INV POD	TCMD submitted with WPOD (rp 24-26) unmatched to MILSTAMP water port identifier codes (appendix F21).

Figure E-1 (Cont.)

Weekly Shipper TCMD Error Listing

RCS-NT-SY-5 EA MTMC WEEKLY SHIPPER TCMD ERROR LISTING 94 FEB 08

(1) N63408 NAVY MATERIAL TRANSP OFFICE DIRECT INQUIRIES TO NTE-IT DSN 247-7235
BUILDING Z-133 TELEPHONE (201) 858-7235 ● REJECT ERROR
US NAVAL STATION
NORFOLK, VA 23511

(2) DIC	TCON	CNSNR	CONX	POE	POD	M	PK	TCN	CNSNE	P	RDD	PRJ	DS	T	TAC	PCS	WT	CUBE	ERROR CODE	ERROR CODE
(3) TX1		N63408	712Z9	1NJ	CE1	B	CT	N6051432710951XAX	N60514	3			0360		N882	0021	00000	0000	16 INV WT	17 INV CUBE
(4) LX1		N63408	700Z9	INJ	LD1	B	PT	X7029532796003XXX	X70295	2			030X		N882	0002	01100	0028	11 UKN CNSE	
(5) VX1		N63408	712Z9	INJ	HA7	B	CT	N630313189H087XAX	N63031	3			0340		N121	0002	00144	0032	01 MISSING TCMD	A1234567 (6)
TJ2	09263	ARMY 20	70XVZ	INJ	PK1	V	YC	N634084355V977XX2	X63005	3			0331		1260	0001	22609	1260	11 UNK CNSE	
(7) TJ9	09263	X23511	70XVZ	1NJ	PK1	V	20	N634084333V977XX2	X63005	3	VN0009263SN03716573ARMY05									

TCMDS IN ERROR 3 TOTAL SHIPPER TCMDS 45

The numbers in parenthesis are explained below.

(1) The shipping activity responsible for documentation as determined from rp 9-14 (DI T_0/1) or rp 30-35 (DI T_2/3) of the TCMD or other available documentation.

(2) The column headings are abbreviations of the TCMD data fields based on DI T_0/1 entries.

(3) Lines in which the first position of the DI code is T, list the TCMD entries as submitted by the shipper. When the clearance authority enters data from shipper prepared manual TCMDs, the first position of the DI code is 3.

(4) Lines in which the first position of the DI code is L, list the TCMD entries as submitted to the POE under local agreement between the shipper and the port.

(5) Lines in which the first position of the DI code is V, list the TCMD entries made by the POE when no TCMD is in the MTMC data base when cargo is received. These lines always cite error code 01 MISSING TCMD.

(6) When error code 01 MISSING TCMD is listed, include the number of the GBL on which the shipment was delivered to the POE. If a GBL was not used or is not available, print the abbreviated name of the vendor of delivering carrier.

(7) The data in rp 54-80 of all trailer data is printer consecutively, without spaces.

Figure E-2

EXAMPLE OF MONTHLY MTMC SHIPPER EFFECTIVENESS REPORT

HQ, MILITARY TRAFFIC MANAGEMENT COMMAND, MTOP-QS
5611 COLUMBIA PIKE, FALLS CHURCH, VA 22041-5050

TCMD EFFECTIVENESS REPORTING SYSTEM
Transportation Control and Movement Documents (TCMDS)
Submitted to Eastern/Western Area
June 1994

W42QLW
MR. JOHN DOE, TRANSPORTATION OFFICER
1314TH MEDIUM PORT COMMAND
4400 DAUPHINE ST
NEW ORLEANS, LA 70146-6000

Your activity made the following errors on Advance Transportation Control and Movement Documents (ATCMDs) during the above stated reporting month. Recommend you take necessary action to prevent documentation errors. TCMD errors reduce the effectiveness of intransit visibility, can result in shipments not reaching their destination, and cause a financial loss to the Department of Defense. Acceptable standard is at or above 90% timeliness and 95% accuracy of ATCMDs.

It costs MTMC $23.00 to prepare a TCMD when the ATCMD is not received from the consignor. This month, 10 missing ATCMDs from your activity resulted in MTMC having to prepare TCMDs with contract labor, at a cost of $230.00. Your activity may be billed for this cost.

TIMELINESS OF MANDATORY ATCMD DATA				ACCURACY OF ALL SHIPPER ATCMDS			
SHIPPER* FURNISHED ATCMDS	TERMINAL PREPARED TCMDS	TOTAL NUMBER TCMDS	SHIPPER FURNISHED PERCENT ON TIME	SHIPPER** ATCMDS	REJECT ATCMD ERRORS 0	ATCMDS WITH ERRORS	PERCENT OF ACCURATE ATCMDS
1013	10	1023	99	1112		532	53

CODE	ERROR	BREAK BULK	CONTAINER	TOTAL ERRORS
***01	MISSING TCMD		10	10
***06	NO TRLR. ENTRY FOR AMMO/ETC. ROUND COUNT/IMO CLASS (T_6)	52	52	104
08	NO TRLR. ENTRY FOR PERSONAL PROPERTY OWNERSHIP (T_8)		1	1
***10	INVALID TAC	33		33
***11	INVALID DODAAC OR MILITARY ASSIST. PROG. ADDRESS DIREC.	48	354	402
14	NO CONTAINER CONTENT (T_4)		49	49
23	INVALID PRIORITY (REPLACED WITH PRIORITY 3)		1	1
30	INVALID VAN CONTENT DISTRIBUTION CODE (T_2)		84	84
31	INVALID SHIPMENT UNIT FIELD (T_2)		84	84
35	INVALID OUTSIZE DIMENSIONS TRLR. ENTRY (T_5)	1	1	2
37	INVALID PERSONAL PROPERTY OWNERSHIP DATA TRLR. ENTRY (T_8)	5		5
38	INVALID MISC. INFORMATION TRLR. ENTRY (T_9)		84	84
***39	INVALID WPOD	18		18

Detailed explanation of error codes can be found in figure E-1.
Inquiries concerning this report may be addressed to HQMTMC: MTOP-Q, Ms. Jenetta Sydnor, DSN 289-0756, commercial (703) 756-0756.
Inquiries concerning the above data may be addressed to MTMC Eastern or Western Area Commands:
MTMCEA, G3, Ms. Mamie Fayton, DSN 289-6215, commercial (201) 823-6215
MTMCWA, G3, Ms. LaDoris McDavid, DSN 859-2461, commercial (510) 466-2461

* This total is for Container and Breakbulk prime records only.
** This total is a composite of Container primes, Container Content primes and Breakbulk prime records.
*** **CRITICAL ERRORS**

Figure E-3

EXAMPLE OF THE MONTHLY MTMC SHIPPER EVVECTIVENESS SUMMARY SENT TO SHIPPERS MEETING OR EXCEEDING THE STANDARDS

HQ, MILITARY TRAFFIC MANAGEMENT COMMAND, MTOP-QS
5611 COLUMBIA PIKE, FALLS CHURCH, VA 22041-5050

TCMD EFFECTIVENESS REPORTING SYSTEM
Transportation Control and Movement Documents (TCMDS)
Submitted to Eastern/Western Area
June 1994

W42QLW
MR. JOHN DOE, TRANSPORTATION OFFICER
1314TH MEDIUM PORT COMMAND
4400 DAUPHINE ST
NEW ORLEANS, LA 70146-6000

Request you review the following report of types of errors made by your activity and take the necessary steps to eliminate documentation errors. TCMD errors reduce the effectiveness of intransit visibility, can result in shipments not reaching their destination, and cause a financial loss to the Department of Defense.

TIMELINESS OF MANDATORY ATCMD DATA				ACCURACY OF ALL SHIPPER ATCMDS			
SHIPPER* FURNISHED ATCMDS	TERMINAL PREPARED TCMDS	TOTAL NUMBER TCMDS	SHIPPER FURNISHED PERCENT ON TIME	SHIPPER** ATCMDS	REJECT ATCMD ERRORS 0	ATCMDS WITH ERRORS	PERCENT OF ACCURATE ATCMDS
1013	10	1023	99	1112		12	99

CONGRATULATIONS, YOUR ACTIVITY'S PERFORMANCE FOR THIS MONTH HAS MET OR EXCEEDED THE STANDARD OF NINETY PERCENT TIMELINESS AND NINETY-FIVE PERCENT ACCURACY

CODE	ERROR	BREAK BULK	CONTAINER	COMPOSITE
08	NO TRLR. ENTRY FOR PERSONAL PROPERTY OWNERSHIP (T_8)		2	2
***10	INVALID TAC	5	5	10

Detailed explanation of error codes can be found in figure E-1.
Inquiries concerning this report may be addressed to HQMTMC: MTOP-Q, Ms. Jenetta Sydnor, DSN 289-0756, commercial (703) 756-0756.
Inquiries concerning the above data may be addressed to MTMC Eastern or Western Area Commands:
MTMCEA, G3, Ms. Mamie Fayton, DSN 289-6215, commercial (201) 823-6215
MTMCWA, G3, Ms. LaDoris McDavid, DSN 859-2461, commercial (510) 466-2461

* This total is for prime records only. Container primes and Breakbulk primes.
** This total is a composite of Container primes, Container Content primes and Breakbulk prime records.
*** **CRITICAL ERRORS**

Figure E-3A

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Appendix F5

Consolidation and Containerization Point and CONUS Freight Distribution Center Codes

Number of Characters:	Three
Type of Characters:	Numeric
Data Location MILSTRIP Shipment Status Card:	rp 78-80
Responsible Agency:	DoD MILSTAMP System Administrator

1. General. The Consolidation and Containerization Point (CCP) and CONUS Freight Distribution Center (CFDC) codes identify activities which have been established by the Services and DLA to consolidate cargo for onward overseas or within CONUS.

a. The CCP codes are used for overseas shipments. These codes are structured like the CONUS water port identifier codes and are used on MILSTRIP documents to indicate the shipment routing. The first position of the three position code represents the geographic area in which the CCP is located. The second and third positions identify the specific CCP within the geographic area. Activities tracing shipments routed through a CCP cite the code in the POE field and send the tracer to the MTMC area command in which the CCP is located.

b. The CFDC codes which are in the 500 to 599 series, are used for CONUS shipments. Activities tracing shipments routed through a CFDC will use this information in conjunction with the instructions contained in the DTMR (reference j.).

2. Eastern Area CCPs

Code	CCP
101	Defense Distribution Region, East, New Cumberland, PA site (CCP)
103	Defense Distribution Region, East, Mechanicsburg, PA site
104	Reserved
105	***Reserved***
201	Reserved

3. Western Area CCPs

Code	CCP
301	Defense Distribution Region, West, Sharpe, CA site
302	Reserved
303	Defense Distribution Region, West, Tracy, CA site
305	Reserved
306	***Reserved***
307	***DLA Air Consolidation Point, Sharpe, CA***

4. CONUS Freight Distribution Centers

Code	CFDC
501	Reserved
502	Reserved
503	Reserved
504	Regional Freight Consolidation Center, Los Angeles, CA
505	Reserved
506	Defense Distribution Region, East, New Cumberland, PA site (CFDC)
507	Reserved
508	Defense Distribution Region, Central, Memphis, TN
509	Defense Distribution Region, West, Sharpe, CA
510	Reserved
511	Reserved

Appendix F8

Document Identifier Codes

Number of Characters:	Three
Type of Characters:	Alpha and Alphanumeric
Data Location	
TCMD - DD Form 1384:	Block 1 and Column 32
- Automated Record:	rp 1-3
Responsible Agency:	DoD MILSTAMP System Administrator

1. General. The document identifier (DI) code is used on all MILSTAMP data records. It is a means of identifying the functional area system (transportation, supply, etc.), to which the document relates and the intended purpose of the document (TCMD, manifest, tracer, IDC, etc.).

2. TCMD and Manifest DIs. The DIs for TCMDs and manifests are constructed according to the type of shipment, the type of information contained on the transaction and whether the transaction is a TCMD or manifest. The first position entry (always a "T") and the second position entry (indicating the type of shipment) are the same on both a TCMD and a manifest. For consolidated shipments, the second position indicates the hazardous potential of the shipment, if any; otherwise, the code represents the predominant contents by weight for water, cube for air. The third position (indicating the type of information on the record) varies between the different types of transactions i.e., TCMDs, air manifests, and water manifests. The three entries for the three positions are listed sequentially below.

a. Table of TCMD and Manifest DIs.

First Position: Always "T[1]

Second Position: Type of Shipment (or transaction)

A	Manifest Header (see paragraph 3., below, for third position)
B	Accompanied baggage
C	Armed Forces Courier Service (ARFCOS)
D	Intraservice use only
E	Ammunition and explosives
F	Unaccompanied baggage
G	Mail from postal concentration centers
H	Household goods
I	Reserved

[1] The MILSTAMP Document Identifier with "R" in the first position is reserved for simulated mobilization exercises. No physical movement of materiel is required. The "R" is for simulation use only.

J Hazardous materials (except ammunition and explosives or consumer commodities ORM-D)

K Intransit data (not a TCMD or manifest document)

L Dunnage and lashing gear

M Tracer action (not a TCMD or manifest document)

N Reserved

O Reserved

P Privately owned vehicles

Q Reserved

R Reserved

S Shipment challenge (not a TCMD or manifest document)

T Reserved

U Equipment in sets or systems

V Government vehicles, trailers, wheeled guns, and aircraft

W Reserved

X Shipments (including ORM-D) not otherwise covered above

Y Reserved

Z Reserved

Third Position: Prime and Trailer Entry Identification

Advance TCMD

Air Manifest Documents

Water Manifest Documents

PRIME DATA

0 - J Prime document for RU shipment (including empty SEAVAN, CONEX, etc.), not in a consolidation container.

1 A J Prime document for LRU shipment (including empty SEAVAN, CONEX, etc.), not in a consolidation container.

2 B K Prime document (header) for loaded RORO, SEAVAN, MILVAN, or Air Pallet (463L).

3 C L Prime document (header) for CONEX, Unitized Pallet Load, or other Consolidation Container containing multiple shipment units.

4 D M Prime document for shipment units consolidated in a container (CONEX, SEAVAN, MILVAN, 463L Pallet, RORO, or Unitized Pallet Load).

TRAILER DATA

5 E N Trailer document for cargo with outsize dimensions.

6 F O Trailer document for identifying ammunition round count and coding data peculiar to ammunition, explosives, and other hazardous material.

7 G P Trailer document for listing the Net Explosive Weight (NEW) and lot number of ammunition and explosives.

8 H Q Trailer document for listing personal property ownership information.

9 I R Trailer document for listing miscellaneous information both in general and as specifically identified in appendix D.

b. When a TCMD must be corrected or canceled completely, a new TCMD is submitted using the original DI. If the needed correction is in the DI, two new TCMDs must be submitted, one with the old DI to cancel and one with the correct DI. In addition, depending on the TCMD format being used, the following entries are made:

(1) Automated Record. Corrections or cancellations. ***Depending on the computer software package being used to generate the TCMD, corrections and cancellations can be electronically transmitted in the same manner as a new TCMD.***

(2) DD Form 1384, TCMD. Corrections or cancellations. Annotate "corrected copy" or "cancellation" (as appropriate) in the remarks section (block 31).

(3) Electrically Transmitted Message (ETM). Corrections or cancellations. Add the word "correction" or "cancellation" (as appropriate) to the subject of the message, e.g., "MILSTAMP TCMD CORRECTION."

3. **Manifest Header DIs**. *When a TCMD is compiled into a manifest, the "header" entries are made* using the following DIs:

Code	Description
TAA	Air manifest header
TAB	Air cargo pallet header

Code	Description
TAJ	Ocean cargo manifest header
TAT	***Air Cargo Truck Manifest Header (AMC use only)***
TAW	***Consolidated Shipment Information***

4. Shipment Tracing, Status, Diversion, Hold, and Disposition DIs. The first two positions of the DI for tracing, status, diversion, hold, and disposition documents are always "TM." The third position of the DI identifies the type of document as follows:

Code	Description
TM1	Request for transportation status
TM2	Shipment diversion authorization
TM3	Shipment hold authorization
TMA	Transportation status (automated response)
TMB	Diversion confirmation
TMC	Shipment hold acknowledgment
TMJ	Transportation status (abbreviated response)
TMK	Diversion denial
TML	Shipment hold denial
TMS	Disposition instructions
TMT	Disposition request

5. Intransit Data Card DIs. The first two positions of the DI for the submission of intransit data are always "TK." The third position of the DI identifies the activity preparing the document and type of data it contains. The DI is selected from the following list:

Code	Description
TK1	Prepared by initial intratheater airlift terminal showing hour/day shipment unit is received and forwarded.
TK2	Prepared by intermediate intratheater airlift terminal showing hour/day shipment unit is received and forwarded.
TK3	Prepared by final intratheater airlift terminal showing hour/day shipment unit is received and delivered to the CONUS consignee.

TK4 Prepared by shipping activities showing intransit data on GBL shipments within CONUS, shipments to domestic consignees, and overseas intratheater and retrograde shipments.

TK6 Prepared by AMC APOD showing hour/day shipment unit is received at an APOD and forwarded to the ultimate consignee.

TK7 Prepared by HQ AMC/OCCA showing hour/day each export shipment unit is received/ lifted from CONUS by AMC and MSC. The OCCA entries include the date of overseas vessel discharge.

TK8 Prepared only by Air Force consignees either when the TK4 is not received or when a shipment unit is received by an overseas consignee.

Appendix F13

Transportation Mode/Method Codes

Number of Characters:	One
Type of Characters:	Alpha or numeric
Data Location	
TCMD - DD Form 1384:	Block 8 and Column 38
- Automated Record:	rp 27
Responsible Agency:	DoD MILSTAMP System Administrator

1. **General.** The mode/method code identifies the general mode (e.g., air or surface) and the specific method (e.g., motor, rail, air freight, parcel post, etc.), used for each segment of movement within the DTS. When preparing advance TCMDs for submission to a clearance authority, the code selected identifies the method of transportation which will deliver the shipment to the POE.

2. **Codes.** The modes/methods of shipment and their codes are:

Code	Mode/Method of Shipment
A	Motor, truckload
B	Motor, less than truckload
C	Van (unpacked, uncrated personal or Government property)
D	Driveaway, truckaway, towaway
E	Bus
F	***Air Mobility Command (AMC)*** Channel and Special Assignment Airlift Mission
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[1]
L	***RESERVED***
M	Surface - Freight forwarder
N	***RESERVED***
O	Organic military air (including aircraft of foreign governments)

[1] Includes TOFC/COFC (excluding SEAVAN).

Code	Mode/Method of Shipment
P	Through Government Bill of Lading (TGBL)
Q	Commercial Air freight
R	European Distribution System/Pacific Distribution System
S	Scheduled truck service (applies to contract carriage, guaranteed traffic routings and/or scheduled service)
T	Air freight forwarder
U	***RESERVED***
V	SEAVAN
W	Water, river, lake, coastal (commercial)
X	Bearer, walk-thru (customer pickup of materiel)
Y	***RESERVED***
Z	Military Sealift Command (MSC); controlled, contract, or arranged space
2	Government watercraft, barge, or lighter
3	Roll-on/roll-off (RORO) service
4	Armed Forces Courier Service (ARFCOS)
5	Surface - small package carrier
6	Military Official Mail (MOM)
7	Express mail
8	Pipeline
9	Local delivery by Government or commercial truck including onbase 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.

Appendix F14

Type Pack Codes

Number of Characters:	Two
Type of Characters:	Alphanumeric
Data Location	
TCMD - DD Form 1384:	Block 9 and Column 39
- Automated Record:	rp 28-29
Responsible Agency:	DoD MILSTAMP System Administrator

1. **General.** The Type Pack Code provides three kinds of information.

a. For breakbulk shipments, including those which subsequently may be loaded into a cargo container, it identifies the type of packing.

b. For a CONEX container, it identifies the first position of the six position serial number.

c. For cargo containers (SEAVANs/MILVANs/MSCVANs), it identifies who loaded the cargo into the container and the capacity to which the container was loaded.

2. **Breakbulk Shipments.** One of the following codes is used to describe the type of package:

Code	Explanation	Code	Explanation
BD	Bundle	DR	Drum
BE	Bale	EC	Engine Container
BG	Bag	ED	Engine cradle or dolly
BL	Barrel	EN	Envelope[1]
BS	Basket	FK	Footlocker
BX	Box	HA	Hamper
CA	Cabinet	KE	Keg
CB	Carboy	LS	Loose, not packaged
CC	HHG container, wood	MW	Multiwall container
CL	Coil	MX	Mixed, more than one type of shipping container
CM	Container, AMC, International Standards Organization, lightweight, 8x8x20 foot air container	PC	Piece
		PL	Pail
CN	Can	PT	Palletized unit load other than code MW
CO	Container, other than CC, CM, CW MW, or MX	RL	Reel
		RO	Roll
CR	Crate	RT	RORO
CS	Case	SA	Sack, paper
CT	Carton	SB	Skid, box
CU	Container, Navy cargo transporter	SD	Skid
CW	Container, commercial highway	SH	Sheet
CY	Cylinder		

[1] The term "envelope" applies to shipments of materiel packaged in envelopes larger than DD Form 1387, Military Shipment Label. The Military Shipment Label is 6⅝-inches high by 6⅝-inches long and when applied to the envelope, all entries, including the bar codes, must be scannable/readable from a single surface.

Code	Explanation	Code	Explanation
SL	Spool	VC	Van chassis
SW	Suitcase	VE	Vehicle
TB	Tub	VO	Vehicle in operating condition
TK	Truck	VS	SEAVAN-tote
TU	Tube	WR	Wrapped
UX	Unitized (use code RT for unitized cargo in a RORO)		

3. CONEX (Container Express) Shipments. The code is based on the CONEX serial number and constructed from the following table:

First Position Code	Second Position Code	if Serial Number is:
X	0	00001 - 99999
	1	100000 - 199999
	2	200000 - 299999
	3	300000 - 399999
	4	400000 - 499999
	5	500000 - 599999
	6	600000 - 699999
	7	700000 - 799999
	8	800000 - 899999
	9	900000 - 999999

4. Cargo Container (SEAVAN/MILVAN/MSCVAN) Shipments. The code is constructed in two parts; the first position indicates the type of cargo container, the second position provides load data.

a. First position:

Code	Explanation:
A	MSC leased/controlled SEAVAN or MILVAN (MSCVAN)
Y	MILVAN
Z	SEAVAN

b. Second position:

Code	Explanation:
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.

Code	Explanation
F	Loaded to less than capacity by military shipping activity, loading to capacity completed by contract shipment consolidation facitity.
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 MSC 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.

Appendix F16

Vessel Stowage Location Codes

Number of Characters:	Four
Type of Characters:	Alphanumeric
Data Location	
Ocean Manifest - DD Form 1384:	Block 25h and Column 43c
- DD Form 1385:	STOW LOC Column
- DD Form 1386:	STOW LOCATION Column
- Automated Record:	rp 60-63 (DI T_J, T_K, T_L only)
Responsible Agency:	DoD MILSTAMP System Administrator

1. General. The vessel stowage location code is used on ocean manifests to identify where cargo is stowed on a vessel. It is used for cargo loaded on all breakbulk ships except those with a combination vessel status/terms of carriage code (appendix F20) of E2, N2, or W2. On container ships, the code has a different construction and is only used when the containers are stowed aboard a military controlled container ship at a military terminal. A third type of vessel stowage code is used for all LASH/SEABEE barges.

2. Breakbulk Ship Codes. Breakbulk ship codes are constructed as follows:

a. First position; hatch (rp 60). Enter the hatch number.

b. Second and third position; hold or deck (rp 61-62). Enter one of the following codes:

Code	Explanation	Code	Explanation
1D[1]	First deck	HD	Hangerdeck
2D[1]	Second deck	LH	Lower hold
3D[1]	Third deck	LK	Lower trunk
AL	Ammo locker	LM	Mast locker
CH	Chill box or room	LR	Lower reefer flat
CM	Care of mate	LT	Lower tween deck
DT	Deep tank	LV	Lower van flat
FD	Forecastle deck	LZ	Lazarette
FL	Flight deck	MD	Main deck
FR	Freeze box or room	ML	Mate locker
FT	Forecastle tween deck	MK	Middle trunk

[1] If vessels have lettered decks, use deck letter in rp 61 and the letter "D" in rp 62.

Code	Explanation	Code	Explanation
MR	Mailroom	SR	Ship's refrigerator
MT	Main tween deck	ST	Strong room
OD	On deck	TA	Tank deck
PD	Prom deck	TD	Tween deck
PL	Paint locker	UD	Upper deck
RB	Reefer box	UK	Upper trunk
RD	Orlop deck	UR	Upper reefer flat
SD	Shelter deck	UT	Upper tween deck
SL	Security locker	UV	Upper van flat

c. Fourth position; section or compartment (rp 63).[2] Enter one of the following codes:

Code	Explanation	Code	Explanation
A	Aft	N	Port wing aft
B	Deck box	O	All over the hatch or hold
C	Forward across	P	Port wing
D	Aft across	Q	Square of the hatch
E	Top stow	R	Starboard wing
F	Forward	S	Starboard wing, forward
G	Gun crew quarters	T	Starboard wing, aft
H	Against aft bulkhead	U	Starboard wing, abreast
I	Port wing abreast	V	Against the forward bulkhead
J	Forward end of square	W	Wings port and starboard
M	Port wing forward	X	Wings abreast

[2] If vessels have numbered sections or compartments, use appropriate compartment number.

3. **Container Ship Codes.** Containership codes are constructed as follows:

a. First position; hatch (rp 60). Enter the hatch number.

b. Second position; bank (rp 6l). Enter the number of the bank within the hatch counting fore to aft; e.g., forward bank enter "l," bank aft of first bank enter "2," etc.

c. Third position; row (rp 62). Enter the number of the row in the hatch counting from starboard to port; e.g., first row from starboard enter "l," second row enter "2," etc.

d. Fourth position; tier (rp 63). Enter the number of the tier counting from the bottom to the top; e.g., bottom tier enter "l," second from bottom enter "2," etc.

4. **LASH and SEABEE Codes.** The stowage location code used for LASH and SEABEE barges is the last four positions of the barge number, prefixed by zeros if necessary.

Appendix F18

Voyage Document Number Codes

Number of Characters:	Five
Type of Characters:	Alphanumeric
Data Location	
Ocean Manifest - DD Form 1385:	Block 19 and Column 36
- DD Form 1386:	Voyage Document No. Block
- DD Form 1384:	Block 3
- Automated Record:	rp 19-23
Responsible Agency:	Military Traffic Management Command

1. General. The voyage document number identifies the MTMC area in which cargo is loaded on each voyage of a vessel. It is assigned by the booking office (except as indicated in paragraph b., below) and issued to the appropriate vessel manifesting agency for each controlled or commercial ship lifting DTS booked cargo other than bulk POL or coal. The first position of the five character code is alphabetic and represents the MTMC area of the booking office that assigns the code. The other four positions are numeric and selected sequentially from the groupings in paragraphs a. - e., below.

2. Exception. As an exception to the general procedures outlined in the balance of this appendix, the numbers 0001 through 0999 are used exclusively by ocean terminals. These numbers may be used in a SEAVAN/MILVAN TCN when the booking office has not assigned a voyage number. Such lack of assignment may occur for TGBL SEAVAN shipments or when a van must be moved to port prior to receiving a firm ocean booking.

3. Voyage Document Number. The booking office constructs the voyage document number by selecting a letter code and an area subdivision serial number from the following listing. The "alternate letter code" is used only when, in a single calendar year, all combinations of the "primary letter codes" and the serial numbers for a particular subdivision have been used. For example: Assignment of codes by the COMSCLANT area booking office for USEC/Great Lakes would be in part "A4580, A4581, ... A9998, A9999, B4580, B4581, etc."

a. Atlantic (COMSCLANT)

MSC Area of Loading	Primary Letter Code	Alternate Letter Code	Area Subdivision Serial Number
RESERVED	A	B	1000-1250
AZORES	A	B	1300-1550
BERMUDA	A	B	1600-1850
CANADA (East of 95^0)	A	B	1900-2000
CARIBBEAN/PANAMA	A	B	2100-2350
CENTRAL AMERICA	A	B	2400-2650
CUBA	A	B	2700-2950

MSC Area of Loading	Primary Letter Code	Alternate Letter Code	Area Subdivision Serial Number
GREENLAND	A	B	3000-3100
GULF OF ADEN	A	B	3200-3450
ICELAND	A	B	3500-3750
MEXICO (EAST COAST)	A	B	3800-4050
PUERTO RICO	A	B	4060-4310
SOUTH AMERICA	A	B	4320-4570
USEC/GREAT LAKES/USGC (FL, AL, and MS only)	A	B	4580-8799
MS River/USGC	G	H	8800-9999

Responsible Office	ETM	*DDN COMM RI*
Commander, Military Sealift Command Atlantic Military Ocean Terminal Bayonne Bayonne, NJ 07002	RUEOBME	RUEOBME

b. Pacific (COMSCPAC)

MSC Area of Loading	Primary Letter Code	Alternate Letter Code	Area Subdivision Serial Number
GULF (LA/TX)	***G***	***H***	***0001-0999***
ALASKA	P	Q	1000-1250
CANADA (West of 95^{0})	P	Q	1275-1375
HAWAIIAN ISLANDS	P	Q	1400-2900
MEXICO (West Coast)	P	Q	3000-3500
MIDWAY AND WAKE	P	Q	3700-3950
USWC/BRITISH COLUMBIA	P	Q	4000-9999

Responsible Office	ETM	*DDN COMM RI*
Commander, Military Sealift Command Pacific Oakland, CA 94625	RUWMEKA	RUWMEKD

c. Mediterranean (COMSCMED)

MSC Area of Loading	Primary Letter Code	Alternate Letter Code	Area Subdivision Serial Number
GREECE	M	N	1000-1250
ITALY	M	N	1300-3800
NO. AFRICA	M	N	3801-4300
PAKISTAN	M	N	4301-4500
PERSIAN GULF/RED SEA	M	N	4501-4999
MOROCCO	M	N	5000-5500
WEST/SOUTHEAST AFRICA	M	N	5600-5850
SPAIN	M	N	6000-8000
RESERVED	M	N	8001-8099
TURKEY	M	N	8100-9700
OTHER	M	N	9740-9999

Responsible Office	ETM	*DDN COMM RI*
Commander, Military Sealift Command Mediterranean Subarea P. O. Box 23 FPO ***AE*** 09521	RUFLSKA	RUFLSKA

d. Europe (COMSCEUR)

MSC Area of Loading	Primary Letter Code	Alternate Letter Code	Area Subdivision Serial Number
ATLANTIC AND CHANNEL	E	N/A	1000-1500
COAST OF FRANCE BALTIC PORTS	E	N/A	1600-2000
GERMANY/BENELUX (LESS BALTIC PORTS)	E	N/A	2100-9500
SCANDANAVIA/DENMARK	E	N/A	9600-9999
UK/ERIE	J	N/A	1000-9999

Responsible Office	**ETM**	***DDN COMM RI***
Commander, Military Sealift Command Europe APO ***AE*** 09069	RUFTREN	RUFTREN

e. Far East (COMSCFE)

MSC Area of Loading	**Primary Letter Code**	**Alternate Letter Code**	**Area Subdivision Serial Number**
JAPAN	F	K	1000-2999
GUAM, MARIANAS MARSHALL, KWAJALEIN	F	K	3000-4999
OKINAWA	F	K	4000-4999
KOREA	F	K	5000-5999
PHILIPPINES	F	K	6000-6999
TAIWAN	F	K	7000-7999
SOUTHEAST ASIA, includes BURMA, THAILAND, CAMBODIA, and VIETNAM	F	K	8000-8999
INDIA	F	K	9000-9249
OTHER	F	K	9900-9999

Responsible Office	**ETM**	***DDN COMM RI***
Commander, Military Sealift Command Far East (Yokohama, Japan) FPO ***AP*** 98760	RUADKHA	RUADKHA

Appendix F21

Water Port Identifier Codes

Number of Characters:	Three
Type of Characters:	Alphanumeric
Data Location	
TCMD - DD Form 1384	Block 6 and 7, Columns 36b and 37
- Automated Record:	rp 21-23, 24-26
Responsible Agency:	Military Sealift Command

1. General. These codes identify water ports worldwide. The code representing the actual WPOE and WPOD is used on all DTS documentation for water shipments.

2. Code Structure. The water port codes are based on the geographic location of the port. The letters used in the first two positions of the three position code are generally assigned in alphabetic order, following the coastline. The first position of the three position code represents the major geographic area in which the port is located. These geographic areas are described in detail in paragraph 3., below. The second position in the code represents a subarea within the major geographic area. The third position in the code represents the specific port, port area, or island within the subarea.

3. Major Geographic Areas. The following list identifies the major geographic regions of the world and the code associated with each. This code is the first position of the water port identifier code and should assist in locating the specific port code in paragraph 4., below.

Code	Area	Geographic Region
1	United States, East Coast	Includes all ocean ports of Maine, New Hampshire, Massachusetts, Rhode Island, Connecticut, New York, New Jersey, Pennsylvania, Delaware, Maryland, District of Columbia, Virginia, North Carolina, Georgia, the east coast of Flordia (including Key West), port of Montreal, Canada, and all ports on Lake Erie, Lake Ontario, and Lake Michigan.
2	United States, Gulf Coast	Includes all ocean ports of the west coast of Florida (excluding Key West), Alabama, Mississippi, Louisiana, Texas, and the ports of the Mississippi River.
3	United States, California Coast	Includes all ocean ports of California.
4	United States, Northwest Coast	Includes all ocean ports of Oregon, Washington, and those of British Columbia south of 50^0 north latitude.
A	North Atlantic	Includes all ocean ports of New Brunswick, Prince Edward Island, Newfoundland, Nova Scotia, Greenland, Iceland, and east to 12^0 west longitude and all Arctic points of Canada to 100^0 west longitude.
B	Panama	Includes all ocean ports of the Republic of Panama.

Code	Area	Geographic Region
C	Caribbean Area	Includes all ocean ports of Bermuda, Virgin Islands, Leeward Islands, Windward Islands, Tobago, Trinidad, Venezuela, British Guiana, Surinam, French Guiana, Puerto Rico, east coasts of Mexico and Central America, Cuba, Haiti, Jamaica, Bahamas, Turks and Caicos Islands, Dominican Republic, and the northern coast ports of Colombia.
D	Middle Americas, West Coast	Includes all ocean ports on the western coasts of Mexico and Central America, excluding the ports of the Republic of Panama and the Panama Canal Zone.
E	South America, West Coast	Includes all ocean ports on the western coast of South America from (and including) the Republic of Colombia to Cape Horn, and the Pacific island possessions of South American countries west to 100^0 west longitude.
F	South America, East Coast	Includes all ocean ports on the eastern coast of South America from (but excluding) French Guiana to Cape Horn.
G	Azores	Includes all ocean ports in the Azores.
H	British Isles	Includes all ocean or English Channel ports of Great Britain and Ireland.
J	Northern Europe	Includes all ocean ports of West Germany, Netherlands, Belgium, Norway, Sweden, Denmark, Finland, and Atlantic Ocean ports of France and Spain north of the Portuguese border.
K	West Mediterranean	Includes all ocean ports of Portugal and Spain south of the northern Portuguese border, Mediterranean ports of Spain and France, Canary Islands, French and Spanish Morocco, Algeria, Tunisia, Balearic Islands, Corsica, Sardinia, Malta, Sicily, and the west coast of Italy.
L	East Mediterranean	Includes the Mediterranean Sea ports of Libya, Egypt, Israel, Lebanon, Syria, Cyprus, Crete, and Turkey; all ports of the Adriatic, Ionian, Aegean and Black Seas including the east coast of Italy.
M	West Africa	Includes all ocean ports on the west coast of Africa from the northern boundary of Rio de Oro to the southern boundary of Angola, including the Cape Verde Islands, Ascension Island, and St Helena.
N	South and East Africa	Includes all ocean ports on the southern and eastern coasts of Africa including Madagascar from the southern boundary of Angola on the west coast to Cape Guardafui between the Gulf of Aden and the Indian Ocean on the east coast.

Code	Area	Geographic Region
P	Persian Gulf, Red Sea	Includes all ports on the Red Sea, Persian Gulf, Gulf of Aden to Cape Guardafui, and Gulf of Oman to the West Pakistan-Iran border.
Q	***Myanmar (formerly*** Burma)-India	Includes all ocean ports from the West Pakistan-Iran border to the ***Myanmar***-Thailand border.
R	China Sea	Includes all ocean ports from the Burma-Thailand border including Sumatra, Java, Timor, Celebes, Ceram, Borneo, Malay States, Taiwan, and Hong Kong. Excludes New Guinea, Palau, and the Philippines.
S	Philippines	Includes all ocean ports of the Philippine Islands.
T	Central Pacific	Includes all ocean ports of the Marshall Islands, Islands Mariana Islands, Palau Islands, and Yap from 132^0 east longitude, 13^0 north latitude to 146^0 east longitude and south to the equator.
U	Bonin and Ryukyu Islands, Korea and Japan	Includes all ocean ports of the Bonin and Ryukyu Islands (Okinawa, et al.), Korea, and Japan.
V	Australia, New Zealand, and Coral Sea	Includes all ocean ports of Australia, New Guinea, Tasmania, New Zealand, and Melanesia. (Comprising the Admiralty Islands, New Ireland, New Britian, the Solomons, New Hebrides, and New Caledonia.)
W	South Pacific Islands	Includes all ocean ports of the South Pacific Islands from 180^0 longitude to 100^0 west longitude and north to 19^0 north latitude.
X	Hawaiian Islands and North Central Pacific	Includes all ocean ports of the Hawaiian Islands, Midway Islands, Kure Islands, Wake Is. and Marcus Islands. Excludes Johnston Island (see South Pacific Islands).
Y	North Pacific and Northwest Arctic	Includes all ports of British Columbia north of 50^0 latitude and all ports of Alaska, the Aleutian Islands and all points in the Arctic west of 100^0 west longitude to 170^0 west longitude.
Z	Antarctica	All ports in Antarctica.

