DTR 4500.9-R

DEFENSE TRANSPORTATION REGULATION

DEFINITIONS

6 April 2026

DTR DEFINITIONS

1. **Abbreviated Transportation Accounting Classification.** Alphanumeric code used in lieu of a full 23-character line of accounting.

2. **Accessorial Service.** A service performed by a carrier in addition to the line-haul. For Cargo, the two subsections apply:

   a. Foreign Military Sales. Separate charges added to the standard price of materiel for each Foreign Military Sales case. The charges cover the expenses of packing, handling, crating, transportation, and supply operations associated with the preparation and delivery of Foreign Military Sales materiel.

   b. Land. Charges by a carrier for rendering service in addition to the line-haul. Such services may include sorting, packing, cooling, heating, switching, delivering, storage, and reconsigning.

3. **Accompanied Baggage.** See "Baggage."

4. **Accountable Official.** The designated person who ensures a system of internal procedures and controls for the portion of the entitlement- and/or payment-related process under their cognizance is in place to minimize opportunities for erroneous payments and to ensure all procedural safeguards affecting proposed payments are observed; the Accountable Official supports their respective certifying officers with timely and accurate data, information, and/or service to ensure proper payments, i.e., payments that are supportable, legal, and computed correctly. Reference: Department of Defense Financial Management Regulation, 7000.14-R, Volume 5, Chapter 33, Accountable Officials and Certifying Officers.

5. **Accrual Transaction.** An accounting transaction that adjusts the initial Government obligation that is in the accounting records.

6. **Acquired Dependent.** A dependent acquired through marriage, adoption, or other action during the course of the current tour of assigned duty for a uniformed member.

   NOTE: The term does not include a person's dependents from or children born of a marriage that existed before the beginning of a current tour.

7. **Active Duty.** Full-time duty in the active military service of the United States. This includes members of the Reserve Component serving on active duty or full-time training duty, but does not include full-time National Guard duty.

   NOTE: A member is on active duty while in a travel status or while on authorized leave.

8. **Actual Delivery Date.** The date the carrier/agent actually delivers the property.

9. **Actual Expense Transaction.** The actual is the amount disbursed less interest.

10. **Actual Placement.** The placing of a carrier conveyance in an accessible position for loading or unloading, or at a place previously designated by the consignor or consignee.

11. **Actual Value Rate.** A rate based on the actual value of the material shipped.

12. **Administrative Shipments.** Shipments of materials consisting of items such as general correspondence, personnel/payroll records, laboratory samples (except for samples paid for by the Service-wide transportation fund), electronic storage media (e.g. computer tapes; floppy discs; videos; digital video disk; X-rays; publications/technical manuals not requisitioned through the supply system; blueprints; or other legal, financial, or contracting documents).

13. **Advance Transportation Control and Movement Document.** The Advance Transportation Control and Movement Document provides a means for processing a shipment through the

responsible air or water clearance authority; provides notification to the port of embarkation of impending inbound cargo for further transfer; and facilitates cargo manifesting operations at the port of embarkation.

14. **Aerial Port.** An airfield that has been designated for sustained air movement of personnel and materiel as well as an authorized port of entrance into or departure from the country where located.

15. **Aerial Port of Debarkation**. A station that serves as an authorized port to process and clear aircraft and traffic for entrance to the country where located.

16. **Aerial Port of Embarkation.** A station that serves as an authorized port to process and clear aircraft and traffic for departure from the country where located.

17. **Affiliation Training Team**. Air Mobility Squadrons, Air Mobility Control Flights, Airlift Control Squadrons, and Airlift Control Flights are responsible for conducting the Air Mobility Command Affiliation Program. An Affiliation Training Team consists of two qualified affiliation instructors responsible for conducting the equipment preparation course and airlift planners course.

18. **Agency.** An agency includes: An Executive agency, as defined in 5 U.S.C., Section 101, Executive Departments; a military department; an office, agency or other establishment in the legislative branch; an office, agency or other establishment in the judicial branch; and the Government of the District of Columbia.

