

CHAPTER 9

HANDLING, TRANSPORTATION, AND TRAFFIC MANAGEMENTA. BASIC POLICIES AND CONCEPTS1. Objectives. The objectives of this chapter are to:

a. Prescribe handling, transportation, and traffic management policies and procedures that are unique to the SMCA mission and inherent in the performance of this mission in the SMCA environment.

b. Prescribe handling, transportation, and traffic management policies and procedures that are not included in the SMCA mission, but that do require coordinated efforts and agreements between the Military Services, the **MTMC**, and the SMCA to ensure that the overall interests of the Military Services and the Department of Defense are best served.

c. Set up a common basis for joint Military Service cooperation and coordination in handling, transportation, and traffic management of ammunition, including identification and participation of organizations in each participating command having handling, transportation, and traffic management missions and roles.

d. Set up a common basis for exchange of essential data and information to achieve effective and efficient joint Military Service action.

e. Share and make the best use of methods, techniques, equipment, and operations.

2. Responsible Organizations. Each of the Military Services, the SMCA, the MSC, the **MTMC**, and the MAC shall execute the requirements of this chapter, consistent with their DoD-chartered responsibilities. The handling, transportation, and traffic management focal points in these organizations are as follows:

a. U.S. Army and the SMCA HQ AMCCOM, Directorate of Transportation and Traffic Management, for:

(1) The complete life cycle of U.S. Army conventional **ammunition**.

(2) The procurement and wholesale inventory management of **SMCA-assigned** ammunition belonging to the U.S. Navy, U.S. Air Force, and U.S. Marine Corps.

b. U. S. Navy

(1) Transportation Safety. The Naval Sea Systems Command, Weapons and Combat Systems Directorate, Safety Office, Transportation Safety Branch, Code SEA-06H4.

(2) Research, Development, Engineering, and Transportability

(a) Naval Sea Systems **Command**, Weapons and Combat **Sys-**tems Directorate, Surface Warfare Systems Group, Technical Support and Weapons Handling Office, Weapons Handling and Packaging Branch.

(b) Naval Air Systems Command, **Supply** Policy and Management Division (AIR-412).

(3) Production and Logistics Support Phases. Naval Ships Parts Control Center, Ammunition Department.

c. U. S. Air Force

(1) RD&E. Armament Division, Packaging and Transportation Division.

(2) Production and Logistics Support. Ogden Air Logistics Center, Directorate of Distribution, Transportation Operations Division.

d. U. S. Marine Corps

(1) General Transportation Policy and Procedures. Commandant of the Marine Corps, Codes LFT and **LMG**.

(2) General Handling and Packaging Policy and Procedures. Commandant of the Marine Corps, Code LMG.

e. MTMC

(1) The HQ's establishes overall policy" and procedures for military traffic management, land transportation, transportability, and **common** user ocean terminals.

(2) The Eastern and Western Area **Commands** provide traffic management support to DoD Components for military transportation and **common** user ocean terminal operations.

f. The MSC and MAC are responsible for sealift and airlift operations and management, respectively, to facilitate movement of conventional ammunition.

3. Relationships With Other Transportation and Traffic Management Directives

a. Handling, transportation, and traffic management of conventional ammunition shall comply with all current DoT, DoD, **IMDCGC**, and joint and individual Military Service regulations, directives, or procedures for the handling and movement of hazardous materials.

b. Conventional ammunition requiring movement in the DTS shall be offered for shipment to **MTMC** and the MAC according to the MTMR and documented according to DoD 4500.32-R (**MILSTAMP**), DoT regulations, and, when consigned overseas, **IMDCGC**. For retrograde ammunition movements, appropriate theater and ICP clearances (Water Terminal Clearance Authorities and Service Air Clearance Authorities) shall be secured before movements. Excess reporting and selection of destinations shall be as specified in Chapter 7.

c. Department of Defense Directives 5160.2, 5160.10, 5160.53, and 5160.65 (single manager assignments), related directives, and this manual shall be used to define the responsibilities for the single managers and the Military Services in the handling, transportation, and traffic management of conventional **ammunition**.

d. Nothing in this manual modifies the responsibilities of the Departments of the Army, Navy, and Air Force under their respective DoD single manager charters.

4. Basic Handling, Transportation, and Traffic Management Concepts

a. Safety and Security in Transit. Safety and security considerations apply throughout the life **cycle** of the ammunition commodity and are discussed in detail in chapters 11 and 12. Because of their special significance to handling, transportation, and traffic **management, however**, safety and security matters are integral parts of this chapter as well. In addition to this manual, transportation managers must also comply with the safety and security policies and regulations published by a number of other authorities. These include the following:

(1) The DoT Interstate Commerce Commission and the Various States. All of these entities have issued regulations relative to the movement of hazardous materials within their jurisdictions.

(2) The DDESB. Under DoD Directive 6055.9, the **DDESB** establishes and reviews, or coordinates the establishment and revision of, safety standards designed to prevent or correct hazardous conditions associated with A&E.

(3) Joint Service Regulations. These contain basic transportation safety and security policies and procedures.

(4) The Individual Military Services and Their Logistics Commands. These organizations publish or supplement policies and regulations for safety and security in transit to meet the particular needs of each Military Service.

b. Transportation in the RD&E Phase. The RD&E phase must include a coordinated transportation and traffic management assessment. The objectives are to ensure consideration of effective tradeoffs throughout the development cycle and to facilitate transportation and traffic management functions, including MTMC rate negotiations, in the **follow-on** phases of the ammunition life cycle.

(1) As much as is feasible, the design of items and their containers and packages should pertain to the use of all modes of transportation. The following factors are identified readily as significant to early transportation engineering and analysis (also see Chapter 10, section C,):

(a) Environmental considerations, including temperature and humidity control aspects.

(b) Dimensional characteristics.

(c) Lifting, tiedown, blocking, and bracing requirements.

(d) Initial testing procedures with potential limitation to a single mode.

(e) Any required development of specialized handling or transport equipment.

(2) Transportability engineering shall be done to ensure items of material are designed, engineered, and constructed so that required quantities can be moved efficiently by available means of transportation. To achieve this, the transportability of material should be tested in its shipping configuration to ensure it can be delivered safely at the lowest feasible costs. Consideration must be given to shipment of ammunition in containers, as well as in **palletized** or skidded configuration.

c. Transportation in the Production Phase. Transportation costs and factors should be used in evaluating potential contractors and selecting manufacturing sites. Movement of components into the sites should be coordinated and monitored to ensure maximum production rates. Transportation factors for consideration include the source(s) **of** material, the ultimate destination(s) of the end items (when known), and accessibility by multiple modes of transportation. Because of limited storage facilities and the transportation economies involved, ammunition should be moved directly from the manufacturing site to the customer, whenever possible.

d. Transportation in the Logistics Support Phase. The cost of moving ammunition is considerably higher than for other commodities. Consequently, distribution planning must effectively anticipate future requirements, and plans must be developed on a timely basis. The basic concept calls for direct delivery from the production source to the customer, whenever possible. A distribution plan shall be developed that considers manufacturing sites' and depots' capabilities to respond to all delivery requirements. These considerations include contingency planning, strategically locating ammunition stocks, airfield requirements in the vicinity of the depot, and adequate dispersal of stocks to provide volume response capability. When it is time to ship ammunition from the manufacturing site, plans and movement shall be evaluated. Adjustments and changes to the initial distribution plan are accomplished as dictated by economics and the availability of ammunition and transportation. Ammunition that cannot be stored temporarily at the manufacturing site shall be distributed on the most cost-effective basis. Storage in transit rates at depots intermediate to a terminal or CONUS customer shall be considered.