4. Port Codes. The following list identifies each port or port area.

a. United States, east coast ports

MAINE AREA:
1B1 CASCO BAY
1B2 PORTLAND
1B3 SEARSPORT

NEW HAMPSHIRE AREA:
1C1 PORTSMOUTH NAVY SHIP YARD
1C2 NEWINGTON

MASSACHUSETTS AREA:
1D1 BOSTON
1D2 QUINCY
1D3 NEW BEDFORD
1D4 CHARLESTOWN

1D5	CHELSEA
1D6	CAPE COD
1D7	GLOUCESTER
1D8	BUZZARDS BAY

RHODE ISLAND AREA:

1E1	PROVIDENCE
1E2	MELVILLE
1E3	TIVERTON
1E4	QUONSET POINT
1E5	DAVISVILLE
1E6	NEWPORT
1ED	QUONSET POINT NAS
1EF	NEWPORT NSD
1EG	BRENTON REEF

CONNECTICUT AREA:

1F1	NEW HAVEN
1F2	GROTON
1F3	NEW LONDON
1F4	BRIDGEPORT

NEW YORK AREA:

1G1	NEW YORK
1G2	PORT JEFFERSON, LONG ISLAND
1G3	BAYONNE, NJ
1G4	CARTERET, NJ
1G5	EARLE, NJ
1G6	PORT NEWARK, NJ
1G7	PERTH AMBOY, NJ
1G8	PATERSON, NJ
1G9	PORT ELIZABETH, NJ
1GA	PORT READING, NJ
1GC	BAYONNE, NJ, MILITARY OCEAN TERMINAL
1GE	EDGEWATER, NJ
1GF	WEEHAWKEN, NJ
1GG	HOBOKEN, NJ
1GH	HOWLAND HOOK, STATEN ISLAND
1GJ	BROOKLYN
1GK	KEARNEY, NJ
1GL	FORT SCHULER
1GM	STATEN ISLAND

DELAWARE AREA:

1H1	DELAWARE CITY
1H2	PETTY ISLAND
1H3	WILMINGTON

NEW JERSEY AREA:

1JI	ATLANTIC CITY
1J2	PAULSBORO
1J5	TREMLEY

PENNSYLVANIA AREA:

1K1	MARCUS HOOK
1K2	PHILADELPHIA
1K3	CAMDEN, NJ
1K4	GLOUCESTER CITY, NJ, HOLT MARINE TERMINAL
1K5	PHILADELPHIA, PIER 124
1K6	PHILADELPHIA, PIER 18
1K7	PHILADELPHIA, PIER 84
1K8	BRISTOL
1K9	CHESTER
1KA	PENNSAUKEN, NJ
1KB	WESTVILLE (EAGLE POINT), NJ
1KC	SALEM, NJ

MARYLAND AREA:

1L1	BALTIMORE
1L2	CURTIS BAY
1L3	PINEY POINT
1L4	ANNAPOLIS
1L5	SPARROWS POINT
1L6	BALTIMORE (SHIPYARD)
1LA	BALTIMORE OUTPORT

VIRGINIA AREA:

1M1	NORFOLK
1M2	NEWPORT NEWS
1M3	PENNIMAN, NSC, CHEATHAN ANNEX
1M4	YORKTOWN NWS
1M5	CRANEY ISLAND
1M6	PORTSMOUTH NSY
1M7	ST. JULIANS CREEK NAD
1M8	RICHMOND
1M9	FORT EUSTIS
1MA	PORTSMOUTH
1MB	NORFOLK (SHIPBUILDING AND DRYDOCK CO.)
1MC	CAPE CHARLES (ANCHORAGE)
1MG	NORFOLK (JACKSONVILLE, FL)
1MJ	NORFOLK NSC
1MK	LYNNHAVEN ROADS
1ML	LAMBERTS POINT
1MM	HAMPTON ROADS
1MN	NORFOLK (NORSHIPCO)
1MP	CHEATHAM ANNEX
1MQ	SWELLS POINT
1MR	FORT STORY
1MS	JAMES RIVER RESERVE FLEET

NORTH CAROLINA AREA:

1N1	BEAUFORT
1N2	MOREHEAD CITY
1N3	WILMINGTON
1N4	SOUTHPORT, MILITARY OCEAN TERMINAL SUNNY POINT
1NA	ONSLOW BAY
1NB	CAPE FEAR

SOUTH CAROLINA AREA:

1P1	BEAUFORT
1P2	CHARLESTON
1P3	PORT ROYAL
1P4	GEORGETOWN
1PB	CHARLESTON NYS
1PK	CHARLESTON WET STORAGE BASIN

GEORGIA AREA:

1Q1	SAVANNAH
1Q2	KINGS BAY NAVAL SUBMARINE BASE
1Q3	BRUNSWICK

FLORIDA AREA:

1R1	CAPE CANAVERAL
1R2	COCOA BEACH
1R3	JACKSONVILLE
1R4	MAYPORT
1R5	MIAMI
1R6	KEY WEST
1R7	PORT EVERGLADES
1R8	FORT LAUDERDALE
1R9	WEST PALM BEACH
1RA	KEY WEST PINE LINE
1RB	COCOA BEACH, PATRICK AFB
1RC	FORT PIERCE
1RD	MAYPORT NAVAL AUXILIARY AIR STATION
1RE	MIAMI, DODGE ISLAND
1RF	KEY WEST NAVAL STATION
1RG	GREEN COVE SPRINGS

GREAT LAKES, LAKE ERIE AND LAKE HURON AREA:

1S1	BUFFALO, NY
1S2	CLEVELAND, OH
1S3	DETROIT, MI
134	ERIE, PA
1S5	BAY CITY, MI
1S6	TOLEDO, OH
1S7	PORT HURON, MI
1S8	ROGERS CITY, MI
1S9	SARNIA. CANADA
1SA	HARRISVILLE. MI
1SB	ECORSE, MI
1SC	DETROIT, MI MARINE TERMINAL
1SL	DETROIT, MI HARBOR TERMINAL

GREAT LAKES, LAKE MICHIGAN AREA:

1T1	CHICAGO, IL
1T2	BURNS, IN
1T3	KENOSHA, WI
1T5	MUSKEGON, MI
1T7	MILWAUKEE, WI
1T8	GREEN BAY, WI
1T9	ESCANABA, MI

GREAT LAKES, LAKE ONTARIO AREA:

1U1	TORONTO, CANADA
1U2	ROCHESTER, NY
1U3	OSWEGO, NY
1U4	HAMILTON, CANADA
1U5	WATERTOWN, NY

GREAT LAKES, SAINT LAWRENCE RIVER AREA:

1V1	MONTREAL, CANADA
1V2	QUEBEC, CANADA
1V3	OGDENSBURG, NY
1V4	RIMOUSKI, CANADA

GREAT LAKES, LAKE SUPERIOR AREA:

1W1	DULUTH, MN
1W2	MARQUETTE, MI
1W3	SAULT STE. MARIE

b. United States, gulf coast ports

FLORIDA AREA:

2A1	PANAMA CITY
2A2	PENSACOLA NAS
2A3	TAMPA
2A4	PENSACOLA
2A5	PORT TAMPA
2A6	SANTA ROSA
2AA	PANAMA CITY NAVAL MINE DEFENSE LABORATORY

ALABAMA AREA:

2B1	MOBILE

2B2 THEODORE
2B3 BROOKLEY AFB
2B4 BIRMINGHAM

MISSISSIPPI AREA:
2C1 GULFPORT
2C2 PASCAGULA

LOUISIANA AREA:
2D1 BATON ROUGE
2D2 LAKE CHARLES
2D3 NEW ORLEANS
2D4 ST. ROSE
2D5 CHALMETTE
2D6 NORCO
2D7 GOODHOPE
2D8 SUNSHINE
2D9 SAINT JAMES
2DA LOOP
2DB MORGAN CITY
2DC NEW ORLEANS
2DD VIOLET

TEXAS, EAST AREA:
2E1 BEAUMONT
2E2 FREEPORT
2E3 GALVESTON
2E4 HOUSTON
2E5 ORANGE
2E6 PORT ARTHUR
2E7 TEXAS CITY
2E8 PORT NACHES
2E9 BAYTOWN
2EA NEDERLAND
2EB JACINTO
2EC SEABROOK
2ED SABINE PASS
2EF FAIRWAY (ANCHORAGE)
2EN ORANGE NAVAL STATION

TEXAS, SOUTH AREA:
2F1 BROWNSVILLE
2F2 CORPUS CHRISTI
2F3 PORT ISABEL
2F4 DEER PARK
2FB CORPUS CHRISTI NAS
2FC NAVAL STATION INGLESIDE

MISSISSIPPI RIVER AREA:
2G1 ST. LOUIS, MO
2G2 MEMPHIS, TN

c. United States, California ports

HUMBOLT BAY AREA:
3A1 EUREKA

NORTH CENTRAL AREA, EXCEPT INLAND SAN FRANCISCO:
3B_ RESERVED

SAN FRANCISCO, UPPER BAY AREA:
3C1 OZOL
3C2 RICHMOND
3C3 MARTINEZ
3C4 PORT CHICAGO
3C5 STOCKTON
3C6 OLEUM
3C7 MARE ISLAND
3C8 TIBURON
3C9 PORT COSTA
3CA AVON
3CB RICHMOND, NFD, POINT MOLATE
3CC SACRAMENTO
3CD PORT CHICAGO, NAD, CONCORD
3CE STOCKTON ANNEX, NSC OAKLAND
3CF RODEO
3CG BENECIA, ARMY RESERVE
3CH EXXON BENECIA
3CI HERCULES
3CJ CROCKETT

SAN FRANCISCO, LOWER BAY AREA:
3D1 SAN FRANCISCO
3D2 OAKLAND
3D3 ALAMEDA
3D4 REDWOOD CITY
3D5 HUNTERS POINT
3DA SUISUN BAY
3DB OAKLAND NSC
3DC ALAMEDA NAS
3DK OAKLAND, MOTBA
3DL ALAMEDA, MOTBA
3DS OAKLAND, SEALAND TERMINAL

MONTEREY BAY AREA:
3E1 DAVENPORT

3E2 MONTEREY

ESTERO BAY AREA:
3F1 AVILA
3F2 POINT SAN LUIS
3F3 ESTERO BAY

SANTA BARBARA CHANNEL AREA:
3G1 PORT HUENEME
3G2 SANTA CRUZ ISLAND
3GA PORT HUENEME NCBC

LOS ANGELES AREA:
3H1 LOS ANGELES
3H2 SAN PEDRO
3H3 LONG BEACH
3H4 EL SEGUNDO
3H5 WILMINGTON
3H6 SEAL BEACH NWS
3H7 TERMINAL ISLAND
3HA BLYTHE
3HC LONG BEACH NSC
3HL SAN PEDRO MTMC TERMINAL
3HR CAMP PENDELTON
3HS LONG BEACH

SAN DIEGO AREA:
3J1 SAN DIEGO
3JA SAN DIEGO NSC
3JB SAN DIEGO NAS

d. United States, northwest coast ports

BRITISH COLUMBIA AREA:
4A1 PORT ALBERNI, VANCOUVER ISLAND
4A2 NANAIMO, VANCOUVER ISLAND
4A3 VANCOUVER, BRITISH COLUMBIA

NORTH WEST WASHINGTON AREA:
4B1 BELLINGHAM
4B2 ANACORTES
4B3 FERNDALE

WHIDBEY ISLAND AREA:
AC1 PORT ANGELES
4C2 PORT TOWNSEND
4C3 WHIDBEY ISLAND
4C4 MUKILTEO
4C5 EVERETT
4CC WHIDBEY ISLAND NAS
4CD INDIAN ISLAND

PUGET SOUND, UPPER AREA:
4D1 PORT GAMBLE
4D2 BREMERTON SEALAND TERMINAL
4D3 SEATTLE
4D8 RICHMOND BEACH
4D9 EDMONDS
ADB BREMERTON NSY
4DK BREMERTON NAD, BANGOR
4DL SEATTLE MTMC TERMINAL
4DS SEATTLE SEALAND TERMINAL
4DT KEYPORT

PUGET SOUND, LOWER AREA:
4E1 TACOMA
4E2 OLYMPIA
4E3 BANGOR
4EA TACOMA NAVAL STATION
4EB COMMENCEMENT BAY (ANCHORAGE)

GRAYS HARBOR AREA:
4F1 HOQUIAM
4F2 ABERDEEN
4F3 RAYMOND

ASTORIA, OREGON AREA:
4G1 ASTORIA
4G2 BEAVER
4G3 WARRENTON

COLUMBIA RIVER, INLAND AREA:
4H1 WAUNA, OR
4H2 WESTPORT, OR
4H3 LONGVIEW, WA
4H4 RAINIER, OR
4H5 ST HELENS, WA
4H6 PORTLAND, OR
4H7 VANCOUVER, WA
4H8 BRADWOOD, WA
4H9 PORTLAND, OR, N W. MARINE IRON WORKS

OREGON, CENTRAL AREA:
4J1 NEWPORT

OREGON, SOUTH AREA:
4K1 COOS BAY

e. North Atlantic ports

NEW BRUNSWICK AND NOVA SCOTIA AREA:

AA1	ST, JOHNS, NEW BRUNSWICK
AA2	HALIFAX, NOVA SCOTIA
AA3	SIDNEY, NOVA SCOTIA

QUEBEC AREA:

AB1	MINGAN
AB2	MECATINA

NEW FOUNDLAND, EAST AREA:

AC1	ST. JOHN'S
AC2	ARGENTIA
AC3	ELLISTON
AC4	REDCLIFF

NEWFOUNDLAND, WEST AREA:

AD1	CORNERBROOK
AD2	ST. GEORGES BAY
AD3	STEPHENVILLE (HARMON)

NEWFOUNDLAND, NORTH AREA:

AE1	ST. ANTHONY
AE2	LASCIE

LABRADOR, EAST AREA:

AF1	FOX HARBOR
AF2	SPOTTED ISLAND
AF3	CARTWRIGHT
AF4	GOOSE BAY

LABRADOR, CENTRAL AREA:

AG1	CUT THROAT ISLAND
AG2	CAPE MAKKOVIK
AG3	HOPEDALE

LABRADOR, NORTHEAST AREA:

AH1	SAGLEK
AH2	FORT CHIMO, QUEBIC

BAFFIN ISLAND, SOUTHEAST AREA:

AJ1	FROBISHER BAY
AJ2	RESOLUTION ISLAND
AJ3	BREVOORT ISLAND, N.W. TERRITORY

BAFFIN ISLAND, WEST AREA:

AK1	WEST BAFFIN ISLAND, FOX B
AK2	LONGSTAFF BLUFF, FOX 2
AK3	BRAY ISLAND, FOX A
AK4	ROWLEY ISLAND, FOX 1
AK5	FORT CHURCHILL, MANITOBA

BAFFIN ISLAND, NORTH AREA:

AL1	PADLOPING ISLAND
AL2	CAPE DYER, DYE
AL3	DURBAN ISLAND, FOX E
AL4	BROUGHTON ISLAND, FOX 5
AL5	KIVITOO, FOX D
AL6	CAPE HOOPER, FOX 4
AL7	EKALUGAD FJORD, FOX C
AL8	CLYDE RIVER
AL9	CAPE HARRISON, DEVON ISLAND
ALA	CAPE CHRISTIAN

GREENLAND, SOUTH AREA:

AM1	IVIGTUT
AM2	GRONDAL
AM3	IKATEG
AM4	NARARSSUAK

GREENLAND, WEST AREA:

AN1	UPERNAVIK
AN2	SONDRESTROM, BW8
AN3	ITIVDLEG, DYE 1
AN4	CRUNCHER ISLAND
AN5	DYE 2
AN6	DYE 3

GREENLAND, NORTHEAST AREA:

AP1	KULUSUK, DYE 4
AP2	HALL LAKE, FOX

GREENLAND, NORTH AREA:

AQ1	THULE

GREENLAND, EAST AREA:

AR1	ANGMAGSSALIK

NORTHEAST ARCTIC, EAST AREA:

AS1	WEST MELVILLE PENINSULA, CAM 5
AS3	EAST SIMPSON PENINSULA, CAM E
AS4	WEST SIMPSON PENINSULA, CAM 4

NORTHEAST ARCTIC, WEST AREA:

AT1	SIMPSON LAKE, CAM D
AT2	SHEPHERD BAY, CAM 3
AT3	MATTHESON POINT, CAM C
AT4	KING WILLIAM ISLAND, CAM 2

ICELAND AREA:

AU1	REYKJAVIK

AU2 KEFLAVIK
AU3 HOFN
AU4 LANGANES
AU5 GRINDAVIK
AU6 HAFNARFJORDUR
AU7 HVALFJORDUR
AU8 NJARDVIKUR
AU9 HELGUVIK

f. Panama ports

PANAMA AREA:
BA1 BALBOA
BA4 RODMAN NAVAL STATION
BA5 FARFAN
BA6 MIRA FLOPES LOCK, CANAL ZONE
BB1 CRISTOBAL
BB2 GATUN
BB3 COCO SOLO
BB4 TORO POINT
BB5 LAS MINAS
BB6 COLON, CANAL ZONE
BB7 SAMBA BONITA ISLAND, CANAL ZONE
BB8 MINDI PIER, CANAL ZONE

g. Caribbean ports

BERMUDA AREA:
CA1 HAMILTON
CA2 ST. GEORGE
CA3 NAVAL STATION

BAHAMAS AREA (NORTH OF 24 DEGREES):
CB1 GRAND BAHAMA
CB2 NEW PROVIDENCE, NASSAU
CB3 GOVERNOR'S HARBOUR
CB4 SAN SALVADOR ISLAND, BAHAMAS
CB5 ANDOS
CB6 SOUTH RIDING POINT
CB7 ABACO ISLAND, BAHAMAS

BAHAMAS AREA (SOUTH OF 24 DEGREES):
CC1 MAYAGUANA
CC2 GRAND TURK

CUBA, NORTHWEST AREA:
CD1 HAVAVA
CD2 MATANZAS
CD3 SANTA CLARA

CUBA, SOUTHEAST AREA:
CE1 GUANTANAMO
CE2 SANTIAGO
CE3 PUERTO MANATI
CE4 NUEVITAS

CUBA, SOUTH CENTRAL AREA:
CF1 CIENFUEGOS
CF2 NUEVA GERONA, ISLE DE PINOS
CF3 JUCARO

JAMAICA AREA:
CG1 KINGSTON
CG2 PORT ANTONIO
CG3 GRAND CAYMAN
CG4 MONTEGO BAY, JAMAICA
CG5 OCHO RIOS, JAMAICA

HAITI AREA:
CH1 PORT AU PRINCE
CH2 CAPE HATIEN
CH3 GONAIVES ELEUTHERA

DOMINICAN REPUBLIC AREA:
CJ1 SANTA DOMINGO
CJ2 PUERTO PLATA
CJ3 ANDRES
CJ4 RIO DAINA (HAINA)
CJ5 LAS CALDEROS NAVAL BASE

PUERTO RICO AREA:
CK1 SAN JUAN
CK2 ROOSEVELT ROADS
CK3 AQUADILLA
CK4 ENSENADA
CK5 MAYAGUEZ
CK6 PONCE
CK7 YABUCOA
CK8 GUAYANILLA
CKA SAN JUAN NAVAL STATION

ARUBA AREA:
CL1 ST. NICOLAS BAY
CL2 WILLEMSTAD, CURACAO
CL3 BONAIRE
CL4 ORANJESTAD, NETHERLANDS WEST INDIES
CL5 CARACAS BAY

VIRGIN ISLAND AREA:

CMI	CHARLOTTE AMALIE, ST. THOMAS
CM2	CHRISTIANSTES, ST. CROIX
CM3	ROAD TOWN, TORTOLA
CM4	VIEQUES, VIEQUES
CM5	ST. CHRISTOPHER, ST. KITTS
CM6	FREDERIKSTED, ST. CROIX
CM7	PORT ALUEROIX

LESSER ANTILLES, LEEWARD AREA:

CN1	BASSE TERRE, GUADELOUPE
CN2	ST. JOHN'S, ANTIGUA

LESSER ANTILLES, WINDWARD AREA:

CP1	FORT DE FRANCE, MARTINIQUE
CP2	CASTRIES, ST. LUCIA
CP3	BRIDGETOWN, BARBADOS
CP4	ST. GEORGE'S, GRENADA
CP5	ROSEAU, DOMINICA
CP6	ST. MARTEEN, ANTILLES
CP7	KINGSTON. ST. VINCENT
CP8	GEORGETOWN, ST. VINCENT

MEXICO, EAST AREA:

CQ1	COATZACOALCOS (PUERTO)
CQ2	VERA CRUZ
CQ3	DOS BOCAS
CQ4	CAYO ARCOS

HONDURAS AND GUATEMALA GULF AREA:

CR1	BELIZE, HONDURAS
CR2	LIVINGSTON, GUATEMALA
CR3	PUERTO BARRIOS, GUATEMALA
CR4	PUERTO CORTEX, HONDURAS
CR5	AMAPOLA, HONDURAS
CR6	PUERTO SANTO THOMAS DE ASTILLA, GUATEMALA
CR7	PUERTO CASTILLA, HONDURAS

NICARAGUA AND COSTA RICA, EAST AREA :

CS1	BLUEFIELDS, NICARAGUA
CS2	LIMON, COSTA RICA

COLOMBIA, NORTH AREA:

CT1	CARTAGENA
CT2	BARRANQUILLA
CT3	SANTA MARTA
CT4	CARTAGENA, BOLIVAR NAVAL BASE

VENEZUELA AREA:

CU1	LA GUAIRA
CU2	CARACAS
CU3	PUERTO CABELLO
CU4	AMURAY BAY
CU5	PUERTO LA CRUZ
CU6	PUNTA CARDON MARACAIBO
CU7	MARACAIBO
CU8	EL PALITO

TRINIDAD AREA:

CV1	PORT OF SPAIN

GUYANA AREA:

CW1	GEORGETOWN, GUYANA
CW2	PARAMARIBO, SURINAME
CW3	CAYENNE, FRENCH GUIANA

h. Middle America, west coast ports

MEXICO, WEST AREA:

DA1	MAZATLAN
DA2	GUAYMAS
DA3	MANZANILLO
DA4	ACAPULCO
DA5	SOCARRO ISLAND
DA6	COATZACOALCOS

GUATEMALA AREA:

DB1	SAN JOSE
DB2	PUERTO QUETZAL
DB3	SANTO THOMAS, GUATEMALA

EL SALVADOR AREA:

DC1	LA UNION
DC2	LA LIBERTAD
DC3	ACAJUTLA
DC4	SAN SALVADOR

NICARAGUA AREA:

DD1	CORINTO
DD2	MANAGUA

COSTA RICA AREA:

DE1	PUNTARENAS
DE2	CALDERA
DE3	QUEPOS
DE4	GOLFITO

HONDURAS AREA:

DF1	SAN LORENZO
DF2	FUERZA
DF3	BASEDE PUERTO

i. South America, west coast ports

GALAPAGOS AND COCOS ISLAND AREA:

EA1	COCOS ISLANDS
EA2	WRECK BAY, GALAPAGOS ISLAND

COLOMBIA AREA:

EB1	BUENAVENTURA
EB2	BOGOTA

ECUADOR AREA:

EC1	GUAYAQUIL
EC2	ESMERALDES
EC3	LA LIBERTAD
EC4	PUERTO BOLIVAR
EC5	MANTA

PERU AREA:

ED1	CALLAO
ED2	LIMA
ED3	MOLLENDO
ED4	MATARANI
ED5	SALAVERRY
ED6	TALARA
ED7	CHIMBOTE
ED8	IQUITOS
ED9	ANCON
EDA	BAYOVAR
EDB	EAYOZR

CHILE AREA:

EE1	ANTOFAGASTA
EE2	ARICA
EE3	VALPARISO
EE4	TALCHAUANO
EE5	PUNTA ARENAS
EE6	CHANARAL, DE LAS ANIMAS
EE7	SAN ANTONIO
EE8	TOCOPILLA
EE9	PUERTO MONTT
EEA	VALDIVIA
EEB	IQUIQUE

j. South America, east coast ports

BRAZIL, NORTHEAST COAST AREA:

FA1	BELEM
FA2	NATAL
FA3	RECIFE
FA4	AMAPA
FA5	SAO LUIS
FA6	FORTALEZA

BRAZIL, SOUTHEAST COAST AREA:

FB1	RIO DE JANEIRO
FB2	SANTOS
FB3	PORTO ALEGRE
FB4	BAHIA
FB5	RIO TINTO, BRAZIL

URUGUAY AREA:

FC1	MONTEVIDEO

PARAGUAY AREA:

FD1	ASUNCION

ARGENTINA AREA:

FE1	BUENOS AIRES
FE2	BAHIA BLANCA
FE3	PUERTO BELGRANO
FE4	PUERTO MADRYN

FALKLAND ISLANDS AREA:

FF1	PORT STANLEY

k. Azores Islands ports

GA1	PONTA DELGADA
GA2	SANTA MARIA
GA3	PRAIA DA VITORIA
GA4	HORTA, FAYAL
GA5	LYLES PICO
GA6	ANGRA DI HEROISMO
GA7	LAJES

I. British Isles ports

ENGLAND, SOUTHEAST AREA:

HA1	PLYMOUTH
HA2	EXETER
HA3	HANBLE
HA4	SOUTHAMPTON
HA5	PORTSMOUTH
HA6	THAMESHAVEN
HA7	LONDON
HA8	FELIXSTOWE
HA9	DOVER
HAA	ISLE OF GRAIN
HAB	HARWICH
HAC	NEWHAVEN
HAD	TILBURY
HAE	ORFORD NESS
HAF	CHATHAM
HAG	SHEERNESS
HAH	COLCHESTER
HAJ	SHOREHAM-BY-THE-SEAS
HAK	FAWLEY
HAL	PURFLEET
HAM	CORYTON
HAN	TURFLEET
HAP	HIGH WYCOMBE
HAQ	GRAVESEND
HAR	ROCHESTER
HAS	FALMOUTH
HAT	WEST THURROCK
HAU	LLANELLI, WALES
HAV	FAIRFORD
HAW	FLEETWOOD
HAX	BRIXHAM
HAY	RAMSGATE
HAZ	MISTLEY

ENGLAND, WEST AREA:

HB1	BRISTOL
HB2	AVONMOUTH
HB3	MILFORD HAVEN
HB4	LIVERPOOL
HB5	MANCHESTER
HB6	BARRY, SOUTH WALES
HB7	SWANSEA
HB8	POOLE
HB9	PRESTON
HBA	ANDERTON
HBB	GARSTON
HBC	EASTHAM
HBD	ELLESMERE PORT
HBE	RUNCORN
HBF	HOLYHEAD
HBG	NEWPORT, SOUTH WALES
HBH	PEMBROKE
HBJ	ROYAL PORTBURY DOCK
HBK	BARRY PILOT
HBL	WATCHET

ENGLAND, EAST AREA:

HC1	HULL
HC2	NEWCASTLE
HC3	IMMINGHAM (STORAGE)
HC4	IPSWICH
HC5	GRIMSBY
HC6	GREAT YARMOUTH
HC7	WALLSEND
HC8	TEES PORT
HC9	TYNEMOUTH
HCA	SALTEND
HCB	KILLINGHOLME
HCC	MIDDLEBROUGH
HCD	KINGS LYNN
HCE	SOUTH SHIELDS
HCF	LOWESTAFT
HCG	GOOLE
HCH	CANVEY ISLAND
HCJ	WHITBY
HCK	IMMINGHAM
HCL	RIDHAM
HCM	HYTHE
HCN	CLIFF JETTY

IRELAND AREA:

HD1	BELFAST
HD2	CORK
HD3	DUBLIN
HD4	LONDONDERRY
HD5	GALWAY
HD6	COBH, ERIE
HD7	LARNE
HD8	RED BAY
HD9	WARRENPOINT

SCOTLAND, WEST AREA:

HE1	BOWLING
HE2	PRESTWICK
HE3	HOLY LOCH
HE4	GLASGOW
HE5	CAIRN RYAN
HE6	LOCH STRIVEN

HE7	CAMPBELTOWN
HE8	ARDROSSAN
HE9	LOCH EWE
HEA	STRANRAER
HEB	SHANDON
HEC	LOCH LONG
HED	GREENOCK
HEE	FAIRLIE
HEF	GLEN DOUGLAS
HEG	FASLANE

SCOTLAND, EAST AREA:

HFI	INVERFORDEN
HF2	ABERDEEN
HF3	ROSYTH
HF4	EDINBURGH, LEITH
HF5	SCRABSTER, CAITHNESS
HF6	GRANGEMOUTH
HF7	HOUND POINT

SCOTTISH ISLANDS AREA:

HG1	LERWICH, SHETLAND ISLANDS
HG2	BALTA SOUNDS, SHETLAND
HG3	LY NESS, ORKNEY ISLAND
HG4	YELL SOUND, SHETLAND ISLANDS
HG5	SULLOM VOE, SHETLAND ISLANDS

FAEROE ISLANDS AREA:

HJ1	FAROE ISLAND

m. Northern Europe ports

NORWAY AREA:

JA1	OSLO
JA2	HORTEN
JA3	NARVIK
JA4	BERGEN
JA5	STAVENGER
JA6	TRONDHEIM
JA7	BODO (PORT)
JA8	KRISTIANSAND
JA9	DRAMMEN
JAA	GRIMSTADT, NORWAY
JAB	MOSS
JAC	BEJERKVIK, NORWAY
JAD	SALANGSVERKET
JAE	HOVRINGEN
JAF	HUMLA
JAG	FAUSKE
JAH	ANDOYA (KVALNES PIER)
JAJ	LARKOLLEN
JAK	MO-I-RANA
JAL	SORREISA
JAM	NAMSOS
JAN	GANGSAAS
JAP	LURA
JAQ	FINNSNESS
JAR	MURUVIK
JAS	STEINSVICK
JAT	AANDALSNES
JAU	HOMMELVIK
JAV	BOGEN
JAW	LARVIK
JAX	VAERNESS, NORWAY
JAY	BREKSTAD
JAZ	ANDENES
J1A	ORKANGER
J1B	HAAKONSVERN
J1C	SANDEFJORD
J1D	BOTNANESET
J1E	MELLOMOEYA
J1F	VALNESET
J1G	SORTLAND
J1H	ANDENEF
J1K	LISTA
J1L	FREDERIKFTADT
J1M	HAMMARNEFODDEN
J1N	VERDAY
J1P	ST. JORDAL
J1Q	TANANGER
J1R	HJELTEFJORDON
J1S	SALANGEN
J1T	TROMSO

SWEDEN AREA:

JB1	GOTHENBURG
JB2	STOCKHOLM
JB3	HELSINGBORG
JB4	WALLHAM
JB5	SOEDERTAELJE
JB6	KARLSKRONA
JB7	UDDERVALLA
JB8	VARBARG
JB9	MALMO

DENMARK AREA:

JC1	COPENHAGEN
JC2	AARHUS
JC3	AALBORG

JC4	FREDERIKSHAVN
JC5	ESBJERG
JC6	KORSOER
JC7	FREDERICIA
JC8	HOLSTEBRO, DENMARK
JC9	***HIRTSHALS, DENMARK***

FINLAND AREA:

JD1	HELSINKI
JD2	HANGO
JD3	HAMINA

POLAND AND USSR AREA:

JE1	GDYNIA
JE2	LENINGRAD
JE3	WARSAW
JE4	VILNEUS, CIS

GERMANY AREA:

JF1	BREMERHAVEN
JF2	BREMEN
JF3	EMDEN
JF4	HAMBURG
JF6	NORDENHEIM
JF7	SYLT
JF8	CUXHAVEN
JF9	FARGE
JFA	WILHELMSHAVEN
JFB	BRUNSBUTTELKOOG
JFC	KEIL
JFD	MOENCHENGLAD-BACH
JFE	BRAKE
JFF	TRAVEMUNDE
JFG	VILSECK
JFH	WESERREEDE
JFJ	ECKERNFORDE
JFK	KIEL CANAL, GERMANY

THE NETHERLANDS AREA:

JG1	ROTTERDAM
JG2	AMSTERDAM
JG3	PORTERSHAVEN
JG4	BUITENBUIZEN
JG5	TERNEUZEN
JG6	HOOK OF HOLLAND
JG7	DORDRECHT
JG8	PERMIS
JG9	VLISSINGEN (FLUSHING)
JGA	EEMSHAVEN
JGB	ROZENBURG
JGC	SCHEVENINGEN

BELGIUM AREA:

JH1	ZEEBRUGGE
JH2	ANTWERP
JH3	OSTEND
JH4	GHENT

FRANCE, CHANNEL PORTS AREA:

JJ1	CHERBOURG
JJ2	DUNKERQUE
JJ3	LE HAVRE
JJ4	ROUEN
JJ5	CALAIS
JJ6	BOULOGNE
JJ7	DIEPPE
JJ8	D'ARQUES
JJ9	PETIT COURONNE

FRANCE, BAY OF BISCAY AREA:

JK1	BORDEAUX
JK2	BASSENS
JK3	DONGES
JK4	LA PALLICE
JK5	NANTES
JK6	PAUILLAC
JK7	ST. HERBLAIN
JK8	ST. NAZAIRE
JK9	ROCHEFORT
JKA	PIRIAC
JKC	LE VERDON

SPAIN, BAY OF BISCAY AREA:

JL1	SANTANDER
JL2	EL FERROL
JL3	GIJON
JL4	LA CORUNA
JL5	SAN SEBASTIAN
JL6	BILBAO
JL7	VIGO
JL8	ALGELIRAS

GERMANY, RHINE RIVER AREA:

JM1	GERMERSHEIM
JM2	MAINZ
JM3	MANNHEIM
JM4	BINGEN
JM5	LUDWIGSHAFEN
JM6	GERNSHEIM
JM7	KARLSRUHE
JM8	WORMS
JM9	FRANKFURT AM MAIN
JN1	RIGA, LATVIA

NORTHWEST USSR AREA
JR1 ARKANGEL'SK, RUSSIA
JR2 SEVERODVINSKI, RUSSIA

n. Western Mediterranean ports

PORTUGAL AREA:
KA1 LISBON
KA2 PORTO
KA3 FUNCHAL, MADEIRA ISLAND
KA4 ALVERCA
KA5 SETUBAL
KA6 FARO

MOROCCO AREA:
KB1 CASABLANCA
KB2 FERDALA
KB3 LAS PALMAS, CANARY ISLANDS
KB4 TENERIFE, CANARY ISLANDS
KB5 MELILLA
KB6 PORT LYAUTEY
KB7 RABAT
KB8 SAFI
KB9 TANGIERS
KBB MOHAMMEDIA
KBC SANTA CRUZ DE LE PALMA, CANARY ISLANDS
KBF MOROCCO, US NAVAL TRAINING COMMAND, KENTITA PORT LYAUTEY
KBG CEUTA

ALGERIA AREA:
KC1 ALGIERS
KC2 ORAN
KC3 ARZEW
KC4 BEJAIA

TUNISIA AREA:
KD1 TUNIS
KD2 BIZERTE
KD3 SIDI AHMED
KD4 SKHIRA

SICILY AREA:
KE1 PALERMO
KE2 AUGUSTA
KE3 CATANIA, NAF, SIGONELLA
KE4 VALETTA, MALTA ISLAND
KE5 SIRACUSA
KE6 TRAPANI
KE7 LAMPEDUSA ISLAND
KE8 PORTO EMPEDOCLE
KE9 MILAZZO
KEA MELLILI
KEB MESSINA

ITALY, WEST AREA:
KF1 NAPLES
KF2 POZZUOLI
KF3 LEGHORN
KF4 GENOA
KF5 LA SPEZIA
KF6 CIVITAVECCHIA
KF7 BASTIA, CORSICA
KF8 GAETA
KF9 SALERNO
KFA TOMBOLO (AMMUNITION PORT)
KFB PIOMBINO
KFC ***RESERVED***
KFD SANTO STEFANO
KFE PISA, ITALY
KFF LIVORNO
KFG SAVONA
KFH CASTELLAMMARE DI STABBIA
KFK TALAMONE, ITALY

SARDINIA AREA:
KG1 CAGLIARI
KG2 LA MADDALENA
KG3 OLBIA
KG4 TORRES
KG5 PORTO TORRES, ITALY
KG6 ORISTANO
KG7 SARROCH
KG8 PALAU SARDINA

FRANCE, MEDITERRANEAN AREA:
KH1 MARSEILLE
KH2 TOULON
KH3 CANNES
KH4 LAVERN
KH5 MONTE CARLO, MONACO
KH6 L'ESPIGUETTE
KH7 FOS
KH8 RADE D'HYERES

SPAIN, SOUTH ATLANTIC AREA:

KJ1	CADIZ
KJ2	ROTA
KJ3	SEVILLE
KJ4	GIBRALTER
KJ5	HUELVA
KJ6	ALGECIRAS

SPAIN, MEDITERRANEAN AREA:

KL1	BARCELONA
KL2	CARTAGENA
KL3	ALICANTE
KL4	LA ALGAMECA
KL5	VALENCIA
KL6	TARRAGONA
KL7	PALMA, BALERIC ISLAND
KL8	ALMERIA
KL9	MALAGA
KLA	CASTELLON

o. Eastern Meditteranean ports

ITALY, EAST AREA:

LA1	VENICE
LA2	TARANTO
LA3	BRINDISI
IA4	BARI
LA5	ANCONA
LA6	PRIOLA
LA7	MARGHERA

TRIESTE AREA:

LB1	TRIESTE

YUGOSLAVIA AREA:

LC1	BAKAR
LC2	RIJEKA
LC3	PLOCE
LC4	KOPER

GREECE, SOUTHERN AREA:

LD1	PIRAEUS
LD2	ELEVSIS
LD3	PATRAS
LD4	HATTARAS
LD5	CANDIA, CRETE
LD6	SALAMIS
LD7	ANDIKIRA
LD8	IRAKLION, CRETE
LD9	SUDA BAY, CRETE
LDA	SKARAMANGA BAY
LDB	ST. THEODORIA
LDC	PERAMA

GREECE, AEGEAN SEA AREA:

LE1	THESSALONIKI
LE2	VOLOS
LE3	STILIS
LE4	OROPUS
LE5	AKHILLION
LE6	RHODES
LE7	LEROS ISLAND
LE8	ACHINOS
LE9	MEGARA
LEB	KAVALLA
LEC	MYKONOS ISLAND
LED	KOS ISLAND
LEE	SYROS, SYROS ISLAND
LEF	PYLOS
LEG	KALAMATA

SYRIA AREA:

LF1	LATAKIA
LF2	TARTUS

CYPRUS AREA:

LG1	LARNACA
LG2	FAMAGUSTA
LG3	LIMASSOL
LG4	AKROTIRI

LEBANON AREA:

LH1	BEIRUT
LH2	JUNIYAH
LH3	SAYDA

ISRAEL AREA:

LJ1	HAIFA
LJ2	TEL AVIV
LJ3	JAFFA
LJ4	EILAT
LJ5	ASHDOD

EGYPT AREA:

LK1	ALEXANDRIA
LK2	CAIRO
LK3	PORT SAID
LK4	SUEZ
LK5	RASSHUKHEIR

LK6 JABAL AT THAIR ISLAND
LK7 BURSA SAFAGO
LK8 TEWFIK
LK9 EL BALLAH
LKA GREAT BITTER LAKE (BUHEIRAT)
LKC EL DIKHEILA, EGYPT

LIBYA AREA:
LL1 TARABULUS
LL2 BENGAS1
LL3 MARSA AL BURAYGAH
LL4 ES SIDER
LL5 RA'S AL UNUF
LLA HALQ EL QUED, TUNISIA

TURKEY, SOUTH AREA:
LQ1 ISKENDERUN
LQ2 MERSIN
LQ3 ANTALYA
LQ4 YUMURTALIK

TURKEY, WEST AREA:
LR1 IZMIR
LR2 ISTANBUL MILITARY TERMINAL
LR3 DORINCE
LR4 GELIBOLU
LR5 GOLCUK
LR6 ISTANBUL
LR7 ISTANBUL, HAYDARPASS
LR8 KARAMURSEL
LR9 ISTANBUL, CEKMECE
LRA TEKIRDAG
LRB BANDIRMA
LRC KONCA
LRD KUSADASI
LRE CESME, TURKEY

TURKEY, BLACK SEA AREA:
LSA ODESSA, UKRAINE
LSC ILICHEVSK, UKRAINE
LS1 SAMSUN
LS2 SINOP
LS3 TRABZON
LS4 AMASRA
LS5 CONSTANTZA, ROMANIA
LS6 GALATI, ROMANIA
LS8 POTI, GEORGIA
LS9 VARNA, BULGARIA

GREECE, IONIAN ISLANDS AREA:
LT1 CORFU ISLAND
LT2 IGOUMENITSA

ALBANIA AREA:
LW1 VIORE, ALBANIA
LW2 DURRES, ALBANIA

p. West Africa ports

ASCENSION ISLANDS AREA:
MA1 CLARENCE BAY

ST. HELENA ISLAND AREA:
MB1 ST. HELENA

CAPE VERDE ISLANDS AREA:
MC1 PRAI
MC2 SANTA MARIA, SAL ISLAND

SENEGAL AREA:
MD1 DAKAR

GUINEA AREA:
ME1 BISSAU

GAMBIA AREA:
MF1 BATHURST

SIERRE LEONE AREA:
MG1 FREETOWN

LIBERIA AREA:
MH1 MONROVIA

IVORY COAST AREA:
MJ1 ABIDJAN, IVORY COAST
MJ2 GRAND BASSAM

GHANA AREA:
MK1 ACCRA
MK2 SEKONDI
MK3 TAKORADI
MK4 LOME, TOGO
MK5 TEMA

NIGERIA AREA:
ML1 LAGOS
ML2 PORT HARCOURT
ML3 APAPA

ML4 FORCADOS
ML5 BONNY
ML6 ESCRAVOS
ML7 BASS RIVER TERMINAL

CAMEROON AREA:
MM1 DOUALA, CAMEROON
MM2 KOLE

CONGO AREA:
MN1 MATADI, ZAIRE
MN2 BRAZZAVILLE, CONGO
MN3 POINTE NOIRE, CONGO
MN4 BOMA, ZAIRE

GABON AREA:
MP1 LIBREVILLE
MP2 OWENDO
MP3 SAO TOME ISLAND

ANGOLA AREA:
MQ1 LUANDA
MQ2 LOBITA

GUINEA AREA:
MR1 CONAKRY

DAHOMEY AREA:
MS1 PORTO NOVO
MS2 COTONOU

MURITANIA AREA:
MT1 NOUAKCHOTT

q. South and East Africa ports

REPUBLIC OF SOUTH AFRICA AREA:

NA1 CAPETOWN
NA2 PRETORIA
NA3 WALVIS BAY
NA4 PORT ELIZABETH
NA5 DURBAN

MOZAMBIQUE AREA:
NB1 BEIRA
NB2 LOURENCO MARQUES

MADAGASCAR AREA:
NC1 TOAMASINA
NC2 TANANARIVE
NC3 PORT LOUIS, MAURITIUS

TANZANIA AREA:
ND1 TANGA
ND2 DAR ES SALAAM
ND3 ZANZIBAR

KENYA AREA:
NE1 MOMBASA

SOMALI AREA:
NF1 MOGADISHU
NF2 CHISIMAIO

r. Persian Gulf and Red Sea ports

SOMALIA AREA:
PA1 BERBERA

DJIBOUTI AREA:
PB1 DJIBOUTI

ETHIOPIA AREA:
PC1 MASSAWA
PC2 ASSAB

SUDAN AREA:
PD1 PORT SUDAN
PD2 PORT SUDAN (ANCHORAGE)

JORDAN AREA:
PE1 AQABA

SAUDI ARABIA, EAST AREA:
PF1 RESERVED
PF2 RAS AT TANNURA
PF3 DHAHRAN
PF4 ASHSHUQAYQ
PF5 RAS AL MISHAB
PF6 AD DAMMAN
PF7 AL KHOBAR
PF8 AL JUBAYL
PF5 SAFE HAVEN

YEMEN AREA:
PG1 HODEIDA
PG2 MOCHA

ADEN AREA:
PH1 ADEN

OMAN AREA:
PJ1 MUSCAT
PJ2 MINA AL FAHAL
PJ3 MINA AL RAYSUT
PJ4 MINA QABOOS
PJ5 SHARJAH
PJ6 MASIRAH
PJ7 MATRAH
PJ8 SALALAH

BAHRAIN AREA:
PK1 BAHRAIN
PK2 HALUL ISLAND, QATAR
PK3 BAHRAIN ISLAND (ANCHORAGE)
PK4 AD DAWHAH (DOHA), QATAR
PK5 MINA SULMAN

IRAQ AREA:
PL1 BASRA

IRAN AREA:
PM1 BANDAR KHOMEYNI
PM2 KORRAMSHAHR
PM3 ABADAN
PM4 BANDAR ABBAS
PM5 BANDAR-E MASHUR
PM6 BUSHEHR
PM7 KHARG ISLAND

KUWAIT AREA:
PN1 AL KUWAIT

SAUDI ARABIA, WEST AREA:
PP0 RESERVED
PP1 JIDDA
PP2 YANBU A BAHR
PP3 YANBO
PP4 QUIZAN
PP5 RABIGH

UNITED ARAB EMIRATES AREA:
PQ1 DUBAI
PQ2 ABU DHABI
PQ3 MINA JABAL ALI
PQ4 AL FUJAYRAH
PQ5 KHOR FAKKEN
PQ6 ZIRKU ISLAND
PQ8 MINA ZAYED

s. Burma and India ports

PAKISTAN AREA:
QA1 KARACHI
QA2 CHITTAGONG

INDIA AREA:
QB1 BOMBAY
QB2 CALCUTTA
QB3 MADRAS
QB4 COCHIN

***MYANMAR (FORMERLY* BURMA) AREA:**
QC1 RANGOON

t. China Sea ports

THAILAND AREA:
RA1 BANGKOK
RA2 PATAYA
RA3 SATTAHIP
RA4 THUNG PRONG

CEYLON AREA:
QD1 COLOMBO
QD2 TRINCOMALEE

SEYCHELLES ISLAND AREA:
QE1 VICTORIA HARBOR, MAHE ISLAND
QF1 DIEGO GARCIA ISLAND

LAREUNION AREA:
QG1 LEPORT, LAREUNION ISLAND

MALAYA AREA:
RB1 SINGAPORE
RB2 PORT SWETTENHAM
RB3 PENANG
RB4 PORT KELANG
RB5 JOHOR BAHARU

RB7 UMUT, PERAU

SUMATRA AREA:
RC1 MEDAN
RC2 PEDANG
RC3 PALEMBANG
RC4 DUMAI

JAVA AREA:
RD1 DJAKARTA
RD2 SURABAJA
RD3 SEMARANG
RD4 CILICAP (TUILATAP)

TIMOR ISLAND AREA:
RE1 DILI

CAMBODIA AREA:
RF1 PHNOM PENH
RF2 KOMPONG SOM

VIETNAM AREA:
RG1 SAIGON
RG2 HAIPHONG
RG3 DA NANG
RG4 QUI NHON
RG5 NHA THRANG
RG6 PHUQUOC
RG7 HUE
RG8 NHABE
RG9 CHU LAI
RGA VUNG TAU
RGB CAN THO
RGC AN THOI
RGD CON SON ISLAND
RGE CAM RANH BAY
RGF PHAN THIET
RGG TUY HOA
RGH VUNG RO
RGJ HAN RANG
RGK DONG TAM
RGL DONG HA
RGM MY THO
RGN CAT LAI
RGP DUC PHO
RGQ THON MY THUY
RGR BANGOI
RGS TAN MY
RGT VINH LONG
RGU SAIGON, NEWPORT
RGV VINH HUNG
RGW DONG NAI
RGX LONG XUYEN
RGY NUI SAP

CANTON AREA:
RH1 CANTON, CHINA
RH2 HONG KONG
RH3 HSINHSIANG
RH4 SHANGHAI

TAIWAN AREA:
RJ1 KEELUNG
RJ2 TANSHUI
RJ3 KAOHSIUNG
RJ4 WUCH'I
RJ5 HUALIEN
RJ6 SUAO

BORNEO AREA:
RK1 KUNCHING

CELEBES AREA:
RL1 PALOPA
RL2 MAKASSAR
RL3 MANADO
RL4 AMBON, MOLUCCA ISLANDS
RL5 SURABAYA
RL6 SINGAPORE
RL7 HALIM DJAKARTA, INDONESIA
RL8 BLANG LANCANG, INDONESIA

u. Philippines ports

LUZON ISLAND AREA:
SA1 MANILA
SA2 SANGLEY POINT
SA3 SUBIC BAY
SA4 BATAAN
SA5 QUINTANG POINT
SA6 LOCANIN POINT
SA7 SAN FERNANDO
SA8 PORO POINT
SA9 SUBIC CITY
SAA SUBIC BAY (NAVMAG SUBIC)

CENTRAL ISLANDS AREA:
SB1 ILOILO, PANEY ISLAND
SB2 CEBU, CEBU ISLAND

SB3	LEYTE, MANICONI ISLAND
SB4	TACLOBAN, LEYTE ISLAND
SB5	SAMAR, SAMAR ISLAND
SB6	PUERTO PRINCESA, PALAWAN ISLAND
SB7	LUBANG ISLAND
SB8	TABOGON ISLAND
SBB	MACTAN ISLAND
SBC	BATANGAS ISLAND

MINDANAO AREA:

SC1	BUENA VISTA
SC2	CAGAYAN DE ORO
SC3	DAVAO
SC4	BUGO
SC5	ZAMBOANGA
SC6	JOLO ISLAND

v. Central Pacific Islands ports

MARIANAS AREA:

TA1	APRA HARBOR, GUAM
TA2	NSD, GUAM
TA3	GARAPAN, SAIPAN
TA4	TINIAN ISLAND
TA5	ROTA ISLAND
TA6	NAVMAG, GUAM

MARSHALL ISLANDS, RALIK CHAIN AREA:

TJ1	KWAJALEIN ATOLL
TJ2	EBEYE ISLAND, KWAJALEIN
TJ3	JALUIT ATOLL
TJ4	ENIWETOK ISLAND
TJ5	ENIWETOK LAGOON
TJ6	WOTHO ISLAND
TJ7	UJELANG ISLAND
TJ8	ROI NAMUR

MARSHALL ISLANDS, RATAK CHAIN AREA:

TK1	MAJINO ISLAND
TK2	WOTJE ATOLL
TK3	BIKINI ATOLL
TK4	AILINGINAE ATOLL
TK5	LIKIEP ATOLL
TK6	RONGELAB ATOLL
TK7	RONGERIK ATOLL
TK8	UTIRIK ATOLL

CAROLINE ISLANDS AREA:

TL1	PULAP ISLAND
TL2	PONAPE ISLAND
TL3	OSI LUI ISLAND
TL4	TRUK ISLAND
TL5	ULITHI ISLAND
TL6	KAPINGARANGI ISLAND
TL7	KUSEL ISLAND
TL8	TARAWA ATOLL

PALAU ISLAND AREA:

TS1	YAP ISLAND
TS2	MALEKEIOK ISLAND
TS3	KOROR ISLAND
TS4	PELELIU ISLAND

w. Bonin and Ryukyu Islands, Korea, and Japan ports

BONIN ISLANDS AREA:

UA1	KITA, IWO JIMA ISLAND
UA2	CHICHI, JIMA ISLANDS

RYUKYU ISLANDS AREA:

UB1	NAHA, OKINAWA ISLAND (MILITARY TERMINAL)
UB2	BUCKNER BAY, OKINAWA ISLAND
UB3	CHIMU WAN, OKINAWA ISLAND
UB4	ISHIGAKI ISLAND
UB5	IE SHIMA
UB6	KUME ISLAND
UB7	MIYAKO ISLAND
UB8	OKINO ISLAND
UB9	YAEYAMA ISLAND
UBA	HEIANZA SHIMA
UBB	KIN, OKINAWA ISLAND
UBC	TENGAN, OKINAWA
UBD	NAHA, OKINAWA ISLAND (COMMERCIAL TERMINAL)
UBE	IRISUNA, JIMA ISLAND
UBF	AJA PORT, OKINAWA ISLAND

KOREA, WEST AREA:

UC1	CHINNAMPO
UC2	INCHON
UC3	PAENGNYONG DO
UC4	GAZAN
UC5	CHANGHANG

KOREA, SOUTH AREA:

UD1	KUNSAN

UD2	MOKPO
UD3	CHINDO
UD4	YOSU
UD5	MASAN
UD6	PUSAN (MILITARY TERMINAL)
UD7	ULSAN
UD8	CHEJU DO
UD9	SUYONG
UDA	CHINHAE
UDB	HAEUNDAE
UDC	PUSAN (COMMERCIAL TERMINAL)
UDD	SAMIL
UDE	ONSAN
UDF	TOKSOK RI
UDG	MIPO
UDH	YOMPO
UDI	YOCHEON
UDJ	OKPO
UDK	CHUNGMU
UDL	SAMCHONPO

KOREA, NORTHEAST AREA:

UE1	POHANG
UE2	KOSONG
UE3	WONSAN
UE4	IWON
UE5	TAECHON
UE6	CHONGJIN
UE7	HUNGHAM
UE8	SAMCHOK
UE9	YANG DO
UEA	MUKHOJIN-NI
UEB	SOKCHO
UEC	PUKPYONG-NI
UED	GANG NEUNG
UEE	DAESAN
UEF	***SONBONG, NORTH KOREA***

JAPAN, HOKKAIDO, WEST AREA:

UF1	WAKKANI
UF2	OTARU

JAPAN, HOKKAIDO, EAST AREA:

UG1	HAKODATE
UG2	MURORAN
UG3	KUSHIRO
UG4	TOMAKOMAI

JAPAN, HONSHU, NORTH AREA:

UH1	AOMORI
UH2	HACHINOHE

JAPAN, HONSHU, WEST-CENTRAL AREA:

UJ1	NILIGATE
UJ2	AIOI

JAPAN, HONSHU, SOUTHWEST AREA:

UK1	TSUSHIM
UK2	UBE
UK3	MIZUSHIMA

JAPAN, HONSHU, SOUTHEAST AREA:

UL1	KURE
UL2	OSAKA
UL3	KOBE
UL4	TOKUYAMA
UL5	HIROSHIMA
UL6	WAKAYAMA
UL7	IWAKUNI
UL8	SHIMOTSU
UL9	HIRO

JAPAN, HONSHU, EAST-CENTRAL AREA:

UM1	YOKOHAMA ARMY TERMINAL, NORTH PIER
UM2	SHIMIZU
UM3	TOKYO
UM4	YOKOSUKA
UM5	KOSHIBA
UM6	NAGOYA
UM7	SENDAI
UM8	TSURUMI
UM9	CHIBA
UMC	YOKOSUKA (SHIP REPAIR FACILITY)
UMD	TAURA
UME	YOKOHAMA (COMMERCIAL TERMINAL)
UMF	KAWASAKI

JAPAN, SHIKOKU, SOUTHEAST AREA:

UN1	KOCHI
UN2	PORT OF UNO
UN3	MATSUYAMA
UN4	NANSEI

JAPAN, KYUSHU, EAST AREA:

UP1	MOJI
UP2	SHIMONOSEKI
UP4	OMURA
UP5	KUDAMATSU
UP6	TSUKUMI
UP7	TOBATA
UP8	YOWATA
UP9	OITA

JAPAN, KYUSHU, WEST AREA:

UQ1	KARATSU
UQ2	SASEBO
UQ3	OMUTA
UQ4	NAGASAKI
UQ5	HAKATA
UQ6	SAITOZAKI
UQ7	YAMAKAWA
UQ9	KAGOSHIMA
UQA	WAKAMATSU
UQL	MISUMI

DAITO ISLAND AREA:

UR1	MINAMI
UR2	KITA

x. Australia, New Zealand, and Coral Sea ports

AUSTRALIA, WEST AREA:

VA1	PERTH
VA2	FREEMANTLE
VA3	NORTHWEST CAPE
VA4	GARALDTON
VA5	KWINANA

AUSTRALIA, SOUTH AREA:

VB1	ADELAIDE
VB2	MELBOURNE
VB3	GEELONG VICTORIA, AUSTRALIA
VB4	DEVONPORT, TASMANIA
VB5	POINT WILSON

AUSTRALIA, EAST AREA:

VC1	SYDNEY
VC2	NEW CASTLE
VC3	BRISBANE
VC4	TOWNSVILLE
VC5	PORT KEMBLA
VC6	CAIRNS

AUSTRALIA, NORTH AREA:

VD1	DARWIN

NEW ZEALAND AREA:

VE1	AUCKLAND
VE2	WELLINGTON
VE3	CHRISTCHURCH
VE4	DUNEDIN
VE5	PORT LYTTELTON
VE6	TIMARU
VE7	PORT CHALMERS

NEW GUINEA AREA:

VF1	WEWAK
VF2	NUMBOLT BAY
VF3	LAE
VF4	PORT MORESBY

SOLOMON ISLANDS AREA:

VG1	SELWYN
VG2	UGI
VG3	NUSSI, BOUGAINVILLE
VG4	HONAIRA, GUADALCANAL
VG5	RENDOVA, SOLOMAN ISLAND

BISMARCK ARCHIPELAGO AREA:

VH1	LALA, ADMIRALTY ISLANDS
VH2	SANTA CRUZ ISLANDS

FIJI ISLANDS AREA:

VJ1	SUVA, FIJI ISLANDS

LOYALTY ISLANDS AREA:

VK1	LIFOU ISLANDS
VK2	NOUMEA, NEW CALEDONIA

NEW HEBRIDES AREA:

VLI	PORT-VILA, VANUATA

GILBERT ISLANDS AREA:

VM1	NONUTI
VM2	NAURU
VM3	BITAKI
VM4	FUNAFUTI, ELLICE ISLAND

y. South Pacific Islands ports

LINE ISLANDS AREA:

WAI	PALMYRA ISLAND
WA2	FANNING ISLAND
WA3	WASHINGTON ISLAND
WA4	CHRISTMAS ISLAND

SAMOAN ISLANDS AREA:

WB1	PAGO PAGO, TUTILA ISLAND
WB2	APIA, UPOLU ISLAND

WB3 OFU, MANUA ISLAND
WB4 AUNUU, AUNUU ISLAND

PHOENIX ISLAND AREA:
WC1 CANTON ISLAND
WC2 PHONIX IS, PHONIX ISLAND
WC3 BAKER ISLAND

SOCIETY ISLANDS AREA:
WD1 PAPEETE, TAHITI
WD2 COOK ISLAND
WD3 TONGA ISLAND

z. Hawaii and North Central Pacific ports

HAWAII AREA:
XA1 HILO
XA2 KAWAIHAE

MAUI AREA:
XB1 KAHULUI
XB2 KAHOOLAWE

LANAI AREA:
XC1 LANAI CITY

MOLOKAI AREA:
XD1 KAUNAKAKAI

OAHU AREA:
XE1 HONOLULU
XE2 PEARL HARBOR, NSC
XE3 PEARL HARBOR, NAD
XE4 KANEOHE
XE5 WAIPIO POINT

JOHNSTON ISLAND AREA:
WE1 JOHNSTON ISLAND

EASTER ISLAND AREA:
WF1 EASTER ISLAND

PITCAIRN ISLAND AREA:
WG1 PITCAIRN ISLAND

NIUE ISLAND AREA:
WH1 NIUE ISLAND

XE6 HONOLULU, ARMY PIERS
XE7 PEARL HARBOR, NAVY SHIPYARD

KUAI AREA:
XF1 LIHUE
XF2 NAWILIWILI
XF3 PORT ALLEN

FRENCH FRIGATE SHOALS AREA:
XG1 TERN ISLAND

OUTER HAWAIIAN ISLANDS AREA:
XJ1 MIDWAY ISLAND
XJ2 KURE ISLAND

WAKE ISLAND AREA:
XK1 WAKE ISLAND

MARCUS ISLAND AREA:
XL1 MARCUS ISLAND

aa. North Pacific and Northwest Arctic ports

CANADA, BRITISH COLUMBIA AREA:
YA1 PORT ALICE, VANCOUVER ISLAND
YA2 QUEEN CHARLOTTE ISLAND
YA3 PRINCE RUPERT
YA4 ESQUIMALT VICTORIA, VANCOUVER ISLAND

ALASKA, SOUTHEAST AREA:
YB1 KETCHIKAN
YB2 CRAIG
YB3 WRANGEL
YB4 PETERSBURG
YB5 SITKA
YB6 JUNEAU

YB7 HAINES
YB8 SKAGWAY
YB9 DUNCAN CANAL
YBA METLAKATLA
YBB BIORKA ISLAND
YBC LEVEL ISLAND
YBF HOONAH
YBG SMUGGLER COVE
YBH ANNETTE
YBK SUMNER STRAIT AND CAPE DECISION
YBL CAPE SPENCER AND CROSS SOUND AREA
YBM SISTERS ISLAND
YBN COGHLAN ISLAND
YBP ANNETTE ISLAND, ALASKA

ALASKA, CENTRAL AREA:

YC1	CORDOVA
YC2	VALDEZ
YC3	WHITTIER
YC4	SEWARD
YC6	ANCHORAGE
YC7	HOMER
YC8	YAKUTAT
YC9	CHENEGA
YCA	YAKATAGZ
YCB	BOSWELL BAY
YCC	POINT MCKENZIE
YCD	FIRE ISLAND
YCE	TATALINA
YCF	CAPE HINCHINBROOKE
YCH	OCEAN CAPE
YCK	NIKISHKA, KENAI PENINSULA
YCL	NIKISKI, KENAI PENINSULA
YCM	CAPE ST ELIAS
YCN	KENAI
YCP	MIDDLETON ISLAND
YCQ	JOHNSTONE POINT
YCR	ENGLISH BAY
YCS	PORT ETCHES
YCT	KACHMAK
YCU	TYONEK
YCV	TATITLER
YCW	PORT GRAHAM
YCX	PORT GRAVINA

ALASKA, KODIAK AREA:

YD1	KODIAK ISLAND
YD3	SITKINAK
YD4	WOMENS BAY, KODIAK ISLAND
YD5	LARSEN BAY, KODIAK
YD6	OLD HARBOR
YD7	OUZINKIE, SPRUCE ISLAND
YD8	AKHIOK
YD9	KARLUK
YDA	PORT LIONS
YDB	UGASHIK

ALASKA, DUTCH HARBOR AREA:

YE1	DUTCH HARBOR
YE2	COLD BAY
YE3	CAPTAINS BAY, UNALASKA ISLAND
YE4	KING COVE
YE5	FALSE PASS

ALASKA, SOUTHWEST AREA:

YF1	NEWENHAM
YF2	BETHEL
YF3	PORT MOLLER
YF4	PORT HEIDEN
YF5	MIDDLE KUSKOKWIM, KALSKAG, AND ANIAK
YF6	MCGRATH
YF7	CLARKS POINT
YF8	GOODNEWS BAY
YF9	DILLINGHAM
YFA	KUSKOKWIM
YFB	NAKNEK
YFC	SCAMMON POINT
YFD	TOGIAK
YFE	SAND POINT
YFF	TANUNAK
YFG	PERRYVILLE
YFH	CHIGNIK LAKE
YFJ	HOOPER BAY
YFK	KINPNUK
YFL	MEKORYUX
YFM	NICHTMUTE
YFN	TAKOTNA
YFP	SLEETMUTE
YFQ	MANOKOTAK
YFR	LEVELOCK
YFS	KVALINA
YFT	CHIGNIK LAGOON
YFU	IVANOF BAY
YFV	NELSON LAGOON
YFW	CHEVAK
YFX	HOLLY CROSS
YFY	NEWTOK
YFZ	PLATINUM

ALASKA, WEST CENTRAL AREA:

YG1	CAPE ROMANZOF
YG2	ST MICHAEL
YG3	NOME
YG4	SAVOONGA, ST LAWRENCE ISLAND
YG5	GAMBELL, ST LAWRENCE ISLAND
YG6	CAPE PRINCE OF WALES
YG7	MOSES POINT
YG8	DIME LANDING
YG9	UNALAKLEET
YGA	EGEGIK BAY AND KING SALMON RIVER
YGB	NORTH RIVER
YGC	NORTHEAST CAPE
YGD	TIN CITY
YGE	PORT CLARENCE
YGF	ANVIL MOUNTAIN
YGG	ELIM
YGH	WHITE MOUNTAIN

YGJ	BIG MOUNTAIN
YGK	GOLOVIN
YGL	TELLER
YGM	SHELDON POINT
YGN	ALAKANUK
YGP	EMMONAK
YGQ	SHISHMAREF
YGR	PILOT STATION
YGS	MOUNTAIN VILLAGE
YGT	TULUKSAK
YGU	SHAKTOOLIK
YGV	BREVIG MISSION
YGW	KOYUK
YGX	STEBBINS
YGY	LITTLE DIOMEDE ISLAND
YGZ	PITKAS POINT

ALASKA, SOUTHWEST AREA:

YHA	ST MARY'S
YHB	TWIN HILLS
YHC	NEW STUYABOK
YHD	QUINHAGAK
YHE	EEK
YHF	MARSHALL
YHG	KOLIGANEK
YHH	TOKSOOK BAY, ALASKA
YHJ	ALEKNAGIK
YHK	KWETHLUK
YHL	AKIACHAK
YHM	AKIAK
YHN	KASIGLUK
YHQ	KONGIGANEK
YHR	KWIGILLINGOK
YHS	NAPAKIAK
YHT	TUNTUTULIAK
YHU	NUNAPITCHUK
YHV	CHEFORNAK
YHW	EKWOK
YHX	NAPASKIAK
YHY	OSCARVILLE
YHZ	STONY RIVER

ALASKA, NORTHWEST AREA:

YJ1	CAPE LISBURNE
YJ2	CAPE BEAUFORT (LIZ A)
YJ3	POINT LAY (LIZ 2)
YJ4	ICY CAPE (LIZ B)
YJ5	WAINWRIGHT (LIZ 3)
YJ6	EARD BAY (LIZ C)
YJ7	POINT BARROW (POW)
YJ8	KOTZEBUE
YJ9	WALES (ARCTIC SECTOR)
YJA	POINT HOPE
YJB	KIANA
YJC	AMBLER
YJD	SHUNGNAK
YJE	NOORVIK
YJF	BUCKLAND
YJG	POINT BARROW (AAC CAMP)
YJH	DEERING
YJJ	NOATAK
YJK	SELAWIK
YJL	ANVIK

ALASKA, NORTH AREA:

YK1	CAPE SIMPSON (POW A)
YK2	PITT POINT (POW 1)
YK3	KOGRU RIVER (POW B)
YK4	OKIKTOK POINT (POW 2)
YK5	POINT MCINTYRE (POW C)
YK6	SAVAKAVIK POINT (POW 3)
YK7	CAMDEN BAY (POW D)
YK8	BARTER ISLAND (BAR)
YK9	ASCHOFF CAPE (BAR A)
YKA	PRUDHOE BAY
YKB	KAKTOVIK

ALEUTIAN ISLANDS AREA:

YL1	ADDAK ISLAND
YL2	ATTU ISLAND
YL3	SHEMYA ISLAND
YL4	AMCHITAK ISLAND
YL5	KISKA ISLAND
YL6	NIKOLSKI
YL7	DRIFTWOOD BAY
YL8	CAPE SARICHEF
YL9	SCOTCH CAP
YLA	ATKA ISLAND
YLB	CHERNOFSKI
YLC	AKUTAN
YLD	UMNAK ISLAND (FORT GLEN)

ARCTIC, NORTHWEST AREA:

YM1	BAGNALL BEACH (BAR 1)
YM2	STOKES POINT (BAR B)
YM3	BLOW RIVER (BAR 2)
YM4	TUNUNUK CAMP (BAR C)
YM5	TUKTUK (BAR 3)
YM6	ATKINSON POINT (BAR D)
YM7	TUKTOYAKTUK

ARCTIC, NORTHWEST AREA:

YN1	NICHOLSON PENINSULA (BAR 4)
YN2	HORTON RIVER (BAR E)
YN3	CAPE PARRY (PIN)
YN4	PAERCE POINT HARBOR (PIN A)
YN5	CLINTON POINT (PIN 1)

ARCTIC, NORTHWEST AREA:

YP1	CLIFTON POINT (PIN B)
YP2	YOUNG POINT (PIN 2)
YP3	BERNARD HARBOR (PIN C)
YP4	LADY FRANKLIN POINT (PIN 3)
YP4	ROSS POINT (PIN D)

ARCTIC, NORTHWEST AREA:

YQ1	NO NAME POINT (PIN 4)
YQ2	CAPE PEEL (PIN E)
YQ3	CAMBRIDGE BAY (CAM)
YQ4	STURT POINT (CAM A)
YQ5	JENNY LIND ISLAND (CAM 1)
YQ6	HAT ISLAND (CAM B)

PRIBOLF ISLANDS AREA:

YR1	ST PAUL ISLAND
YR2	ST GEORGE ISLAND
YR3	NEWHALEN, ILIAMNA LAKE
YR4	IGUIGIG, ILIAMNA LAKE
YR5	ILIAMNA LAKE
YR6	KALTAG, YUKON RIVER
YR7	GALENA, YUKON RIVER
YR8	KOTLIK, YUKON RIVER
YR9	KOYUKUK, YUKON RIVER
YRA	NULATO, YUKON RIVER
YRB	RUSSIAN MISSION, YUKON RIVER
YRC	CHUATHBALUK
YRD	CHIGNIK
YRE	PILOT POINT

ab. Antarctica ports

ZA1	MCMURDO SOUND
ZA2	WINTER QUARTERS BAY

Appendix F22

Other Codes in MILSTAMP

1. **General**. Other codes are included elsewhere in MILSTAMP when they relate most directly to only one specific topic or are more meaningful by such placement. These codes and their locations are listed below.

2. **MILSTAMP Document Codes**

a. Transportation holding delay codes.	figure 2-B-6

3. **TCN Codes**

a. Type shipment codes for non-MILSTAMP shipments.	paragraph C.8.
b. Type shipment codes for nonappropriated fund purchase orders.	paragraph C.4.
c. Type shipment codes for personal property.	paragraph C.9.
d. SEAVAN service codes.	paragraph C.10.
e. Partial and split shipment codes.	paragraph C.11.

4. **Transportation Priority Codes** — figure 2-B-1

5. **FMS Delivery Term Codes** — figure K-1

Appendix F23

Miscellaneous Codes and Charts

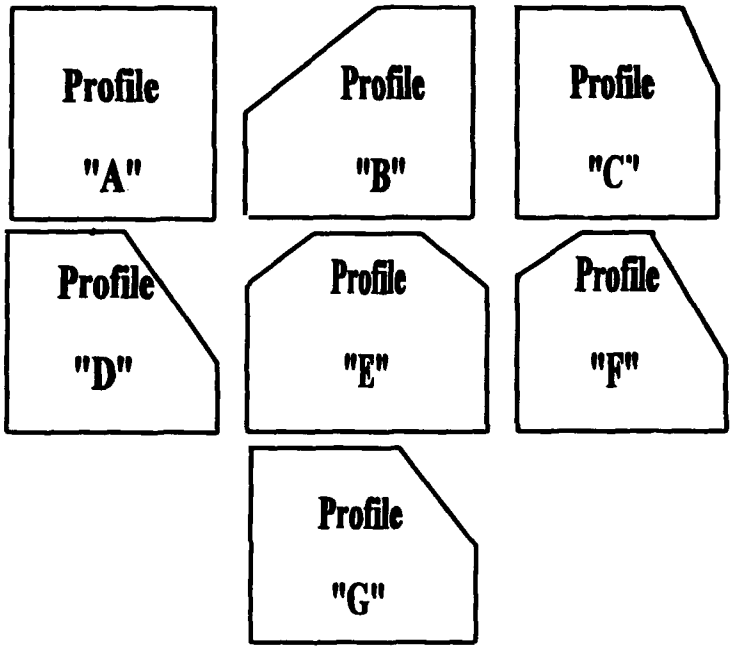
1. Calendar Conversion Chart

CALENDAR CONVERSION CHART (CALENDAR DAY CONVERTED TO DAY OF THE YEAR

CALENDAR CONVERSION CHART (CALENDAR DAY CONVERTED TO DAY OF THE YEAR)

DATE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31
JAN	001	002	003	004	005	006	007	008	009	010	011	012	013	014	015	016	017	018	019	020	021	022	023	024	025	026	027	028	029	030	031
FEB	032	033	034	035	036	037	038	039	040	041	042	043	044	045	046	047	048	049	050	051	052	053	054	055	056	057	058	059			
MAR	060	061	062	063	064	065	066	067	068	069	070	071	072	073	074	075	076	077	078	079	080	081	082	083	084	085	086	087	088	089	090
APR	091	092	093	094	095	096	097	098	099	100	101	102	103	104	105	106	107	108	109	110	111	112	113	114	115	116	117	118	119	120	
MAY	121	122	123	124	125	126	127	128	129	130	131	132	133	134	135	136	137	138	139	140	141	142	143	144	145	146	147	148	149	150	151
JUN	152	153	154	155	156	157	158	159	160	161	162	163	164	165	166	167	168	169	170	171	172	173	174	175	176	177	178	179	180	181	
JUL	182	183	184	185	186	187	188	189	190	191	192	193	194	195	196	197	198	199	200	201	202	203	204	205	206	207	208	209	210	211	212
AUG	213	214	215	216	217	218	219	220	221	222	223	224	225	226	227	228	229	230	231	232	233	234	235	236	237	238	239	240	241	242	243
SEP	244	245	246	247	248	249	250	251	252	253	254	255	256	257	258	259	260	261	262	263	264	265	266	267	268	269	270	271	272	273	
OCT	274	275	276	277	278	279	280	281	282	283	284	285	286	287	288	289	290	291	292	293	294	295	296	297	298	299	300	301	302	303	304
NOV	305	306	307	308	309	310	311	312	313	314	315	316	317	318	319	320	321	322	323	324	325	326	327	328	329	330	331	332	333	334	
DEC	335	336	337	338	339	340	341	342	343	344	345	346	347	348	349	350	351	352	353	354	355	356	357	358	359	360	361	362	363	364	365
										LEAP YEAR - ADD 1 DAY AFTER 29 FEBRUARY																				

2. Pallet Profile Codes. Select the pallet profile code from the following drawings which are taken from AFM 28-346:



3. UMMIPS Time Standards

Time Segment	Time Standards in Calendar Days for UMMIPS Priority Designators *(1)*														
	EXPEDITE										ROUTINE				
	TP-1 PD 01-*08* *RDD of 999,N__,E__*					TP-2 PD 01-08 *(01-15 for 444)* *RDD of 444, 555, 777*					TP-3 *PD 01*-15 *Blank RDD*				
A. Requisition Submission	1					1					2				
B. Passing Action	*.5*					1					*1*				
C. ICP Availability Determination (5)	1					1					1 (3)				
D. Depot Storage Site *or Base Processing and Packaging(5)*	1					*1*					*5*				
E. Transportation Hold and CONUS Intransit	1					4					10 (4)				
Area (2)	CONUS	1	2	3	4	CONUS	1	2	3	4	CONUS	1	2	3	4
F. POE and/or CCP Processing and Intransit to Carrier	N/A	1	1	1	3	N/A	1	1	1	3	N/A	10	10	10	21 (4)
G. Intransit Overseas	N/A	1	1	2	3	N/A	1	1	2	3	N/A	10	15	25	30
H. POD Processing	N/A	1	1	1	1	N/A	1	1	1	2	N/A	3	3	3	5
I. Intratheater Intransit	N/A	1	1	1	1	N/A	1	1	1	1	N/A	5	5	5	5
J. Receipt Takeup by the Requisitioner	*.5*	*.5*	*.5*	*.5*	*.5*	*1*	*1*	*1*	*1*	*1*	*1*	*1*	*1*	*1*	*1*
K. Total Order-Ship Time	*5*	*9*	*9*	*10*	*13*	*9*	*13*	*13*	*14*	*18*	*22*	*50*	*55*	*65*	*83*

EXPLANATION OF NOTES:

N/A = Not Applicable

Required Delivery Date (RDD):

999	***Indicates expedited handling required for NMCS overseas customers or CONUS customers deploying overseas within 30 days.***
N_ _	***Indicates expedited handling due to NMCS requirement CONUS customer.***
E_ _	***Indicates expedited handling due to anticipated NMCS requirement CONUS customer.***
555	***Indicates exception to mass requisition cancellation, expedited handling required.***

777	*Indicates expedited transportation required for other than the above reasons.*
444	*Indicates handling service for customers collocated with the storage activity or for locally negotiated arrangements.*
	Specific date indicates handling to meet that date of delivery.
	Blank RDD indicate routine handling.

(1) Pipeline standards for materiel delivery exclude weekends and holidays except for segments D and E for requirements with RDDs 999, N_ _, or E_ _. Storage activities and transportation managers may combine the times for segments D and E as long as the combined time in not exceeded. The pipeline time standards are service level targets; they shall be met or improved upon whenever physically and economically feasible. Individual segment standards should not be considered inviolate when subsequent savings in time and improved service can be achieved.

(2) Areas:

1. *To Alaska, Hawaii, Guam, Caribbean, or Central America.*
2. *To United Kingdom and northern Europe.*
3. *To Japan, Okinawa, Korea, and western Mediterranean.*
4. *Hard lift area - all other destinations not included in 1-3 (e.g., South America, eastern Mediterranean, North Atlantic, Africa, Diego Garcia, etc.) as determined by USTRANSCOM. Current information on air and surface hard lift areas is available from the Service clearance authorities.*

(3) For manually submitted requisitions or requisitions requiring manual review, 1 day for PDs 01-08 and 3 days for PDs 09-15.

(4) Combine segments E and F as a single segment when a SEAVAN is loaded at source or when cargo is moved breakbulk to the POD.

(5) Measurement or intra/inter-Service lateral support or distribution begins at segment C or segment D (installation level).

Appendix G

Unit Moves

1. General. Various Service regulations, directives, and field manuals prescribe the actions required to prepare deploying units for movements. This appendix outlines the provisions of MILSTAMP which apply when the cargo belonging to these deploying units is moved by MSC arranged ships, through common user ocean terminals, or via AMC airlift.

a. Transportation data for unit cargo movement during contingencies and classified mobilization exercises is afforded the maximum protection possible within the limitations and constraints of existing systems (Defense Transportation Program Policy Memorandum-DTPPM 84-1, 7 June 1984). Since data processing in the DTS is unclassified, classified data requires handling and processing separate from other movement data.

b. When available, clearance and advance movement data updates required by this appendix may be accomplished through the Transportation Coordinator's Automated Information for Movements System (TCAIMS) being developed by each Service.

c. Host Nation Agreements

(1) Unit movements in support of an overseas contingency/exercise must comply with standard host nation agreements in addition to MILSTAMP. These agreements provide the host nation, POD, and theater commander with information necessary for terminal operations and onward movement of equipment/cargo within the theater.

(2) In NATO these agreements are known as Standard NATO Agreements (STANAGs). Figure G-1 lists movement related STANAGs, highlights those which the deploying units must follow, and provides individual Service contact points for assistance concerning STANAG requirements.

2. Procedures. The procedures used for MILSTAMP documentation of unit moves are minor variations from normal MILSTAMP procedures. They are detailed in paragraphs 3. through 12., below.

3. Shipment Unit Configuration. To limit the quantity of advance data which must be passed when transporting unit move cargo, each shipment unit is documented individually with minimal detailing of the content of unitized cargo. A T_6 record covering the NSN must be provided in the format prescribed in appendix D, figure D-9, unless the multipak or other exception provision applies.

a. Each consolidated pallet load, vehicle (loaded or empty), multiple vehicles combined as an integral unit (e.g., nested trailers), CONEX, MILVAN, or SEAVAN, is controlled and accountability of equipment and supplies loaded in a shipment unit documented as a single shipment unit visibility and are the responsibility of the deploying units.

b. Sensitive, classified, and/or hazardous material will not be loaded in unit vehicles except when operationally required and authorized by the units' service headquarters and the appropriate Transportation Component Command (TCC), AMC or MTMC. See also paragraphs 7.c. and 7.d.

c. Vehicles are to be reduced in length, width, and height for shipping according to directives of each Service.

4. Marking of Shipment Units. Equipment/cargo is marked in accordance with Service directives and MIL-STD 129. As a minimum, the Transportation Control Number must be indicated on each shipment unit. A DD

Form 1387-2, Special Handling Data/Certification (see chapter 2, paragraph B.4.c.), must be prepared for all hazardous material moving by air.

a. Labeling: DD Form 1387 labels with a bar coded TCN will be uniformly applied to all unit move equipment/cargo. These bar coded labels allow use of LOGMARS (Logistics Application of Automated Marking and Reading Symbols) technology to process unit move shipments through the terminals expeditiously.

(1) One label is required on each shipment unit except for vehicles and consolidated shipment units (MILVANs, SEAVANs, CONEXs, and 463L pallets) where labels will be applied on two adjacent sides.

(a) For vehicles, one label is placed on the front of the vehicle, either on the left side of the bumper or corresponding location for vehicles without bumpers. The other label is placed on the left side door or comparable location.

(b) For MILVANs, SEAVANs, and CONEXs, one label will be placed on the left rear door and the other on the adjacent side.

(2) Upon arrival at the POE or other transshipment point, the bar coded labels on the equipment/cargo are scanned to automatically update the advance movement data file and establish cargo accountability. If bar coded labels are not available upon deployment, they are applied at the POE.

(3) When completing a DD Form 1387 for a classified movement, the POD, consignee and PDD fields will be left blank.

b. Stenciling. In addition to the labels applied to each shipment unit, stenciling of the TCN will be accomplished when required by applicable service directives.

5. Transportation Control Number. Each shipment unit (including SEAVAN shipments) is controlled by a unique TCN. The TCN for each shipment unit is constructed as outlined below:

TCN Position	TCMD rp	Explanation
1	30	Service code (A-Army, F-Air Force, M-Marine Corps, N-Navy).
2-8	31-37	Army activities will enter a Unit Identification Code (UIC) beginning with TCN position 2 and putting a $ (dollar) special character in position 8. All other Services will enter the Unit Line Number (ULN) beginning in position 2 and filling any unused positions with a $ (dollar) special character. Army activities will generate a T_9 record containing ULN information (see Appendix D, Figure D-12, item j.).
9-10	38-39	Service use, except for code "CH" which is reserved to identify small units (10 tons of equipment or less) moving by air. Requires data entry, do not leave blank. Use zeros if no data available.
11-14	40-43	Shipment no.: increment no., or serial no.
15	44	Unit cargo TCN indicator. (A zero must always be entered.)
16-17	45-46	Split/partial shipment or complete shipment unit indicator.

6. Transportation Documentation Codes

a. Most of the various codes required for completion of transportation documentation are detailed in appendix F.

b. Transportation Account Codes (TACs). The following service TACs are used for unit movements during actual emergency deployments:

Service	Code[1]
U.S. Army	A229
U.S. Air Force	F8A0
U.S. Navy	(To be obtained from Fleet Commander in Chief or other authority directing the deployment prior to movement)
U.S. Marine Corps	(To be assigned at time of deployment)

7. Advance Movement Data Formats. Transportation data for unit moves is compiled and submitted using the formats and codes prescribed for all shipments in appendices D and F except as follows:

a. CONEX, MILVAN, and SEAVAN. Each of these containers, loaded or empty, is a single shipment unit and is not documented as a consolidated shipment. Document Identifier (DI) T_0/1 data formats and applicable trailer data as prescribed in appendix D are used unless otherwise directed by the responsible Ocean Cargo Clearance Authority (OCCA).

b. Vehicles. Each vehicle (empty or loaded) is single shipment unit and is documented using data formats with DI TV_ as detailed in appendix D. The piece count will always be 0001. For empty vehicles, the actual weight and cube of the vehicles, as shipped, will be given. For loaded vehicles, the weight and cube will reflect the actual loaded vehicle weight and cube as shipped.

c. Hazardous Material. Shipments units of hazardous material are detailed in DI TE/TJ_ data formats prescribed in appendix D. When authorized by the appropriate TCC, hazardous material loaded in unit vehicles or containers is identified by the appropriate commodity/special handling codes and detailed in DI TV9 trailer formats reflecting the proper shipping name, UN number, weight, and cube for each category of hazardous material. For ammunition and explosive material, also specify DOT hazard class, IMDGC class/division, storage compatibility group, lot number, round count (if applicable) and total net explosive weight.

d. Protected Shipments. Classified and sensitive shipment units will be identified using the appropriate commodity/special handling codes and detail T_9 trailers prescribed in appendices D and F. These codes and formats will also be used to identify transportation level of protection required for security shipments loaded in unit vehicles or containers.

8. Clearance, Routing and Advance Data Submission. Cargo and equipment must be cleared by providing advance data before actual movement to the POE can begin. This procedure allows proper routing of

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[1] Problems and questions about TAC codes for contingency/deployment operations should be directed to the applicable Service focal point specified in Volume II of MILSTAMP.

the cargo to be determined and provides for coordinated movement of material into the transshipment facilities. Units should be familiar with the movement information necessary to support these routing and clearance procedures.

a. Movement data, including requests for routing, are normally prepared as far in advance as possible, maintained by the cognizant transportation element,[2] and updated in coordination with the supported unit. This advance preparation allows immediate submission to the appropriate clearance authority identified in appendix J when a unit move is required.

b. The cognizant transportation element[2] submits the advance movement data to the clearance authority unless prior arrangements have been made to provide automated movement requirements through a service system.[3] Automated systems may be established for CONUS units in coordination with HQMTMC (ATTN: MT***OP***) or, for overseas units, with the theater commander and supporting surface and air clearance authorities. Such action is routed through the supported unit's chain of command.

(1) Commercial Transportation. When movement to the POE is to be made by commercial transportation, the cognizant transportation element[2] obtains a routing by submitting the movement requirements as detailed in the Defense Traffic Management Regulation (DTMR), reference (j), for CONUS or applicable theater directives overseas.

(2) Road March. When movement to the POE is to be made by road march (in organic vehicles), the cognizant transportation element[2] submits advance data/Export Traffic Release Requests (ETRR) and is notified by MTMC or AMC of the appropriate POE and required arrival date.[3]

(3) All Methods. After receiving routing information for movement of the equipment/cargo to the POE, the cognizant transportation element[2] submits advance data in TCMD format, as outlined in chapter 2, to the appropriate surface or airlift clearance authority listed in appendix J.[4]

c. Preparation and use of a Transportation Control and Movement Document (DD Form 1384) is not required for clearance, movement by commercial transportation, or terminal processing. The data outlined by this appendix is required and must be submitted in machine readable form, but the DD Form 1384 may be used to compile it.

d. CALM/AALPS. See appendix D, figures D-17 through D-22 for record formats.

9. <u>Surface Booking and Terminal Processing</u>. Advance data provides the basis for arranging ocean movement and processing unit equipment/cargo through the POE.

a. Export Traffic Releases, AUEL and movement orders/directives are used by MTMC Ocean Cargo Clearance Authority (OCCA) and Ocean Cargo Booking Offices (OCBO) to book ocean vessels and ensure adequate sealift is available at designated POEs.

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[2] For Army and Air Force, this is generally the Transportation Officer. For the Navy, in the absence of the Transportation Officer, it is the Senior Supply Officer or designeee of the Commanding Officer. For Marine Corps, it is the Traffic Management Officer (TMO) or the unit logistics planner in conjunction with the TMO.

[3] U.S. Army FORSCOM active and reserve units use the Automated Unit Equipment List (AUEL).

[4] For FORSCOM units moving through MTMC-controlled common user water ports, advance data/ETRR is not required if AUEL data are available.

b. The advance movement data (TCMD, ETR, AUEL) provided to the clearance authority and movement orders/directives are used by the water terminals to plan vessel prestow and terminal operations (marshalling and staging areas, receipt of cargo, vessel loading). Cargo receipt data are used to update the advance movement data and enable terminals to prepare final vessel stow plans, ocean cargo manifests and cargo traffic messages/STANAGs.

10. Air Terminal Processing. Advance movement data provided to air clearance authorities and movement orders/directives are used by AMC for planning and the receipt/processing of cargo at the terminals. Cargo receipt data are used to update the advance movement data and enable terminals to generate air cargo manifests.

11. Hazardous Material Exemptions. *Transportation of hazardous materials during unit moves must be* in compliance with Service regulations and the regulations discussed in chapter 2. The Department of Transportation (DOT) does, however, issue certain exemptions related to unit moves.

a. The Commander, MTMC is the authorized representative of the sponsoring Services in obtaining new or modified exemptions. In emergencies, the sponsoring Services are authorized to make direct contact with DOT to obtain exemptions. The Commander, MTMC, ATTN: ***MTOP***, 5611 Columbia Pike, Falls Church, VA 22041-5050, is to be promptly notified of each emergency action.

b. Units may obtain specific information on exemptions from the following:

(1) U.S. Army - HQ MTMC (see paragraph 11.a.)