5. Transportation Funding. Under DoD Directive 5160.65, the Military Services retain responsibility for planning, programming, and budgeting for resources to transport their assets. Transportation funding categories and basic funding responsibilities for **SMCA-assigned ammunition** are as follows:

a. FDT. Costs incurred for the transfer of conventional ammunition from a production plant to a storage depot, CONUS customer, or CONUS terminal are first destination transportation costs (see subparagraphs **A.5.a.** (3) and (4), below, for Marine Corps and Navy exceptions). They are budgeted for and funded by the Military Services. Current procedures for providing FDT funds are:

(1) U.S. Air Force. DoD Regulation 4500.32-R, Volume II, Chapter 3, provides Air Force definitions. Applicable Air Force first destination fund cites and TAC are shown in AFSC/AFLC Regulation 170-2. The MIPR (DD Form 448), block 12, provides specific references back to AFSC/AFLCR 170-2, citing the funds.

(2) U.S. Army. Definitions pertaining to FDT are in AR 37-100-XX (the XX refers to the FY to which the regulation applies). A fund cite number is provided annually by **AMCCOM** by teletype or letter to the shipping activities and interested HQ, including other Military Services' HQ. However, funding targets are furnished quarterly to activities **authorized** to obligate **AMCCOM** FDT funds.

(3) U.S. Marine Corps. The Marine Corps defines FDT as that transportation required to effect delivery of materiel from a procurement source (LAP site or manufacturer's plant) to the first **point** of use or storage point designated by the Marine Corps. The Commandant of the Marine Corps publishes a Marine Corps bulletin annually that provides

specific FDT fund cites for use by the shipping installations in moving Marine Corps materiel. Additionally, the ordering agency cites first destination funds in block 12 of the MIPR (DD Form 448). On a quarterly basis, the Marine Corps provides **AMCCOM** with estimated cost guidelines for the shipment of Marine Corps ammunition. In return, **AMCCOM** provides the Marine Corps with estimated FDT and SDT obligations incurred against these cost guidelines on a monthly basis.

(4) U. S. Navy. The U. S. Navy also budgets for and provides FDT funds. However, it defines FDT funds as that transportation required to effect the delivery of materiel from a procurement source to the first point of use or storage for subsequent distribution within the supply system. First destination charges are applied if the items being shipped had planned production during the FY of shipment. The total quantity shipped under **FDT** may not exceed the quantity planned for production in any given FY. The procurement source and the first point of use or storage may be in CONUS or overseas. DoD Regulation 4500.32-R, Volume II, Chapter 7, tells how to construct the applicable TAC. For SMCA-assigned ammunition, a numeric code of "1" or an alpha code "A" is placed in CC 80 to indicate that Navy FDT funds are to be used. (Code "1" means the materiel is required by **MIL-STD 1323 (WR-54)** to be on metal pallets; Code "A" means wooden pallets are acceptable.) The SMCA perpetuates the codes ("1" or "A") from CC800f the requisition to CC 730f the MRO released to SMCA activities. Additionally, the Navy's ordering agency cites the appropriate TAC for FDT in block 12 of the MIPR (DD Form 448).

b. SDT. SDT costs are transportation costs incurred in shipping ammunition after its shipment from the procurement or production source to the first point of rest in the CONUS, except as specified in subparagraphs **A.5.a.** (3) and (4), above. That point of rest may be a point of storage, a point of intended use, or an export port. For security assistance shipments, the fund citation for secondary transportation shall provide a citation from the FMS Trust Fund. Funds for the SDT of assets are the responsibility of the owning Military Services. Current funding procedures are as follows:

(1) U. S. Army. The specific fund citation is provided to shipping installations or HQ in fund transfer documents (AMC Form 1095 or DA Form 2544). These forms show bulk dollar amounts for movement of Army materiel by the shipping **or using** installation. They are issued to cover a stated period of time, but are not limited otherwise.

(2) U. S. Navy. Shipping installations develop TACS to cover SDT of Navy materiel according to DoD 4500.32-R, Volume II, Chapter 7. **For-SMCA** assigned ammunition, a numeric code of "2" or an alpha code of "B" is placed in CC 80 of the requisition to show Navy SDT funds are to be used. (Code "2" means metal pallets are required by **MIL-STD 1323 (WR-54)**; code "B" means wooden pallets are acceptable.) The SMCA shall perpetuate the codes ("2" or "B") from CC 80 of the requisition to CC 73 of the MRO issued to SMCA activities.

(3) U.S. Air Force. HQ AFLC issues an annual letter covering Air Force fund citations to be applied to **SDT** of Air Force materiel.

(4) U.S. Marine Corps. The Commandant of the Marine Corps publishes an annual Marine Corps bulletin covering SDT funds for moving Marine Corps materiel.

c. SMCA-Initiated Stock Redistributions. When redistribution of stocks is initiated by the SMCA for the convenience of the **SMCA**, the action must be coordinated with the Military Services. Transportation costs must be borne by the **SMCA**, unless otherwise agreed upon.

d. D/DC. The owning Military Service shall be billed as required to cover D/DC resulting from the specific direction of the owning Military Service. The SMCA shall advise the owning Military Service promptly of any D/DC incurred. Billing of transportation charges for such demurrage shall cite the Military Service's TAC, GB, and other related data for which such charges are being assessed. Payment to the carrier shall be according to the Military Service's procedures for payment of D/DC. Any D/DC not directed by the owning Military Service shall be borne by the SMCA. For Navy shipments, D/DC's must be assigned according to DoD 4500.32-R (**MILSTAMP**), Volume II.

6. Responsibilities for Implementing This Chapter

a. The SMCA shall have overall responsibility for the transportation- and logistics management of **SMCA-assigned** ammunition in the wholesale inventory. These procedures are described in section B., below.

b. The Military Services' transportation oriented elements (**subsection A.2.**, above) shall have overall responsibility for coordinating and executing the handling, transportation, and traffic management of **all non-SMCA** items and **retail** stocks of ammunition not under the control of the **SMCA**. These procedures are described in section C., below.

B. HANDLING, TRANSPORTATION, AND TRAFFIC MANAGEMENT OF SMCA-ASSIGNED ITEMS

1. Safety and Security In Transit

a. Accident and Incident Reporting

(1) Accidents and incidents are reported according to Chapter 11.

(2) Either the transportation element of the Military Service or MTMC (depending on who first receives the accident or incident report) provides reported accident or incident report information directly to the SMCA (**AMCCOM** Directorate of Transportation and Traffic Management).

(3) The SMCA transportation element follows up on the report, providing the information to MTMC and the owning Military Service.

b. DISREPS

(1) Refer to joint regulation AR 55-38, **NAVSUPINST** 4610.33C, AFR 75-18, MCO P4610-19D, and DLAR 4500.15 for the basic procedures for reporting transportation-related **DISREPs**.

(2) The reporting organization coordinates both **DISREPs** and reports of unsatisfactory service for SMCA items with the SMCA traffic management element.

(3) The SMCA immediately coordinates items of joint Military Services interest with the **Military** Services.

(4) The **MTMC**, in assuming functional responsibility, takes the following steps:

(a) Investigates reports of unsatisfactory service in cooperation with the involved carriers.

(b) Initiates appropriate corrective actions.