(2) U.S. Air Force - ***LGT***

(3) U.S. Navy - Refer to NAVSEA OP 2165, volume I, appendix E

(4) U.S. Marine Corps - Refer to NAVSEA OP 2165, volume I, appendix E

12. Transportation Discrepancies. Discrepancies (loss, damage, etc.) are reported in accordance with the Joint Regulation Reporting of Transportation Discrepancies in Shipments, reference (q).

List of STANAGs

1. This figure highlights STANAGs which deploying units must follow, lists other movement related STANAGs, and provides STANAG information contact points for each Service.

2. The following STANAGs are of particular interest to individual units during movements in support of a NATO contingency/exercise.

a. STANAG 2023, Marking of Military Cargo for International Movement by all International Means of Transport. The U.S. implementing document is MIL-STD 129. Deploying units are responsible for compliance with this document which pertains to cargo only. Vehicle identification markings are in accordance with Service regulations.

b. STANAG 2156, Surface Transport Request and Reply to Surface Transport Request. The U.S. implementing documents are: U.S. Army - FM 55-10, U.S. Air Force - TBD, U.S. Navy - TBD, U.S. Marine Corps - TBD. Units, in conjunction with theater Commanders, are responsible for compliance with this document.

3. The following is a list of movement related STANAGs which may have application for individual units.

General Movements and Transport

2024	Military Vehicle Lighting
2025	Basic Military Road Traffic Operations
2026	NATO Travel Order
2041	Operation Orders, Tables and Graphs for Road Movements
2154	Regulations for Military Motor Vehicle Movement by Road
2155	Road Movement Documents
2159	Identification of Movement Control and Traffic Control Personnel and Agencies
2174	Military Routes and Route/Road Networks
2176	Procedures for Military Road Movements Across National Frontiers
2152	Loading Ramps Made from Railway Sleepers
2158	Identification of Military Trains
2173	Regulations for Securing of Military Tracked and Wheeled Vehicles on Railway Wagons
2175	Classification and Designation of Flat Wagons Suitable for Transporting Military Equipment
2832	Restrictions for the Transport of Military Equipment by Rail on European Railways

Figure G-1

4. Implementing document information and other pertinent details concerning STANAG requirements may be obtained by contacting the appropriate Service headquarters as follows:

a. U.S. Army	Headquarters, Army Materiel Command ATTN: ***AMCICP*** 5001 Eisenhower Avenue Alexandria, VA 22333-0001 DSN 284-8554 Commercial (202) 274-8554
b. U.S. Air Force	Headquarters, U.S. Air Force/***LGT*** (ILSO), Washington, DC 20330-5058 DSN 227-2139 Commercial (703) 695-2139
c. U.S. Navy	Chief of Naval Operations ATTN: 0P953C1 Washington, DC 20350 DSN 226-5080 Commercial (703) 696-5080
d. U.S. Marine Corps	Doctrine Department (C 094) Marine Corps Combat Development Command Code WF12E Quantico, VA 22134-5001 DSN 278-3616 Commercial (703) 640-3616

Figure G-1 (cont.)

Appendix H

CONUS WATER PORT OF EMBARKATION SELECTION GUIDE

1. This appendix provides CONUS shippers with a means to select the optimum water port of embarkation (WPOE) for overseas destined LRU shipments as explained in chapter 2, paragraph B.1.b.(11)(c)2. The guide is used to the extent permitted by operational considerations. It is based primarily on the availability of service and the overall cost associated with movement from CONUS origin to the overseas destination. Deviations from the ports outlined are made only as authorized in this appendix. Recommended changes or additions to this appendix are directed to the Commander, Military Traffic Management Command, ATTN: ***MTOP***, through the appropriate focal point listed in chapter 1, paragraph B.1.c.(1).

2. Certain general rules or concepts apply to use of port selections listed in this appendix.

a. Surface LRU shipments are usually routed to overseas destinations through the water ports of embarkation listed in figure H-1. This figure lists ports which are generally cost favorable for LRU shipments from CONUS to specified overseas destinations. Shipments through ports other than those listed in figure H-1 are authorized when cost or service favorable.

b. Cost favorability for a particular shipment is determined by comparing the cost to the overseas destination port via the various CONUS ports which are capable of handling shipments to that destination. The costs are determined by using the freight rates for movement to the CONUS port added to the ocean transportation costs for movement to the destination port. When cost and service are equal among two or more ports, shipments may be directed at the discretion of the shipping activity.

c. Time constraints on some shipments (e.g., TP-1, TP-2, or TP-3 and a near RDD) may override routing based solely on transportation cost considerations. To assist the shipper in evaluating transit time, the CONUS OCCA can provide approximate transit times to overseas destinations. These transit times are added to estimated CONUS inland transit times to determine the port providing service which meets the time requirements of the shipment.

d. Many of the port listings in figure H-1 have accompanying notes indicated by numbers in parentheses. A complete explanation of these notes is contained in figure H-2. For convenience, applicable notes are also condensed and listed on each page of figure H-1.

e. The full names of the CONUS port terminals cited in figure H-1 are listed in figure H-3. Consignment instructions for shipments through these ports are detailed in the appropriate terminal facilities guides listed in figure H-3.

f. WPOEs for personal property POVs, DPM, and Code 5 shipments are selected as follows:

(1) POVs are routed as prescribed in appendix N of DoD 4500.34-R, Personal Property Traffic Management Regulation.

(2) DPM and Code 5 shipments are routed as indicated in figure H-4. ITGBL Military Rate Tenders (MRTs) are not used by the shipper to select WPOEs for these shipments.

g. U.S. Postal Service packages are not sent to CONUS water terminals for reshipment overseas unless postal regulations prohibit direct mailing. Instructions for parcel post shipment are contained in sponsoring Service regulations.

3. Several exceptions to use of the ports listed in figure H-1 must be considered when routing export shipments.

a. Because of limited terminal cold storage space and refrigerated space on ships, shippers obtain an ETR before sending LRU shipments of temperature controlled cargo to any water port.

b. Shipments of small arms, small arms ammunition, narcotics, and classified items require an ETR. LRU shipments of other protected (sensitive) and protected (controlled) items are routed through a military controlled terminal authorized for use to that overseas destination. Protected (sensitive/controlled) shipments for Alaska are offered for airlift regardless of priority. The CONUS military controlled terminals are:

1GC MOT Bayonne, NJ
1MJ NSC Norfolk, VA
2DC Gulf Outport, New Orleans, LA
3DK MOT Bay Area Oakland, CA
3GA NCBC Port Hueneme, CA

c. Routing instructions for shipments destined to Navy fleet or mobile units are obtained from:

Navy Material Transportation Office (NAVMTO)
Building Z-133, Code 0311, Naval Station
Norfolk, VA 23511-6691
Commercial (804) 444-7831, DSN 564-7831, FTS 954-7831

d. Shipments through ports not listed in figure H-1 may be authorized by the clearance authority under unusual circumstances. Shippers furnish the clearance authority all available information in support of specific requests. This includes shipments originating in the local area of the port and cleared under local agreements.

e. Inquiries seeking routing instructions for shipments to destinations not listed in this appendix or requests for further information are directed to the applicable clearance authority.

Ports Generally Cost Favorable for LRU Shipments

From States of:		AL	AZ	AR	CA	CO	CT	DE
To:								
Area/Country	Note	Water Ports of Embarkation						
A N. Atlantic, except:	(2)							
Argentia		1MJ	1MJ	1MJ	1MJ	1MJ	1MJ	1MJ
Iceland		1MJ	1MJ	1MJ	1MJ	1MJ	1MJ	1MJ
B Panama		2DC	2DC	2DC	2DC	2DC	1GC	1GC
C Caribbean								
Bermuda		1MJ	1MJ	1MJ	1MJ	1MJ	1MJ	1MJ
Bahamas		1R1	1R1	1R1	1R1	1R1	1R1	1R1
Guantanamo Bay	(3)	1MJ	1MJ	1MJ	1MJ	1MJ	1MJ	1MJ
Dominican Republic		2DC	2DC	2DC	2DC	2DC	1GC	1GC
Puerto Rico		2DC	2DC	2DC	2DC	2DC	1GC	1GC
Down Range Islands	(7)	1R1	1R1	1R1	1R1	1R1	1R1	1R1
Guatemala		2DC	2DC	2DC	2DC	2DC	1GC	1GC
N. Colombia		2DC	2DC	2DC	2DC	2DC	1GC	1GC
D W. Coast Middle America		2DC	2DC	2DC	2DC	2DC	1GC	1GC
E W. Coast South America		1GC	2DC	2DC	2DC	1GC	1GC	2DC
F E. Coast South America								
Rio de Janeiro		2DC	1GC	1GC	1GC	1GC	1GC	1GC
Porto Alegre		2DC	2DC	2DC	2DC	2DC	1GC	1GC
Montevideo		2DC	2DC	2DC	2DC(1)	2DC	1GC	1GC
Asuncion		2DC	2DC	2DC	2DC	2DC	1GC	1GC
Buenos Aires		2DC	2DC	2DC	2DC	2DC(1)	1GC	1GC
G Azores		1GC	1GC	1GC	1GC	1GC	1GC	1GC
H British Isles except:		2DC	3HL(10)	2DC	3DK(1)	3DK	1GC	1GC
Scotland		1GC	1GC	1GC	1GC	1GC	1GC	1GC
J Northern Europe, except:		2DC	3HL(10)	2DC	3DK(10)	3DK	1GC	1GC
Norway		1GC	1GC	1GC	1GC	1GC	1GC	1GC
Denmark		1GC	1GC	1GC	1GC	1GC	1GC	1GC
K W. Mediterranean, except:	(3)	1MJ	1MJ	1MJ	1MJ	1MJ	1GC	1MJ
Portugal		1GC	1GC	1GC	1GC	1GC	1GC	1GC
Morocco		1GC	1GC	1GC	1GC	1GC	1GC	1GC
Tunisia	(3)	2DC	2DC	2DC	2DC	2DC	1GC	1GC
Italy	(3)	1MJ	1MJ	1MJ	1MJ	1MJ	1GC	1GC
Spain	(3)	1MJ	1MJ	1MJ	1MJ	1MJ	1GC	1GC

Notes: See figure H-2.

Figure H-1

Ports Generally Cost Favorable for LRU Shipments

From States of: To:		AL	AZ	AR	CA	CO	CT	DE
Area/Country	Note	Water Ports of Embarkation						
L E. Mediterranean, except:	(3)	1MJ	1MJ	1MJ	1MJ	1MJ	IMJ	1MJ
Turkey	(3)	1GC	1GC	1GC	1GC	1GC	1GC	1GC
Greece	(3)	1MJ	1MJ	1MJ	1MJ	1MJ	1GC	1GC
M W. Africa		2DC	1GC	1GC	1GC	1GC	1GC	1GC
N S. and E. Africa								
South Africa	(5)							
East Africa	(5)	2DC	2DC	2DC	2DC	(5)	(5)	
P Persian Gulf/Red Sea		(8)	(8)	(8)	(8)	(8)	(8)	(8)
Q Burma/India								
Calcutta		2DC	2DC	2DC	3DK	2DC	1GC	1GC
Diego Garcia		3DK	3DK	3DK	3DK	3DK	3DK	3DK
R China Sea								
Thailand		2DC	3DK	1MJ	3DK	3DK	1GC	1GC
Indonesia		2DC	2DC	2DC	3DK	2DC	1GC	1GC
Taiwan		***3DK***	3HL(9)	2DC	3DK(1) 3HL(9)	3DK	1CG	ICG
S Philippines		2DC	3HL	2DC	3DK(1) 3HL	3DK	1GC	1CG
T Central Pacific Islands, except:		2DC	3HL(9)	2DC	3DK	3DK	1GC	1GC
Kwajalein Atoll		3DK	3DK	3DK	3DK	3DK	3DK	3DK
U Japan/Korea/Ryukyu and Bonin Island		2DC	3HL(9)	2DC	3DK(1) 3HL(9)	3DK	1GC	1GC
V Australia/New Zealand		3DK	3DK	3DK	3DK	3DK	3DK	3DK
W South Pacific Islands								
Pago Pago, Samoa	(5)	3DK	3DK	3DK	3DK	3DK	3DK	3DK
Johnston Island	(5)	3DK	3DK	3DK	3DK	3DK	3DK	3DK
X Hawaii/N. Central Pacific, except:	(6)	2DC	3HL(9)	2DC	3DK(1) 3HL(9)	3DK	1GC	1GC
Midway		3DK	3DK	3DK	3DK	3DK	3DK	3DK

Notes: See figure H-2.

Figure H-1 (Cont.)

Ports Generally Cost Favorable for LRU Shipments

From States of:		AL	AZ	AR	CA	CO	CT	DE
To:								
Area/Country	Note	Water Ports of Embarkation						
Y W. Pacific and NW Arctic, except: Alaska	(4)	4DL	4DL	4DL	4DL	4DL	4DL	4DL
Z Alaska	***(11)***	***4E1***	***4E1***	***4E1***	***4E1***	***4E1***	***4E1***	***4E1***

Notes: See figure H-2.

Figure H-1 (Cont.)

Ports Generally Cost Favorable for LRU Shipments

From States of: To:		DC	FL	GA	ID	IL	IN	IA
Area/Country	Note	Water Ports of Embarkation						
A N. Atlantic except:	(2)							
Argentia		1MJ	1MJ	1MJ	1MJ	1MJ	1MJ	1MJ
Iceland		1MJ	1MJ	1MJ	1MJ	1MJ	1MJ	1MJ
B Panama		1MJ	2DC	2DC	2DC	1GC	1GC	2DC
C Caribbean								
Bermuda		1MJ	1MJ	1MJ	1MJ	1MJ	1MJ	1MJ
Bahamas		1E1	1R1	1R1	1R1	1R1	1R1	1R1
Guantanamo Bay	(3)	1LM	1JM	1JM	1JM	1JM	1JM	1JM
Dominican Republic		1GC	2DC	2DC	2DC	1GC	1GC	1GC
Puerto Rico		1GC	2DC	2DC	2DC	2DC	1GC	2DC
Down Range Islands	(7)	1R1	1R1	1R1	1R1	1R1	1R1	1R1
Guatemala		1GC	2DC	2DC	2DC	1GC	1GC	2DC
N. Colombia		1GC	2DC	2DC	2DC	1GC	1GC	2DC
D W. Coast Middle America		1GC	2DC	2DC	2DC	1GC	1GC	2DC
E W. Coast South America		1GC	2DC	2DC	2DC	1GC	1GC	2DC
F E. Coast South America								
Rio de Janeiro		1GC	2DC	2DC	1GC	1GC	1GC	2DC
Porto Alegre		1GC	2DC	2DC	1GC	1GC	1GC	2DC
Montevideo		1GC	2DC	2DC	2DC	1GC	1GC	2DC
Asuncion		1GC	2DC	2DC	2DC	1GC	1GC	2DC
Buenos Aires		1GC	2DC	2DC	2DC	1GC	1GC	2DC
G Azores		1GC	1GC	1GC	1GC	1GC	1GC	1GC
H British Isles, except:		1GC	2DC	2DC	3DK	1GC	1GC	1GC
Scotland		1GC	1GC	1GC	1GC	1GC	1GC	1GC
J Northern Europe, except:		1GC	2DC	2DC	3DK	1GC	1GC	1GC
Norway		1GC	1GC	1GC	1GC	1GC	1GC	1GC
Denmark		1GC	1GC	1GC	1GC	1GC	1GC	1GC

Notes: See figure H-2.

Figure H-1 (Cont.)

Ports Generally Cost Favorable for LRU Shipments

From States of:		DC	FL	GA	ID	IL	IN	IA
To:								
Area/Country	Note	Water Ports of Embarkation						
K W. Mediterranean, except:	(3)	1MJ	1MJ	1MJ	1MJ	1MJ	1MJ	1MJ
Portugal		1GC	1GC	1GC	1GC	1GC	1GC	1GC
Morocco		1GC	1GC	1GC	1GC	1GC	1GC	1GC
Tunisia	(3)	1GC	2DC	2DC	2DC	2DC	2DC	2DC
Italy	(3)	1GC	1MJ	1MJ	1GC	1GC	1GC	1GC
Spain	(3)	1GC	1MJ	1MJ	1GC	1GC	1GC	1GC
L E. Mediterranean, except:	(3)	1MJ	1MJ	1MJ	1MJ	1MJ	1MJ	1MJ
Turkey	(3)	1GC	1GC	1GC	1GC	1GC	1GC	1GC
Greece	(3)	1GC	1MJ	1MJ	1GC	1GC	1GC	1GC
M W. Africa		1GC	2DC	2DC	1GC	1GC	1GC	2DC
N S. and E. Africa								
South Africa	(5)							
East Africa		(5)	(5)	(5)	2DC	(5)	(5)	(5)
P Persian Gulf/Red Sea		(8)	(8)	(8)	(8)	(8)	(8)	(8)
Q Burma/India								
Calcutta		1GC	2DC	2DC	3DK	1GC	1GC	1GC
Diego Garcia		3DK	3DK	3DK	3DK	3DK	3DK	3DK
R China Sea								
Thailand		1GC	2DC	2DC	3DK	1GC	1GC	1GC
Indonesia		1GC	2DC	2DC	3DK	2DC	2DC	2DC
Taiwan		***3DK***	***3DK***	***3DK***	3DK	***3DK***	***3DK***	***3DK***
S Philippines		1GC	2DC	2DC	4DL	1GC	1GC	4DL
T Central Pacific Islands, except:		1GC	2DC	2DC	4DL	1GC	1GC	4DL
Kwajalein Atoll		3DK	3DK	3DK	3DK	3DK	3DK	3DK
U Japan/Korea/Ryukyu and Bonin Island		1GC	2DC	2DC	4DL	1GC	1GC	4DL
V Australia/New Zealand	(5)	3DK	3DK	3DK	3DK	3DK	3DK	3DK
Kwajalein Atoll		3DK	3DK	3DK	3DK	3DK	3DK	3DK

Notes: See figure H-2.

Figure H-1 (Cont.)

Ports Generally Cost Favorable for LRU Shipments

From States of:		DC	FL	GA	ID	IL	IN	IA
To:								
Area/Country	Note	Water Ports of Embarkation						
W South Pacific Islands								
Pago Pago, Samoa	(5)	3DK	3DK	3DK	3DK	3DK	3DK	3DK
Johnston Island	(5)	3DK	3DK	3DK	3DK	3DK	3DK	3DK
X Hawaii/N. Central Pacific, except:	(6)	1GC	2DC	2DC	4DL	1GC	1GC	4DL
Midway		3DK	3DK	3DK	3DK	3DK	3DK	3DK
Y W. Pacific and NW Arctic, except: Alaska	(4)	4DL	4DL	4DL	4DL	4DL	4DL	4DL
Z Alaska	***(11)***	***4E1***	***4E1***	***4E1***	***4E1***	***4E1***	***4E1***	***4E1***

Notes: See figure H-2.

Figure H-1 (Cont.)

Ports Generally Cost Favorable for LRU Shipments

From States of:		KS	KY	LA	ME	MD	MA	MI
To:								
Area/Country	Note	Water Ports of Embarkation						
A N. Atlantic, except:	(2)							
Argentia		1MJ	1MJ	1MJ	1MJ	1MJ	1MJ	1MJ
Iceland		1MJ	1MJ	1MJ	1MJ	1MJ	1MJ	1MJ
B Panama		2DC	1MJ	2DC	1GC	1GC	1GC	1GC
C Caribbean								
Bermuda		1MJ	1MJ	1MJ	1MJ	1MJ	1MJ	1MJ
Bahamas		1R1	1R1	1R1	1R1	1R1	1R1	1R1
Guantanamo Bay	(3)	1MJ	1MJ	1MJ	1MJ	1MJ	1MJ	1MJ
Dominican Republic		2DC	1GC	2DC	1GC	1GC	1GC	1GC
Puerto Rico		2DC	1GC	2DC	1GC	1GC	1GC	1GC
Down Range Islands	(7)	1R1	1R1	1R1	1R1	1R1	1R1	1R1
Guatemala		2DC	2DC	2DC	1GC	1GC	1GC	1GC
N. Colombia		2DC	2DC	2DC	1GC	1GC	1GC	1GC
D W. Coast Middle America		2DC	2DC	2DC	1GC	1GC	1GC	1GC
E W. Coast South America		2DC	2DC	2DC	1GC	1GC	1GC	1GC
F E. Coast South America								
Rio de Janeiro		1GC	2DC	2DC	1GC	1GC	1GC	1GC
Porto Alegre		2DC	2DC	2DC	1GC	1GC	1GC	1GC
Montevideo		2DC	2DC	2DC	1GC	1GC	1GC	1GC
Asuncion		2DC	2DC	2DC	1GC	1GC	1GC	1GC
Buenos Aires		2DC	2DC	2DC	1GC	1GC	1GC	1GC
G Azores		1GC	1GC	1GC	1GC	1GC	1GC	1GC
H British Isles, except:		2DC	1MJ	2DC	1GC	1GC	1GC	1GC
Scotland		1GC	1GC	1GC	1GC	1GC	1GC	1GC
J Northern Europe, except:		2DC	1MJ	2DC	1GC	1GC	1GC	1GC
Norway		1GC	1GC	1GC	1GC	1GC	1GC	1GC
Denmark		1GC	1GC	1GC	1GC	1GC	1GC	1GC

Notes: See figure H-2.

Figure H-1 (Cont.)

Ports Generally Cost Favorable for LRU Shipments

From States of:		KS	KY	LA	ME	MD	MA	MI
To:								
Area/Country	Note	Water Ports of Embarkation						
K W. Mediterranean, except:	(3)	1MJ	1MJ	2DC	1GC	1MJ	1GC	1MJ
Portugal		1GC	1GC	1GC	1GC	1GC	1GC	1GC
Morocco		1GC	1GC	1GC	1GC	1GC	1GC	1GC
Tunisia	(3)	2DC	2DC	2DC	1GC	1GC	1GC	1GC
Italy	(3)	1MJ	1MJ	1MJ	1GC	1GC	1GC	1GC
Spain	(3)	1MJ	1MJ	1MJ	1GC	1GC	1GC	1GC
L E. Mediterranean, except:	(3)	1MJ	1MJ	1MJ	1MJ	1MJ	1MJ	1MJ
Turkey	(3)	1GC	1GC	1GC	1GC	1GC	1GC	1GC
Greece	(3)	1MJ	1MJ	1MJ	1GC	1GC	1GC	1GC
M W. Africa		1GC	2DC	1GC	1GC	1GC	1GC	1GC
N S. and E. Africa								
South Africa	(5)							
East Africa		2DC	(5)	2DC	(5)	(5)	(5)	(5)
P Persian Gulf/Red Sea		(8)	(8)	(8)	(8)	(8)	(8)	(8)
Q Burma/India								
Calcutta		2DC	1GC	2DC	1GC	1GC	1GC	1GC
Diego Garcia		3DK	3DK	3DK	3DK	3DK	3DK	3DK
R China Sea								
Thailand		3DK	1GC	1MJ	1GC	1GC	1GC	1GC
Indonesia		2DC	2DC	2DC	1GC	1GC	1GC	1GC
Taiwan		***3DK***	***3DK***	2DC	1GC	***3DK***	1GC	***3DK***
S Philippines		1GC	2DC	2DC	4DL	1GC	1GC	4DL
T Central Pacific Islands, except:		2DC	1MJ	2DC	1GC	1GC	1GC	1GC
Kwajalein Atoll		3DK	3DK	3DK	3DK	3DK	3DK	3DK
U Japan/Korea/Ryukyu and Bonin Island		2DC	1MJ	2DC	1GC	1GC	1GC	1GC
V Australia/New Zealand	(5)	3DK	3DK	3DK	3DK	3DK	3DK	3DK

Notes: See figure H-2.

Figure H-1 (Cont.)

SUPPLEMENTARY

INFORMATION

Ports Generally Cost Favorable for LRU Shipments

From States of:		**KS**	**KY**	**LA**	**ME**	**MD**	**MA**	**MI**
To:								
Area/Country	**Note**	**Water Ports of Embarkation**						
W South Pacific Islands								
Pago Pago, Samoa	(5)	3DK	3DK	3DK	3DK	3DK	3DK	3DK
Johnston Island	(5)	3DK	3DK	3DK	3DK	3DK	3DK	3DK
X Hawaii/N. Central Pacific,	(6)	2DC	1KJ	2DC	1GC	1GC	1GC	1GC
except: Midway		3DK	3DK	3DK	3DK	3DK	3DK	3DK
Y W. Pacific and NW Arctic,								
except: Alaska	(4)	4DL	4DL	4DL	4DL	4DL	4DL	4DL
Z Alaska	***(11)***	***4E1***	***4E1***	***4E1***	***4E1***	***4E1***	***4E1***	***4E1***

Notes: See figure H-2.

Figure H-1 (Cont.)

Ports Generally Cost Favorable for LRU Shipments

From States of: To:		MN	MS	MO	MT	NE	NV	NH
Area/Country	Note	Water Ports of Embarkation						
A N. Atlantic, except:	(2)							
Argentia		1MJ	1MJ	1MJ	1MJ	1MJ	1MJ	1MJ
Iceland		1MJ	1MJ	1MJ	1MJ	1MJ	1MJ	1MJ
B Panama		2DC	2DC	2DC	2DC	2DC	2DC	1GC
C Caribbean								
Bermuda		1MJ	1MJ	1MJ	1MJ	1MJ	1MJ	1MJ
Bahamas		1R1	1R1	1R1	1R1	1R1	1R1	1R1
Guantanamo Bay	(3)	1MJ	1MJ	1MJ	1MJ	1MJ	1MJ	1MJ
Dominican Republic		1GC	2DC	2DC	2DC	2DC	2DC	1GC
Puerto Rico		2DC	2DC	2DC	2DC	2DC	2DC	1GD
Down Range Islands	(7)	1R1	1R1	1R1	1R1	1R1	1R1	1R1
Guatemala		1GC	2DC	2DC	2DC	2DC	2DC	1GC
N. Colombia		1GC	2DC	2DC	1GC	1GC	2DC	1GC
D W. Coast Middle America		1GC	2DC	2DC	2DC	2DC	2DC	1GC
E W. Coast South America		1GC	2DC	2DC	1GC	1GC	2DC	1GC
F E. Coast South America								
Rio de Janeiro		1GC	2DC	1GC	1GC	1GC	1GC	1GC
Porto Alegre		1GC	2DC	1GC	1GC	1GC	1GC	1GC
Montevideo		1GC	2DC	2DC	1GC	1GC	2DC	1GC
Asuncion		1GC	2DC	2DC	1GC	1GC	2DC	1GC
Buenos Aires		1GC	2DC	2DC	2DC	2DC	2DC	1GC
G Azores		1GC	1GC	1GC	1GC	1GC	1GC	1GC
H British Isles, except:		1GC	2DC	2DC	3DK	2DC	3HL(10)	1GC
Scotland		1GC	1GC	1GC	1GC	1GC	1GC	1GC
J Northern Europe, except:		1GC	2DC	2DC	3DK	2DC	3HL(10)	1GC
Norway		1GC	1GC	1GC	1GC	1GC	1GC	1GC
Denmark		1GC	1GC	1GC	1GC	1GC	1GC	1GC
K W. Mediterranean, except:	(3)	1MJ	1MJ	1MJ	1MJ	1MJ	1MJ	1GC
Portugal		1GC	1GC	1GC	1GC	1GC	1GC	1GC
Morocco		1GC	1GC	1GC	1GC	1GC	1GC	1GC
Tunisia	(3)	2DC	2DC	2DC	1GC	1GC	2DC	1GC
Italy	(3)	1GC	1MJ	1MJ	1GC	1GC	1MJ	1GC
Spain	(3)	1GC	1MJ	1MJ	1GC	1GC	1MJ	1GC

Notes: See figure H-2.

Figure H-1 (Cont.)

Ports Generally Cost Favorable for LRU Shipments

From States of:		MN	MS	MO	MT	NE	NV	NH
To: Area/Country	Note	Water Ports of Embarkation						
L E. Mediterranean, except:	(3)	1MJ	1MJ	1MJ	1MJ	1MJ	1MJ	1MJ
Turkey	(3)	1GC	1GC	1GC	1GC	1GC	1GC	1GC
Greece	(3)	1GC	1MJ	1MJ	1GC	1GC	1MJ	1GC
M W. Africa		1GC	2DC	1GC	1GC	1GC	1GC	1GC
N S. and E. Africa								
South Africa	(5)							
East Africa		(5)	(5)	2DC	1GC	1GC	(5)	(5)
P Persian Gulf/Red Sea		(8)	(8)	(8)	(8)	(8)	(8)	(8)
Q Burma/India								
Calcutta		1GC	2DC	2DC	1GC	1GC	2DC	1GC
Diego Garcia		3DK	3DK	3DK	3DK	3DK	3DK	3DK
R China Sea								
Thailand		1GC	2DC	1MJ	3DK	3DK	3DK	1GC
Indonesia		2DC	2DC	2DC	3DK	1GC	2DC	1GC
Taiwan		***3DK***	2DC	***3DK***	3DK	***3DK***	3HL(9)	1GC
S Philippines		4DL	2DC	2DC	4DL	4DL	3HL(9)	1GC
T Central Pacific Islands, except:		4DL	2DC	2DC	4DL	4DL	3HL(9)	1GC
Kwajalein Atoll		3DK	3DK	3DK	3DK	3DK	3DK	3DK
U Japan/Korea/Ryukyu and Bonin Island		4DL	2DC	2DC	4DL	4DL	3HL(9)	1GC
V Australia/New Zealand	(5)	3DK	3DK	3DK	3DK	3DK	3DK	3DK
W South Pacific Islands								
Pago Pago, Samoa	(5)	3DK	3DK	3DK	3DK	3DK	3DK	3DK
Johnston Island	(5)	3DK	3DK	3DK	3DK	3DK	3DK	3DK
X Hawaii/N. Central Pacific,	(6)	4DL	2DC	2DC	4DL	4DL	3HL(9)	1GC
except: Midway		3DK	3DK	3DK	3DK	3DK	3DK	3DK

Notes: See figure H-2.

Figure H-1 (Cont.)

Ports Generally Cost Favorable for LRU Shipments

From States of:		MN	MS	MO	MT	NE	NV	NH
To:								
Area/Country	Note	Water Ports of Embarkation						
Y W. Pacific and NW Arctic, except: Alaska	(4)	4DL	4DL	4DL	4DL	4DL	4DL	4DL
Z Alaska	*(11)*	*4E1*	*4E1*	*4E1*	*4E1*	*4E1*	*4E1*	*4E1*

Notes: See figure H-2.

Figure H-1 (Cont.)

Ports Generally Cost Favorable for LRU Shipments

From States of:		NJ	NM	NY	NC	ND	OH	OK
To:								
Area/Country	Note	Water Ports of Embarkation						
A N. Atlantic, except:	(2)							
Argentia		1MJ	1MJ	1MJ	1MJ	1MJ	1MJ	1MJ
Iceland		1MJ	1MJ	1MJ	1MJ	1MJ	1MJ	1MJ
B Panama		1GC	2DC	1GC	1MJ	2DC	1GC	2DC
C Caribbean								
Bermuda		1MJ	1MJ	1MJ	1MJ	1MJ	1MJ	1MJ
Bahamas		1R1	1R1	1R1	1R1	1R1	1R1	1R1
Guantanamo Bay	(3)	1MJ	1MJ	1MJ	1MJ	1MJ	1MJ	1MJ
Dominican Republic		1GC	2DC	1GC	1GC	2DC	1GC	2DC
Puerto Rico		1GC	2DC	1GC	2DC	2DC	1GC	2DC
Down Range Islands	(7)	1R1	1R1	1R1	1R1	1R1	1R1	1R1
Guatemala		1GC	2DC	1GC	1GC	2DC	1GC	2DC
N. Colombia		1GC	2DC	1GC	1GC	1GC	1GC	2DC
D W. Coast Middle America		1GC	2DC	1GC	1GC	2DC	1GC	2DC
E W. Coast South America		1GC	2DC	1GC	1GC	1GC	1GC	2DC
F E. Coast South America								
Rio de Janeiro		1GC	1GC	1GC	1GC	1GC	1GC	1GC
Porto Alegre		1GC	1GC	1GC	1GC	1GC	1GC	1GC
Montevideo		1GC	2DC	1GC	1GC	1GC	1GC	2DC
Asuncion		1GC	2DC	1GC	1GC	1GC	1GC	2DC
Buenos Aires		1GC	2DC	1GC	1GC	2DC	1GC	2DC
G Azores		1GC	1GC	1GC	1GC	1GC	1GC	1GC
H British Isles, except:		1GC	3HL(10)	1GC	1MJ	1GC	1GC	2DC
Scotland		1GC	1GC	1GC	1GC	1GC	1GC	1GC
J Northern Europe, except:		1GC	3HL(10)	1GC	1MJ	1GC	1GC	2DC
Norway		1GC	1GC	1GC	1GC	1GC	1GC	1GC
Denmark		1GC	1GC	1GC	1GC	1GC	1GC	1GC
K W. Mediterranean, except:	(3)	1GC	1MJ	1GC	1MJ	1MJ	1MJ	1MJ
Portugal		1GC	1GC	1GC	1GC	1GC	1GC	1GC
Morocco		1GC	1GC	1GC	1GC	1GC	1GC	1GC
Tunisia	(3)	1GC	2DC	1GC	1GC	1GC	1GC	2DC
Italy	(3)	1GC	1MJ	1GC	1MJ	1GC	1GC	1MJ
Spain	(3)	1GC	1MJ	1GC	1MJ	1GC	1GC	1MJ

Notes: See figure H-2.

Figure H-1 (Cont.)

Ports Generally Cost Favorable for LRU Shipments

From States of:		NJ	NM	NY	NC	ND	OH	OK
To: Area/Country	Note	Water Ports of Embarkation						
L E. Mediterranean, except:	(3)	1MJ	1MJ	1MJ	1MJ	1MJ	1MJ	1MJ
Turkey	(3)	1GC	1GC	1GC	1GC	1GC	1GC	1GC
Greece	(3)	1GC	1MJ	1GC	1MJ	1GC	1GC	1MJ
M W. Africa		1GC	1GC	1GC	1GC	1GC	1GC	1GC
N S. and E. Africa								
South Africa	(5)							
East Africa		(5)	2DC	(5)	(5)	1GC	(5)	2DC
P Persian Gulf/Red Sea		(8)	(8)	(8)	(8)	(8)	(8)	(8)
Q Burma/India								
Calcutta		1GC	2DC	1GC	1GC	1GC	1GC	2DC
Diego Garcia		3DK	3DK	3DK	3DK	3DK	3DK	3DK
R China Sea								
Thailand		1GC	1MJ	1GC	1GC	3DK	1GC	3DK
Indonesia		1GC	2DC	1GC	1GC	1GC	1GC	2DC
Taiwan		1GC	***3DK***	1GC	***3DK***	***3DK***	***3DK***	3HL(9)
S Philippines		1GC	3HL(9)	1GC	1MJ	4DL	1GC	2DC
T Central Pacific Islands, except:		1GC	3DL	1GC	1MJ	4DL	1GC	2DC
Kwajelein Atoll		3DK	3DK	3DK	3DK	3DK	3DK	3DK
U Japan/Korea/Ryukyu and Bonin Island		1GC	3HL(9)	1GC	1MJ	4DL	1GC	2DC
V Australia/New Zealand	(5)	3DK	3DK	3DK	3DK	3DK	3DK	3DK
W South Pacific Islands								
Pago Pago, Samoa	(5)	3DK	3DK	3DK	3DK	3DK	3DK	3DK
Johnston Island	(5)	3DK	3DK	3DK	3DK	3DK	3DK	3DK
X Hawaii/N. Central Pacific,	(6)	1GC	3HL(9)	1GC	1MJ	4DL	1GC	2DC
except: Midway		3DK	3DK	3DK	3DK	3DK	3DK	3DK
Y W. Pacific and NW Arctic,								
except: Alaska	(4)	4DL	4DL	4DL	4DL	4DL	4DL	4DL

Notes: See figure H-2.

Figure H-1 (Cont.)

Ports Generally Cost Favorable for LRU Shipments

From States of:		NJ	NM	NY	NC	ND	OH	OK
To:								
Area/Country	Note	Water Ports of Embarkation						
Z Alaska	*(11)*	*4E1*	*4E1*	*4E1*	*4E1*	*4E1*	*4E1*	*4E1*

Notes: See figure H-2.

Figure H-1 (Cont.)

Ports Generally Cost Favorable for LRU Shipments

From States of:		OR	PA	RI	SC	SD	TN	TX
To:								
Area/Country	Note	Water Ports of Embarkation						
A N. Atlantic, except:	(2)							
Argentia		1MJ	1MJ	1MJ	1MJ	1MJ	1MJ	1MJ
Iceland		1MJ	1MJ	1MJ	1MJ	1MJ	1MJ	1MJ
B Panama		2DC	1GC	1GC	1MJ	2DC	1MJ	2DC
C Caribbean								
Bermuda		1MJ	1MJ	1MJ	1MJ	1MJ	1MJ	1MJ
Bahamas		1R1	1R1	1R1	1R1	1R1	1R1	1R1
Guantanamo Bay	(3)	1MJ	1MJ	1MJ	1MJ	1MJ	1MJ	1MJ
Dominican Republic		2DC	1GC	1GC	1GC	2DC	2DC	2DC
Puerto Rico		2DC	1GC	1GC	2DC	1GC	2DC	2DC
Down Range Island	(7)	1R1	1R1	1R1	1R1	1R1	1R1	1R1
Guatemala		2DC	1GC	1GC	1GC	2DC	2DC	2DC
N. Colombia		2DC	1GC	1GC	1GC	2DC	2DC	2DC
D W. Coast Middle America		2DC	1GC	1GC	1GC	2DC	2DC	2DC
E W. Coast South America		2DC	1GC	1GC	1GC	2DC	2DC	2DC
F E. Coast South America								
Rio de Janeiro		1GC	1GC	1GC	1GC	1GC	2DC	1GC
Porto Alegre		1GC	1GC	1GC	1GC	1GC	2DC	1GC
Montevideo		2DC	1GC	1GC	1GC	2DC	2DC	2DC
Asuncion		2DC	1GC	1GC	1GC	2DC	2DC	2DC
Buenos Aires		2DC	1GC	1GC	1GC	2DC	2DC	2DC
G Azores		1GC	1GC	1GC	1GC	1GC	1GC	1GC
H British Isles, except:		3DK	1GC	1GC	1MJ	1GC	1MJ	2DC
Scotland		1GC	1GC	1GC	1GC	1GC	1GC	1GC
J Northern Europe, except:		3DK	1GC	1GC	1MJ	1GC	1MJ	2DC
Norway		1GC	1GC	1GC	1GC	1GC	1GC	1GC
Denmark		1GC	1GC	1GC	1GC	1GC	1GC	1GC
K W. Mediterranean, except:	(3)	1MJ	1GC	1GC	1MJ	1MJ	1MJ	1MJ
Portugal		1GC	1GC	1GC	1GC	1GC	1GC	1GC
Morocco		1GC	1GC	1GC	1GC	1GC	1GC	1GC
Tunisia	(3)	2DC	1GC	1GC	2DC	2DC	2DC	2DC
Italy	(3)	1GC	1GC	1GC	1MJ	1GC	1MJ	1MJ
Spain	(3)	1GC	1GC	1GC	1MJ	1GC	1MJ	1MJ

Notes: See figure H-2.

Figure H-1 (Cont.)

Ports Generally Cost Favorable for LRU Shipments

From States of:		OR	PA	RI	SC	SD	TN	TX
To:								
Area/Country	Note	Water Ports of Embarkation						
L E. Mediterranean, except:	(3)	1MJ	1MJ	1MJ	1MJ	1MJ	1MJ	1MJ
Turkey	(3)	1GC	1GC	1GC	1GC	1GC	1GC	1GC
Greece	(3)	1GC	1GC	1GC	1MJ	1GC	1MJ	1MJ
M W. Africa		1GC	1GC	1GC	1GC	1GC	2DC	1GC
N S. and E. Africa								
South Africa	(5)							
East Africa		2DC	(5)	(5)	(5)	2DC	(5)	2DC
P Persian Gulf/Red Sea		(8)	(8)	(8)	(8)	(8)	(8)	(8)
Q Burma/India								
Calcutta		3DK	1GC	1GC	1GC	2DC	2DC	2DC
Diego Garcia		3DK	3DK	3DK	3DK	3DK	3DK	3DK
R China Sea								
Thailand		3DK	1GC	1GC	2DC	3DK	2DC	3DK
Indonesia		3DK	1GC	1GC	2DC	3DK	2DC	2DC
Taiwan		3DK	***3DK***	1GC	1P2	3DK	2DC	3HL(9)
S Philippines		4DL	1GC	1GC	1MJ	4DL	1MJ	2DC
T Central Pacific Islands, except:		4DL	1GC	1GC	1MJ	4DL	1MJ	2DC
Kwajalein Atoll		3DK	3DK	3DK	3DK	3DK	3DK	3DK
U Japan/Korea/Ryukyu and Bonin Island		4DL	1GC	1GC	1MJ	4DL	1MJ	2DC
V Australia/New Zealand	(5)	3DK	3DK	3DK	3DK	3DK	3DK	3DK
W South Pacific Islands								
Pago Pago, Samoa	(5)	3DK	3DK	3DK	3DK	3DK	3DK	3DK
Johnston Is	(5)	3DK	3DK	3DK	3DK	3DK	3DK	3DK
X Hawaii/N. Central Pacific	(6)	4DL	1GC	1GC	1MJ	4DL	1MJ	2DC
except: Midway		3DK	3DK	3DK	3DK	3DK	3DK	3DK
Y W. Pacific and NW Arctic,								
except: Alaska	(4)	4DL	4DL	4DL	4DL	4DL	4DL	4DL
Z Alaska	***(11)***	***4E1***	***4E1***	***4E1***	***4E1***	***4E1***	***4E1***	***4E1***

Notes: See figure H-2.

Figure H-1 (Cont.)