(c) Informs the shipping **activity** of the action taken, providing information copies to the SMCA traffic management element.

c. Transportation Security. Refer to DoD 5100.76-M, Chapter 6, and DoD **5200.1-R**.

d. DoT Exemptions. Circumstances may not always permit compliance with Federal regulations. In **addition**, proposed shipments may contain items not covered **in existing** regulations. **In such** cases, exemptions may be requested from **the appropriate** agency to allow shipment of the **commodity** (Title 49, CFR parts 170 through 179 and 397). The following steps are taken to **obtain** exemptions on SMCA items:

(1) The **SMCA**:

(a) Requests such exemptions through the **MTMC**.

(b) For emergency situations, makes the request directly to the appropriate regulatory agency. (See joint publication AR 55-355, **NAVSUPINST** 4600.70, AFM 75-2, MCO 4600.14A, and DLAR 4500.3.)

(2) The MTMC disseminates the exemption to the SMCA upon receipt from the regulatory agency.

e. Transportation Hazard Classifications. Joint publication TB 700-2, **NAVSEAINST** 8020.8, AFTO 11A-1-47, and DLAR 8220.1, "Explosives Hazards Classification Procedures," spells out procedures for determining

and assigning appropriate hazard classifications. The object of this publication is to ensure that, under identical situations, the Military Services and other involved agencies use identical hazard classifications for ammunition, explosives, and propellants. Responsibilities for determining and assigning hazard classifications are as follows:

(1) The Military Service responsible for developing and first adopting use of an explosive item or assembly assigns the appropriate hazard classification, quantity-distance requirement, and SCG. To accomplish this assignment, the developing Military Service:

(a) Prepares tests according to the Explosives Hazards Classification Procedures joint publication or establishes analogies with other items that have been classified properly.

(b) Notifies the **SMCA, DDESB, and MTMC** of hazard classifications being assigned.

(c) Furnishes documentation to support hazard classifications to the SMCA, **DDESB**, and MTMC when required to ship, handle, **tranship**, or store these explosives or **ammunition** containing these explosives.

(2) Conflicts in hazard classifications determinations between the Military Services and the SMCA shall be resolved by joint review. Final resolution lies with the DDESB.

2. Transportation in the RD&E Phase

a. Coordination Between the Developing Services and the SMCA. The developing Military Service shall coordinate with the SMCA transportation and-traffic management element during the development stage of items **likely** to be assigned to the SMCA. The purpose of this coordination is to ensure proper consideration of handling and transportation matters for the full life cycle of the items under development. The required coordination includes action of joint packaging and configuration management boards. The SMCA transportation element shall serve as a member of such joint boards when they consider matters having a significant transportation impact.

b. Providing Technical Data and Other Handling Information. The developing Military Service shall furnish the **SMCA, MTMC**, and other Military Services required to receive, ship, **tranship**, or store the item with technical data, peculiarities, and special handling requirements. This requirement is to ensure safe and proper handling and is in addition to Military Service-directed broadcast of specifications, drawings, or procedures to the specific Military Service elements. In addition, the TP should include the following:

(1) Pallet/unitization drawings.

(2) Unique equipment requirements to facilitate shipment and logistic handling of the developmental **ammunition** item.

c. Pack aging and Transportation Certifications. The developing Military Service normally shall accomplish these certifications for new explosives and other hazardous materials. Standardized methods for certifying hazardous materials packaging are contained on the joint publication **AFLC/AFSCR 800-29, AMC-R 700-103, NAVMATINST 4030, 11, and DLAR 4145.37, "Policies and Procedures for Hazardous Materials Package Certification,"** and are supplemented by internal developing Military Service procedures. The certifications are based on **DPs** and safety analyses. They are provided to the SMCA to substantiate later production and logistics support phases of the item's life cycle.

d. OPSEC. OPSEC in transportation is vital during the **RD&E** phases of **the mission**. Using practical safeguards, OPSEC is an effective security program to protect sensitive military transportation operations *in* both peace and war. These safeguards include awareness of any intelligence threat and guarding against the unwitting release of sensitive information. The MTMC is available to support and coordinate with transportation and OPSEC officials to develop and implement special security and practical OPSEC measures for all phases of transportation.

3. Transportation in the Production Phase

a. Production Site Selection and Inactivation. The SMCA traffic management element and MTMC support manufacturing site selection and inactivation decisions (for both SMCA items and **non-SMCA** items to be procured by the **SMCA**) with transportation and traffic management studies, rationale, and recommendations. The basic study must consider the potential customer requirements (by geographical location) as specified by the Military Services. The traffic management element takes part with systems analysis, procurement and production, and manufacturing technology elements in developing **auditable** transportation support costs. These data are used for-evaluation of the various potential sites.

(1) Evaluating Bulk Explosives and Components Movement and Storage Capacity. In conducting the transportation studies, consideration must be given to the movement of bulk explosives from production and **commercial** plants to the manufacturing sites. The computations include the transportation cost for packaging materials either centrally procured by the Government or by the manufacturing site, as well as components and metal parts procured from industry by the Government or produced at other Government-owned plants or facilities. The cost for the movement of end items must include storage requirements at intermediate depots and include the cost to the customers both within CONUS and overseas. Additional considerations entail movement costs relating to plant line layaway and line maintenance, as well as the shipping, receiving, and storage capabilities at the manufacturing sites.

(2) Storage Capability at the Manufacturing Site. Subject to **strategic dispersal** considerations to meet contingencies and sufficient **storage** provisions to meet surge movements, the **economic** advantages of direct delivery to the customer can justify holding the end items at the manufacturing sites pending customer requisitions. Therefore, storage capability at the manufacturing location can be significant to the site selection, and planning must be consistent with the availability of space and the economic advantages involved.

(3) Information Required From the Military Services' HQ. For a study that may lead to assignment; increase, decrease, or removal of work load; or inactivation of-a manufacturing site, the SMCA **shall** secure appropriate data from the HQ of the Military Service having the ammunition requirement. At a minimum, the data shall include the locations of customers, transportation mode disabilities at customer or intermediate installations, and any information that would provide parameters, alternatives, or specific costs for the study. As soon as **possible**, the SMCA provides the appropriate MTMC area and headquarters the general study parameters, code name, milestones, estimated work load for rate development, and the "as of" effective **date** established for the rates. After the site selection or inactivation decision **has** been made and announced officially, the SMCA shall furnish the Commander, **MTMC**, an updated tonnage projection for site negotiation, terminal work load appraisal, or both.

(4) Annual Reviews of Costs. The traffic management element of the SMCA shall review and update the costs for receiving and shipping ammunition, explosives, components, and major parts at least annually. Such costs included in work load studies must be maintained on a current basis; that is, reviewed and updated within 60 days of the study date.

b. Procurement Support. The SMCA transportation and traffic management element, in coordination with **MTMC**, provides transportation support **in the** procurement and production phase by furnishing transportation criteria, doctrine, and specific contract terms. This information is tailored to the unique requirements of ammunition within the framework of the DAR and the Military Services' procurement procedures. The SMCA secures transportation rates and cost factors from **MTMC**, analyzes solicitation responses, and makes computations for inclusion in bid and offer evaluations. To assist in this support, **the Military** Services must advise the SMCA of any unique transportation requirements for components or end items that may tend to dictate the mode or require extraordinary carrier service. When unique transportation requirements dictate the procurement or modification of specialized rail equipment, it is essential that MTMC be notified according to DoD Instruction 5160.67 so action can be taken to obtain the rail equipment.