Ports Generally Cost Favorable for LRU Shipments

From States of:		UT	VT	VA	WA	WV	WI	WY
To:								
Area/Country	Note	Water Ports of Embarkation						
A N. Atlantic, except:	(2)							
Argentia		1MJ	1MJ	1MJ	1MJ	1MJ	1MJ	1MJ
Iceland		1MJ	1MJ	1MJ	1MJ	1MJ	1MJ	1MJ
B Panama		2DC	1GC	1MJ	2DC	1MJ	1GC	2DC
C Caribbean								
Bermuda		1MJ	1MJ	1MJ	1MJ	1MJ	1MJ	1MJ
Bahamas		1R1	1R1	1R1	1R1	1R1	1R1	1R1
Guantanamo Bay	(3)	1MJ	1MJ	1MJ	1MJ	1MJ	1MJ	1MJ
Dominican Republic		2DC	1GC	1GC	2DC	1GC	1GC	2DC
Puerto Rico		2DC	1GC	1GC	2DC	1GC	1GC	2DC
Down Range Islands	(7)	1R1	1R1	1R1	1R1	1R1	1R1	1R1
Guatemala		2DC	1GC	1GC	2DC	1GC	1GC	2DC
N. Colombia		2DC	1GC	1GC	2DC	1GC	1GC	2DC
D W. Coast Middle America		2DC	1GC	1GC	2DC	1GC	1GC	2DC
E W. Coast South America		2DC	1GC	1GC	2DC	1GC	1GC	2DC
F E. Coast South America								
Rio de Janeiro		1GC	1GC	1GC	1GC	1GC	1GC	1GC
Porto Alegre		1GC	1GC	1GC	1GC	1GC	1GC	1GC
Montevideo		2DC	1GC	1GC	2DC	1GC	1GC	2DC
Asuncion		2DC	1GC	1GC	2DC	1GC	1GC	2DC
Buenos Aires		2DC	1GC	1MJ	2DC	1GC	1GC	2DC
G Azores		1GC	1GC	1GC	1GC	1GC	1GC	1GC
H British Isles, except:		3DK	1GC	1MJ	3DK	1MJ	1GC	3DK
Scotland		1GC	1GC	1GC	1GC	1GC	1GC	1GC
J Northern Europe, except:		3DK(10)	1GC	1MJ	3DK	1MJ	1GC	3DK(10)
Norway		1GC	1GC	1GC	1GC	1GC	1GC	1GC
Denmark		1GC	1GC	1GC	1GC	1GC	1GC	1GC
K W. Mediterranean, except:	(3)	1MJ	1GC	1MJ	1MJ	1MJ	1MJ	1MJ
Portugal		1GC	1GC	1GC	1GC	1GC	1GC	1GC
Morocco		1GC	1GC	1GC	1GC	1GC	1GC	1GC
Tunisia	(3)	2DC	1GC	1GC	2DC	1GC	1GC	2DC
Italy	(3)	1MJ	1GC	1MJ	1GC	1MJ	1GC	1GC
Spain	(3)	1MJ	1GC	1MJ	1GC	1MJ	1GC	1GC

Notes: See figure H-2.

Figure H-1 (Cont.)

Ports Generally Cost Favorable for LRU Shipments

From States of:		UT	VT	VA	WA	WV	WI	WY
To:								
Area/Country	Note	Water Ports of Embarkation						
L E. Mediterranean, except:	(3)	1MJ	1MJ	1MJ	1MJ	1MJ	1MJ	1MJ
Turkey	(3)	1GC	1GC	1GC	1GC	1GC	1GC	1GC
Greece	(3)	1MJ	1GC	1MJ	1GC	1MJ	1GC	1GC
M W. Africa		1GC	1GC	1GC	1GC	1GC	1GC	1GC
N S. and E. Africa								
South Africa	(5)							
East Africa		2DC	(5)	(5)	2DC	(5)	(5)	2DC
P Persian Gulf/Red Sea		(8)	(8)	(8)	(8)	(8)	(8)	(8)
Q Burma/India								
Calcutta		2DC	1GC	1GC	3DK	1GC	1GC	2DC
Diego Garcia		3DK	3DK	3DK	3DK	3DK	3DK	3DK
R China Sea								
Thailand		3DK	1GC	1GC	3DK	1GC	1GC	3DK
Indonesia		3DK	1GC	1GC	3DK	1GC	1GC	2DC
Taiwan		3DK	1GC	***3DK***	3DK	***3DK***	***3DK***	3DK
S Philippines		3DK	3DK	1MJ	4DL	1GC	1GC	3DK
T Central Pacific Islands, except:		3DK	1GC	1MJ	4DL	1GC	1GC	3DK
Kwajalein Atoll		3DK	3DK	3DK	3DK	3DK	3DK	3DK
U Japan/Korea/Ryukyu and Bonin Island		3DK	1GC	1MJ	4DL	1GC	1GC	3DK
V Australia/New Zealand	(5)	3DK	3DK	3DK	3DK	3DK	3DK	3DK
W South Pacific Islands								
Pago Pago, Samoa	(5)	3DK	3DK	3DK	3DK	3DK	3DK	3DK
Johnston Island	(5)	3DK	3DK	3DK	3DK	3DK	3DK	3DK
X Hawaii/N. Central Pacific,	(6)	3DK	3DK	1MJ	4DL	1GC	1GC	3DK
except: Midway		3DK	3DK	3DK	3DK	3DK	3DK	3DK
Y W. Pacific and NW Arctic,								
except: Alaska	(4)	4DL	4DL	4DL	4DL	4DL	4DL	4DL

Notes: See figure H-2.

Figure H-1 (Cont.)

Ports Generally Cost Favorable for LRU Shipments

From States of:		UT	VT	VA	WA	WV	WI	WY
To:								
Area/Country	Note	Water Ports of Embarkation						
Z Alaska	*(11)*	*4E1*	*4E1*	*4E1*	*4E1*	*4E1*	*4E1*	*4E1*

Notes: See figure H-2.

Figure H-1 (Cont.)

Explanatory Notes For Entries in Figure H-1

The following list explains the notes indicated in parentheses in figure H-1.

(1) Use the port which is most economical for transportation from the point of origin.

(2) Service is available only during July through September.

(3) Hazardous material (as defined in appendix A) destined to the countries listed below is routed only through the following WPOEs:

Hazardous material to WPOD:	Is routed through WPOE:
Cuba	1MJ Norfolk
Tunisia	1GC Bayonne
Italy	1MJ Norfolk
Spain	1MJ Norfolk
Greece	1MJ Norfolk
Crete	1MJ Norfolk
Cyprus	1GC Bayonne
Libya	1GC Bayonne
Turkey	1GC Bayonne

(4) LRU shipments of protected (sensitive) and protected (controlled) cargo to Alaska are offered for airlift regardless of priority.

(5) All LRU cargo to this destination through this port requires an ETR prior to shipment.

(6) When 1MJ or 1GC is indicated as the WPOE, use 3DK as the WPOE for Navy-sponsored shipments.

(7) Includes Eleuthra (CB3); Andros (CB5); Grand Turk (CC2); St. Thomas, V.I. (CM1); St. Croix, V.I. (CM2); Antigua (CN2); Barbados (CP3); and St. George's, Grenada (CP4).

(8) All LRU shipments to the Persian Gulf/Red Sea are to be routed to the DLA CCP or to the Service CCP/specified destination as follows:

Army	New Cumberland CCP (W25N14)
Navy	FISC Norfolk (N00189)
Air Force	DDSP-New Cumberland Facility (W25N14)
Marine Corps	DDJC-Sharpe Facility (W62N2A)
AAFES	Forest Park (HX7EAW)

(9) Use WPOE 3DK for Air Force sponsored LRU and outsized shipments. (Air Force-sponsored shipments to the designated port are not generating sufficient volume to produce full container loads in a timely manner.)

Figure H-2

Explanatory Notes For Entries in Figure H-1

(10) Use WPOE 1GC for Air Force sponsored LRU and outsized shipments. (Air Force-sponsored shipments to the designated port are not generating sufficient volume to produce full container loads in a timely manner.)

(11) Movement of Alaskan cargo outside the DTS, known as Cool Barge, will no longer exist beyond 1995. Beginning in FY 96, all DoD cargo moving to Alaska will be processed into the DTS and the proper WPOE for shipments to Alaska will now cite 4E1.

Figure H-2 (Cont.)

Water Ports Capable of Receiving LRU Shipments

Detailed consignment instructions for ports capable of receiving LRU shipments are contained in the following consignment guides:

a. For Army-operated water ports, use AR 55-355 et al, (reference j, volume 2).

b. For the Navy-operated water port at the Naval Supply Center, Norfolk, use AR 55-355 et al, (reference j, volume 3).

c. For the Navy-operated water port at Charleston Naval Shipyard (1PB); specified for personal property shipments to Holy Loch, Scotland; use NSC Charleston entry in the Personal Property Consignment Instruction Guide Worldwide, Volume I, CONUS.

d. For the water port at Jacksonville, FL, use the consignment instructions in note (1) of figure H-4.

e. For the Air Force-operated water port at Cape Canaveral, use the "Terminal Facilities Guide, U.S. Air Force" (AR 55-359/NAVSUP PUB 447/AFM 75-42/MCO P4600.11A/DLAH 4510.3).

f. The following list explains the codes used in this appendix.

1GC	Military Ocean Terminal, Bayonne, New Jersey
1MJ	Naval Supply Center, Norfolk, Virginia
1P2	South Atlantic Outport, Charleston, South Carolina
1PB	Charleston Naval Shipyard, Charleston, South Carolina
1R1	Cape Canaveral, Florida
1R3	Jacksonville, Florida (Guantanamo Bay, Cuba Code 5 personal property only)
2DC	Gulf Outport, New Orleans, Louisiana
3DK	Military Ocean Terminal, Bay Area, Oakland, California
3HL	Southern California Outport, Compton, California
4DL	Pacific Northwest Outport, Seattle, Washington
4E1	Pacific Northwest Outport, Port Dock, Tacoma, Washington

Figure H-3

CONUS Export Shipments of Code 5 and DPM Household Goods

From	Iceland, Newfoundland, Bermuda, Cuba(1)	Panama	Puerto Rico	Down Range Islands (2)	Morocco, Turkey, Scotland, Portugal, Azores	Greenock, Scotland	Belgium, Germany, Netherlands, England
AL	1MJ	2DC	2DC	1R1	1GC	1PB	2DC
AZ	1MJ	2DC	2DC	1R1	1GC	1PB	3HL
AR	1MJ	2DC	2DC	1R1	1GC	1PB	2DC
CA(N)	1MJ	2MJ	2DC	1R1	1GC	1PB	3DK
CA(S)	1MJ	2DC	2DC	1R1	1GC	1PB	3HL
CO	1MJ	2DC	2DC	1R1	1GC	1PB	2DC
CT	1MJ	1GC	1GC	1R1	1GC	1PB	1GC
DE	1MJ	1GC	1GC	1R1	1GC	1PB	1GC
DC	1MJ	1MJ	1GC	1R1	1GC	1PB	1GC
FL	1MJ	2DC	2DC	1R1	1GC	1PB	2DC
GA	1MJ	2DC	2DC	1R1	1GC	1PB	2DC
ID	1MJ	2DC	2DC	1R1	1GC	1PB	3DK
IL	1MJ	1GC	2DC	1R1	1GC	1PB	1GC
IN	1MJ	1GC	1GC	1R1	1GC	1PB	1GC
IA	1MJ	2DC	2DC	1R1	1GC	1PB	1GC
KS	1MJ	2DC	2DC	1R1	1GC	1PB	2DC
KY	1MJ	1MJ	1GC	1R1	1GC	1PB	1MJ
LA	1MJ	2DC	2DC	1R1	1GC	1PB	2DC
ME	1MJ	1GC	1GC	1R1	1GC	1PB	1GC
MD	1MJ	1GC	1GC	1R1	1GC	1PB	1GC
MA	1MJ	1GC	1GC	1R1	1GC	1PB	1GC
MI	1MJ	1GC	1GC	1R1	1GC	1PB	1GC
MN	1MJ	2DC	2DC	1R1	1GC	1PB	1GC
MS	1MJ	2DC	2DC	1R1	1GC	1PB	2DC
MO	1MJ	1GC	2DC	1R1	1GC	1PB	2DC
MT	1MJ	2DC	2DC	1R1	1GC	1PB	1GC
NE	1MJ	1GC	2DC	1R1	1GC	1PB	2DC
NV	1MJ	2DC	2DC	1R1	1GC	1PB	3HL
NH	1MJ	1GC	1GC	1R1	1GC	1PB	1GC
NJ	1MJ	1GC	1GC	1R1	1GC	1PB	1GC

(1) All shipments to Cuba are routed via DPM ***through*** Norfolk, VA.

(2) Includes Eleuthra; Andros; Grand Turk; St. Thomas; St. Croix, Antigua; Barbados; and St. George's, Grenada.

Figure H-4

From	Iceland, Newfoundland, Bermuda, Cuba(1)	Panama	Puerto Rico	Down Range Islands (2)	Morocco, Turkey, Scotland, Portugal, Azores	Greenock, Scotland	Belgium, Germany, Netherlands, England
NM	1MJ	2DC	2DC	1R1	1GC	1PB	2DC
NY	1MJ	1GC	1GC	1R1	1GC	1PB	1GC
NC	1MJ	1MJ	2DC	1R1	1GC	1PB	1MJ
ND	1MJ	2DC	2DC	1R1	1GC	1PB	1GC
OH	1MJ	1GC	1GC	1R1	1GC	1PB	1GC
OK	1MJ	2DC	2DC	1R1	1GC	1PB	2DC
OR	1MJ	2DC	2DC	1R1	1GC	1PB	3DK
PA	1MJ	1GC	1GC	1R1	1GC	1PB	1GC
RI	1MJ	1GC	1GC	1R1	1GC	1PB	1GC
SC	1MJ	1MJ	2DC	1R1	1GC	1PB	1MJ
SD	1MJ	2DC	2DC	1R1	1GC	1PB	1GC
TN	1MJ	1MJ	2DC	1R1	1GC	1PB	1MJ
TX	1MJ	2DC	2DC	1R1	1GC	1PB	2DC
UT	1MJ	2DC	2DC	1R1	1GC	1PB	3DK
VT	1MJ	1GC	1GC	1R1	1GC	1PB	1GC
VA	1MJ	1MJ	1GC	1R1	1GC	1PB	1MJ
WA	1MJ	2DC	2DC	1R1	1GC	1PB	3DK
WV	1MJ	1MJ	1GC	1R1	1GC	1PB	1MJ
WI	1MJ	1GC	1GC	1R1	1GC	1PB	1GC
WY	1MJ	2DC	2DC	1R1	1GC	1PB	1GC

(1) All shipments to Cuba are routed via DPM through Norfolk, VA.

(2) Includes Eleuthra; Andros; Grand Turk; St. Thomas; St. Croix, Antigua; Barbados; and St. George's, Grenada.

Figure H-4 (Cont.)

From	Spain, Italy, Greece, Bahrain (3)	Guam, Hawaii Philip-pines, Japan, Korea, Okinawa	Australia New Zealand	Alaska(4)
AL	1MJ	2DC	3DK	4DL
AZ	1MJ	3HL	3DK	4DL
AR	1MJ	2DC	3DK	4DL
CA(N)	1MJ	3DK	3DK	4DL
CA(S)	1MJ	3HL	3DK	4DL
CO	1MJ	3DK	3DK	4DL
CT	1GC	1GC	3DK	4DL
DE	1GC	1GC	3DK	4DL
DC	1GC	1GC	3DK	4DL
FL	1MJ	2DC	3DK	4DL
GA	1MJ	2DC	3DK	4DL
ID	1GC	4DL	3DK	4DL
IL	1GC	1GC	3DK	4DL
IN	1GC	1GC	3DK	4DL
IA	1GC	4DL	3DK	4DL
KS	1MJ	2DC	3DK	4DL
KY	1MJ	1MJ	3DK	4DL
LA	1MJ	2DC	3DK	4DL
ME	1GC	1GC	3DK	4DL
MD	1GC	1GC	3DK	4DL
MA	1GC	1GC	3DK	4DL
MI	1GC	1GC	3DK	4DL
MN	1GC	4DL	3DK	4DL
MS	1MJ	2DC	3DK	4DL
MO	1MJ	2DC	3DK	4DL
MT	1GC	4DL	3DK	4DL
NE	1GC	4DL	3DK	4DL
NV	1MJ	3HL	3DK	4DL
NH	1GC	1GC	3DK	4DL
NJ	1GC	1GC	3DK	4DL

(3) Shipments to Bahrain are routed to NCS Norfolk. All documents are prepared for surface move from 1MJ to KJ2 FFT (BAH) via AMC.

(4) DPM only.

Figure H-4 (Cont.)

From	Spain, Italy, Greece, Bahrain (3)	Guam, Hawaii Philip-pines, Japan, Korea, Okinawa	Australia New Zealand	Alaska(4)
NM	1MJ	3HL	3DK	4DL
NY	1GC	1GC	3DK	4DL
NC	1MJ	1MJ	3DK	4DL
ND	1GC	4DL	3DK	4DL
OH	1GC	1GC	3DK	4DL
OK	1MJ	2DC	3DK	4DL
OR	1GC	4DL	3DK	4DL
PA	1GC	1GC	3DK	4DL
RI	1GC	1GC	3DK	4DL
SC	1MJ	1MJ	3DK	4DL
SD	1GC	4DL	3DK	4DL
TN	1MJ	1MJ	3DK	4DL
TX	1MJ	2DC	3DK	4DL
UT	1MJ	3DK	3DK	4DL
VT	1GC	1GC	3DK	4DL
VA	1MJ	1MJ	3DK	4DL
WA	1GC	4DL	3DK	4DL
WV	1MJ	1MJ	3DK	4DL
WI	1GC	1GC	3DK	4DL
WY	1GC	3DK	3DK	4DL

(3) Shipments to Bahrain are routed to NCS Norfolk. All documents are prepared for surface move from 1MJ to KJ2 FFT (BAH) via AMC.

(4) DPM only.

Figure H-4 (Cont.)

Appendix I

CONUS WATER PORT OF DEBARKATION SELECTION GUIDE

1. This appendix provides overseas shippers with a means to select the preferable water port of debarkation (WPOD) for shipments to CONUS. The guide is used to the extent permitted by operational considerations and Service limitations. More detailed guidance for particular breakbulk and container shipments, CONUS terminal capabilities, and the availability of linehaul service to CONUS inland destinations can be obtained from the appropriate CONUS ocean clearance authority as listed in appendix J. Recommended changes or additions to this appendix are directed to the Commander, MTMC, ATTN: ***MTOP***, through the appropriate focal point listed in chapter 1, paragraph B.1.c.(1).

2. Certain general rules or concepts apply to all routings suggested by this appendix. Unless otherwise indicated in this paragraph or in paragraph 3, all retrograde SEAVAN shipments are routed to the WPOD which provides cost effective service to the final destination of the cargo.

a. Unless provided specific instructions to the contrary, SEAVANs loaded with cargo for one consignee are consigned to that consignee.

b. SEAVANs loaded with cargo for multiple consignees which cannot be served by stop-off delivery are consigned to the military activity providing breakbulk service and cost effective onward movement.

c. For MILVANs, use the same procedures as for SEAVANs, unless directed otherwise by the sponsoring Service.

3. Certain types of shipments are exceptions to the normal WPOD selection procedures.

a. Ammunition (for other than small arms) and explosives are routed only through ammunition ports. Small arms ammunition may be routed through these ports when in the best interest of the Government; otherwise, it is routed in accorance with paragraph 3.b. The CONUS ammunition ports are:

1G5	NAD Earle, NJ
1N4	Southport (MOT Sunny Point), NC
3CD	Port Chicago (NAD Concord), CA

b. Classified and protected (sensitive/controlled) items destined to CONUS from Alaska are offered for airlift.

c. Classified and protected (sensitive/controlled) items, including small arms ammunition, but not other ammunition or explosives, are routed only through the military controlled ports listed below. Whenever possible, protected (sensitive) cargo is consolidated into SEAVANs, or other protective packing for ocean lift. SEAVANs containing protected (sensitive) cargo moving in commercial service, are consigned to military controlled ports. SEAVANs are routed by direct ship rather than by substitute or linehaul service in which an ocean carrier serves a port by overland movement. The CONUS military controlled ports are:

1E5	NCBC Davisville, RI
1GC	MOT Bayonne, NJ
1MJ	NSC Norfolk, VA
2DC	Gulf Outport, New Orleans, LA
3DK	MOT Bay Area, Oakland, CA

3JA NSC San Diego, CA

d. WPODs for personal property POVs, DMP, and Code 5 shipments are selected as follows:

(1) POVs are routed in accordance with appendix N of DoD 4500.34-R, Personal Property Traffic Management Regulation.

(2) DPM and Code 5 shipments are routed as indicated in figure I-3. ITGBL Military Rate Tenders (MRTs) are not used by the shipper to select WPODs for these shipments.

CONUS Import Shipments of Code 5 and DPM Household Goods (3)

From	Iceland, Newfoundland, Bermuda, Cuba (1)	Panama	Puerto Rico	Down Range Islands (2)	Morocco, Turkey, Portugal, Azores	Greenock Scotland
AL	1MJ	2DC	2DC	1R1	1GC	1PB
AZ	1MJ	2DC	2DC	1R1	1GC	1PB
AR	1MJ	2DC	2DC	1R1	1GC	1PB
CA(N)	1MJ	2DC	2DC	1R1	1GC	1PB
CA(S)	1MJ	2DC	2DC	1R1	1GC	1PB
CO	1MJ	2DC	2DC	1R1	1GC	1PB
CT	1MJ	1GC	1GC	1R1	1GC	1PB
DE	1MJ	1GC	1GC	1R1	1GC	1PB
DC	1MJ	1MJ	1GC	1R1	1GC	1PB
FL	1MJ	2DC	2DC	1R1	1GC	1PB
GA	1MJ	2DC	2DC	1R1	1GC	1PB
ID	1MJ	2DC	2DC	1R1	1GC	1PB
IL	1MJ	1GC	2DC	1R1	1GC	1PB
IN	1MJ	1GC	1GC	1R1	1GC	1PB
IA	1MJ	2DC	2DC	1R1	1GC	1PB
KS	1MJ	2DC	2DC	1R1	1GC	1PB
KY	1MJ	1MJ	1GC	1R1	1GC	1PB
LA	1MJ	2DC	2DC	1R1	1GC	1PB
ME	1MJ	1GC	1GC	1R1	1GC	1PB
MD	1MJ	1GC	1GC	1R1	1GC	1PB
MA	1MJ	1GC	1GC	1R1	1GC	1PB
MI	1MJ	1GC	1GC	1R1	1GC	1PB
MN	1MJ	2DC	2DC	1R1	1GC	1PB
MS	1MJ	2DC	2DC	1R1	1GC	1PB
MO	1MJ	1GC	2DC	1R1	1GC	1PB

(1) All shipments from Cuba are routed via DPM through Norfolk, VA.

(2) Includes Eleuthra; Andros; Grand Turk; St. Thomas; St. Croix, Antigua; Barbados; and St. George's, Grenada.

(3) For a list of codes used to identify the water terminal responsible for arranging the onward movement or pickup of personal property shipments see appendix H, figure H-2, paragraph (f).

Figure I-1

From	Iceland, Newfoundland, Bermuda, Cuba (1)	Panama	Puerto Rico	Down Range Islands (2)	Morocco, Turkey, Portugal, Azores	Greenock Scotland
MT	1MJ	2DC	2DC	1R1	1GC	1PB
NE	1MJ	1GC	2DC	1R1	1GC	1PB
NV	1MJ	2DC	2DC	1R1	1GC	1PB
NH	1MJ	1GC	1GC	1R1	1GC	1PB
NJ	1MJ	1GC	IGC	1R1	1GC	1PB
NM	1MJ	2DC	2DC	1R1	1GC	1PB
NY	1MJ	1GC	1GC	1R1	1GC	1PB
NC	1MJ	1MJ	2DC	1R1	1GC	1PB
ND	1MJ	2DC	2DC	1R1	1GC	1PB
OH	1MJ	1GC	1GC	1R1	1GC	1PB
OK	1MJ	2DC	2DC	1R1	1GC	1PB
OR	1MJ	2DC	2DC	1R1	1GC	1PB
PA	1MJ	1GC	1GC	1R1	1GC	1PB
RI	1MJ	1GC	1GC	1R1	1GC	1PB
SC	1MJ	1MJ	2DC	1R1	1GC	1PB
SD	1MJ	2DC	2DC	1R1	1GC	1PB
TN	1MJ	1MJ	2DC	1R1	1GC	1PB
TX	1MJ	2DC	2DC	1R1	1GC	1PB
UT	1MJ	2DC	2DC	1R1	1GC	1PB
VT	1MJ	1GC	1GC	1R1	1GC	1PB
VA	1MJ	1MJ	1GC	1R1	1GC	1PB
WA	1MJ	2DC	2DC	1R1	1GC	1PB
WV	1MJ	1MJ	1GC	1R1	1GC	1PB
WI	1MJ	1GC	1GC	1R1	1GC	1PB
WY	1MJ	2DC	2DC	1R1	1GC	1PB

(1) All shipments from Cuba are routed via DPM through Norfolk, VA.

(2) Includes Eleuthra; Andros; Grand Turk; St. Thomas; St. Croix, Antigua; Barbados; and St. George's, Grenada.

Figure I-1 (Cont.)

From	Belgium, England, Nether-lands, West Germany	Greece, Spain, Italy, Bahrain (4)	Guam, Hawaii, Philip-pines, Japan, Korea, Okinawa	Australia, New Zealand	Alaska
AZ	3HL	1MJ	3HL	3DK	4DL
AR	2DC	1MJ	2DC	3DK	4DL
CA(N)	3DK	1MJ	3DK	3DK	4DL
CA(S)	3DK	1MJ	3HL	3DK	4DL
CO	3DK	1MJ	3DK	3DK	4DL
CT	1GC	1GC	1GC	3DK	4DL
DE	1GC	1GC	1GC	3DK	4DL
DC	1GC	1GC	1GC	3DK	4DL
FL	2DC	1MJ	2DC	3DK	4DL
GA	2DC	1MJ	2DC	3DK	4DL
ID	3DK	1GC	4DL	3DK	4DL
IL	1GC	1GC	1GC	3DK	4DL
IN	1GC	1GC	1GC	3DK	4DL
IA	1GC	1GC	4DL	3DK	4DL
KS	2DC	1MJ	2DC	3DK	4DL
KY	1MJ	1MJ	1MJ	3DK	4DL
LA	2DC	1MJ	2DC	3DK	4DL
ME	1GC	1GC	1GC	3DK	4DL
MD	1GC	1GC	1GC	3DK	4DL
MA	1GC	1GC	1GC	3DK	4DL
MI	1GC	1GC	1GC	3DK	4DL
MN	1GC	1GC	4DL	3DK	4DL
MS	2DC	1MJ	2DC	3DK	4DL
MO	2DC	1MJ	2DC	3DK	4DL

(4) Shipments to Bahrain are routed to MSC Norfolk. All documents are prepared for movement from Norfolk to Bahrain via MSC.

Figure I-1 (Cont.)

From	Belgium, England, Nether-lands, West Germany	Greece, Spain, Italy, Bahrain (4)	Guam, Hawaii, Philip-pines, Japan, Korea, Okinawa	Australia, New Zealand	Alaska
MT	3DK	1GC	4DL	3DK	4DL
NE	2DC	1GC	4DL	3DK	4DL
NV	3HL	1MJ	3HL	3DK	4DL
NH	1GC	1GC	1GC	3DK	4DL
NJ	1GC	1GC	1GC	3DK	4DL
NM	3HL	1MJ	3HL	3DK	4DL
NY	1GC	1GC	1GC	3DK	4DL
NC	1MJ	1MJ	1MJ	3DK	4DL
ND	1GC	1GC	4DL	3DK	4DL
OH	1GC	1GC	1GC	3DK	4DL
OK	2DC	1MJ	2DC	3DK	4DL
OR	3DK	1GC	4DL	3DK	4DL
PA	1GC	1GC	1GC	3DK	4DL
RI	1GC	1GC	1GC	3DK	4DL
SC	1MJ	1MJ	1MJ	3DK	4DL
SD	1GC	1GC	4DL	3DK	4DL
TN	1MJ	1MJ	1MJ	3DK	4DL
TX	2DC	1MJ	2DC	3DK	4DL
UT	3DK	1MJ	3DK	3DK	4DL
VT	1GC	1GC	1GC	3DK	4DL
VA	1MJ	1MJ	1MJ	3DK	4DL
WA	3DK	1GC	4DL	3DK	4DL
WV	1MJ	1MJ	1GC	3DK	4DL
WI	1GC	1GC	3DK	3DK	4DL
WY	1GC	1GC	1MJ	3DK	4DL

(4) Shipments to Bahrain are routed to MSC Norfolk. All documents are prepared for movement from Norfolk to Bahrain via MSC.

Figure I-1 (Cont.)

Appendix J

CLEARANCE AUTHORITIES AND BOOKING OFFICES

1. This appendix contains an explanation of how to select the appropriate clearance authority and a list of clearance authorities located throughout the world. The clearance authorities are listed separately for shipments by water and by air. Liaison offices operated by sponsoring Services at some transshipping activities (ports) are also listed with the appropriate clearance authorities. Also listed are applicable ocean cargo booking offices.

2. The responsibility for developing and maintaining the information contained in this appendix rests with the Service organizations as listed below. These organizations provide revisions to the DoD MILSTAMP System Administrator for inclusion in this appendix. For this regulation, each overseas country listed is identified, by area, with a letter in parentheses as follows: (A) for Alaska, (C) for Panama (including Central and South America), (E) for Europe, (L) for Atlantic, and (P) for Pacific.

Responsible Organization	Area/Mode (Service)
Commander, Military Traffic Management Command	CONUS, ocean. Alaska, except Adak, ocean. Europe, ocean functions under its cognizance. Pacific, ocean functions under its cognizance. Panama, ocean.
HQ, U.S. Army Materiel Command	CONUS, air (Army). Alaska, air. Panama, air.
Commander, Naval Supply Systems Command	CONUS, air (Navy). Alaska, Adak, ocean and air.
Commandant of the Marine Corps	CONUS, air (Marines).
Commander-in-Chief, Pacific	Pacific theater, ocean (other than MTMC) and air.
Commander-in-Chief, Europe	European theater, ocean (other than MTMC) and air.
Commander-in-Chief, Atlantic	Atlantic theater, ocean (other than MTMC) and air.

3. The clearance authorities are listed in this appendix according to the mode of shipment and the location of the clearance authority.

a. The procedures used for selecting the appropriate clearance authority are detailed preceding each mode and area. The groupings are:

Location/Mode	Paragraph
CONUS, ocean	J-4
CONUS, export air	J-5
Overseas, ocean	J-6
Overseas, air	J-7

b. Whenever applicable, the information listed for each clearance authority includes the:

(1) Location.

(2) Sponsoring Service and area responsibility.

(3) Title of the clearance organization.

(4) Mailing address.

(5) DSN number.

(6) Commercial telephone number.

(7) Routing indicator codes.

(8) ETM or TWX routing indicator codes

4. CONUS water clearance authorities (WCAs) are designated by the Military Traffic Management Command based on the location of the water port without regard to the Service sponsoring the shipment. Listed below are the two CONUS WCAs, as well as the booking offices which secure the actual ocean carriage. Each entry provides the responsible organization, its mailing address, telephone number(s), routing indicator code, and message address. The addresses included here, as well as the areas of responsibility, are for MILSTAMP data only; requests for ETRs are submitted as directed in the DTMR (reference j)

a. Eastern Area

(1) Location: Bayonne, NJ

(a) Water clearance authority for all Services

1 Responsibility: All water shipments through CONUS ports on the east and gulf coasts (port indicator codes 1__ and 2__) except the city of St. Louis, MO.

2 Organization: Military Traffic Management Command, Eastern Area.

3 Mail: Commander, Military Traffic Management Command, Eastern Area, ATTN: MTE-ITD, Bayonne, NJ 07002-5302.

4 DSN: 247-7191, export traffic releases. 247-6215/7237, ocean manifest, cargo traffic messages. 247-7365/66, tracer actions. 247-7236/37/7314, advance TCMD.

5 Telephone: (201) 823- plus appropriate extension.

6 ***Defense data network/internet (DDN/internet), Email, Defense Automated Addressing System Center (DASC), Value Added Network (VAN).***

7 ETM: RUEOBMT/Data Control Branch (EMISO-ADP, MTMC) Bayonne, NJ (disciplined TCMD format) RUEOBMA/CDR MTMCEA (all other narrative messages)

(b) Booking office:

1 Responsibility: All water shipments from CONUS east and gulf coast ports, other North/South Atlantic ports, ports in Mexico (east coast), Central and South America, the Caribbean, Iceland, and the Azores. (Port codes beginning with 1, 2, A, B, C, D (except DA_), E, F, and G.)

2 Organization: Military Traffic Management Command, Eastern Area

3 Mail: Commander, MTMC Eastern Area, ATTN: MTE-ITE, Bayonne, NJ 07002-5302

4 DSN: 247-6383

5 Telephone: (201) 823-6383

6 DDN: COMM RI RUEOBMA

7 Message address: CDR MTMCEA BAYONNE NJ//MTE-ITE//

b. Western Area

(1) Location: Oakland, CA

(a) Water clearance authority for all Service

1 Responsibility: All water shipments through CONUS ports on the west coast (port indicator codes 3__ and 4__) as well as the city of St. Louis, MO.

2 Organization: Military Traffic Management Command, Western Area.

3 Mail: Commander, Military Traffic Management Command Western Area, ATTN: MTW-ITD, Oakland, CA 94626-0001.

4 DSN: 859-2461, ocean manifests, cargo traffic messages. 859-2462, tracers. 859-2465, advance TCMD data.

5 Telephone: (415) 466- plus appropriate extension

6 ***Defense data network/internet (DDN/internet), Email, Defense Automated Addressing System Center (DASC), Value Added Network (VAN).***

7 ETM: RUWADMP/CDR MTMCWA OAKLAND CA//MTW-ITD// (disciplined TCMD format) RUWADMA/CDR MTMCWA OAKLAND CA//MTW-ITD// (all other narrative messages)

(b) Booking office:

1 Responsibility: All water shipments from CONUS west coast ports, ports located in the North American pacific area except Alaska (see Seattle, WA), ports in Mexico (west coast), and all other ports in the central pacific area except Hawaii (see Hawaii). (Port codes beginning with 3, 4, DA, TL, TS, YA, Z.)

2 Organization: Military Traffic Management Command, Western Area

3 Mail: Commander, Military Traffic Management Command, Western Area, ATTN: MTW-ITX, Oakland Army Base, Oakland, CA 94626-0001

4 DSN: 859-3416/3417/3418/3419

5 Telephone: (415) 466-3416/3417/3418/3419

6 ***Defense data network/internet (DDN/internet), Email, Defense Automated Addressing System Center (DASC), Value Added Network (VAN).***

7 Message address: CDR MTMCWA OAKLAND CA//MTW-ITX//

(2) Location: Seattle, WA

(a) Water clearance authority; see Oakland, CA

(b) Booking office:

1 Responsibility: All water shipments to and from Alaskan ports. (Port codes beginning with Y except YA.)

2 Organization: MTMC OCBO Seattle

3 Mail: Commander, Military Traffic Management Command, Pacific Northwest Outport, ATTN: OCBO, 4735 East Marginal Way South, Seattle, WA 98134-2391

4 DSN: 744-3104

5 Telephone: (206) 764-8512/8513/8514

6 ***Defense data network/internet (DDN/internet), Email, Defense Automated Addressing System Center (DASC), Value Added Network (VAN).***

7 Message address: CDR MTMC PNW OPT SEATTLE WA//MTW-S-OP//

5. CONUS export ACAs are maintained by each of the sponsoring Services.

a. The correct ACA is usually determined from the first position of the TAC as indicated below. For DLA TAC's, both the first position of the TAC and the first position of the consignee DoDAAC or TCN are used to determine the correct ACA. If the TAC cannot be determined, the appropriate ACA is determined from the first position of the consignee DODAAC or TCN as indicated below. The appropriate ACA for FMS shipments is determined by the first position of the TCN.

If first position of the TAC is	and/or consignee DoDAAC or TCN is	The Service or Agency is	The ACA is	Listed in paragraph
A, B, C	A, B, C, W	Army	Army	*5*.b.
D, F	D, E, F, J	Air Force	Air Force	*5*.d.
	G	GSA	Air Force	*5*.d.
H	H	Other DOD Agencies	Air Force	*5*.d.

and/ TAC is or	consignee DoDAAC or TCN is	The Service or Agency is	The ACA is	Listed in paragraph
K, L, M	K, L, M	Marine Corps	Marine Corps[1]	**5**.e.
N, P	N, P, Q, R, V	Navy	Navy	**5**.c.
S	E,F,J,S,T,U	DLA	Air Force[2]	**5**.d.
S	A,C,W	DLA	Army	**5**.b.
S	N,Q,R,V,Z	DLA	Navy	**5**.c.
S	L,M	DLA	Marine Corps[1]	**5**.e.
T		Contractor	Air Force	**5**.d.
X		Other Government Agencies	Air Force[2]	**5**.d.
Z	Z	Coast Guard	Navy	**5**.c.
0/		Postal Concentration Centers	Air Force Army[3]	**5**.d.
	0/9	Other Civil Agencies (excluding GSA)	Air Force	**5**.d.

b. Army CONUS export ***AACA***

(1) Responsibility: All Army-sponsored CONUS export air cargo as listed in paragraph **5**.a.

(2) Organization: U.S. Army Materiel Command Logistics ***Support*** Activity ***(LOGSA)***

(3) Mail: U.S. ***Army Materiel Command Logistics Support Activity***, ATTN: ***AMXLS-RTA, Redstone Arsenal, AL 35898-7466.***

(4) ***The ACCA normal duty hours are 0600-1800 CST, Mon-Fri. Commercial (205) 955-9763/9764/9817/9785, DSN 645, Facsimile x9559; Chief, ACCA: x9767. After duty hours: HQs USAMC Missile Command SDO, 205-876-3331/DSN 746.***

(5) DDN: COMM RI ***RUDQLCB*** (for clearance and offerings); ***RUDQLCA*** (for receipt and lift)

(6) ETM: ***DIR LOGSA REDSTONE ARS AL//AMXLS-RTA//***

c. Navy CONUS export ACA

(1) Responsibility: All Navy- and Coast Guard-sponsored CONUS export air cargo as well as certain Marine Corps cargo as listed in paragraph **5**.a.

(2) Organization: Navy Material Transportation Office

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[1] Shipments of aircraft parts for Marine Corps consignees are referred to the Navy ACA (paragraph **5**.c) since these items are stocked and funded by the Navy.

[2] DLA subsistence for all destinations is cleared by the Air Force ACA (paragraph **5**.d). Other DLA and GSA funded shipments are cleared by the ACA determined in accordance with the table in paragraph **5**.a.

[3] Most mail is pre-cleared.

(3) Mail: Commanding Officer, Navy Material Transportation Office, ***1837 Morris Street, Ste 600***, Norfolk, VA 23511-***3492***

(4) DSN: 564-7831

(5) Telephone: (804) 444-7831

(6) DDN: COMM RI ***RUQANSC***/NAVMTO NORFOLK VA

(7) ETM: RUCOTCA/NAVMTO NORFOLK VA

d. Air Force CONUS export ACA

(1) Responsibility: All Air Force-sponsored CONUS export air cargo as well as the other CONUS export air cargo for which the Air Force is listed as ACA in paragraph ***5***.a.

(2) Organization: Air Force Shipper Service Control Office, Wright-Patterson Air Force Base

(3) Mail: AFMC-***LSO/LOTA***, 4375 Chidlaw Road, Suite 6, Wright-Patterson Air Force Base, OH 45433-5006

(4) DSN: 787-4946/***4947/4948/4949*** (Advance TCMDs, tracer actions, status, and general information on overseas shipments; Monday-Friday 0700***L***-2000***L*** ***(1200Z-0100Z), Saturday 0800L-1600L (1300Z-2100Z).***)

(5) Telephone: (513) 257-4946/***4947/4948/4949***; FAX (513) 257-3185 (After normal duty hours (0700-2000, Monday-Friday ***and 0800-1600, Saturday***), contact the duty officer at DSN 787-6314 or (513) 257-6314.)

(6) DDN ***thru DAASC***: COMM RI ***RUQABBD. (Address applies to ATCMDs only.)***

(7) DDN: COMM RI ***RUVAAEA/AFDCO Wright Patterson AFB, OH/LOTA.***

(8) ETM: None

e. Marine Corps CONUS Export ACA

(1) Responsibility: All Marine Corps-sponsored CONUS export air cargo as listed in paragraph ***5***.a.

(2) Organization: Marine Corps Logistics Base, Barstow, CA

(3) Mail: Commanding Officer (Code B325), Marine Corps Logistics Base, Traffic Management Office, Box 110325, Barstow, CA 92311-5014

(4) DSN: 282-6796/6842[4]

(5) Telephone: (619) 577-6796/6842[4]

[4] After normal duty hours (0700 - 1530, Monday - Friday), contact the duty officer at telephone (619) 577-6611 or DSN 282-6611.

(6) FAX: DSN 282-6679, Commercial (619) 577-6679

(7) DDN: COMM RI ***RUEOBNA***

(8) ETM: CO MCLB BARSTOW CA//B325***//ACA***

6. Overseas WCAs are listed alphabetically by the country in which they are located.

a. The listings detail the WCAs responsible for specific areas and sponsoring Services. Included with each WCA is the related booking office responsible for securing the actual ocean carriage. The listings also include established liaison offices at the designated locations. Each entry provides the responsible organization, its mailing address, telephone number(s), routing indicator code, and message address. If an WCA cannot be located in this list for a specific geographic area, contact the booking office directly for assistance.

b. The theater commander designates the WCAs, in appropriate coordination with MTMC. The letter in parentheses following the country indicates the theater designation as listed in paragraph 2. Booking offices are designated by MTMC.