(1) SMCA Participation on Boards. Transportation and traffic management representatives of the SMCA **shall** serve as members of the **Presolicitation** Review Board, boards of award, and senior boards of

award. This ensures proper analyses and application of transportation assets in solicitations and evaluations of bids and offers, the finalization of awards, and overall board support.

(2) Continuation of Transportation and Traffic Management Analysis. Transportation and traffic management analyses are continued throughout the life of the contract. Analysis of **origin** and destination **delivery** could be a potential contract modification factor as requirements and transportation rate changes dictate.

c. Movement of Bulk Explosives. Bulk explosives movement between manufacturing sites is a major transportation activity. Schedules and distribution-patterns are based on plant capability and the manufacturing site production requirements to reflect least cost to the Department of Defense. The high volume movement of this commodity requires continuing evaluation and changes in delivery, based on production schedules and transportation and handling rate changes. Carrier competition has resulted in significant reductions in rates, thus requiring changes in distribution plans to take advantage of these reductions. However, despite efforts to ship at the lowest cost, production schedules and manufacturing site disabilities may dictate the use of higher cost modes.

(1) Review of Movement. The SMCA conducts a continuing evaluation of movement direction to ensure optimum cost advantage results from production lines being serviced directly to and from carriers' equipment. Using this information, the SMCA appraises MTMC of any major changes in volume and projected or planned production and delivery points to permit possible negotiation for reduced rates.

(2) Review of Storage Facilities. Explosives storage facilities are also subjected to continuous review to ensure an optimum **storage** ratio between bulk-explosives and complete **ammunition** to the "economic advantage of the Government. For these facilities, the SMCA develops and maintains costs in current status for receiving and shipping bulk explosives.

d. Production Support

(1) Pipeline Support to the Production Site. For **SMCA-**procured and -provided GFE, components, and metal parts, the SMCA traffic management element controls and monitors their movement into the **manufacturing** site. This is to ensure the pipeline is capable of sustaining production rates. For Military Service-procured or -provided GFE (such as **CBU** containers), components, and metal parts, the Military Services ensure delivery according to the production schedule set up by the **SMCA**. This is done through coordination with the procurement and production managers, CAOS (**DCAS**, **AFPRO**, and **NAVPRO**), and the manufacturing sites.

(2) Continuing Liaison Requirements. The SMCA conducts continuing liaison with the CAOS and the manufacturing sites to ensure a high enough float level of metal parts is available at the production facilities to avoid line shutdown. This is done by expediting parts and materials to destinations designated in the contracts, diverting to other facilities when required, and controlling and directing premium transportation mode movement when economically feasible to avoid more costly alternatives. The SMCA traffic management element must strictly monitor the production pacing items to prevent disruption of manufacturing operations.

e. Support for Rework of Ammunition. Transportation to support rework must be programmed and budgeted for. Before shipping ammunition destined to DoD or contractor facilities, the SMCA must ensure that the Military Services have programmed and budgeted enough transportation funds to cover the movement. (For Navy shipments, coordination must be effected if it is estimated that more than \$7,500 in transportation funds are needed for a single project order or work request.)

4. Transportation in the Logistics Support Phase. Transportation considerations for **logistics** support cover a broad spectrum of activities. These include **coordinated** planning, depot storage site selection, provision for storage in transit, development and execution of detailed shipping procedures, maintenance of in-transit visibility, tracing and **followup** actions, forecasting transportation needs and capabilities, volume movement reporting, and correcting packaging and transportability problems. The following paragraphs discuss each of these activities in detail.

a. Coordinated Transportation Planning. Each Military Service shall **take** part in a storage and distribution **committee** to assist the SMCA in developing distribution plans that balance economic and strategic factors and ensure a basic reaction capability to support future contingencies. At a minimum, these plans shall reflect quantities of major items and complete round tons to be stored and shipped, the depot and port outloading schedules, planned contingency theater, and customer location. This information is used to develop the distribution plan for moving of ammunition from retail stocks to wholesale storage and from production sources to (primarily) CONUS installations or customers' storage locations. This relates to CONUS distribution. Although the materiel could later be moved to support contingencies, it represents only a part of the data ultimately required in the joint planning arena. Even so, applicable data can be used by MTMC for follow-on strategic, mobilization, and contingency planning. Additionally, the Military Services and the SMCA must coordinate closely for strategic movement of ammunition and operations in time of emergencies. This would include movements in support of Military Service portions of operations and mobilization plans, as well as such specific actions as mount out/mount out augmentation, normally transported by Navy amphibious shipping resources, and movement of Navy ammunition required for CRAMSHIP. The SMCA shall advise the

Military Services of any actual or projected deficiencies in transportation resources as soon as they are known.

b. Selecting Depot Storage Sites. The SMCA shall coordinate with the Military Services in the selection of storage depots. The objectives of this coordination are to minimize the cost of maintenance and to optimize the ability to meet the Military Services' requirements. The Military Services do not have veto power over the final decision by the SMCA.

c. Storage In Transit. In the application of storage in transit privileges, SMCA activities shall maintain transit record entries by tonnage and class according to the MTMR, Chapter 210, with appropriate visibility for audit. Further, the SMCA shall provide for equitable use of transit privileges.

d. Shipping Procedures for Movement to Customers

(1) Requesting a Shipment. The Navy, Air Force, and Marine Corps shall provide the SMCA a document (referral order or MIPR) designating the item, quantity, priority, RDD, destination, and appropriate exception data. (As specified in Chapter 7, only the SMCA can issue MROS on SMCA items in ammunition plants and depots.) When materiel is to be shipped in complete rounds or for any special project requiring several items to accomplish the project (such as fire power demonstrations and special tests), the Military Service transportation element shall advise the SMCA by message of the applicable referral orders and requirements.

(2) Selecting the Shipping Source and CONUS Terminal. The SMCA, in coordination with MTMC, MAC, and the Military Services, shall select the plant(s) or depot(s) from which the stock will be shipped and issue the MRO. The SMCA shall provide a duplicate copy of the MRO to the requesting Military Service.

(3) Performing the Shipping Cost Study. In making the source selection, the SMCA shall prepare a cost study based on traffic management cost considerations provided by MTMC. The study shall determine the most economical supply source and, in conjunction with MTMC, the CONUS terminal providing the lowest overall delivered cost to the Government while meeting the customer's RDD. The quantity of each item to be shipped from the cost-effective plant or depot is included in the study.

(4) Ship Planning. The SMCA shall request lift from the appropriate MTMC area command to meet the gross requirements supported by the study. The request shall identify the cost-favorable terminal (or the terminal required to meet the overseas required date) and specify the desired ship-on-berth date. The request normally is made at least 21 days before the ship berth date. After MTMC and MSC coordination, MTMC shall furnish the SMCA a notice of the actual ship-on-berth

date, maximum tonnage capability, and other pertinent details. This will be the basis for a ship planning message that will serve as the coordination instrument with the single managers and the other Military Services.

(5) Owning Military Service Exception to the MRO. The owning Military Service may, on an exception basis, challenge the SMCA'S decision on supply source selection and provide specific instructions. Examples of possible reasons for exceptions to the selection of supply source after the SMCA issues the MRO include space available on a Navy fleet ship, space available on an Air Force aircraft, rotation of Military Service stocks, selection of particular lots, and changes from surface transportation to MAC channel or SAAM transportation. The SMCA shall respond to the decision and special instructions of the Military Service and reissue the MRO. Any changes in ship berthing date or terminals resulting from a change in source selection shall be coordinated by the SMCA with MTMC.