(1) Alaska: (A)

(a) Location: Naval Air Station Adak

1 WCA for all Services

a Responsibility: All water shipments through the port of Adak, Alaska (YL1)

b Organization: Naval Air Station, Adak, Alaska

c Mail: Commanding Officer, Box 1, Naval Air Station, Adak, FPO AP 98791-1201

d DSN: (317) 592-4208/8031

e Telephone: (907) 592-4208/8031

f DDN: COMM RI RUWMEEA

g Message Address: NAS ADAK AK

2 Booking Office: See Seattle, WA

(b) Location: Elmendorf Air Force Base

1 WCA for all Services

a Responsibility: All water shipments through the ports of Alaska, except Adak

b Organization: Chief, Military Traffic Management Command, Alaska, Elmendorf AFB, AK

c Mail: Chief, Military Traffic Management Command Office - Alaska, Bldg. 31-270, Room 105, Elmendorf Air Force Base, AK 99506-5000

d DSN: 752-2010/3091/6315; Facsimile: 752-3913

e Telephone: (907) 272-2010/3091/6315

f ***Defense data network/internet (DDN/internet), Email, Defense Automated Addressing System Center (DASC), Value Added Network (VAN).***

g ETM: RUWMBKA, MTMC ALASKA, ELMENDORF AFB AK//MTW-S-AK//

2 Booking Office: See Seattle, WA

a Responsibility: All export ocean cargo through ports in Alaska

b Organization: MTMC OCCA Alaska

c Mail: MTMC OCCA AK Elmendorf AFB, Alaska 99506-5000

d DSN: (317) 552-3091/2010

e Telephone: (907) 552-3036

f ***Defense data network/internet (DDN/internet), Email, Defense Automated Addressing System Center (DASC), Value Added Network (VAN).***

g Message Address: CHMTMC OCCA-AK ELMENDORF AFB AK

(2) Argentina: See Panama

(3) Australia: (P)

(a) Location: Canberra

1 WCA for all Services

a Responsibility: All water shipments through the ports of Australia except Exmouth (northwest Cape, VA3)

b Organization: Traffic Management Office, USDODSA U.S. Embassy, Canberra, Australia

c Mail: Traffic Management Office, USDODSA U.S. Embassy, APO AP 96404-5000

d DSN: N/A

e Telephone: 61-62-70-5879

f DDN: COMM RI N/A

g Message Address: USDODSA CANBERRA AS//LGT//

h TELFAX NR: 61-62-70-5970

2 Booking Office: See Japan, Yokohama

(b) Location: Exmouth, Western Australia

1 WCA for all Services

a Responsibility: All water shipments consigned to or shipped from Naval Communications Station, Harold E. Holt, Exmouth, Australia

b Organization: U.S. Navy Sea Cargo Coordinator (NAVSEACARCOORD), Exmouth, western Australia

c Mail: Navy Sea Cargo Coordinator, Naval Communication Station, Box 30, FPO AP 96680-1800

d DSN: 821-1945

e Telephone: 099-49-3214

f DDN: COMM RI RUHJKBA NAVCOMMSTA HAROLD E. HOLT EXMOUTH AS

g TWX: RUMASAA NAVCOMMSTA HAROLD E. HOLT EXMOUTH AS

2 Booking Office: See Japan, Yokohama

(4) Azores: (L)

(a) Location: Praia da Vitoria, Terceira, Azores

1 WCA for all Services

a Responsibility: All water shipments through the ports of the Azores, Portugal (GA_ series)

b Organization: MTMC TTU Azores

c Mail: (US) Commander, MTMC TTU Azores, ATTN: MTG-AZ-O, APO AE 09406-5000. (Civil Post) Commander, MTMC TTU Azores, U.S. Army Post, Praia da Vitoria, Terceira, Azores, Portugal.

d DSN: 895-3490, Ext 7291 or 6256

e Telephone: N/A

f ***Defense data network/internet (DDN/internet), Email, Defense Automated Addressing System Center (DASC), Value Added Network (VAN).***

g ETM: Same as AUTODIN

2 Booking Office: See CONUS OCCA, Eastern Area

(5) BAHRAIN: (E)

(a) Location: Bahrain Island

1 WCA for all Services

a Responsibility: All water shipments through Bahrain Island ports of Bahrain (PK1) and the United Arab Emirates area ports of Dubai (PQ1), Abu Dhabi (PQ2), Mina Jabal Ali (PQ3), and Al Fujayrah (PQ4)

b Organization: Administrative Support Unit (ASU) Southwest Asia (SWA) Bahrain (Code 40)

c Mail: Supply Officer (Code 40), AWU SWA Box 397, FPO AE 09834-2800

d DSN: (318) 439-4256

e Telephone: (0973) 724-256

f DDN: COMM RI RUFTNKA

g ETM: ADMINSUPU SWA BAHRAIN//40

2 Booking Office: See Naples, Italy

(6) Belgium: See Germany

(7) Bolivia: See Panama

(8) Brazil: See Panama

(9) Chile: See Panama

(10) Colombia: See Panama

(11) Costa Rica: See Panama

(12) Crete: See Greece

(13) Cuba: (L)

(a) Location: U.S. Naval Base, Guantanamo Bay

1 WCA for all Services

a Responsibility: All water shipments through the ports of Cuba (CD_, CE_, & CF_)

b Organization: U.S. Naval Base, Guantanamo Bay, Cuba

c Mail: Receiving Officer, PSC 1005, Box 33, FPO AE 09593-0133

d DSN: 723-3960, Ext 4495

e Telephone: 011-53-99-4495

f DDN: COMM RI RUEBAHA

g ETM: NAVSTA GUANTANAMO BAY CU

h TWX: RUEBAHA NAVSTA GUANTANAMO BAY CU//23

2 Booking Office: See CONUS OCCA, Eastern Area

(14) Denmark: See Germany

(15) Diego Garcia: (P)

(a) Location: Naval Support Facility, Diego Garcia

1 WCA for all Services

a *Responsibility: All water shipments through the port of Diego Garcia* (QF1)

b Organization: U.S. Navy Support Facility Diego Garcia

c Mail: U.S. Navy Support Facility, Box 20, FPO AP 96685-2000

d DSN: 870-0111, Ext 4140/4331/5567

e Telephone: N/A

f DDN: COMM RI RUVNSAA, NAVSUPPFAC DIEGO GARCIA

g TWX: NAVSUPPFAC DIEGO GARCIA

2 Booking Office: See Japan, Yokohama

(16) Dominican Republic: See Panama

(17) Egypt: See Naples, Italy

(18) El Salvador: See Panama

(19) England: See United Kingdom

(20) Equador: See Panama

(21) Ethiopia: See Naples, Italy

(22) France: See Germany and Naples, Italy

(23) Germany: (E)

(a) Location: Bremerhaven, Germany

1 WCA for all Services

a Responsibility: All water shipments from ports in continental northern Europe bordering the Baltic and North Sea and French Atlantic area, French and Spanish Bay of Biscay area, and the Rhine River (port codes beignning with J).

b Organization: MTMC TTCE OCCA-North, Bremerhaven, Germany

c Mail: (US) Chief, MTMC TTCE OCCA-North, ATTN: MTC-TOPS-TMN, APO AE 09069-5000. (Civil Post) Chief, MTMC TTCE OCCA-NORTH, ATTN: MTC-TOPS-TMN, Geb 227, Carl Schurz Kaserne, 2850 Bremerhaven, West Germany

d DSN: (314) 342-8778/8406

e Telephone: 49-471-82348

f ***Defense data network/internet (DDN/internet), Email, Defense Automated Addressing System Center (DASC), Value Added Network (VAN).***

g Message Address: ***CDR MTMCTTCE OCCA-N BREMERHAVEN GE***

h Telex: Primary: Country 41 No 238880. Alernate: Country 41 No 238743

i MILNET/DDN: OCCACL @ MINET-OBL-EM

2 Air Force Liaison offices

a Responsibility: To be identified

b Organization: US Air Force Water Port Liaison Office

c Mail: DET 3, 7300 Matron, APO AE 09069-5000

d DSN: (314) 342-8715/8368

e Telephone: N/A

f DDN: COMM RI N/A

g Message Address: DET 3, 7300 MATRON BREMERHAVEN GE//WPLO//

h Telex: 238880 USAF Liaison

i MINET: WPLOOLE or OBL Mode

3 Booking Office: Same as WCA except:

a DSN: (314) 342-8736/8455

b MILNET/DDN: OCCAK @ MINET-OBL-EM

(24) Gibraltar: See United Kingdom

(25) Greece: (E)

(a) Location: Piraeus, Greece

1 WCA for All Services

a Responsibility: All water shipments through the ports of Greece (LD_, LE_, and LT_)

b Organization: Military Traffic Management Command, Transportation Terminal Unit Greece

c Mail: (US) Commander, MTMC TTU Greece (MTG-GR), APO AE 09253-5000. (Civil Post) Commander, MTMC TTU Greece, Saint George Bay, Keratsini, Piraeus, Greece

d DSN: 622-1110

e Telephone: 30-1-462-3173 (Operations), 462-6774 (Documentation)

f ***Defense data network/internet (DDN/internet), Email, Defense Automated Addressing System Center (DASC), Value Added Network (VAN).***

g ETM: RUQMZA CDE MTMC TTU GREECE//MTG-GR//

h Telex: Country 601, No 212492

2 Booking Office: See Naples, Italy

(26) Guam: See Mariana Islands

(27) Guatemala: See Panama

(28) Hawaii: (P)

(a) Location: Pearl Harbor, Hawaii

1 WCA for all Services

a Responsibility: All water shipments through the ports of the Hawaiian Islands (including all port identifier codes beginning with "X")

b Organization: U.S. Navy Sea Cargo Coordinator (NAVSEACARCOORD) Pearl Harbor, Hawaii

c Mail: Deputy Director, Terminals Department/NAVSEACARCOORD, Naval Supply Center, Pearl Harbor, HI 96860-5300

d DSN: (315) 471-9684/9352

e Telephone: (808) 471-9108/9684/9352

f DDN: COMM RI RUHHLHA

g TWX: RUHHLHA, NAVSEACARCOORD, Pearl Harbor, HI

2 Air Force Liaison offices:

a Responsibility: Air Force sponsored water shipments through the Hawaiian Area

b Organization: U.S. Air Force Water Port Liaison Office

c Mail: 15 Trans Sq/LGTTWPLO, Hickam Air Force Base, HI 96853-5000

d DSN: 430-0111

e Telephone: (808) 471-8168

f DDN: COMM RI RUHVAAA

g TWX: RUHVAAA/15 TRN SS HICKAM AFB HI//LGTTWPLO//

3 Booking Office:

a Responsibility: All water shipments from ports in the Hawaiian, Midway, Wake, Johnson, Marshall, and Samoan Islands (port codes beginning with TJ, TK, W, AND X.)

b Organization: MTMC OCBO Hawaii

c Mail: MTMC OCBO, Naval Supply Center, Box 300, Pearl Harbor, HI 96860-5000

d DSN: 474-5217

e Telephone: (808) 474-2230

f ***Defense data network/internet (DDN/internet), Email, Defense Automated Addressing System Center (DASC), Value Added Network (VAN).***

g Message Address: CH MTMC OCBO NSC PEARL HARBOR HI

(29) Honduras: See Panama

(30) Iceland: (L)

(a) Location: Keflavik

1 WCA for all Services

a Responsibility: All water shipments through the ports of Iceland (AU_)

b Organization: U.S. Naval Air Station, Keflavik, Iceland

c Mail: Material Division Officer, U.S. Naval Air Station, Keflavik, PSC 1003, Box 21, FPO AE 09728-0321

d DSN: 450-4125/4126

e Telephone: 011-354254125/4126

f DDN: COMM RI RUEOBML

g ETM: NAVAIRSTA KEFLAVIK IC

h TWX: NAVSTA KEFLAVIK IC//405

2 Booking Office: See CONUS OCCA, Eastern Area

(31) Ireland: See United Kingdom

(32) Israel: (E)

(a) Location: Tel Aviv

1 WCA point of contact for all Services

a Responsibility: Point of contact for all ocean shipments through Israel

b Organization: USDAO, American Embassy Tel Aviv

c Mail: USDAO, American Embassy Tel Aviv, APO AE 09672-5000

d DSN: N/A

e Telephone: 00972-3-654338, Ext 361

f DDN: COMM RI N/A

g ETM: USDAO TEL AVIV IS

2 Booking Office: See Naples, Italy

(33) Italy: (E)

(a) Location: Leghorn

1 WCA for all Services

a Responsibility: All water shipments through the ports of Italy except those in the immediate vicinity of Naples and Sigonella

b Organization: MTMC Leghorn Terminal

c Mail: (US) Commander, MTMC Leghorn Terminal, ATTN: MTG-LH, APO AE 09019-5000. (Civil Post) Commander, MTMC Leghorn Terminal, Camp Darby, 56018 Tirrenia/Pisa, Italy

d DSN: 633-8046

e Telephone: Country 39, Area 586, No 92165

f ***Defense data network/internet (DDN/internet), Email, Defense Automated Addressing System Center (DASC), Value Added Network (VAN).***

g Message Address: Same as ***DDN***

h Telex: Country 43 No 5002671

i MILNET/DDN: MTC-LH @ MINET-LON-EM

2 Air Force Liaison offices:

a Responsibility: To be identified

b Organization: U.S. Air Force Water Port Liaison Officer

c Mail: OL-L 7300 MATRON, APO AE 09019

d DSN: 633-7784

e Telephone: 947784

f DDN: COMM RI N/A

g Message Address: OL-L 7300 MATRON LEGHORN IT//WPLO//

3 Booking Office: See Naples

(b) Location: Naples

1 WCA for all Services

a Responsibility: All water shipments through the ports in the immediate vicinity of Naples

b Organization: U.S. Naval Support Activity, Naples

c Mail: (USPS) U.S. Naval Support Activity, Box 5, FPO AE 09521-5000. (Civil Post) U.S. Naval Support Activity, Via E. Scarfoglio, Pozzuoli (Napoli) 80078

d DSN: 625-1110, Ext 4146/4290

e Telephone: 39-81-724-4146/4290 or 39-81-261709

f DDN: COMM RI RUFLSKA

g Message Address: WCA, US NAV SUP ACT NAPLES, IT

h MINET terminal: MATNSA @ MINET-CPO-EM WFTNAP @ MINET-CPO-EM

2 Booking Office:

a Responsibility: All water shipments from ports in the Mediterranean, Spain, Portugal, Africa, Red Sea, Persian Gulf, and Pakistan (port codes beginning with K, L, M, N, P, and QA)

b Organization: MTMC TTCE OCCA-South, Naples, Italy

c Mail: Chief, MTMC TTCE OCCA-South, Box 38, FPO AE 09521-5000

d DSN: 625-4102/4103

e Telephone: 39-81-724-4102/4103

f DDN: COMM RI RUFLSKA

g Message address: CH MTMC TTCE NAPLES ITALY//MTC-TOPS-TMS//

(c) Location: Sigonella

1 WCA for all Services

a Responsibility: All water shipments through the ports in the immediate vicinity of Sigonella

b Organization: Naval Air Station, Sigonella, Italy

c Mail: U.S. Naval Air Station, N04500, FPO AE 09523-5000

d DSN: 624-1110, Ext 5518/5519

e Telephone: 095-861110, Ext 5518/5519

f DDN: COMM RI RUFLEWA

g Message Address: WCA, USNAS, SIGONELLA IT/N04500

h MILNET/DDN: OCCA-S @ MINET-LON-EM

2 Booking Office: See Naples

(34) Japan: Including Okinawa (P)

(a) Location: Iwakuni (Southern Area)

1 WCA for the Navy and Marine Corps

a Responsibility: All Navy- and Marine Corps-sponsored water shipments through the port of Iwakuni (UL7)

b Organization: U.S. Marine Corps Traffic Management Office, Marine Air Station, Iwakuni, Japan

c Mail: Traffic Management Office, Marine Corps Air Station, FPO AP 98764-5000

d DSN: 253-3456

e Telephone: 242-3456, Ext 3077/4269

f DDN: COMM RI RHARSAA

g TWX: RHARSAA

2 Booking Office: See Yokohama

(b) Location: Kadena Air Base, Okinawa

1 WCA for the Navy

a Responsibility: All Navy-sponsored water shipments through the ports of Okinawa

b Organization: Commander, Fleet Activities, Okinawa

c Mail: COMFLEACT Okinawa, ATTN: Log Dept., Matl Div, Box Log/Dept, FPO AP 98770-1150

d DSN: 630-1110 (operator)

e Telephone: 634-1447/1059

f DDN: COMM RI RUYRSAA, COMFLEACT Okinawa JA

2 Booking Office: See Naha, Okinawa

(c) Location: Naha Okinawa

1 WCA for all Services except Navy (see Kadena)

a Responsibility: All non-Navy-sponsored water shipments through the following ports:

UB1 (Naha) UB2 (Buckner Bay) UBB (Kin)

UBC (Tengan)	UB3 (Chimu-Wan)	UB4 (Ishigaki)
UB5 (Ie Shima)	UB6 (Kume)	UB7 (Miyako)
UB8 (Okino)	UB9 (Yaeyama)	UBF (Aja Port)

b Organization: MTMC Terminal Okinawa

c Mail: Commander, MTMC Terminal, Okinawa, APO AP 96331-5000

d DSN: 637-3724/3726

e Telephone: 637-1166

f DDN: COMM RI RUADBEA/MTW-N

g TWX: RUADBEA/CDRMTMC Terminal Okinawa JA//MTW-N//

2 Booking Office:

a Responsibility: All water shipments from ports in Okinawa (port codes beginning with UB)

b Organization: MTMC OCBO, Okinawa

c Mail: Commander, MTMC Terminal Naha Japan, ATTN: MTW-NOC, APO AP 96331-5000

d DSN: 634-7736

e Telephone: 098938-1111 ask for 7-3724/3726

f DDN: COMM RI RUADBEA

g Message Address: CDR MTMC TML NAHA JAPAN //MTW-NOC//

3 Booking Office: See Yokohama

(35) Korea: (P)

(a) Location: Pusan

1 WCA for all Services

a Responsibility: All water shipments through the Korean ports of Inchon (UC2), ITGBL commercial containers only; Chinhae (UDA), ammunition only; and Pusan (UD6 and UDC)

b Organization: MTMC OCCA, Pusan

c Mail: Commander, MTMC Terminal, Pusan, ATTN: MTW-P-FC, APO AP 96259-5000

d DSN: 263-3730/3731

e Telephone: (051) 67-7912

f ***Defense data network/internet (DDN/internet), Email, Defense Automated Addressing System Center (DASC), Value Added Network (VAN).***

g TWX: RUAGNPQ

2 Air Force Liaison offices:

a Responsibility: All Air Force-sponsored shipments from installations in Korea

b Organization: U.S. Air Force Water Port Liaison Office

c Mail: MTMC Terminal, Pusan, U.S. Air Force Water Port Liaison Office, APO AP 96259-5000

d DSN: 271-1239

e Telephone: 263-3269

f DDN: COMM RI RUAGNPQ

g TWX: RUAGNPQ

3 Booking Office:

a Responsibility: All water shipments from ports in Korea (port codes beginning with UC, UD, and UE)

b Organization: MTMC OCBO, Pusan

c Mail: Commander, MTMC Terminal Pusan, Chief, MTMC Freight Traffic Division, APO AP 96259-5000

d DSN: 263-3730/3731

e Telephone: (051) 67-7912

f DDN: COMM RI RUAGNPQ

g Message Address: CDR MTMC TML PUSAN KOREA //MTW-P-F//

(36) Lebanon: (E)

(a) Location: Beirut

1 WCA point of contact for all Services

a Responsibility: Point of contact for all ocean shipments through Lebanon

b Organization: USOMC Beirut

c Mail: USOMC Beirut, State Department Pouch Room, Washington, DC 20520-0001

d DSN: N/A

e Telephone: Beirut Lebanon 452-964

f DDN: COMM RI N/A

g ETM: USOMC BEIRUT LE

2 Booking Office: See Naples, Italy

(37) Liberia: (E)

(a) Location: Monrovia

1 WCA point of contact for all Services

a Responsibility: Point of contact for all ocean shipments through Liberia

b Organization: U.S. Military Mission to Liberia

c Mail: U.S. Military Mission to Liberia, APO AE 09155-5000

d DSN: N/A

e Telephone: Monrovia, Liberia 221755/224137

f DDN: COMM RI N/A

g ETM: LIBMISH MONROVIA LI

2 Booking Office: See Naples, Italy

(38) Mariana Islands: (P)

(a) Location: Guam

1 WCA for all Services

a Responsibility: All water shipments through the ports of Guam (TA1,TA2 and TA6)

b Organization: U.S. Navy Sea Cargo Coordinator (NAVSEACARCOORD), Guam, Mariana Islands

c Mail: U.S. Navy Sea Cargo Coordinator, U.S. Naval Supply Depot (Code 400), FPO AP 96630-5000

d DSN: (315) 339-5180/7239

e Telephone: (671) 339-5180/7239

f DDN: COMM RI RUHJHFT (data)

g TWX: RUHGXPA, NAVSEACARCOORD GUAM

2 Booking Office:

a Responsibility: All water shipments from ports in Guam, Saipan, and the Mariana Is (port codes beginning with TA)

b Organization: MTMC OCBO, Guam

c Mail: Chief, MTMC OCBO Guam, NSD Naval Station, FPO AP 96630-5000

d ***DSN***: 339-6245/3184 or 339-7221

e Telephone: N/A

f ***DDN***: RUHGXPA

g Message Address: CH MTMCTY OCBO GUAM

(39) Midway Island: (P) See Hawaii

(40) Morocco: See Naples, Italy

(41) Netherlands: See Germany

(a) Location: Rotterdam

1 Air Force Liaison offices:

a Responsibility: To be identified

b Organization: US Air Force Water Port Liaison Office

c Mail: OL-D 7300 MATRON, APO AE 09159

d DSN: 362-1110, Ext. 118/119

e Telephone: 31-10-518911, Ext 118/119

f DDN: COMM RI N/A

g Message Address: OL-D 7300 MATRON ROTTERDAM NL//WPLO//

(42) New Zealand: (P)

(a) Location: Christchurch International Airport

1 WCA for all Services

a Responsibility: All DoD water shipments for New Zealand

b Organization: Naval Support Force Antarctica, Detachment Christchurch

c Mail: Officer in Charge, Naval Support Force Antarctica, Detachment Christchurch, FPO AP 96690-2900

d DSN: N/A

e Telephone: Christchurch 583-079, Ext 8016/8013/8017

f DDN: COMM RI RUHHWEA, NAVSUPPFORANTARCTICA DET CHRISTCHURCH NZ

g TWX: N/A

2 Booking Office: See Yokohama, Japan

(43) Nicaragua: See Panama

(44) Norway: See Germany

(45) Okinawa: See Japan

(46) Panama: (C)

(a) Location: Balboa, Panama

1 WCA for all Services

a Responsibility: All water shipments through the ports of Central and South America (port identifier codes B__, CQ_, CR_, CS_, CT_, CU_, CV_, CW_, D__, E__, and F__)

b Organization: MTMC Terminal Panama

c Mail: Commander, MTMC Terminal Panama, Drawer 21, APO AA 34004-5000

d DSN: (313) 282-3851/3105

e Telephone: N/A

f ***Defense data network/internet (DDN/internet), Email, Defense Automated Addressing System Center (DASC), Value Added Network (VAN).***

g ETM: CDR MTMC TERM PAN BALBOA PN //MTE-PN//

2 Booking Office: See CONUS OCCA, Eastern Area

(47) Paraguay: See Panama

(48) Peru: See Panama

(49) Philippines: (P)

(a) Location: Subic Bay

1 WCA for all Services

a Responsibility: All water shipments through the ports in the Republic of the Philippines

b Organization: US Navy Sea Cargo Coordinator (NAVSEACAR COORD) Naval Supply Depot, Subic Bay

c Mail: Navy Sea Cargo Coordinator, U.S. Naval Supply Depot, FPO AP 96651-1504

d DSN: 844-1101

e Telephone: 882-3295

f DDN: COMM RI RUHJWUA, NAVSEACARCOORD Subic Bay, RP

g TWX: N/A

2 Air Force Liaison offices:

a Responsibility: All Air Force-sponsored shipments through the port of Subic Bay (SA3)

b Organization: U.S. Air Force, 3 Trans/Water Port Liaison Office

c Mail: USAF WPLO (Code 402C), Box 33, NSD S-8, FPO AP 96651-5000

d DSN: 844-1101

e Telephone: 882-3082/3812

f DDN: COMM RI RHMOGOA, USAF WPLO Subic Bay RP

g TWX: RHMOGOA, USAF WPLD Subic Bay RP

3 Booking Office:

a Responsibility: All water shipments from ports in the Republic of the Philippines (port codes beginning with S)

b Organization: MTMCTY OCBO, Subic Bay, Philippines

c Mail: Chief, MTMCTY OCBO, Subic Bay RP, Box 33, FPO AP 96651-5000

d DSN: 382-3532

e Telephone: 011-63-898-23532

f ***Defense data network/internet (DDN/internet), Email, Defense Automated Addressing System Center (DASC), Value Added Network (VAN).***

g Message Address: CH MTMCTY OCBO SUBIC BAY RP

(50) Portugal: (E)

(a) Location: Lisbon

1 WCA for all Services

a Responsibility: All water shipments through the ports of Portugal (KA_)

b Organization: MTMC Outport Lisbon

c Mail: Chief, MTMC Outport Lisbon, ATTN: MTC-LB, APO AE 09678-0001. (Civil Post) Chief, MTMC Outport, Lisbon, American Embassy, Av. Forcas Armadas, Sete Rios, 1600 Lisbon, Portugal

d DSN: 723-1110, ask for MAAG Portugal

e Telephone: Country 35, Area 11, No 726-5632 or 726-6659/8880. 8670, Ext 2281/1182

f DSN: 723-1110, Ask for American Embassy, and then the MTMC Outport

g ETM: CHIEF MTMC OUTPORT LISBON PO//MTC-LB//

h TELEX: Country 404 No 12528 (AMEMB P)

2 Booking Office: See Italy, Naples

(51) Puerto Rico: (L)

(a) Location: U.S. Naval Station, Roosevelt Roads

1 WCA for all Services

a Responsibility: All water shipments through Roosevelt Roads (CK2)

b Organization: U.S. Naval Station, Roosevelt Roads, Puerto Rico

c Mail: Supply Department, Code N405, Box 3002, PSC 1008, FPO AA 34051

d DSN: 831-3348/3098

e Telephone: (809) 865-3348/3098

f DDN: COMM RI RUCLDHA

g ETM: NAVSTA ROOSEVELT ROADS PR

h TWX: NAVSTA ROOSEVELT ROADS PR//N405

2 Booking Office: See CONUS OCCA, Eastern Area

(b) Location: San Juan

1 WCA for All Services

a Responsibility: All water shipments through the ports of San Juan (CK1 & CKA)

b Organization: MTMC Terminal, San Juan, Puerto Rico

c Mail: CDR MTMC Terminal, Bldg. 20, Mail & Distribution Ctr, Fort Buchanan, Puerto Rico 00934

d DSN: N/A

e Telephone: (809) 793-2895/781-5102

f TWX: CDRMTMC TERMINAL PR//MTEA-SAO-PR

2 Booking Office: See CONUS OCCA, Eastern Area

(52) Sicily: See Italy

(53) Scotland: See United Kingdom

(54) Spain: (E)

(a) Location: Rota

1 WCA for all Services

a Responsibility: All water shipments ***through the ports of Spain (JL_, KJ_, and KL_). Does not include Gibralter (KJ4).***

b Organization: U.S. Naval Station, Rota, Spain

c Mail: (USPS) WCA, US Naval Station, ***PSC 819, Box 8, Code SUMT,*** FPO AE ***09645-1600***. (Civil Post) Supply Department, ***Code SUMT***, Apartado 33, Base Naval de Rota, C***ADIZ***, Spain ***(11520)***

d ***DSN***: 727-***2255/2966/2790***

e Telephone: 3***4***-56-8***22255/822966/822790***

f ***DDN: Host @0 192.42.245.2***

g. ***SALTS: NAVAL STATION ROTA SUPPLY DEPARTMENT***

h. E-MAIL: ROTATRANS@CPO-LINK.EUCOM.MIL

2 Booking Office: See Naples, Italy

(55) Taiwan: (P)

(a) Location: Taipei[5]

1 WCA for all Services. Questions connected with the movement of all DoD personnel and material to/from Taiwan should be directed to:

a Address: American Institute on Taiwan, 7, Lane 134, HSIN, YI Road, Section 3, Taipei

b Telephone: 708-4150

c TWX: AIT TAIPEI TW

2 Booking Office: See Japan, Yokohama

(56) Tunisia: (E)

(a) Location: Tunis

1 WCA point of contact for all Services

a Responsibility: Point of contact for all ocean shipments through Tunisia

b Organization: USLO-Tunisia

c Mail: USLO-Tunisia, State Department Pouch Room, Washington, DC 20520-0001

d DSN: N/A

e Telephone: 00216-1-282-566, Ext 2191

f DDN: COMM RI N/A

g ETM: USLOT TUNIS TS

2 Booking Office: See Naples, Italy

[5] The Air Asia Company LTD, Air Force Contractor - E-systems will continue to operate indefinitely in Taiwan. Future Shipments destined for Air Asia Company LTD will be routed to 18 TRNSS/LGTT, Kadena AB, JA, M/F Air Asia Company LTD, as delineated by PACAF.

(57) Turkey: (E)

(a) Location: Iskenderun

1 WCA for all Services

a Responsibility: All water shipments through the port of Iskenderun (LQ1)

b Organization: MTMC Outport, Iskenderun, Turkey

c Mail: (US) Chief, MTMC Outport Iskenderun, ATTN: MTC-IK, APO AE 09289-5000. (Civil Post) Chief, MTMC Outport Iskenderun, ATTN: MTC-IK, P.K. 99, Iskenderun, Turkey

d DSN: 676-1110, ask for Iskenderun

e Telephone: 90-881-13353/11989

f ***Defense data network/internet (DDN/internet), Email, Defense Automated Addressing System Center (DASC), Value Added Network (VAN).***

g ETM: CHIEF MTMC OUTPORT ISKENDERUN TU//MTC-IK//

h Telex: Country 607 No 68126

2 Booking Office: See Naples, Italy

(b) Location: Istanbul

1 WCA for all Services

a Responsibility: All water shipments through ports in vicinity of Istanbul (LR2, LR3, LR6, and LR7)

b Organization: MTMC Outport, Istanbul, Turkey

c Mail: (US) Chief, MTMC Outport Istanbul, ATTN: MTC-IT, APO AE 09380-5000. (Civil Post) Chief, MTMC Outport Istanbul, ATTN: MTC-IT, 1 No. Lu denizilik Bankasi Ambari, Salipazari, Istanbul, Turkey

d DSN: 672-1110

e Telephone: 90-11-451266/451267

f ***Defense data network/internet (DDN/internet), Email, Defense Automated Addressing System Center (DASC), Value Added Network (VAN).***

g ETM: CHIEF MTMC OUTPORT ISTANBUL TU//MTC-IT//

h Telex: Country 607, No 22619

2 Booking Office: See Naples, Italy

(c) Location: Izmir

1 WCA for all Services

a Responsibility: All water shipments through the port of Izmir (LR1)

b Organization: MTMC TTU TURKEY, Izmir, Turkey

c Mail: (US) Commander, MTMC TTU Turkey, ATTN: MTC-IM, APO AE 09224-5000. (Civil Post) Commander, MTMC TTU Turkey ATTN: MTC-IM, Sair Esref Bulvari 31/3, Izmir, Turkey

d DSN: 672-1110, ask for 3480/3411/3406

e Telephone: 90-51-145360 or 145367, Ext 3411/3480

f ***Defense data network/internet (DDN/internet), Email, Defense Automated Addressing System Center (DASC), Value Added Network (VAN).***

g ETM: CDR, MTMC TTU TURKEY IZMIR TU//MTC-IM/ (no punch card data)

h Telex: Country 607 No. 52377

2 Booking Office: See Naples, Italy

(58) United Kingdom: (E)

(a) Location: Felixstowe, Suffolk, England

1 WCA for all Services

a Responsibility: All water shipments through the ports of England (HA_, HB_, and HC_), Ireland (HD_), certain ports of Scotland (i.e., HED, HEF, HE4, HFZ, HF4, and HF6) and ***Gibraltar (KJ4)***.

b Organization: MTMC Terminal United Kingdom

c Mail: (USPS) Commander, MTMC Terminal United Kingdom, ATTN: MTC-UK-TM, APO AE 09755-5000 (Civil Post) Commander, MTMC Terminal United Kingdom ATTN: MTC-UK-TM, Nr 2 Bldg., Parker Avenue, Felixstowe, Suffolk, England

d DSN: 225-1110, ask for U.S. Army Felixstowe

e Telephone: Country 44, Area 394, No 282357

f ***Defense data network/internet (DDN/internet), Email, Defense Automated Addressing System Center (DASC), Value Added Network (VAN).***

g ETM: Same as AUTODIN

h Telex: Country 51 No 98449

i MILNET/DDN: MTMCUK @ MINET-LON-EM

2 Booking Office:

a Responsibility: All water shipments from United Kingdom ports (port codes beginning with H)

b Organization: MTMC TTCE OCBO-UK

c Mail: Chief, MTMC TTCE OCBO-UK, ATTN: MTC-TMD-UK, APO AE 09755-5000

d DSN: 225-1110, ask for US Army Felixstowe

e Telephone: 44-394-282965

f ***Defense data network/internet (DDN/internet), Email, Defense Automated Addressing System Center (DASC), Value Added Network (VAN).***

g Message Address: CH MTMC OCBO-UK FELIXSTOWE UK //MTC-TMD-UK//

h Telex: Country 51, No 98449

i MILNET/DDN: OCBO @ MINET-LON-EM

(59) Uruguay: See Panama

(60) Venezuela: See Panama

(61) Wake Island: See Hawaii

(62) Zaire: (E)

(a) Location: Kinshasa

1 WCA Point of contact for all Services

a Responsibility: Point of contact for all ocean shipments through Zaire

b Organization: U.S. Military Mission to Zaire

c Mail: U.S. Military Mission to Zaire, APO AE 09662-5000

d DSN: N/A

e Telephone: Kinshasa, Zaire 22591

f DDN: COMM RI N/A

g ETM: ZAMISH KINSHASA CG

2 Booking Office: See Naples, Italy

7. Overseas ACAs are listed alphabetically according to their location. The listings detail the ACA's responsibility for specific areas and sponsoring Services. Each entry provides the mailing address, telephone number(s), routing indicator codes, and message (ETM/TWX) address. The letter in parentheses following the country indicates the theater designation as listed in paragraph 2.

a. Alaska: (A)

(1) Location: Elmendorf AFB, Alaska

(a) Service: All

1 Responsibility: Alaska

2 Organization: 11AF/LGTTB, Elmendorf AFB, Alaska

3 Mail: Commander, 11AF/LGTTB, Elmendorf AFB, AK 99506-2150

4 DSN: (317) 552-4320 or 4936

5 Telephone: (907) 552-4320 or 4936

6 DDN: COMM RI RHKAALA

7 ETM: 11AF Elmendorf AFB AK//LGTTB//

b. Antigua: See West Indies

c. Argentina: See Panama

d. Australia: (P)

(1) Location: Canberra

(a) Service: All

1 Responsibility: All DoD air cargo routed through Australia aerial ports except Learmonth

2 Organization: Traffic Management Office, USAFLO USCINCPACREP, Canberra, Australia

3 Mail: Traffic Management Office, USAFLO USCINCPACREP, U.S. Embassy APO AP 96404-5060

4 DSN: N/A

5 Telephone: 062-732-229

6 DDN: COMM RI N/A

7 Message Address: CINCPACREPAUST CANBERRA AS

(2) Location: Learmonth, W. Australia

(a) Service: All

1 Responsibility: All DOD-sponsored air cargo routed through Learmonth

2 Organization: AMC Representative, Learmonth, U.S. Naval Communications Station, Harold E. Holt, Australia

3 Mail: AMC Representative, U.S. Naval Communication Station, FPO AP 96680-5000

4 DSN: N/A

5 Telephone: 099-49-3367

6 DDN: COMM RI RUHJKBA, NAVCOMMSTA, Harold E. Holt, Exmouth, AS

7 TWX: RUYASAA, NAVCOMMSTA, Harold E. Holt, Exmouth, AS

e. Azores: See Spain

f. Bahrain: (E)

(1) Location: Bahrain

(a) Service: All

1 Responsibility: Bahrain Island

2 Organization: Commander, Middle East Force, Bahrain

3 Mail: Administrative Support Unit, FPO AE 09526-5000

4 DSN: (324) 237-1110, Ext 65

5 Telephone: (973) 243277, Ext 65

6 DDN: COMM RI RUDDHAA

7 ETM: ADMINSUPU BAHRAIN

g. Belgium: See Germany

h. Bolivia: See Panama

i. Brazil: See Panama

j. Canada: (L)

(1) Location: Argentia, Newfoundland

(a) Service: All

1 Responsibility: All DoD air shipments destined for Communications Research Squadron, Gander, Newfoundland Island

2 Organization: U.S. Naval Facility, Argentia, Newfoundland

3 Mail: Personal Property Office, Box 1, U.S. Naval Facility, FPO AE 09597-1103

4 DSN: 622-1690, Ext 32

5 Telephone: (709) 227-5643

6 DDN: COMM RI N/A

7 ETM: ARGENTIA CAN

8 TWX: 016-3144

k. Chile: See Panama

l. *Colombia: See* Panama

m. Costa Rica: See Panama

n. Crete: See Greece

o. Cuba: (L)

(1) Location: Guantanamo Bay

(a) Service: All

1 Responsibility: All DoD air cargo consigned through U.S. Naval Station and U.S. Naval Air Station, Guantanamo Bay

2 Organization: U.S. Naval Base, Guantanamo Bay, Cuba

3 Mail: Receiving Officer, PSC 1005, Box 33, FPO AE 09593-0133

4 DSN: 723-3960, Ext 4495

5 Telephone: 011-53-99-4495

6 DDN: COMM RI RUEBAHA

7 ETM: NAVSTA GUANTANAMO BAY CU

8 TWX: RUEBAHA NAVSTA GUANTANAMO BAY CU//23

p. Denmark: See Germany

q. Diego Garcia: (P)

(1) Location: Diego Garcia

(a) Service: All

1 Responsibility: All DoD air cargo routed to/through Diego Garcia (NKW)

2 Organization: U.S. Navy Support Facility Diego Garcia

3 Mail: U.S. Navy Support Facility, Box 20, FPO AP 96685-2000

4 DSN: 870-0111, Ext 4140/4331/5567

5 Telephone: None

6 DDN: COMM RI RUVNSAA, NAVSUPPFAC DIEGO GARCIA

7 TWX: NAVSUPPFAC DIEGO GARCIA

r. Dominican Republic: See Panama

s. Egypt: See Spain, Torrejon AB

t. El Salvador: See Panama

u. England: See United Kingdom

v. Equador: See Panama

w. Ethiopia: See Spain, Torrejon AB

x. France: See Germany

y. Germany: (E)

(1) Location: Ramstein

(a) Service: All

1 Responsibility: Benelux, Denmark, France, Germany, Norway, and Switzerland for all air cargo including class A & B explosives.