(6) Issuing Transportation Instructions. Simultaneously with the issue of the MRO, the SMCA shall issue transportation instructions (ship planning message or special instructions)" under the automated fast release system. Transportation instructions are sent to the affected ammunition plants or depots and the appropriate MTMC area command routing authority. FDT and SDT charges shall be according to the instructions or TAC provided by the Military Services.

(a) The SMCA shall provide information copies of transportation instructions to the Military Service transportation elements on any special requirements (overseas or CONUS) that have been identified to the SMCA by message. These information copies are sent to the following Military Service organizations:

1 U. S. Navy

Commanding Officer
Navy Ships Parts Control Center
Box 2020
Ammunition Department Code 8534
Mechanicsburg, PA 17055

2 U. S. Air Force

Ogden ALC/DSTMM
Hill AFB, UT 84056

3 U. S. Marine Corps

Commandant
U. S. Marine Corps
ATTN : **LMG**
Washington, **D.C.** 20380-0001

(b) The **overall** 1 SMCA movement plan schedules shipments to overseas customers transported through **MTMC-controlled** Military Service ocean terminals within the **DTS** (such as MOT Sunny Point, Concord, and **Earle**) to coincide with the scheduled ships berthing. The SMCA ship planning message shall contain data on the ship designation, the ocean terminal, and the berthing date. The releases shall contain rating and routing data and direct the use of **SROs**. They also will set arrival times for shipments at the terminal. The MTMC area commands shall issue to each manufacturing site SROS between the site and CONUS explosives terminals.

(7) Special Instructions for Airlift Shipments

(a) Requests for shipments requiring airlift shall be provided to the SMCA with the challenge and validation of the requirement already completed before forwarding the requisition.

(b) The following procedures apply to the moving SMCA ammunition by air, except for SAAM, which is discussed in subparagraph **B.4.d.(7)(c)**, below.

1 For all supply priority 01-08 overseas requisitions, the Military Services, after completing the air shipment challenge and validation, shall enter an "A" or "B" in CC 79 of the referral order to indicate shipping mode.

2 The SMCA shall process referral orders with an "A" in CC 79 after evaluating the compatibility of the requisition date **IPD** and **RDD** and verification of air eligibility if total shipment weight exceeds 500 pounds (Army and Air Force) or 300 pounds (Navy). Referral orders with a "B" in CC 79 are processed for surface movement.

3 For air shipments, the SMCA shall instruct the shipping activity to **inform** the Military Service ACA that the requirement already has been validated by the appropriate Military Service ammunition command. No further challenge action should be taken by the Military Service ACA.

4 Any changes in the requirement for airlift shall be coordinated by the **Military Service ammunition command** through the **SMCA**.

5 The SMCA shall **consolidate** airlift requirements whenever possible and economically feasible.

6 The SMCA shall inform the affected Military Services by message of all actions taken to process an airlift requirement.

(c) The following procedures apply to moving SMCA ammunition by SAAM.

1 The requiring Military Service shall provide a challenged and validated SAAM requirement to the SMCA by telephone or message.

2 The SMCA shall place the requirement on the shipping activity and MAC, as appropriate, or take other needed steps to meet the required delivery date.

3 Depending on the circumstances, appropriate TACs shall be applied on an equitable basis when the cargo of other Military Services is included on the same mission aircraft. The SMCA is responsible for coordinating any such arrangements since the SAAM would be SMCA controlled.

4 If the original priority changes, the Military Services may elect to adjust an RDD or otherwise modify the requirement to permit the SMCA to use alternate means to complete the action. Such changes should be provided to the SMCA during the coordination process.

(8) Responsibilities of the Shipping Activity. The shipping activity shall:

(a) Prepare and send REPSHIPS on all ammunition components (CONUS and overseas) to the ICP, consignee, and other addressees as directed by the SMCA, including the owning Military Service transportation element. The format is shown in DoD 4500.32-R (MILSTAMP). Prepare CONUS REPSHIPS according to Appendix L, RIN 146, of the MTMR (AR 55-355, NAVSUPINST 4600.70, AFM 75-2, MCO P4600.14A, and DLAR 4500.3).

(b) Provide the owning Military Service and (for shipments of SMCA items) the SMCA with one priced copy of all GBLs issued to move ammunition and related components, and for movement by Quicktrans, LOGAIR, or direct input into the DTS, provide one copy of the Transportation Control and Movement Document to the owning Military Service. These requirements are in addition to other directed distribution and shall be sent to the following addressees, as appropriate:

1 U. S. Army and SMCA

CG, AMCCOM
ATTN : AMSMC-TM(R)
Rock Island, IL 61299-6000

2 U. S. Navy

Commanding Officer
NAVMTO
Norfolk, VA 23511

3 U. S. Air Force

Ogden ALC/DSTMM
Hill AFB, UT 84056

4 U. S. Marine Corps

Commanding General
Marine Corps Logistics Base
Code 470
Albany, GA 31704

e. Tracing and Followup Action. Requests for the status of shipments of SMCA ammunition can be **accommodated** in several ways. These include:

(1) Access the SMCA In-Transit Visibility File. The basic file **concept** is geared to the referral order number and is not broken down by lower **units**, such as the TCN. Most other data elements are key **entry** elements, and data can be developed to key on such elements as **DoDIC** to show number in transit, number previously shipped, date, quantity received, and so forth. This data record now exists. (When the current **AMCCOM** in-transit visibility file is converted to a system with real time capability, the Military Services will be able to access the data via a remote inquiry device.) The following data elements are maintained in the current system:

- (a) Month and day.
- (b) **DoDIC.**
- (c) Referral order numbers.
- (d) Suffix and petition code.
- (e) **RDD.**
- (f) Customer.
- (g) Quantity.
- (h) Source.
- (i) Ship designator.
- (J) Supplementary address.

- (k) Planning message date/time group.
- (1) Scheduling code.
- (m) Sail date.
- (n) Short tons.
- (o) Measurement tons.
- (P) Latest ETA.
- (q) Sail code.
- (r) Quantity by customer code.
- (s) Grand total in quantity.
- (t) Receipt at requiring activity (airlift only].

(2) Supply Followup Actions. AR 725-50 and **NAVSUP PUB 437**, section VIII (**MILSTRIP**), provides procedures and guidance for starting followup requests to requisitions. The kinds of requests covered may be submitted by the requisitioner, a supplementary addressee, or a designated control activity.

(3) Shipment Tracing Actions. DoD 4500.32-R (**MILSTAMP**) provides procedures and guidance for starting tracer actions on items **known to** have been **placed in** the transportation **pipeline**. This action normally is started after the normal transit time or specified ROD has elapsed.

(4) Direct Contact With the SMCA. When one of the above methods of tracing or following up on an item planned for shipment by the **SMCA fails** to provide an up-to-date status, the **AMCCOM** Transportation and Traffic Management Directorate should be contacted for assistance.

f. Forecasting Military Services' Movement Requirements. The requirements and capabilities of the various modes of transportation (MAC, MSC, MTMC, and common carriers), as **well** as those of the MAC aerial and **MTMC** water terminals, can be calculated only through reliable forecasting. Therefore, the Military Services shall provide long and short-term forecasts of movement tonnage as requested by the SMCA transportation and traffic management element and provide the forecast information to **MTMC**. Each Military Service shall maintain the current status of ammunition tonnage requirements.

g. Volume Movement Reporting. All volume movement reporting shall **be specified in** the MTMR (AR 55-355, **NAVSVPINST** 4600.70, AFM 75-2, MCO P4600.14A, and DLAR 4500.3) and submitted to **MTMC** for low cost rate negotiation. Both the **SMCA** and the Military Services are responsible for various aspects of volume movement reporting.

(1) The SMCA initiates volume movement reports on all shipments of assigned ammunition originating at SMCA plants, depots, and depot activities.

(2) The Military Services do volume movement reporting on "conventional ammunition moving from retail to SMCA wholesale facilities subsequent to a decision and concurrence of the **SMCA** authorizing storage in the wholesale facility.

h. Developing Packaging and Transportability Improvements. The DoD programs for reporting and monitoring actions on "Damaged and Improper Shipments" and "Discrepancy in Shipments" provide an excellent source of data for packaging and transportability improvements. Responsible traffic managers shall continually review these reports for deficiencies of interest to other Military Services. Details on corrective or required actions shall be provided to other interested traffic managers. If the SMCA or a Military Service finds a need for joint coordination, it shall advise the traffic management elements of all the Military Services and the SMCA, and act as the lead element for resolving the problem.

c. HANDLING, TRANSPORTATION, AND TRAFFIC MANAGEMENT OF **NON-SMCA** ITEMS

The instructions in this section apply to the movement of **SMCA ammunition** in the retail inventories of the Military Services and both retail and wholesale stocks of **ammunition** not assigned to the **SMCA**.

1. Safety and Security in Transit

a. Accident and Incident Reporting

(1) Basic accident and incident reporting guidance for transportation is in the joint Military Service publication AR 55-355, **NAVSUPINST** 4600.70, AFM 75-02, MCO P4600.14A, and DLAR 4500.3, as supplemented by the Military Services. Military Service procedures and formats apply.

(2) Either the transportation elements of the Military Service or MTMC (depending on who first receives the accident or incident report) provides the other Military Services, traffic management elements, and MTMC the data received.

(3) For an accident or incident involving ammunition owned and managed by an individual Military Service, the owning Military Service accomplishes the **followup** action. The reports of investigation of accidents or incidents involving commercial carriers, or happening Off a military installation and made by another Military Service element, shall be furnished directly to MTMC and the responsible Military Service's traffic management element for distribution and appropriate action.

b. **DISREPs**

(1) Refer to joint regulation AR 55-38, NAVSUPINST 4610.33C, AFR 75-18, **MCO** P4610.19C, and **DLAR** 4500.14 for reporting transportation-related **DISREPs**. The reporting procedures and related processing actions are mandatory for all Military Services, the DLA, and other DoD agencies. Uniformity and prompt corrective action are paramount to the safe movement of munitions and explosives commodities.

(2) In assuming its functional responsibility, **MTMC** shall investigate reports of unsatisfactory service with the carrier, initiate appropriate corrective action, and notify **all** involved or affected DoD elements of the action taken.

(3) Both DISREPS and reports of unsatisfactory service on ammunition owned and managed by an individual Military Service must be coordinated with the traffic management element of the owning Military Service.

(4) Situations of joint Military Services' interest must be coordinated immediately by the owning Military Service with other applicable Military Services.

c. **Transportation Security**. Refer to DoD 5100.76-M, chapter 6.

d. **DoT Exemptions and Special Permits**. The instructions in paragraph **B.1.d.**, above, apply, except as follows:

(1) The DoD may exercise independent analysis and certification of hazardous materials packaging and containerization pursuant to 49 CFR, Section 173.7(a), in accordance with AFLC/AFSCR 800-29, **AMC-R** 700-103, **NAVMATINST 4030.11**, and **DLAR** 4145.37.

(2) The owning Military Service:

(a) Requests exemptions and special permits through
MTMC .

(b) For emergency situations, makes the request directly to the appropriate regulatory agency.

(3) The MTMC disseminates the exemption or special permit to the owning Military Service and military shippers upon receipt from the regulatory agency.

e. Transportation Hazard Classification. The instructions in paragraph B.1.e., above, apply, except as follows:

(1) The developing Military Service:

(a) Notifies **MTMC, DDESB**, and other Military Services of hazard classification.

(b) Furnishes documentation to support these hazard classifications to MTMC, **DDESB**, and the other Military Services when required to ship, handle, **tranship**, or store these explosives or ammunition containing these explosives.

(2) Any conflicts in hazard classification between the Military Services, or other causes for joint review, shall **be** resolved by direct coordination between the involved Military Services. Final resolution lies with the **DDESB**.

2. Transportation in the **RD&E** Phase

a. Coordination and Liaison. For Military Service-owned and -managed **non-SMCA** items, the primary responsibility for consideration of transportation factors in the **RD&E** phase rests with the owning Military Service. It is to the mutual benefit of all Military Services, however, that specified Military Service transportability agents provide liaison for their respective Military Services with other DoD Components, Military Service major commands, and other appropriate Government and non-Government agencies in matters affecting transportability.

b. Participation in Packaging and Configuration Control Boards. Packaging and packing is a significant part of the overall transportability effort. The traffic managers of the Military Services' logistics and development **commands** and MTMC should serve as members of the packaging and configuration management boards of those commands to ensure that handling and transportation aspects are considered properly for the life cycle of ammunition items.

c. Providing Technical Data and Other Handling Information. The developing Military Service shall determine compliance with Military Service and Federal regulations on the safe transportation of the material and ensure that new items are documented and provided for properly in the joint Military Service publication AFR 71-4, DLAM 4145.3, TM 38-250, **NAVSUP** PUB 505, and MCO P4030.19D, Packaging and Materials Handling - Preparation of Hazardous Materials for Military Air Shipment. Also see "Bureau of Explosives No. **BOE-6000** Series, Hazardous Materials **Regulation** of the Department of Transportation by-Air, Rail, Highway, **Water** and Military Explosives by Water Including Specifications for Shipping Containers," and 49 CFR, parts 100 through 199. The developing Military

Service shall also furnish the other Military Services required to receive, ship, **tranship**, or store new items with technical data, peculiarities, and special handling requirements to ensure safe and proper handling.

d. Unique Equipment Requirements. The developing Military Service shall provide unique equipment requirements to facilitate shipment and logistics handling of ammunition items to other Military Services and **MTMC**. This requirement is in addition to Military Service-directed broadcasts of specifications, drawings, and procedures to specified Military Service elements.

e. Packaging and Transportation Certifications. The instructions in paragraph **B.2.c.**, above, apply.

3. Transportation in the Production Phase

a. Production Site Selection and Inactivation

(1) The SMCA shall perform the analysis and determine the production site for **non-SMCA** items to be produced at **SMCA-controlled** production facilities. At a minimum, the basic study shall consider the potential distribution, as supplied by the *Military Services*, related to available sources.

(2) The owning Military Service shall:

(a) Make the requirement known to the SMCA through a MIPR and provide a **TDP**.

(b) Identify all associated GFM and GFE to be provided by the Military Service.

(3) The same basic study and cost evaluation as performed for SMCA items apply (see paragraph **B.3.a.**, above).

b. Procurement Support. The discussion and instructions on procurement support in paragraph **B.3.b.**, above, for SMCA items apply to **non-SMCA** items as well.

c. Production Support

(1) Pipeline Support to the Production Site. For non-SMCA items being produced by the **SMCA**, the Military Service procuring command shall control and monitor the movement of Military Service-procured or -provided GFE components and **metal** parts into the manufacturing site to meet the production schedule established by **the SMCA**. This function is accomplished through coordination with the procurement and production managers, contract administering officers (**DCAS, AFPRO, NAVPRO**), manufacturing sites, and other appropriate *Military Service* traffic management elements.