2 Organization: 7300 MATRON, Ramstein AB, Germany

3 Mail: 7300 MATRON/LGT ACA, APO AE 09012

4 DSN: 424-5213/5314

5 Telephone: None

6 DDN: COMM RI None

7 ETM: 7300 MATRON RAMSTEIN AB GE//ACA//

(2) Location: Rhein Main

(a) Service: All

1 Responsibility: Benelux, Denmark, France, Germany, Norway, and Switzerland for all air cargo except class A & B explosives

2 Organization: Det 2 7300 MATRON, Rhein Main AB, Germany

3 Mail: Det 2 7300 MATRON ACA, APO AE 09057

4 DSN: 330-6707/3207

5 Telephone: None

6 DDN: COMM RI None

7 ETM: Det 2 7300 MATRON Rhein Main AB, Germany//ACA//

z. Greece: (E)

(1) Location: Hellenikon AB

(a) Service: All

1 Responsibility: Crete, Greece, and Italy (Brindisi) for all DoD air cargo

2 Organization: 7206 Air Base Group, Hellenikon AB, Greece

3 Mail: 7206 ABG/LGTT (ACA), APO AE 09223-5000

4 DSN: 662-5556

5 Telephone: None

6 DDN: COMM RI None

7 ETM: 7206 ABG HELLENIKON AB GR//LGTT ACA//

aa. Guam: See Mariana Islands

ab. Guatemala: See Panama

ac. Hawaii: (P)

(1) Location: Honolulu

(a) Service: Army

1 Responsibility: All Army-sponsored air shipments through Hickam AFB (HIK)

2 Organization: U.S. Army, ACA, Hickam AFB

3 Mail: USAACA, Hawaii, Hickam Air Force Base, HI 96853

4 DSN: 430-0111

5 Telephone: (808) 449-6770

6 DDN: COMM RI RUHHHMA

7 TWX: RUHHHMA/CDRUSASCH Ft Shafter, HI//APZV-DIT-C//

(b) Service: Navy, Marine Corps, and Coast Guard

1 Responsibility: All Navy, Marine Corps and Coast Guard air shipments through Hickam AFB (HIK) and Honolulu International Airport

2 Organization: Naval Supply Center, Pearl Harbor, Hawaii

3 Mail: Director, Air Cargo Br/NOACT, AMC Air Freight Terminal, Bldg. 4069, Hickam Air Force Base, HI 96853-5000

4 DSN: 430-0111

5 Telephone: (808) 449-6532/6621/6436

6 DDN: COMM RI N/A

7 Message Address: NOACT HICKAM AFB HI

(c) Service: Air Force

1 Responsibility: All Air Force-sponsored air shipments through Hickam AFB (HIK)

2 Organization: Air Force ACA, Hickam AFB, Hawaii

3 Mail: 15 Transportation Squadron/LGTTACA, Hickam AFB, HI 96853-5000

4 DSN: 430-0111

5 Telephone: (808) 449-5072

6 DDN: COMM RI RUHVAAA

7 TWX: RUHVAAA/15 TRNSS HICKAM AFB HI //LGTACA

ad. Honduras: See Panama

ae. Iceland: (L)

(1) Location: Keflavik

(a) Service: All

1 Responsibility: All DoD air shipments through Keflavik (KEF)

2 Organization: U.S. Naval Air Station, Keflavik, Iceland

3 Mail: Material Division Officer (HHG), U.S. Naval Air Station, Keflavik, PSC 1003, Box 21, FPO AE 09278-0321

4 DSN: 450-7998/4618/4336

5 Telephone: 011-354-25-7998/4618/4336

6 DDN: COMM RI RUEOBML

7 ETM: NAVAIRSTA KEFLAVIK IC

8 TWX: NAVSTA KEFLAVIK IC//405

af. Ireland: See United Kingdom

ag. Israel: (E)

(1) Location: Tel Aviv

(a) Service: All

1 Responsibility: Point of contact for air shipments through Israel

2 Organization: USDAO, American Embassy Tel Aviv

3 Mail: USDAO, American Embassy Tel Aviv, APO AE 09672-5000

4 DSN: N/A

5 Telephone: 00972-3-654338, Ext 361

6 DDN: COMM RI N/A

7 ETM: USDAO TEL AVIV IS

ah. Italy: (E) (also see Greece)

(1) Location: Naples

(a) Service: All

1 Responsibility: Immediate vicinity of Naples

2 Organization: U.S. Navy Support Activity, Naples

3 Mail: (USPS) U.S. Naval Support Activity, Box 5, FPO AE 09521-5000. (Civil Post) U.S. Naval Support Activity, via E. Scarfoglio, Pozzuoli (Napoli) 80078

4 DSN: 625-1110, Ext 4290/4291

5 Telephone: 0039-081-724-4290/4291

6 DDN: COMM RI RUFLSKA

7 ETM: ACA, US NAVSUPPACT, NAPLES IT

8 MINET Terminal: Matnsa CPO

(2) Location: Sigonella

(a) Service: All

1 Responsibility: Immediate vicinity of Sigonella

2 Organization: Naval Air Station, Sigonella, Italy

3 Mail: ACA, U.S. Naval Air Station, FPO AE 09523-5000

4 DSN: 624-1110, Ext 5371/5375

5 Telephone: 095-861110, Ext 5371/5375

6 DDN: COMM RI REFLEWA

7 ETM: ACA, US NAV AIR STA, SIGONELLA, IT

(3) Location: Aviano AB

(a) Service: All

1 Responsibility: Northeastern Italy

2 Organization: 40 TAC GP Aviano AB, Italy

3 Mail: 40 TAC GP/LGTT (ACA), APO AE 09293-5000

4 DSN: 623-1110, Ext 646

5 Telephone: None

6 DDN: COMM RI None

7 ETM: 40 TAC GP AVIANO AB ITALY/LGTT ACA

ai. Japan: (including Okinawa) (P)

(1) Location: Iwakuni

(a) Service: All

1 Responsibility: Iwakuni, Japan

2 Organization: Marine Corps Air Station Iwakuni

3 Mail: Marine Corps Air Station Iwakuni, FPO AP 98764-5000

4 DSN: 253-3456

5 Telephone: None

6 DDN: COMM RI RHARSAA

7 TWX: RJOI

(2) Location: Kadena, Okinawa

(a) Service: Army

1 Responsibility: All Army-sponsored air shipments through Kadena AB (DNA)

2 Organization: U.S. Army Garrison, Okinawa, Director of Logistics

3 Mail: U.S. Army Garrison, Okinawa, Director of Logistics, ATTN: AJGO-LT (ATCO), APO AP 96331-0008

4 DSN: 634-1450/1457

5 Telephone: No commercial telephone

6 DDN: COMM RI CDR USAGO MAKIMINATO JA //AJGO-LT//

7 TWX: RUADBEA CDRUSAGO MAKIMINATO JA //AJGO-LT//

(b) Service: Navy

1 Responsibility: All Navy-sponsored air shipments through Okinawa aerial ports

2 Organization: Commander, Fleet Activities, Okinawa

3 Mail: COMFLEACT Okinawa, ATTN: Log Dept, Matl Div, Box Log Dept, FPO AP 98770-1150

4 DSN: 630-1110 (operator)

5 Telephone: 634-1447/1059

6 DDN: COMM RI RUYRSAA, COMFLEACT OKINAWA JA

7 TWX: N/A

(c) Service: Air Force

1 Responsibility: All Air Force-sponsored air shipments through Kadena AB (DNA)

2 Organization: HQ 313 Air Division, Kadena AB, Japan

3 Mail: 313 Air Division/LGTL, APO AP 96239-5000

4 DSN: 630-1110

5 Telephone: 634-4492/3306

6 DDN: COMM RI RUADKEA/313 AD KADENA AB JA/LGTL

7 TWX: RUADKEA/313 AD KADENA AB JA/LGTL

(d) Service: Marine Corps

1 Responsibility: All Marine Corps-sponsored air shipments through Kadena AB (DNA)

2 Organization: U.S. Marine Corps, Traffic Management Officer, Third Force Service Support Group, Camp Kinser, Okinawa

3 Mail: Traffic Management Office, Third Force Service Support Group, Fleet Marine Force, FPO AP 96602-5000

4 DSN: 640-1110

5 Telephone: 637-3919

6 DDN: COMM RI RUADBEA/CG Third FSSG

7 TWX: N/A

(3) Location: Misawa

(a) Service: All

1 Responsibility: Misawa AB, Japan

2 Organization: Traffic Management Office, Misawa AB

3 Mail: 6112 ABW/LGTACA, APO AP 96519-5000

4 DSN: 248-1101

5 Telephone: 266-3292/5629

6 DDN: COMM RI RUKWAA

7 TWX: 6112 ABW MISAWA AB JA/LGTACA

(4) Location: Yokota

(a) Service: Army

1 Responsibility: All Army-sponsored air shipments through Yokota AB (OKO)

2 Organization: U.S. Army, Air Traffic Coordinating Office, Yokota US Army Garrison, Honshu

3 Mail: U.S. Army ATCO, U.S. Army Garrison, Honshu APO AP 96328-5000

4 DSN: 242-1101

5 Telephone: 225-7002/8700

6 DDN: COMM RI RUMMJNA/ATTN: Army ATCO

7 TWX: RUMMJNA/U.S. ARMY ATCO YOKOTA JA //IO-TR-ZA//

(b) Service: Navy, Marine Corps, and Coast Guard

1 Responsibility: All Navy-, Marine Corps-, and Coast Guard-sponsored air shipments through Yokota AB (OKO)

2 Organization: U.S. Navy Overseas Air Cargo Terminal (NOACT)

3 Mail: Chief Petty Officer in Charge, U.S. Navy Overseas Air Cargo Terminal (NOACT), Building 79, APO AP 96328

4 DSN: 248-1101, then ask for local number below

5 Telephone: 225-9428/9514/8979/8782

6 DDN: COMM RI RUADJNA, NOACT YOKOTA AB, JA

7 TWX: RUADJTA, NOACT YOKOTA AB, JA (commercial refile point)

(c) Service: Air Force

1 Responsibility: All Air Force sponsored air shipments through Yokota AB (OKO)

3 Mail: 475 Trans Sq/LGTAC, APO AP 96328-5000

4 DSN: 248-1101

5 Telephone: 225-8874/9041

6 DDN: COMM RI 475TRNSS YOKOTA AB JA/LGTAC

7 TWX: 475TRNSS YOKOTA AB JA/LGTAC

aj. Korea: (P)

(1) Location: Kunsan

(a) Service: All

1 Responsibility: Kunsan Air Base activities

2 Organization: Kunsan AB, Korea

3 Mail: 8TFW/LGTT, APO AP 96264

4 DSN: 272-2345

5 Telephone: 5418/5345

6 DDN: COMM RI RUAKMLA

7 TWX: RUAKMLA/8 TFW KUNSAN AB KOREA//LGTT//

(2) Location: Kwang Ju

(a) Service: All

1 Responsibility: Kwang Ju Air Base

2 Organization: 6171 Combat Support Squadron

3 Mail: 6171 AB SQ/LGTT, APO AP 96324-5000

4 DSN: 271-1234 (Osan AB), ask for Kwang Ju number below

5 Telephone: 4016/4784

6 DDN: COMM RI N/A

7 TWX: RUAKLSA/6171 ABS KWANG JU AB KOREA//LGTT//

(3) Location: Osan

(a) Service: All

(a) Service: All

1 Responsibility: All DoD-sponsored air shipments through Osan AB, Kimpo, and Taegu except Air Force-sponsored shipments through Osan and Taegu

2 Organization: Commander, 25th Transportation Center (MC)

3 Mail: Commanding Officer, U.S. Army/Navy Air Traffic Coordinating Office, 25th Transportation Center (MC), APO AP 96301-5000

4 DSN: 262-3715/3985

5 Telephone: 293-5675

6 DDN: COMM RI CDR 25th TRANSCON (MC) SEOUL KOR//EATC-MF//

7 TWX: RUAGAAA

(b) Service: Air Force

1 Responsibility: All Air Force-sponsored air shipments through Osan Air Base

2 Organization: Osan Air Base, Korea

3 Mail: 51 Trans Sq/LGTT, APO AP 96570-5000

4 DSN: 271-1234

5 Telephone: None

6 DDN: COMM RI RUAKKRA

7 TWX: 51 COMPW OSAN AB KOREA//LGTT//

(4) Location: Taegu

(a) Service: All

1 Responsibility: Taegu AB Korea

2 Organization: 6168 AB SQ/LGTT

3 Mail: 6168 CSS, APO AP 96213-5000

4 DSN: 271-1234 (Osan AB) ask for Taegu number below

5 Telephone: 4725/4328

6 DDN: COMM RI N/A

7 TWX: RUAKRSA/6168 ABS TAEGU AB KOREA//LGTT//

(1) Location: Beirut

(a) Service: All

1 Responsibility: point of contact for air shipments through Lebanon

2 Organization: USOMC, Beirut

3 Mail: USOMC, Beirut, State Department Pouch Room, Washington, DC 20520-5000

4 DSN: N/A

5 Telephone: Beirut, Lebanon 452-964

6 DDN: COMM RI N/A

7 ETM: USOMC BEIRUT LE

al. Liberia: (E)

(1) Location: Monrovia

(a) Service: All

1 Responsibility: point of contact for air shipments through Liberia

2 Organization: U.S. Military Mission to Liberia

3 Mail: U.S. Military Mission to Liberia, APO AE 09155-5000

4 DSN: N/A

5 Telephone: Monrovia, Liberia 221755/224137

6 DDN: COMM RI N/A

7 ETM: LIBMISH MONROVIA LI

am. Mariana Islands: (P)

(1) Location: Guam

(a) Service: Air Force

1 Responsibility: Guam, except Navy and Marine Corps

2 Organization: Air Force Clearance Authority, Anderson AFB, Guam

3 Mail: 43d CSG/LGTT, APO AP 96334-5000

3 Mail: 43d CSG/LGTT, APO AP 96334-5000

4 DSN: 322-1110

5 Telephone: 362-3140 or 366-5272

6 DDN: COMM RI RUHJOFA

7 TWX: RUHGSAA/43 CSG ANDERSON AFB GU//LGTT//

(b) Service: Navy and Marine Corps

1 Responsibility: All Navy- and Marine Corps-sponsored air shipments through Anderson AFB (UAM) and NAS Agana/Guam International Airport (GUM)

2 Organization: U.S. Naval Supply Depot, Guam, Mariana Islands

3 Mail: Commanding Officer, U.S. Naval Supply Depot (Code 400), FPO AP 96630-5000

4 DSN: (315) 339-5180/7239

5 Telephone: (671) 339-5180/7239

6 DDN: COMM RI RUHJHFT (data)

7 TWX: RUHGXPA NSD GUAM

an. Midway Island: (P)

(1) Location: Midway Island

(a) Service: All

1 Responsibility: All air shipments through Midway Island

2 Organization: Naval Air Facility, Midway Island

3 Mail: Officer-In-Charge, NAF Midway Island, FPO AP 96614-5000

4 DSN: 430-0111, Ext 400/814/541

5 Telephone: Via Honolulu, Hawaii International Operator (808) 422-0531, Ext 400/814/541

6 DDN: COMM RI N/A

7 Message Address: NAF MIDWAY ISLAND

ao. Morocco: See Spain, Torrejon AB

aq. New Zealand: (P)

(1) Location: Christchurch International Airport

(a) Service: All

1 Responsibility: All DoD air shipments for New Zealand

2 Organization: Naval Support Force Antarctica, Detachment Christchurch

3 Mail: Officer in Charge, Naval Support Force Antarctica, Detachment Christchurch, FPO AP 96690-2900

4 DSN: N/A

5 Telephone: Christchurch 583-079, Ext 8016/8013/8017

6 DDN: COMM RI RUHHWEA, NAVSUPPFORANTARCTICA DET CHRISTCHURCH NZ

7 TWX: N/A

ar. Nicaragua: See Panama

as. Norway: See Germany

at. Okinawa: See Japan

au. Panama: (C)

(1) Location: Ft Clayton, Panama

(a) Service: All

1 Responsibility: Central America, South America, and Dominican Republic

2 Organization: Air Traffic Coordinating Office, 193d Infantry Brigade (Panama)

3 Mail: Commander, 193d Infantry Brigade (Panama), Transportation Division, ATTN: AFZU-DIT, APO AA 34004-5000.

4 DSN: (312) 285-5616

5 Telephone: Overseas Operator 87 plus Ext. 5616

6 DDN: COMM RI RULPAKA, CDR 193D INF BDE (PAN) FT CLAYTON PN//AFZU-DIT-C//

7 ETM: RULPAKA, CDR 193D INF BDG (PAN) FT CLAYTON PN//AFZU-DIT-C//

av. Paraguay: See Panama

av. Paraguay: See Panama

aw. Peru: See Panama

ax. Philippines: (P)

(1) Location: Clark Air Base

(a) Service: Army and Air Force

1 Responsibility: All Army- and Air Force-sponsored air shipments in the Republic of the Philippines

2 Organization: U.S. Air Force ACA, Clark AB

3 Mail: 3 TFW/LGTTA, APO AP 96274-5000

4 DSN: 822-1101

5 Telephone: 21107/24118

6 DDN: COMM RI RUMIAAA

7 TWX: RUMIAAA/3 TFW CLARK AP RP/LGTTA

(b) Service: Navy, Marine Corps, and Coast Guard

1 Responsibility: All Navy-, Marine Corps-, and Coast Guard-sponsored air shipments through Clark AB (CRK)

2 Organization: U.S. Navy Overseas Air Cargo Terminal (NOACT), Naval Supply Depot, Subic Bay, RP

3 Mail: Navy Overseas Air Cargo Terminal, Clark Air Base, APO AP 96274-5000

4 DSN: 822-1101, Ext 33555

5 Telephone: 89-33555

6 DDN: COMM RI RHMIAAA, NOACT Clark AB, RP

7 TWX: N/A

(2) Location: NAS Cubi Point

(a) Service: Navy, Marine Corps, Coast Guard, and Air Force

1 Responsibility: All Navy-, Marine Corps-, Coast Guard-, and Air Force-sponsored air shipments through NAS Cubi Point (CUA)

2 Organization: U.S. Navy, Naval Air Station, Cubi Point, RP

4 DSN: 885-3211

5 Telephone: 885-3211/3749

6 DDN: COMM RI RUHHWIB

7 Message Address: RUHHWIA AIR TERMINAL NAS CUBI PT RP

ay. Portugal: See Spain

az. Puerto Rico: (L)

(1) Location: U.S. Naval Station, Roosevelt Roads

(a) Service: All

1 Responsibility: All DoD air shipments through Roosevelt Roads (NRR)

2 Organization: U.S. Naval Station, Roosevelt Roads, Puerto Rico

3 Mail: Supply Department, Code N405, Box 3002, PSC 1008 FPO AA 34051-3002

4 DSN: 831-3348/3098

5 Telephone: (809) 865-3348/3098

6 DDN: COMM RI RUCLDHA

7 ETM: NAVSTA ROOSEVELT ROADS PR

8 TWX: NAVSTA ROOSEVELT ROADS PR//N405

ba. Scotland: See United Kingdom

bb. Sicily: See Italy

bc. Spain: (E)

(1) Location: Rota

(a) Service: All

1 Responsibility: Immediate vicinity of Rota, Spain

2 Organization: U.S. Naval Station, Rota, Spain

3 Mail: ACA, U.S. Naval Station, FPO AE 09540-1261

4 DSN: 727-1110, Ext 2170

5 Telephone: 36-56-862780, Ext 2170

5 Telephone: 36-56-862780, Ext 2170

6 DDN: COMM RI RUTKSHH

7 ETM: ACA, U.S. NAVSTA ROTA, SPAIN

(2) Location: Torrejon Air Base

(a) Service: All

1 Responsibility: North Africa, Portugal, and Spain (other than Rota)

2 Organization: Det 4, 7300 MATRON, Torrejon AB, Spain

3 Mail: Det 4, 7300 MATRON/ACA, APO AE 09283-5000

4 DSN: 723-6170/6842

5 Telephone: N/A

6 DDN: COMM RI N/A

7 ETM: Det 4, 7300 MATRON, TORREJON AB SPAIN//ACA//

bd. TAIWAN: (P)

(1) Questions connected with the movement of all DoD personnel and materiel to/from Taiwan should be directed to The Air Asia Company LTD, Air Force Contractor - E-systems will continue to operate indefinitely in Taiwan. Future shipments destined for Air Asia Company LTD will be routed to 18 TRNSS/LGTT, Kadena AB, JA, M.F Air Asia Company LTD, as delineated by PACAF

(a) Address: American Institute on Taiwan, 7, Lane 134, HSIN YI Road, Section 3, Taipei

(b) Telephone: 708-4150

(c) TWX: AIT TAIPEI TW

be. Tunisia: (E)

(1) Location: Tunis

(a) Service: All

1 Responsibility: Point of contact for all air shipments through Tunisia

2 Organization: USLO-Tunisia

3 Mail: USLO-Tunisia, State Department Pouch Room, Washington, DC 20520-5000

4 DSN: N/A

6 DDN: COMM RI N/A

7 ETM: USLOT TUNIS TS

bf. Turkey: (E)

(1) Location: Incirlik, Turkey

(a) Service: All

1 Responsibility: Turkey

2 Organization: Det 6, 7300 MATRON, Incirlik, Turkey

3 Mail: Det 6, 7300 MATRON/ACA, APO AE 09289-5000

4 DSN: 676-6707/3207

5 Telephone: N/A

6 DDN: COMM RI N/A

7 ETM: Det 6, 7300 MATRON, INCIRLIK TU//ACA//

bg. Uganda: (E)

(1) Location: Kampala

(a) Service: All

1 Responsibility: Point of contact for all air shipments through Uganda

2 Organization: American Embassy Kampala

3 Mail: American Embassy Kampala, State Department Pouch Room, Washington, DC 20520-5000

4 DSN: N/A

5 Telephone: Kampala Uganda 59791

6 DDN: COMM RI N/A

7 ETM: AMEMBASSY KAMPALA

bh. United Kingdom: (E)

(1) Location: Dublin, Ireland

(a) Service: All

1 Responsibility: Point of contact for all air shipments through Ireland

2 Organization: USDAO, American Embassy Dublin

3 Mail: USDAO, American Embassy Dublin, State Department Pouch Room, Washington, DC 20520-5000

4 DSN: N/A

5 Telephone: 00351-1-688777, Ext 257

6 DDN: COMM RI N/A

7 ETM: USDAO DUBLIN IR

(2) Location: RAF Mildenhall, UK

(a) Service: All

1 Responsibility: All of the UK except Ireland and Scotland

2 Organization: Det 1, 7300 MATRON, RAF Mildenhall, United Kingdom

3 Mail: Det 1, 7300 MATRON/ACA, APO AE 09127-5000

4 DSN: 238-2232/2703

5 Telephone: 0638-712511, Ext 2232/2703

6 DDN: COMM RI N/A

7 ETM: Det 1, 7300 MATRON RAF MILDENHALL UK//ACA//

(3) Location: Prestwick, Scotland

(a) Service: All

1 Responsibility: All air shipments through Scotland

2 Organization: OL P 313 Aerial Port Squadron, Prestwick IAP, Scotland

3 Mail: (USPS) OL P 313 APS, FMA Box 50, APO AE 09049-5000 (Civil Post) OL P 313 APS (AMC), Prestwick International Airport, Prestwick, Ayrshire, Scotland KA92PO

4 DSN: 238-1110, ask for Prestwick

5 Telephone: 01144 292 79866

6 DDN: COMM RI RUDONAA

7 ETM: OL P 313 APS PRESTWICK IAP SCOTLAND

bi. Uraguay: See Panama

bj. Venezuela: See Panama

bk. Wales: See United Kingdom

bl. West Indies: (L)

(1) Location: Antigua

(a) Service: All

1 Responsibility: All DoD air shipments through Antigua

2 Organization: U.S. Naval Facility, Antigua

3 Mail: U.S. Naval Facility Antigua, FPO AA 34054-1040

4 DSN: 854-1110, Ext 450/479

5 Telephone: N/A

6 DDN: COMM RI N/A

7 ETM: NAVFAC ANTIGUA

bm. Zaire: (E)

(1) Location: Kinshasa

(a) Service: All

1 Responsibility: All air shipments through Zaire

2 Organization: U.S. Military Mission to Zaire

3 Mail: U.S. Military Mission to Zaire, APO AE 09662-5000

4 DSN: N/A

5 Telephone: Kinshasa, Zaire 22591

6 DDN: COMM RI N/A

7 ETM: ZAMISH KINSHASA CG

bn. Zambia: (E)

(1) Location: Lusaka

(a) Service: All

1 Responsibility: Point of contact for all air shipments through Zambia

2 Organization: American Embassy Lusaka

3 Mail: American Embassy Lusaka, State Department Pouch Room, Washington, DC 20520-5000

4 DSN: N/A

5 Telephone: Lusaka, Zambia 214911

6 DDN: COMM RI N/A

7 ETM: AMEMBASSY LUSAKA

Appendix K

SECURITY ASSISTANCE PROGRAM SHIPMENTS FOREIGN MILITARY SALES AND MILITARY ASSISTANCE PROGRAM

1. Shipments made under the Security Assistance Program require slightly different processes than most shipments in the DTS. In addition, security assistance shipments require an understanding of several terms not common to other shipments. This appendix explains those different processes and special terms, and is used with the general transportation procedures explained throughout MILSTAMP.

2. For transportation purposes, security assistance is defined in two categories:

a. The FMS program is that portion of United States security assistance under which the recipient provides reimbursement for defense articles and services transferred. It is authorized by the Foreign Assistance Act of 1961, as amended, and The Arms Export Control Act, as amended. The majority of FMS shipments involves a country freight forwarder located in CONUS as detailed in paragraph 3.d.(1), below.

b. The MAP is that portion of United States security assistance program which provides defense articles and services to recipients on a nonreimbursable or grant basis. MAP is authorized by the Foreign Assistance Act of 1961, as amended. Since MAP cargo is usually accepted by the recipient alongside the vessel at an overseas WPOD, the movement is normally made in the DTS until title transfers.

c. Both types of security assistance shipments (FMS and MAP) are identifiable by the unique character in the first position of the TCN or MILSTRIP requisition document number. The character used for shipments sponsored by the Army is a "B"; by the Air Force, a "D"; by the Marines, a "K"; and by the Navy, a "P." FMS and MAP shipments can be differentiated from each other by the entries in the fifth position of the document number and first position of the supplementary address as explained in paragraph 3.b., below, and figure K-2 respectively.

3. Prior to making a security assistance program shipment, the shipper determines information somewhat differently than for MILSTRIP shipments to DoD activities.

a. The TCN for a security assistance shipment is based on the MILSTRIP requisition document number. It is constructed and assigned as detailed in appendix C, paragraph 3. The MILSTRIP document number appears on the DD Form 1348-1A, Issue Release/Receipt Document; DD Form 250, Material Inspection and Receiving Report; DD Form 1149 Requisition and Invoice/Shipping Document; Purchase Request; Contract; Amended Shipping Instruction (ASI); or any other document which may result in a security assistance shipment. Unlike other MILSTRIP shipments, a new requisition and document number must be obtained from the requisitioner if the number of multiple shipments is too great to be accommodated by partial and split shipment codes; locally assigned TCNs are not used.

b. All FMS shipments are a result of a negotiated agreement. One of the elements included in the agreement is represented by the delivery term code (DTC).

(1) The DTC identifies the point at which the responsibility for moving an FMS shipment passes from the DoD to the purchasing nation or international organization. It is the fifth position (rp 34) of the MILSTRIP requisition number and perpetuated in MILSTAMP transactions to indicate the agreed terms of responsibility for delivery of the materiel. Title to the materiel usually passes at the origin regardless of the delivery terms. Figure K-1 is a list of DTCs complete with explanations.

(2) Accurate use of the DTC is essential since the cost of all transportation services is paid by the purchaser either through inclusion of the cost in the price of the item, by direct payment to the carrier(s), or by reimbursement to the United States. The Security Assistance Accounting Center (SAAC) reimburses the DoD Services and Agencies for all services performed in administering the FMS program. Using standard accessorial rates, the SAAC billing system adds the costs of packing, crating, and handling (PC&H) as well as transportation to the selling price of the materiel being shipped. While FMS customers are billed according to standard accessorial rates, SAAC reimburses the TCCs according to TCC billing rates.

(3) If materiel must be shipped by means or under conditions different than specified by the DTC, the SAAC is notified in order to avoid over or under billing the recipient. The activity which determines the need for a deviation notifies the sponsoring service International Logistics Control Office (ILCO) (see figure K-3) prior to making the deviation. If deviation is approved, the ILCO notifies the SAAC. These deviations may be required for a variety of reasons such as:

(a) When the freight forwarder working for the FMS customer is unable to arrange transportation from a CONUS POE to the recipient country and it is necessary to divert the shipment to the DTS.

(b) When one DTC has been negotiated for an entire FMS case (purchase contract) and a few items of that case are ineligible for shipment under the terms of the assigned DTC. Such ineligible shipments are usually "exception materiel" as described in subparagraph (4).

(4) Exception materiel is materiel which, due to its peculiar nature or increased transportation risks, requires special transportation handling and deviation from normal shipping procedures. This materiel includes classified items, firearms, explosives, lethal chemicals and other hazardous materiels that require rigid movement control, and air cargo of such size that the item exceeds commercial capability. While some freight forwarders can process some exception materiel, most of these shipments receive special consideration.

(a) Freight forwarders who have been cleared to handle classified shipments are listed in the MAPAD as indicated in subparagraph 3.d., below. All other shipments of classified materiel are forwarded (by GBL) to a military controlled POE, the country's embassy (consulate, mission, etc.), or other recipient determined by the sponsoring Service ILCO.

(b) Shipments of firearms are forwarded to the POE on a GBL. If the United States is responsible for over ocean movement, that segment is also by the DTS. Shipments are controlled according to DoD and Service regulations established for the protection of these items.

(c) Explosives must be shipped on a GBL or by the DTS to the POE.

(d) Air cargo which will not fit on commercial aircraft due to the item size may be moved in the DTS.

c. The consignee of a security assistance shipment is identified by the six position MAPAC instead of the DoDAAC. The MAPAC is not the first six positions of the TCN, but is constructed from the MILSTRIP requisition number (or TCN) and the MILSTRIP supplementary address. The methods used to construct a MAPAC are detailed in figure K-2

d. After determining the MAPAC, the clear text address and other shipping information is obtained by referring to DoD 4000.25-8-M, Military Assistance Program Address Directory (MAPAD).

(1) The MAPAD is a sole source directory containing the addresses of country representatives and freight forwarders, or other ship to/mark for locations, for use of the Services and Agencies when releasing FMS and MAP shipments and related documentation. It is separated into three sections. Section A contains policy and procedures, section B contains addresses for FMS shipments, and section C contains MAP addresses. The addresses listed are often for an international freight forwarder which is a private firm serving as an agent for an FMS customer. The forwarder usually receives, consolidates, and stages materiel within the United States for onward movement to the purchasing country. Note that sections B and C of the MAPAD are alphabetized by the two digit country code instead of the full country name.

(2) In the MAPAD, both sections B and C have columns headed TAC, SII, WPOD, and APOD in addition to the MAPAC and clear text address. These columns contain information essential to properly ship and document FMS or MAP materiel.

(a) In the MAPAD, TAC stands for type of address code and indicates the circumstances for using each of the several addresses listed. This type of TAC can only be found in the MAPAD; it is not shown on any MILSTRIP or MILSTAMP documents. The meaning of each TAC is detailed in Section A of the MAPAD and summarized below:

TAC	EXPLANATION
1	Unclassified materiel moving by small parcel carrier.
A	Classified materiel moving by small parcel carrier.
2	Unclassified materiel moving by other surface or air freight carrier.
B	Classified materiel moving by other surface or air freight carrier
3	FMS - For sending the notice of availability (NOA). MAP - For sending the supply and shipment status as well as copies of release/ receipt documents.
4	For sending FMS supply and shipment status.
5	For sending copies of the FMS release/receipt documents on TAC 1 shipments.
6	For sending copies of the FMS release/receipt documents on TAC 2 shipments.
7	For identifying the activity responsible for payment of FMS transportation charges and to receive the consignee's copy of the inland carrier GBL. (If a TAC 7 address appears under a MAPAC and the DTC is 4 or E, a commercial bill of lading is used with the TAC 7 address in the "bill to" space.)
9	For identifying obsolete MAPACs and the new, correct MAPAC.
M	For identifying a clear text "mark for" address used on FMS and MAP freight shipments. (Mark for addresses on small parcels are placed in a manner to prevent post office problems in identifying ZIP and APO/FPO codes; e.g., use only the MAPAC as the mark for address.)

(b) The special instruction indicator (SII) column provides additional information necessary to either document or ship the materiel. Specific explanations are detailed in the MAPAD.

(c) The WPOD and APOD columns indicate the overseas WPOD/APOD respectively, and are used on MILSTAMP documents when applicable. Unless the delivery term code is 7, alternate PODs are not used without first contacting the sponsoring Service ILCO.

4. Prior to releasing some FMS shipments, a notice of availability (NOA) DD Form 1348-5, is forwarded to the freight forwarder or other country representative as indicated in the MAPAD.

a. An NOA is required for classified, hazardous, or sensitive shipments, as well as those potentially difficult to receive, handle, or store due to size or weight. In addition, an NOA is required for shipments with a "Y" or "Z" entry in the offer/release position (rp 46) of the supplementary address shown on the requisition document. An entry in the SII column of the MAPAD may indicate additional circumstances when an NOA is required. When an ETR is required, the ETR request and the NOA are sent at the same time.

b. When the NOA reply is received, the shipper processes the shipment as directed. If both an NOA and ETR are required, the ETR, not the NOA reply, is followed. Questionable instructions are coordinated with the sponsoring Service ILCO.

If rp 46 entry is	And no response to the NOA is received within 15 days, then the shipper
Y	Releases the shipment as indicated in the MAPAD.
Z or as described in paragraph the 4.a.	Continues to hold the shipment and sends a second NOA (indicating it is a second notice) to the contact point designated (on the first page of the country section) in the MAPAD. If a reply is still not received, shipper contacts the ILCO as listed in figure K-3.

c. Additional instructions on use of the NOA are detailed in the MAPAD and in Service or Agency implementation of MILSTRIP. Note that NOAs are sent to the TAC 3 address unless the materiel is classified, in which case, the NOAs are sent to the country representative.

5. The shipper and other transportation entities must comply with other special considerations when processing security assistance shipments.

a. Security assistance shipments are labeled as outlined in chapter 2, paragraph B.4.b., and unique labels, color codes, or other special markings are not authorized. When such requests are received, the country representative is advised that such services must be obtained from the country's freight forwarder.

b. When FMS items are sold on a credit basis, the movement overseas must be on U.S. flag vessels unless specifically authorized otherwise. Shipments which are financed by credit are indicated by a "Z" in the Type of Assistance position (rp 35) of the TCN.

c. Many commercial carriers have established reduced rates for U.S. Government shipments under Section 10721 of the 1978 revision to the Interstate Commerce Act. These rates do not apply to FMS shipments; instead, commercial carrier's tariffs are used. A notation is made on bills of lading as follows: "This is an FMS shipment, Section 10721 rates do not apply." Likewise, reduced rates under the MSC Shipping Agreement or Container Agreement are not applicable to FMS shipments. FMS shipments moving on American flag ships within the DTS are booked under the commercial carrier's ocean tariff rate.

d. Shipments may be held or suspended as outlined in DoD 5105.38-M, Security Assistance Management Manual (SAMM), as well as individual Service directives.

e. When commercial bills of lading are used, the no recourse clause (section 7) is executed.

6. FMS shipment problems which cannot be resolved by the shipper and/or freight forwarder are referred to the Freight Forwarder Assistance Office at the Service ILCO. These contact points are listed in figure K-3 and in the MAPAD.

FMS Delivery Term Codes

Part I: Origin in CONUS

1. This part describes the DoD responsibility for transportation and handling costs incurred on FMS shipments originating in CONUS (see DTC 2 for exception). Paragraph a., is a summary of the responsibility and paragraph b., is a detailed explanation.

a. Summary of DoD responsibility:

DTC	DoD Delivers
2	To a CONUS inland point (or overseas inland point when the origin and destination are both in the same geographic area).
3	At the CONUS POE alongside the vessel or aircraft.
4	At the point of origin and usually forwards collect to a freight forwarder within CONUS, or contractor delivery of material procured offshore to designated freight forwarder of country representative.
5	At the CONUS POE on the inland carrier's equipment.
6	At the overseas POD on board the vessel or aircraft.
7	At an overseas inland destination on board the inland carrier's equipment.
8	At the CONUS POE onboard the vessel or aircraft.
9	At the overseas POD alongside the vessel or aircraft.

b. Detailed explanation of DoD responsibility for CONUS originated FMS shipments.

DTC	Explanation
2	Delivery to an inland destination with origin and destination in CONUS or origin and destination in the same overseas geographic area. The DoD is responsible for transportation to the specified destination at which the customer is responsible for unloading, accepting custody, and subsequent onward movement. Expenses to the DoD for accessorial costs are reimbursable. This code which has limited use, is normally associated with shipments such as training items sent to DoD activities training foreign officers or excess materiel of one country filling a requirement of another country in the same geographic area.
3	Delivery to a point alongside vessel or aircraft at the POE (free alongside, port of embarkation, FAS 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.

Figure K-1

FMS Delivery Term Codes

DTC	Explanation
4	Delivery at the origin. The materiel is made available to the customer at the point of origin (usually a depot, vendor's loading dock, or a disposal activity). The customer is responsible for all transportation and related costs. Accordingly, the shipment is sent to a freight forwarder designated by the customer with transportation by prepaid parcel post, on a CBL prepaid by the freight forwarder, or paid for on a collect CBL. (If a TAC 7 address is listed for the MAPAC, a CBL is issued and "billed to" that address rather than sending the shipment collect.) This code is considered the standard code and is applied to most FMS transactions. Offshore procurement. Delivery at origin if customer has provided point of contact for offshore procured items. If no point of contact is provided, delivery will be at destination. Contractor is responsible for movement to designated freight forwarder of country representative.
5	Delivery to a POE (free onboard, FOB POE). The DoD is responsible for movement to the POE. The customer is responsible for unloading the shipment from the inland carrier at the POE, delivery alongside the vessel or aircraft, and all subsequent onward movement. Expenses to the DoD for accessorial costs are reimbursable. This code has limited use and is applied only when prior arrangements for the use of port facilities at the customer's expense have been made.
6	Delivery to an overseas POD. The DoD is responsible for transportation from the point of origin to the overseas POD. The customer is responsible for discharging the vessel or aircraft, port handling, and subsequent onward movement. Expenses to the DoD for accessorial costs are reimbursable. Shipments are made on GBLs and in the DTS (including AMC, MTMC water ports, and/or MSC). Port handling at CONUS and overseas air terminals is provided without direct reimbursement by the customer when shipment is made under actual AMC tariff rates (which include such services). The customer does provide reimbursement for port handling when movement costs are charged using the DoD accessorial rate. At United States operated overseas water ports, handling costs are reimbursed according to local agreements between the United States and the customer; at other overseas air and water ports, charges are paid directly by the customer. This code is the standard code for materiel that is restricted from movement to a freight forwarder. The code is normally applied to shipments of firearms, classified and explosive materiel, and in other instances specifically directed in the FMS case agreement.
7	Delivery to an inland point in the recipient country. The DoD is responsible for transportation, including transocean and overseas inland movement, from the point of origin, to a specified inland location. The customer is responsible for unloading the shipment from the inland carrier at the specified location and for all subsequent onward movement. Expenses to the DoD for accessorial costs are reimbursable. This code has limited use and normally applies to the shipment of materiel to those countries which have no seaports (e.g., Bolivia, Paraguay, Switzerland, and Austria). The shipper provides modes and routing from the origin to the consignee location by TGBL or by special arrangement with AMC, MSC, or U.S. military activities within the country for movement from the POD to the consignee location.

Figure K-1 (Cont.)

FMS Delivery Term Codes

DTC	Explanation
8	Delivery onboard a vessel or aircraft at the POE. The DoD is responsible for transportation from the point of origin to the vessel at the POE including unloading from the inland carrier, port handling, and stowage aboard the vessel or aircraft. The customer is responsible for all subsequent onward movement. Expenses to the DoD for accessorial costs are reimbursable. Shipments are made on GBLs. This code is especially applicable for explosive materiel prohibited from movement by a freight forwarder, but which must be moved through military controlled port with onward movement arranged by and coordinated with the country freight forwarder.
9	Delivery to POD. The DoD is responsible for transportation from the point of origin to the overseas POD, including discharge from the vessel or aircraft. The customer is responsible for all subsequent handling and onward movement. Expenses to the DoD for accessorial costs are reimbursable.

Part II: Origin Overseas

1. This part describes the DoD responsibility for transportation and handling costs for FMS shipments originating overseas, moving to CONUS, and returning overseas. Paragraph a., is a summary of the responsibility and paragraph b., is a detailed explanation.

a. Summary of DoD responsibility:

DoD Provides Movement and Handling

DTC	From	Through	To
A	Overseas POE	CONUS destination	Overseas POD onboard the vessel or aircraft
B	Overseas POE	CONUS destination	CONUS POE onboard the vessel or aircraft
C	CONUS POD onboard the vessel or aircraft	CONUS destination	CONUS POE onboard the vessel or aircraft
D	CONUS POD onboard the vessel or aircraft	CONUS destination	Overseas POD onboard the vessel or aircraft
E	Customer has complete responsibility		
F	Overseas inland point	CONUS destination	Overseas inland destination

Figure K-1 (cont.)

DTC	From	Through	To
G	Overseas POE	CONUS destination	Overseas POD alongside vessel or aircraft
J	CONUS inland point (classified cryptographic materiel)		Overseas inland destination

b. Detailed explanation of DoD responsibility for FMS repair and return shipments originating from and returning to overseas:

FMS Delivery Term Codes

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.

Figure K-1 (Cont.)

DTC	Explanation
H	The customer is responsible for all transportation from the overseas point of origin to the CONUS destination. The DoD is responsible for return transportation from the CONUS activity to the CONUS POE. The customer is responsible for return CONUS port handling and all transportation to the overseas destination. This code is required for return, repair or exchange, and reshipment of classified materiels.
J	The customer is responsible for all transportation from the overseas point of origin to the CONUS destination. The DoD is responsible for all transportation from the CONUS activity to the overseas destination. This code is required for return, repair or exchange, and reshipment of classified cryptographic materiels.

Figure K-1 (Cont.)

Constructing an MAPAC

An MAPAC is constructed from the requisition document number and supplementary address. The MAPAC is used as the consignee code on TCMDs and to find complete addressing information in the MAPAD. The following four examples illustrate the different methods of MAPAC construction.