(2) Continuing Liaison Requirements. The CAOS and the manufacturing sites maintain a continuing liaison to ensure a high enough float-level of metal parts is **available** at the **production** facilities to avoid line shutdown. This is done by diverting to other facilities when required, and controlling and directing premium transportation mode movements when economically feasible to avoid more costly alternatives. The developing Military Service traffic management element shall monitor production pacing items strictly to preclude any disruption of manufacturing operations.

4. Transportation in the Logistics Support Phase. Planning for the positioning of ammunition stock to achieve transportation economies shall be an integral part of the planning described in Chapter 7.

a. Positioning Ammunition Stocks in Storage Facilities. Ammunition stocks shall be positioned in storage facilities in a manner to provide maximum service to customers consistent with **transportation** economy.

(1) Relatively inactive stocks needing minimum care in storage are stored in reserve or standby storage activities.

(2) **Ammunition shall** be stored in a way to prevent **cross-haul**, **backhaul**, circuitous rerouting, and shipments between storage facilities.

(3) Finished ammunition from production shall be retained in storage at the production site to the maximum practicable extent to avoid unwarranted intermediate hauling and transportation. Longer term storage at production facilities depends on whether they are also designated as storage facilities and whether such storage is consistent with subparagraphs **C.4.a.(1)** and (2), above. Normally, a Military Service's stocks should not be stored at a manufacturing site to the extent that they represent that Military Service's primary or only assets.

b. Storing Ammunition at the Manufacturing Site

(1) The **Military** Service having **ammunition** produced at an SMCA manufacturing site shall provide the **SMCA** direction for movement of finished products to a customer or depot. If ammunition must be temporarily stored at a manufacturing site, the owning Military Service shall submit a written request for space to the SMCA traffic management **element**. The request must be submitted at least 30 days before the space is needed. It should include the nomenclature of the item(s), subsequent shipping timeframes, and quantities listed by customer.

(2) The SMCA Transportation and Traffic Management **Directorate** evaluates the impact on the manufacturing site and, considering

cost effectiveness, authorizes a level of storage for the Military Services consistent with the capability of the site to respond to accelerated shipping needs.

(3) The owning Military Service issues advance disposition instructions for any **ammunition** produced over the capability of the manufacturing site to store. This is to permit direct loading to the carrier's equipment from the production line.

c. Storing Ammunition at SMCA Depots

(1) All costs for transportation to and from depots shall be borne by the owning Military Service. Materiel shipped to or from depots is charged to the transportation fund furnished by the owning Military Service, unless the movement is for the convenience of the **SMCA**.

(2) The requiring Military Service requests **SMCA** storage space for **non-SMCA** items from the **SMCA**. The **SMCA** authorizes space without reference to the priority for out-shipment under the requesting Military Service's contingency or resupply mobilization plans.

(3) Each Military Service develops distribution plans for **non-SMCA** items on an economic and strategic basis, ensuring that basic reaction capability exists to support future contingencies. These plans are limited basically to the annual **outloading** port planning analysis, but may include any other contingency plan deemed necessary by the individual Military Service. At a minimum, these plans should show quantities of major (main) items and complete round tons to be stored and shipped, the depot or port **outloading** schedule, planned contingency theater, and a supporting distribution cost analysis.

(4) When the distribution plan specifies use of storage space **at a** depot, that portion of the plan is furnished to the **SMCA** for overall assessment of storage site cost and capabilities, and which depot storage space has been approved by the **SMCA**. The **SMCA** evaluates the capability of each selected depot. If plans exceed depot capability, the **SMCA** does a cost study to determine the most effective distribution, considering the least cost and other impacts on the Department of Defense.

(5) The **SMCA** furnishes the results of the transportation study to the affected Military Service(s) to ensure distribution is to the lowest cost at depots and storage sites having the capability to meet future contingencies.

d. Shipping Procedures

(1) The owning Military Service shall:

(a) Furnish shipping instructions directly to the storing facility from **which** the material will be shipped; and furnish a copy of the instructions to the SMCA Transportation and Traffic Management Directorate so that a determination can be made on the potential for consolidating shipments.

(b) Control shipment and movement from the time the shipment is released to the carrier at the shipping activity, unless the shipment is consolidated with an **SMCA** movement. In the latter case, the **SMCA** performs the movement control.

(c) Prepare and submit all documents needed to support rate negotiations according to the MTMR.

(2) The shipping activity shall:

(a) Prepare and transmit REPSHIPS on all **ammunition** and components (CONUS and overseas) to the **ICP**, the consignee, the owning Military Service transportation element, and other addressees directed by the owning Military Service. The REPSHIP format is shown in DoD 4500.32-R (**MILSTAMP**). Prepare CONUS REPSHIPS according to Routing Instruction Note 146, shown in the MTMR (AR 55-355, **NAVSUPINST** 4600.70, AFM 75-2, **MCO** P4600.14A, and DLAR 4500.3), Appendix L.

(b) Provide the **owning** Military Service a daily copy of each GBL issued to **move** ammunition **and** related components; for " " movements by **Quicktrans**, LOGAIR, or direct input into the DTS, furnish one copy of the covering Transportation Control and Movement Document to the owning Military **Service**. These requirements are in addition to other directed **distribution**. The activity shall also furnish these copies to the applicable Military Service listed below:

1 U. S. Army

CG, **AMCCOM**
ATTN: **AMSMC-TM(R)**
Rock Island, IL 61299-6000

2 U. S. Navy

Commanding Officer
Navy Materiel Transportation Office
Norfolk, VA 23511

3 U. S. Air Force

Ogden **ALC/DSTMM**
Hill AFB, UT 84056

4 U. S. Marine Corps

Commanding General
Marine Corps Logistics Base
Code 470
Albany, GA 31704

(3) Surface export ammunition movements shall be **consolidated** into shiploads as much as possible. For **non-SMCA** items that are not consolidated with SMCA shipments, each Military **Service** making up a shipload shall, in coordination with **MTMC**, determine the combination of items, select the support points, and determine the cost favorable **terminal**.

e. Ship Planning

(1) The Military Services shall place firm booking requirements on the appropriate **MTMC** area command, indicating the cost-favorable terminal (or the terminal required to meet the overseas required date) and specifying the desired ship-on-berth date. This action normally is completed at least 21 days before the ship berth date.

(2) **The MTMC** shall provide the Military Service a notice of the actual ship-on-berth date, maximum tonnage capability, and other pertinent details.

(3) The Military Service then issues a ship planning message to all involved shippers, the MTMC areas, and other concerned activities, listing the supply sources and quantities of the individual shipments.

(4) Using the ship planning message as the offering, MTMC issues export releases under the FRS procedures as outlined in subparagraph **C.4.e.(5)**, below. The release shall contain rating and routing data or direct the use of SROS. The release also sets arrival time for shipments at the terminal. The MTMC area shall issue to each manufacturing site SROS between the site and CONUS explosive terminals.

(5) The FRS is used for ocean export of ammunition. Responsibilities pertinent to the FRS are specified in the MTMR (AR 55-355, **NAVSUPINST** 4600.70, **AFM** 75-2, MCO P4600.14A, and DLAR 4500.3), paragraph 216044. The following instructions amplify these procedures.

(a) The SMCA shall issue transportation instructions (ship planning message or **special** instructions) if the shipment contains SMCA materiel. Otherwise, the instructions shall be issued by the activity empowered to issue an MRO for the materiel.

(b) Transportation instructions and the MRO shall be issued simultaneously. Instructions are normally issued by message to

the requisitioner, shipper, MTMC area **command** routing authority, the owning Military Service(s) transportation element, export ocean terminal, overseas discharge ocean terminal, and other activities requested by the owning Military Service.

(c) Transportation instructions shall be issued in a disciplined format and must include four types of data lines as shown in figure 9-1. Figure 9-2., defines the data elements for the disciplined portion of the transportation instructions.

(d) Upon receipt of the transportation instruction, the **MTMC** area **command** routing authority shall provide export traffic releases and necessary route orders to the shipping activities. The MTMC area **commanders** shall also perform the other functions specified in AR 55-355, paragraph 216044, and **NAVSUPINST** 4600.70.

f. Forecasting Military Services' Movement Requirements. The requirements and capabilities of the various modes of transportation (MAC, MSC, **MTMC**, and common carriers), as well as those of the MAC **aerial** and **MTMC** water terminals, can be calculated only through reliable forecasting. The long- and short-term forecasting of movement tonnage for **non-SMCA** items is performed by the Military Services according to internal Military Service regulations. Each Military Service **shall** maintain the current status of **ammunition** tonnage requirements.

g. Reporting Shipping Damage and Discrepancies. Existing DoD programs for reporting and monitoring "Damaged and Improper Shipments" and "Discrepancy in Shipment" are an excellent source of data for packaging and transportability improvements. Responsible traffic managers shall review these reports regularly to find deficiencies of interest to other Military Services. They **shall** also provide interested traffic managers of other Military Services with details on corrective actions and advise them of required corrective action by those Military Services and when joint coordination may be needed or advantageous. The Military Service determining the need for joint coordination **shall** advise all the Military Services of the problems, details, and circumstances and act as the lead element in resolving problems.

1. Data line type "003:" (one line thus per set of instructions)

1 2 3 4
B14/0660800/A566 DOB 0103/1N4 MOTSU VOY A000 **Suppl** No 1

2. Data line type "004": (one line thus per overseas **cosignee**)

5 6 7
POD **JF3/WK4DCG/ETA0118**

3. Data line type "005": (one line thus per shipment unit)

8 9 10 11 12 13 14 15 16 17 18
B47B47/WK4TTH00490802X/A/F80/00001120/0024/0056/D544/15/119

4. Data line type "006": (as many lines thus as required per shipment unit)

19
RMK PROJ **155MM** HE **CGVVII** CL A BLUE GRASS 3042 PLTS NEW 355306 LBS RMK
NONSENSITIVE (**PPWR** EUROPE)

Figure 9-1. Format for "Disciplined" Portion of Transportation Instructions

NOTE : Use of the virgule (/) is compulsory between fields where shown, as are the field sizes specified below. Use of spaces and punctuation within a field is optional except when specified otherwise below.

1. NICP issuing the planning Wire (Use MILSTRIP). (Field Size - 3 Positions)

2. Date/Time Group (Zulu Time) of Initiation of Planning Wire. The date shall be shown as a Julian date; time shall be expressed to nearest hour. No two planning wires from **the** same ICP shall bear the same date/time group. (Field Size = 7)

3. Ship Number and Date On Berth. Show ship designator and planned on berth date. The on berth date **shall** be expressed as a four-position date as follows: **YDDD**, where Y = last digit of current year, and ODD = the number of the day in the year. (Field Size = 13)

4. POE Code and Remarks. The water terminal designated **to** receive and load the material listed in the planning wire shall be expressed as a three-character code as defined by **MILSTAMP**, Appendix B. If voyage number is not known, zero fill that portion of the field. If not the basic instruction message, give supplement number, if not the basic instruction message. Show any remarks that pertain to the instructions in total. (Field Size = 39) If additional space is needed for remarks, use as many data lines type "006" as required.

5. Overseas POD. Show "POD" followed by code **symbol** for the port as shown in **MILSTAMP**, Appendix B. (Field Size = 7)

6. Overseas Consignee. This is the coded overseas shipping address (**DoDAAC**) of the activity designated to receive the shipment units listed below. (Field Size = 6)

7. ETA. This is the estimated date of arrival at the overseas POD, shown **as a Julian** date. (Field Size = 7)

8. Requester. This is the **MILSTRIP** RIC of the activity that is to receive the export release. (This or may not be the same as the shipper.) (Field Size = First 3 of a 6 position field)

Figure 9-2. Data Elements for "Disciplined" Portion of Transportation Instructions

9. Shipper Activity Effecting Physical Shipment. Show **MILSTRIP** identifier code, if assigned. If no code has been assigned to the shipper, HQ MTMC (AUTOVON 289-1069) should be contacted-for assignment of RIC and, in addition, the name and address of the shipper should be shown in the remarks field, data element 19. (Field Size = Last 3 of a 6 position field)

10. Shipment Unit. Consists of the requisition number (under **MILSTRIP**) plus the assigned suffix, followed by a hyphen and five zeros. (EXAMPLE : **WX3JRP00103500A-00000**). If suffix has not been assigned, show "X." (EXAMPLE: WX3JRP00112764X-00000) (Field Size = 21)

11. Funding Agency Code of Agency Funding for Domestic Transport. (Field Size = 1)

CODE	<u>ASSIGNMENT</u>
A	Army
F	Air Force
M	Marine Corps
N	Navy

12. Project Code. This project code is perpetuated from **MILSTRIP** requisition, as applicable. If no project code is assigned, fill field with numeric zeros. (Field Size = 3)

13. Round Count. Total rounds included in the shipment unit shown on the line. Use numeric zeros to left of high-order digit to fill the field. (Field Size = 8)

14. Cube. Total cube of shipment unit shown on the line, expressed in measurement tons. Use numeric zeros to left of high-order digit to fill the field. If weight and cube are less than 2,000 pounds and 40 cubic feet, respectively, enter "0001) and use a type "006" line that states "ACT **WT** and **CU** LBS CU FT." (Field Size = 4)

15. Weight. Total weight of shipment unit shown on the line, expressed in short tons. Use numeric zeros to left of high-order digit to fill the field. Also, see data element 13, above. (Field Size = 4)

16. DoDIC. Show DoDIC of the item. If no DoDIC is assigned, zero fill **this field** and give NSN or part number in remarks on a data line type "006." (See data element 19.) (Field Size = 4)

17. IPD. (UMMIPS IPD) Perpetuate from the **MILSTRIP** requisition. Use **numeric zero** to left of high-order digit to fill the field. (Field Size = 2)

Figure 9-2 Data Elements for "Disciplined" Portion of
Transportation Instructions--Continued

18. RDD. RDD of the shipment unit, expressed as a Julian date (or code **999**, when applicable) when assigned by the requisitioner. Perpetuate from **MILSTRIP** documentation. Fill field with numeric zeros, unless an ROD or code 999 is assigned by the requisitioner. Do not compute the Priority Delivery Date. (Field Size = 3)

19. Remarks. Use this line, preceded by **"RMK"** in first three spaces of line to show the commodity description and Coast Guard and DoT Class of the commodity included in the preceding shipment unit(s) followed by the in-the-clear name of the shipping activity. Use this line also to show remarks that pertain to the shipment unit(s) immediately preceding the "Remarks" line, including information on classified status and other special information that pertains to the specific commodity. More than one line may be used for "Remarks," if necessary. If remarks extend beyond one line, begin each line with **"RMK."** (Field Size = 69)

Figure 9-2 Data Elements for "Disciplined" Portion of
Transportation Instructions--Continued