Example A

FMS Shipment Through the DTS to Overseas

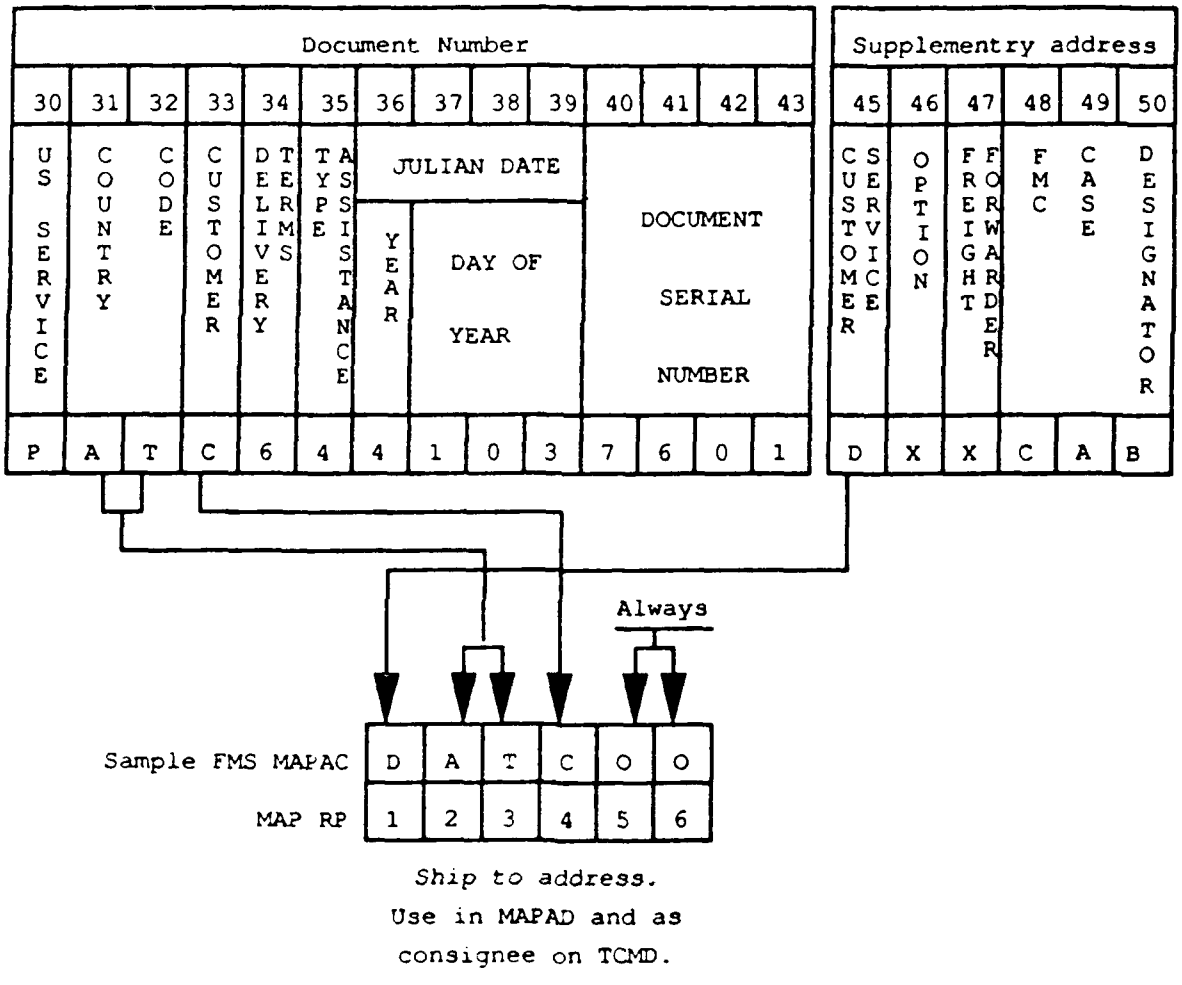

Figure K-2

Constructing an MAPAC

Example B

FMS Shipment to a Freight Forwarder

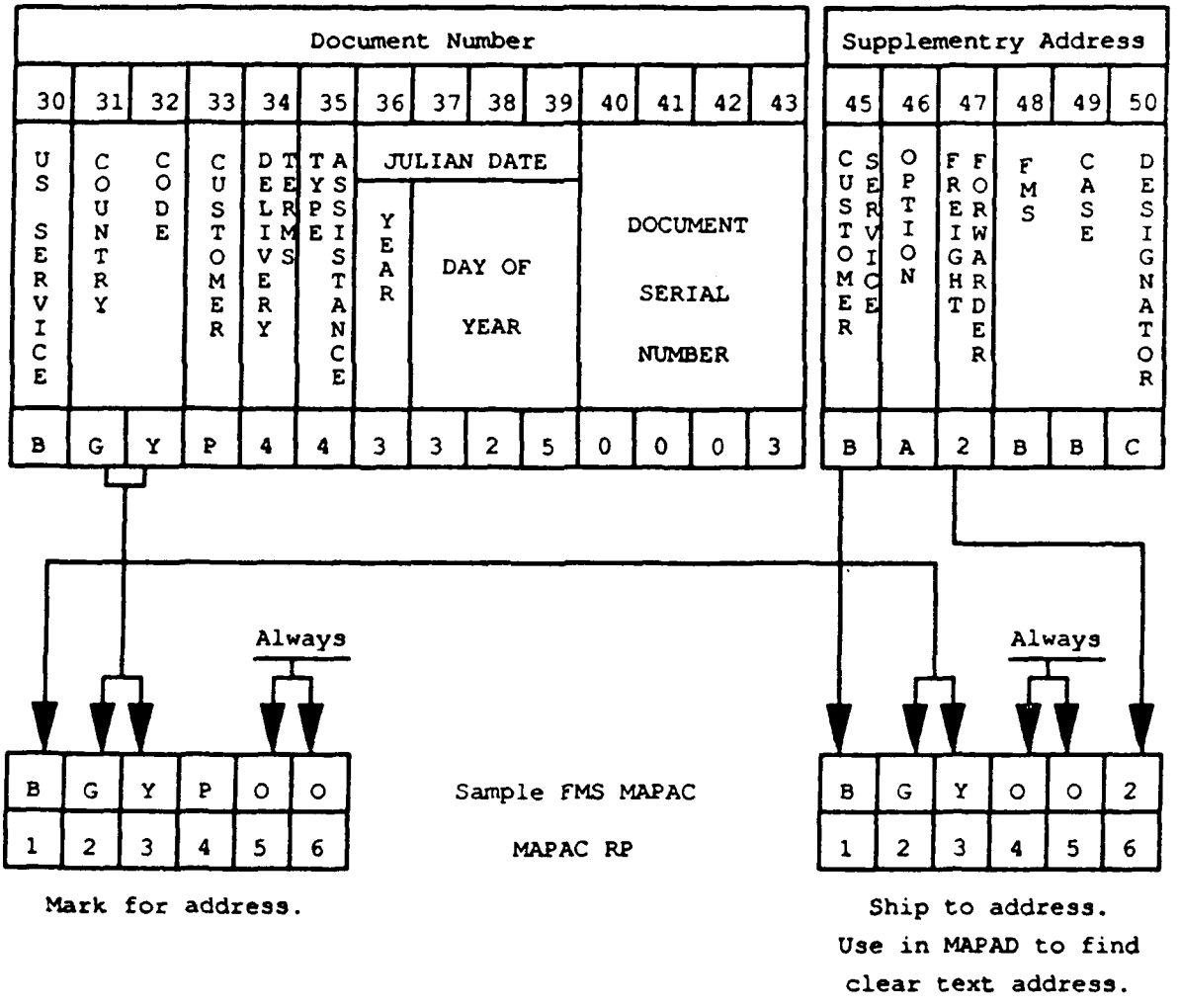

Figure K-2 (cont.)

Constructing an MAPAC

Example C

FMS Shipment to a Canadian Customer (Ship Directly)

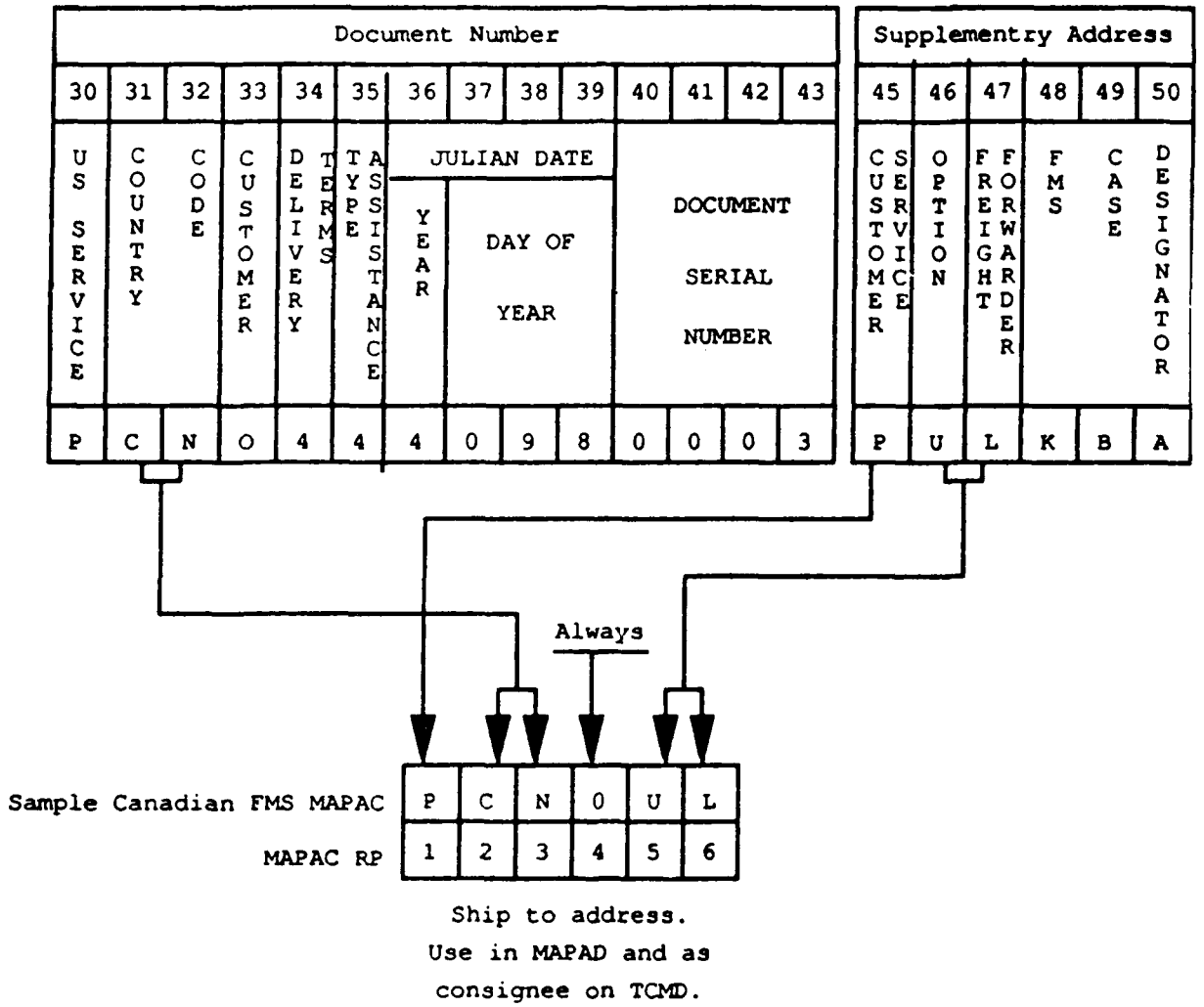

Figure K-2 (cont.)

Constructing an MAPAC

Example D

Military Assistance Program (MAP) Shipment

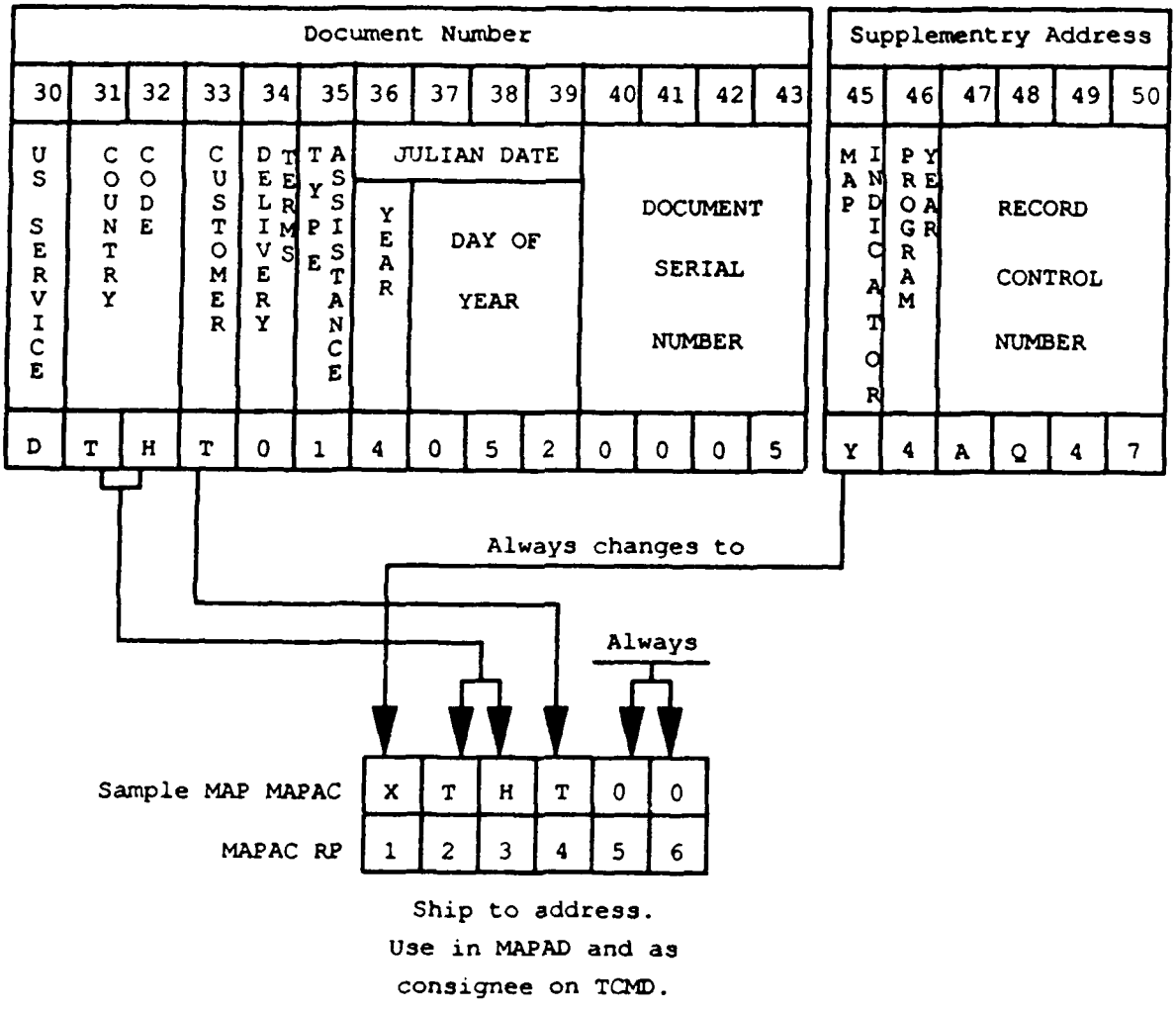

Figure K-2 (cont.)

International Logistics Control Offices Freight Forwarder Assistance

a. Army

(1) East Coast:
Commander
US Army Security Assistance Center
Freight Forwarder Assistance Office-East
ATTN: AMSAC-OP/T (40), Room 804 E
90 Church Street
New York, NY 10007-9998
Telephone: Commercial: (212) 264-2742/2743
DSN: 796-2742/2743

(2) West Coast:
Commander
US Army Security Assistance Center
Freight Forwarder Assistance Office-West
ATTN: AMSAC-OP/T, Building 201
Presidio of San Francisco, CA 94129-7846
Telephone: Commercial: (415) 561-6055/6223
DSN: 586-6055/6223

b. Navy and Marine Corps
Navy International Logistics Control Office
Code ***252***
700 Robbins Avenue, ***Bldg. 4B***
Philadelphia, PA 19111-***5095***
Telephone: Commercial: (215) 697-***5071***
DSN: 442-***5071***

c. Air Force
Air Force Logistics Command
ATTN: AF***M***C/***LGTT***
4375 Chidlaw Road, Suite 6
Wright-Patterson AFB, OH 45433-***5006***
Telephone: Commercial: (513) 257-3422/***2919***
DSN: 787-3422/***2919***

Figure K-3

Appendix L

INTRANSIT DATA REPORTING

1. This appendix details the general requirements and procedures for collecting data used in transportation evaluation. The procedures contained in this appendix apply to all shipments requiring intransit data reporting as detailed in the applicable MILSTAMP chapters; i.e., shipper, transshipper, and receiver.

2. The data collected using these procedures provide input to uniform defense wide logistics performance reports prescribed by DoD 4000.23-M, Military Supply and Transportation Evaluation Procedures (MILSTEP). Supply and transportation data are combined in MILSTEP reports to meet the following DoD objectives:

a. Validation or revision of the UMMIPS time standards.

b. Evaluation of performance against UMMIPS time standards.

c. Evaluation of performance of each segment of the transportation pipeline by point to point and carrier performance reports.

d. Determination of supply systems workload and materiel availability.

e. Analysis of the use of issue and movement priorities.

f. Provide intransit data to support transportation planning.

g. Provide a basis for traffic pattern analysis.

3. Certain types of shipments are excluded from these procedures. Intransit data is not collected on the following:

a. Transactions specifically excluded from MILSTRIP.

b. On base local issues of retail stocks.

c. Shipments of retail stocks originating at installations (e.g., bases, posts, camps, stations, etc.).

d. U.S. Postal Service and small package carrier shipments including mode/method of shipment codes G, H, J, 5, 6, and 7. For these shipments total order and ship time is measured through use of the materiel receipt acknowledgment card (MILSTRAP DI D6S).

e. Vendor shipments from commercial suppliers direct to the customer (first destination shipments as defined in applicable chapters of Vol II, MILSTAMP). This exclusion does not include ammunition shipped from Army ammunition plants.

f. Security assistance (FMS and MAP) shipments to a freight forwarder (other security assistance shipments in the DTS are not excluded).

4. The DoD MILSTEP central data collection point (CDCP) has been established by the ***DUSD(L)*** at the Defense Automatic Addressing System Office, Tracy, CA. The MILSTEP CDCP is responsible for collecting, processing, editing, and redistributing to the Services and Agencies all intransit data reports as required by MILSTEP.

a. Intransit information is reported to the MILSTEP CDCP by ***DDN***, mail, or courier. ***DDN*** is the primary method used for submission of intransit data. If mail or courier are the only means of communication, the intransit information is forwarded in an envelope or package, i.e., not by exposed card[1].

b. Activities report daily to the MILSTEP CDCP all intransit data except receipt and lift (DI TK6/TK7). In CONUS, MTMC area commands forward the surface receipt and lift data record tape (DI TK7) to the MILSTEP CDCP so it arrives not later than the fifth calendar day following the monthly reporting period. AMC forwards the air receipt and lift data record tape (DI TK6/TK7) to the MILSTEP CDCP daily. Activities report shipments with discrepancies as received on the day of initial delivery (or offering for delivery) not on the day discrepancies are resolved.

c. Reporting activities forward intransit data using the appropriate address as follows:

(1) CDCP ***DDN***:
Routing Indicator - RUWTBPA
Content Indicator - IKCZ
Precedence (Normal) - routine
Precedence (MINIMIZE) - Mail

(2) CDCP Mail:
DAAS***C***, Western Division
ATTN: DOD MILSTEP CDCP
Defense Depot Tracy, CA 95376-5000

5. Activities report intransit data in the same format whether using ***DDN***, mail, or courier. Figures L-1 through L-***6*** contain detailed instructions for preparing intransit data submission. Different formats are used to report data needed for measuring transportation performance by segment. The formats and the segments covered are identified by the following document identifiers.

a. TK1, intratheater airlift initial terminal. This format indicates the period from receipt (GMT hour/day) by the initial air terminal to shipment (GMT hour/day) to the next (intermediate or final) air terminal (see figure L-1).

b. TK2, intratheater airlift intermediate terminal. This format indicates the period from receipt (GMT hour/day) by the intermediate air terminal to shipment (GMT hour/day) to the next (intermediate or final) air terminal (see figure L-1).

c. TK3, intratheater airlift final terminal. This format indicates the period from receipt (GMT hour/day) by the final air terminal to shipment (GMT hour/day) to the consignee. The format also allows entry of the date (day of year) received by the consignee transportation element. The DI TK3 is not prepared for shipments intended for onward movement overseas by AMC since the information would duplicate that on DI TK7 (see figure L-2).

d. TK4, GBL shipment within CONUS or overseas intratheater and retrograde shipment. This format indicates the period from shipment (day of year) by the consignor to receipt (day of year) by the consignee transportation element or CONUS transshipper (CCP/POE terminal). The shipper makes all entries on the TK4 (including consignee receipt date) when, under the provisions of guaranteed traffic agreements,

[1] Activities submitting intransit data by mail when ***DDN*** facilities are available are notified by letter of the correct procedure. Persistent nonuse of ***DDN*** is reported to the parent Service/Agency for corrective action.

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electing to use the carrier delivery receipt to obtain the information. For overseas retrograde shipments, this format only provides the shipment date (day of year). All overseas use is mandatory for the Air Force and optional for the other Services (see figure L-3).

e. TK6, AMC APOD receipt and lift. This format indicates the period from receipt (GMT hour/day) at the APOD to the date (GMT hour/day) forwarded to the consignee. The format also allows entry of the date (day of year) received by the consignee transportation element when an appropriate local agreement has been reached with the consignee (see figure L-*4*).

f. TK7, AMC/WCA POE receipt and lift.

(1) For AMC, this format indicates the period from the earlier of offer or receipt (GMT hour/day) at the APOE to shipment (GMT hour/day) from the APOE (see figure L-*5*).

(2) For the WCA (WPOE), this format indicates the period from the earlier of offer or receipt (day of year) at the WPOE to vessel discharge (day of year) at the WPOD. The format also includes entry of the date (day of year) the vessel was loaded at the WPOE (see figure L-*5*).

g. TK8, Air Force consignee report. This format is prepared only by the Air Force and indicates the consignee receipt date (day of year). In CONUS, it is used when the TK$ is not received by the consignee; overseas, when the APOD does not enter the consignee receipt date on the format with DI TK6 (see figure L-*6*).

6. When previously submitted intransit data must be corrected, completely new information is submitted. The corrected information is distributed to the same activities as the original with the document identifier (DI) changed as follows:

Original DI	Changed DI	Original DI	Changed DI
TK1	TKA	TK6	TKF
TK2	TKB	TK7	TKG
TK3	TKC	TK8	TKH
TK4	TKD		

7. Under MILSTEP, the Service and Agency central processing points (CPPs) and the MILSTEP CDCP are responsible for editing intransit data to ensure validity. Letters, intransit data error reports, and response rate analysis reports are sent to activities responsible for the errors or poor response. Activities receiving such correspondence from the CDCP/CPP take the corrective measures necessary to prevent recurrence.

Intransit Data Entries for Intratheater Airlift Origin and Intermediate Terminals (TK1/TK2)

Data Field rp	Procedure
1-3	Origin terminal; enter TK1. Intermediate terminal; enter TK2.
4-8	Leave blank.
9-14	Enter DoDAAC of the consignor.
15-17	Leave blank.
21-23	Enter air terminal identified code for air terminal preparing the intransit data (appendix F*4*).
24-26	Enter code for GMT shipment shipped from the air terminal.
27	Enter applicable mode/method code (appendix F*13*).
28-29	Leave blank.
30-46	Enter the shipment unit TCN.
47-49	Leave blank.
50-52	Enter air terminal identifier code for the next air terminal.
53	Enter the transportation priority.
54-71	Leave blank.
72-76	Enter total weight of shipment unit, preceded by blanks if less than five positions.
77-80	Leave blank.

Figure L-1

Intransit Data Entries for Intratheater Airlift Final Terminal (TK3)

Data Field rp	Procedure
1-3	Enter TK3 (this format not used for movement by AMC).
4-8	Leave blank.
9-14	Enter DoDAAC of the consignor.
15-17	Enter the three position code for the day of the year the consignee received the shipment. This entry may be made by the air terminal under local agreement with the consignee.
18-20	Enter the GMT code for the date shipment was received at the air terminal (appendix F7).
21-23	Enter the air terminal identifier code for the final terminal (appendix F4).
24-26	Enter the GMT code for the date the air terminal forwarded the shipment to the consignee.
27	Enter the applicable mode/method code for movement from the air terminal to the consignee (appendix F13).
28-29	Leave blank.
30-46	Enter the shipment unit TCN.
47-52	Enter the DoDAAC of the consignee.
53	Enter the transportation priority.
54-71	Leave blank.
72-76	Enter the total weight of the shipment, preceded by blanks if less than five positions.
77-80	Leave blank.

Figure L-2

Intransit Data Entries for GBL Shipments Within CONUS and Overseas Intratheater/Retrograde Shipments (TK4)

Data Field rp'	Procedure
1-3	Enter TK4 (preparation of this format overseas is mandatory for the Air Force and optional for other Services).
4	Leave blank.
5-8	Enter origin carrier SCAC, preceded by blanks if less than four positions.
9-14	Enter the DoDAAC of the consignor.
15-17	Enter the three position day-of-the-year code for the date shipment received by the consignee.
18-26	Leave blank.
27	Enter the mode/method code for movement from consignor (appendix F*13*).
28	If the ICP and the consignor are not of the same Service or Agency, enter one of the following ICP codes. A - Army N - Navy F - Air Force M - Marines S - DLA
29	Leave blank.
30-46	For Air Force, enter the shipment unit TCN. For non Air Force shipments: 30-35 Enter DoDAAC of the consignor. 36 Enter B. 37-44 Enter the complete GBL number 45-46 Leave blank.
47-52	Enter the consignee or transshipper as follows: For shipments with the consignee in CONUS, enter the consignee DoDAAC. For shipments to a transshipping point: 47-49 Leave blank. 50-52 Enter the air terminal or water port identifier code (appendix F*4* and F*21*, respectively.)
53	Enter the highest transportation priority shown on the GBL.
54-59	Leave blank.
60-62	Enter the three position day-of-the-year code for the date the consignor shipped the materiel.

Figure L-3

Intransit Data Entries for GBL Shipments Within CONUS and Overseas Intratheater/Retrograde Shipments (TK4)

Data Field rp	Procedure
63-71	Leave blank.
72-76	Enter the total weight of the shipment, preceded by blanks if less than five positions.
77-80	Leave blank.

Figure L-3 (Cont.)

Intransit Data Entries for AMC APOD Receipt and Lift (TK6)

Data Field rp	Procedure
1-3	Enter TK6.
4-14	Leave blank.
15-17	Enter three position day-of-the-year code the shipment was received by the consignee. This entry may be made by the APOD under local agreement with the consignee.
18-20	Enter the GMT code for the date shipment was received at the APOD (appendix F*7*).
21-23	Enter the air terminal identifier code for the APOD. (appendix F*4*.).
24-26	Enter the GMT code for the date the APOD forwarded, or offered for forwarding, the shipment to the consignee.
27	Enter the mode/method code by which the APOD forwarded the shipment to the consignee (appendix F*13*).
28-29	Leave blank.
30-46	Enter the shipment unit TCN.
47-80	Leave blank.

Figure L-4

Intransit Data Entries for AMC/WCA POE Receipt and Lift (TK7)

Data Field rp	Procedure
1-3	Enter TK7.
4-8	Enter the flight number or voyage number, preceded by blanks if less than five positions.
9-14	Enter the DoDAAC of the consignor.
15-17	Leave blank except for air shipments; the CDCP will enter the date received by the consignee from TK6 data.
18-20	Enter the date the shipment was received or offered for delivery, whichever is earliest, at the POE. For air shipments, enter the GMT code. For water shipments, enter the day-of-the-year code (appendix F*7*).
21-23	Enter the air or water port identifier code for the POE (appendices F*4* and ***F21***).
24-26	Enter the date shipment forwarded by the POE. For air shipments, enter the GMT code. For water shipments, enter the day-of-the-year code.
27	Enter mode/method code F for air shipments and V or Z for water.
28-29	Leave blank.
30-46	Enter the shipment unit TCN.
47-52	Enter the DoDAAC of the consignee, except for Air Force-sponsored cargo; enter the following: 47-49 Leave blank. 50-52 Enter the air terminal identifier code for the next air terminal.
53	Enter the transportation priority.
54-56	***Enter 999 for nonmission capability supply shipments, otherwise leave blank.***
57-62	Leave blank.
63-65	Enter the date shipment received at the POD. For air shipments, leave blank. The GMT code for date of receipt at the APOD is entered by the CDCP from TK6 data. For water shipments, enter the day-of-the-year code for the date the vessel was completely unloaded.
66-68	Enter the air or water (appendices F4 and F21) terminal identifier for the POD.

Figure L-5

Intransit Data Entries for AMC/WCA POE Receipt and Lift (TK7)

Data Field rp	Procedure
69-71	For air shipments, the GMT code for the date the shipment is forwarded to the consignee is entered by the CDCP.
72-76	Enter the total weight of the shipment unit. Preced with blanks if less than five positions.
77-80	Leave blank.

Figure L-5 (Cont.)

Intransit Data Entries for Air Force Consignees (TK8)

Data Field rp	Procedure
1-3	Enter TK8.
4-14	Leave blank.
15-17	Enter the day-of-the-year code for the date the shipment was received by the consignee.
18-29	Leave blank.
30-46	Enter the shipment unit TCN.
47-52	Enter the DoDAAC of the consignee.
53-80	Leave blank.

Figure L-6

Appendix M

SHIPMENT TRACING, DIVERTING, AND HOLDING

1. This appendix details the procedures and formats for tracing, diverting, or holding shipments in the DTS. The basic requirements associated with each of these actions are detailed in the individual chapters.

a. Tracer, diversion, or hold actions are documented using either electronic data records or ETMs. Those activities which do not have automated capability or which consider messages more advantageous may use ETMs. The ETM must contain the same data as the automated record unless specifically excluded by this appendix, be in the same format, and be sent using "Priority" communications precedence. The same medium and precedence are used throughout the entire processing cycle.

b. The formats for tracing, diverting, and holding shipments are illustrated along with completion instructions in figures M-1 through M-10.

2. Tracing through MILSTAMP allows use of modified supply system shipment status data to locate a shipment unit in the DTS.

a. Before tracing a shipment, the activity initiating the tracer ensures the following prerequisites have been met.

(1) The normal transit time or specified RDD has elapsed.

(2) The destination carrier has not offered the shipment for delivery.

(3) The normal delivery time has expired and undue delay has occurred.

(4) The shipment was not forwarded from CONUS more than 90 days prior to tracing.

(5) All data necessary to initiate the tracer have been collected; specifically, the TCN, the DoDAAC of the shipper, date of shipment or lift, and the POE. This information is generally available in the MILSTRIP shipment status record or in other documentation such as the bill of lading (TGBL, GBL, or CBL).[1]

b. When all of the prerequisites have been met, tracing activities prepare a request for transportation status using the format with DI TM1 as illustrated in figure M-1 or M-2. If the flight or voyage number is known, the tracing activity sends the request to the clearance authority for the POD; if not known, to the clearance authority for the POE.

c. The clearance authority receiving the transportation status request (DI TM1):

(1) Determines the status or disposition of the shipment; e.g., enroute, onhand, etc.

(2) Notifies the tracing activity of the status with a transportation tracer reply using the format with DI TMA or TMJ as illustrated in figure M-3 or M-4. The clearance authority sends separate replies (DI TMA or TMJ) for each split shipment.

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[1] Army activities use the data in the Shipment Detail Lift Notice (DI BDD) which, if not received, is requested by submitting a requisition (document) number inquiry to the AMC Logistics Control Activity (LCA). The request is submitted using DAAS or by mail to the LCA, ATTN: AMCLC-L, Presidio of San Francisco, CA 94129-6000.

(3) Provides a negative status when no records of the shipment are found in the advance TCMD, receipt, or lift files.[2]

d. Upon receiving a negative status from the clearance authority (or, for Army activities, a second negative status from the LCA), the tracing activity verifies the accuracy of the data (TCN, date shipped, POE) with the shipping activity. If valid, the shipping activity (as requested by the tracing activity) transmits the data by ETM to the clearance authority. The shipping activity includes additional data such as the bill of lading number or routing to assist in tracing the shipment. Tracing actions are not presented to the clearance authority more than 150 days after shipment.

3. As specified in the individual chapters of MILSTAMP, a diversion or hold may be necessary and authorized for cargo moving in the DTS.

a. Requests for diversion are prepared using the format with DI TM2 as illustrated in figure M-5 or M-2. If complete diversion data including the new consignee and fund citation are not available at the time, a hold request (with DI TM3 and illustrated in figure M-8 or M-2) is prepared instead of the diversion. The diversion or hold request/authorization is sent to the appropriate POE or POD clearance authority.

b. The clearance authority receiving the diversion (DI TM2) or hold (DI TM3) request:

(1) Determines whether or not the shipment is available to be diverted or held.

(2) Notifies the requesting/authorizing activity of the status of the shipment. This notification is forwarded to the requesting activity and consignee within 48 hours and takes one or more of the following forms:

(a) TMB, Diversion Confirmation. This format (figure M-6 or M-7) verifies receipt of, and compliance with, the diversion request/authorization.

(b) TMC, Shipment Hold Acknowledgment. This format (figure M-9 or M-10) verifies receipt of, and compliance with, the hold request/authorization.

(c) TMK, Diversion Denial. This format (figure M-6 or M-7) indicates the POE/POD cannot comply with the diversion request because the shipment has already been lifted, loaded, or is otherwise uneconomical to divert.

(d) TML, Shipment Hold Denial. This format (figure M-9 or M-10) indicates the POE/POD cannot comply with the hold request because the shipment has already been lifted, loaded, or is otherwise uneconomical to divert.

(e) TMS, Disposition Instructions. This format (figure M-8) provides the clearance authority with the new consignee and fund citation (TAC) for a shipment which has been held.

(f) TMT, Disposition Request. This format (figure M-9 or M-10) provides the clearance authority (or POE/POD) a means to request the new consignee and fund citation (TAC) for a shipment being held.

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[2] Army activities receiving a DI TMA/TMJ negative status for a surface shipment verify the accuracy of the request (DI TM1) than submit a new request (DI TM1) to the LCA. This second request is submitted, within 120 days of shipment, by ***DDN*** (Routing Identifier RUWJHRA) or mail to Commander, AMC, ATTN: AMCLC-L, Presidio of San Francisco, CA 94129-6900.

c. Activities authorized to issue diversion or holding instructions use the data provided by the clearance authority to update supply status requirements.

Tracing Request (TM1)

Data Field	Procedure
1-3	Enter TM1 for tracing request.
4-9	Enter DoDAAC of the shipping activity.
10-12	Enter date shipped code from appendix F7.
13-16	Leave blank.
17-19	Enter air terminal or water port identifier code (appendix F4 or appendix F21) from shipment status record or other advance notification.
20-23	Leave blank.
24-29	Enter DoDAAC of tracing activity.
30-46	Enter TCN of the shipment.
47-51	If sent to POE clearance authority, leave blank; otherwise, enter basic flight number, without date, or voyage number preceded by blanks if less than five positions.
52-54	Leave blank.
55-57	If sent to POE clearance authority, leave blank; otherwise, enter the air or water POD identifier code (appendix F4 or appendix F21).
58-71	Leave blank.
72-77	Enter DoDAAC of consignee.
78-80	Leave blank.

Figure M-1

ETM Entries for MILSTAMP Tracing (TM1), Diversion (TM2), and Hold Request (TM3)

Prepare the standard ETM Joint Message Form (DD Form 173 (series)) as prescribed by various telecommunications publications and include:

1. Enter "TC" (tape to card) in the LMF block of the header line.

2. In the message body:

   a. Enter subject; i.e., MILSTAMP TRACER, DIVERSION, or HOLD.

   b. Use symbols as follows:

      Use a slash (/) to separate entries,

      Use a slash and ampersand (/&) at end of each shipment unit.

      Use an ampersand (&) to begin additional message form pages.

      Use a zero (0) to fill blank spaces in a data field.

   c. Enter data detailed in figures M-1, M-5, and M-8.

   d. Make the entries cited in paragraph 2.c., on two lines with the first line ending with a slash (/) after record position 46.

Figure M-2

Tracing Reply (TMA)

Data Field	Procedure
	From POE Clearance Authority
1-3	Enter TMA for tracer reply.
14-16	Enter date code (appendix F7) for date shipment arrived at POE or its ETA. If no record on file, enter XXX.
20-22	Enter date code (appendix F7) to indicate when shipment was, or is expected to be forwarded.
23	Enter the mode/method code (appendix F13) used to forward shipment.
68-72	Enter last five positions of MILVAN/SEAVAN number; otherwise, leave blank.
74-79	Enter DoDAAC of consignee.
	From the POD Clearance Authority
1-3	Enter TMA for tracer reply.
52-54	Enter date code (appendix F7) for date shipment arrived at POD or its ETA. If no record on file, enter XXX.
58-60	Enter date code (appendix F7) to indicate when shipment was, or is expected to be forwarded.
61	Enter the mode/method code (appendix F13) used to forward shipment.
62-67	Enter DoDAAC for transshipping point; in none, leave blank.
68-72	Enter last five positions of MILVAN/SEAVAN number; otherwise, leave blank.
74-79	Enter DoDAAC of the consignee.

Figure M-3

ETM Entries for Tracing Reply (TMJ)

Prepare the standard ETM Joint Message Form (DD Form 173 (series)) as prescribed by various telecommunications publications and include:

1. The subject is MILSTAMP TRACER REPLY.

2. Use one line for each shipment unit described.

   a. If the responding activity is reporting No Record, the only entries required are the document identifier, the TCN, and XXX.

   b. In all other cases, the responding activity reports:

      Document identifier (TMJ)
      The TCN
      Date received or ETA date
      POE
      Flight or voyage number
      POD
      Actual/expected date of lift from POE or POD. If the date received is an ETA, leave blank.
      MILVAN or SEAVAN number
      DoDAAC for consignee or transshipping point.

   c. All entries are separated by a slash (/).

   d. Blank spaces in a data field are zero (0) filled.

Figure M-4

Diversion Request (TM2)

Data Field	Procedure
1-3	Enter TM2 for diversion request.
4-9	Enter consignor DoDAAC; if unknown, leave blank.
10-12	Enter the date code (appendix F7) for the date shipment left the consignor.
13-16	Leave blank.
17-19	Enter air terminal or water port identifier code (appendix F4 or F21).
20-23	Leave blank.
24-29	Enter the DoDAAC of the activity requesting (authorizing) the diversion.
30-46	Enter the TCN of the shipment unit.
47-51	If sent to POE clearance authority, leave blank; otherwise, enter basic flight number, without date, or voyage number preceded by blanks if less than five positions.
52-54	Leave blank.
55-57	If sent to POE clearance authority, leave blank; otherwise, enter the air or water POD identifier code (appendix F4 or appendix F21).
58-67	Leave blank.
68-71	Enter the TAC applicable for the new consignee.
72-77	Enter the DoDAAC for the new consignee.
78-80	Leave blank.

Figure M-5

Diversion Request Reply Confirmation (TMB), or Denial (TMK) by the POE Clearance Authority

For shipments which can be diverted, the POE clearance authority changes the diversion request as follows:

Data Field	Procedure
1-3	Enter TMB for diversion confirmation.
20-22	Enter the date code (appendix F7) for the date the shipment forwarded to the new consignee. Send copy of confirmation to new consignee.
23	Enter the mode/method code (appendix F13) used to forward shipment.

For shipments which cannot be diverted, the POE clearance authority changes the diversion request as follows:

Data Field	Procedure
1-3	Enter TMK for diversion denial.
20-22	If the shipment has been lifted, enter the date code (appendix F7) for the date the shipment was forwarded. If the shipment has been loaded or is otherwise uneconomical to divert, enter XXX. In either case send copy of denial to new consignee.
23	Enter the mode/method code (appendix F13) used to forward shipment.
47-51	If shipment has been lifted, enter basic flight number, without date, or voyage number preceded by blanks if less than five positions; otherwise, leave blank.
55-57	If the shipment has been lifted, enter the air terminal or water port identifier code (appendix F4 or appendix F21) for the POD; otherwise, leave blank.

Figure M-6

Diversion Request Reply Confirmation (TMB), or Denial (TMK) by the POD Clearance Authority

For shipments which can be diverted, the POD clearance authority changes the diversion request as follows:

Data Field	Procedure
1-3	Enter TMB for diversion confirmation.
58-60	Enter the date code (appendix F7) for the date the shipment will be forwarded to the new consignee. Send copy of confirmation to the new consignee.
61	Enter the mode/method code (appendix F13) used to forward shipment.

For shipments which cannot be diverted, the POD clearance authority changes the diversion request as follows:

Data Field	Procedure
1-3	Enter TMK for diversion denial.
58-60	If the shipment has been lifted, enter the date code (appendix F7) for the date the shipment was forwarded. If the shipment has been loaded or is otherwise uneconomical to divert, enter XXX. In either case send copy of denial to new consignee.
61	Enter the mode/method code (appendix F13) used to forward shipment, if applicable.

Figure M-7

Shipment Hold Request/Authorization (TM3)
Disposition Instruction (TMS)

When a shipment is to be diverted, but the new consignee and/or fund citation is not available, a hold request/authorization is issued seeking confirmation the shipment has been located and is available for diversion.

Data Field	Procedure
1-3	Enter TM3 for a request/authorization to hold a shipment.
4-9	Enter the DoDAAC of consignor; if unknown, leave blank.
10-12	Enter the date code (appendix F7) for the date shipment left the consignor.
13-16	Leave blank.
17-19	Enter the air terminal or water port identifier code (appendix F4 or appendix F21).
20-23	Leave blank.
24-29	Enter DoDAAC of activity authorizing (requesting) the hold.
30-46	Enter the TCN of the shipment.
47-51	If sent to POE clearance authority, leave blank; otherwise, enter basic flight number, without date, or voyage number preceded by blanks if less than five positions.
52-54	Leave blank.
55-57	If sent to POE clearance authority, leave blank; otherwise, enter the air or water POD code (appendix F4 or appendix F21).
58-61	Leave blank.
62-67	Enter the DoDAAC of the activity that will provide disposition instructions.
68-80	Leave blank.

When the consignee and fund citation have been determined, disposition instructions are sent to the activity holding the shipment by changing and adding to the hold request/authorization as follows:

Data Field	Procedure
1-3	Enter TMS for disposition instructions.
68-71	Enter the TAC indicating the funds paying for movement to the new consignee.
72-77	Enter the DoDAAC of the new consignee.

Figure M-8

Figure M-8

POE Shipment Hold Reply Acknowledgement (TMC), Disposition (TMT), and Denial (TML)

For shipments which, can and will be held, the POE clearance authority returns the hold request/authorization changed as follows:

Data Field	Procedure
1-3	Enter TMC to indicate shipment will be held.

For shipments being held, the POE clearance authority requests disposition instructions by returning the hold request/authorization changed as follows:

Data Field	Procedure
1-3	Enter TMT to request disposition instructions.

For shipments which have been lifted or are otherwise uneconomical to hold and/or divert, the POE clearance authority returns the hold request/authorization changed as follows:

Data Field	Procedure
1-3	Enter TML to indicate shipment cannot be held.
20-22	If shipment has been lifted, enter the date code (appendix F7) for the date shipment was lifted. If the shipment has been loaded or is otherwise uneconomical to hold or divert, enter XXX.
23	Enter the mode/method code to indicate the method used to forward the shipment.
47-51	If the shipment has been lifted, enter basic flight number, without date, or voyage number preceded by blanks if less than five positions; otherwise, leave blank.
55-57	If the shipment has been lifted, enter the air or water POD identifier code (appendix F4 or appendix F21), otherwise, leave blank.

Figure M-9

POD Shipment Hold Reply Acknowledgement (TMC), Disposition (TMT), and Denial (TML)

For shipments which, can and will be held, the POD clearance authority returns the hold request/authorization changed as follows:

Data Field	Procedure
1-3	Enter TMC to indicate shipment will be held.

For shipments being held, the POD clearance authority requests disposition instructions by returning the hold request/authorization changed as follows:

Data Field	Procedure
1-3	Enter TMT to request disposition instructions.

For shipments which have been loaded or are otherwise uneconomical to hold and/or divert, the POD clearance authority returns the hold request/authorization changed as follows:

Data Field	Procedure
1-3	Enter TML to indicate shipment cannot be held.
58-60	If shipment has been lifted, enter the date code (appendix F7) for the date shipment was forwarded. If the shipment has been loaded or is otherwise uneconomical to hold or divert, enter XXX.
61	Enter the mode/method code to indicate the method used to forward the shipment.