    NOTE: An agency does not include: a Government-controlled corporation; a member of Congress; or an office or committee of either House of Congress or of the two Houses.

19. **Agent, Carrier**. A business firm, corporation, or individual acting for or in behalf of a carrier. A bona fide agent of a personal property carrier, as distinguished from a broker, is a person who, or a business enterprise that, represents and acts for a motor carrier or freight forwarder and performs its duties under the direction of the carrier pursuant to a pre-existing agreement with the carrier, providing for a continuing relationship between them.

    a. Booking Agent. An agent designated on the Letter of Intent by a carrier as the single point of contact to act in its behalf.

    b. General Agent. A general agent is a business entity employed as a carrier's representative in a country or specified geographic area. A general agent cannot act as a local agent unless so designated on the carrier's Letter of Intent. The carrier, not the general agent, is responsible for all payments, rating filings, and control of shipments.

20. **Agreed Valuation**. The value of articles in a freight shipment agreed upon as the basis on which the freight rate is assessed. This valuation establishes a value beyond which recovery cannot be made in event of loss or damage in transit.

21. **Airborne Operations**. An operation involving the air movement into an objective area of combat forces and their logistic support for execution of a tactical, operational, or strategic mission.

22. **Air Cargo**. Stores, equipment or vehicles, which do not form part of the aircraft, and are either part or its entire payload. Also referred to as Air Freight.

23. **Air Carrier.** A citizen of the United States undertaking by any means, directly or indirectly, to provide air transportation (reference: U.S.C. Title 49) and according to Title 14 CFR requires Federal Aviation Administration certification.

24. **Air Charter Service.** Air transportation procured under an arrangement with a commercial air carrier for the exclusive use of one or more aircraft.

25. **Airdrop**. The unloading of personnel or materiel from aircraft in flight.

26. **Air Evacuation Patient.** The moving of any person by air that is wounded, injured, or ill to and/or between medical treatment facilities.

27. **Air Freight Forwarder**. An indirect air carrier that is responsible for the transportation of property from the point of receipt to the point of destination, and utilizes for the whole or any part of such transportation the services of a direct air carrier or its agent or of another air freight forwarder (reference: Defense Federal Acquisition Regulations).

28. **Air Mobility Command Channel Structure.** Aerial port of embarkation and aerial port of debarkation pairs between which common-user airlift may be provided on a scheduled basis. A channel does not represent actual aircraft routing, although the two may be the same.

29. **Air Mobility Control Unit.** The terms Air Mobility Squadron, Air Mobility Control Flight, Airlift Control Squadron, Airlift Control Flight, United States Air Force Europe Contingency Response Flight, and Pacific Air Forces Tanker Airlift Control Element are interchangeable with and will be described using the term "Air Mobility Control Unit."

30. **Air Mobility Squadron.** Provides a cadre of personnel to deploy worldwide and establish command and control capabilities at locations where insufficient or no operational support exists for air mobility assets. Air Mobility Squadrons operate Tanker Airlift Control Elements, deploy mission support teams, conduct airfield surveys, and conduct Air Mobility Command affiliation training.

31. **Air Movement Designator.** An alphanumeric code assigned according to established codes to identify the originating and destination station, priority, type travel, and sponsoring activity in whose interest a passenger is being moved.

32. **Airlift Clearance Authority.** A Service activity which controls the movement of cargo (including personal property) into the airlift system under provisions of Defense Transportation Regulation 4500.9-R, Defense Transportation Regulation, Part II, Cargo Movement.

33. **Airlift Control Flight.** Designation of an Air Force Reserve or Air National Guard equivalent of an Air Mobility Squadron. When deployed under the direct command of Headquarters, Air Mobility Command or Headquarters, Air Mobility Command Tanker Airlift Control Center, their duties and responsibilities are the same as an Air Mobility Squadron.

34. **Airlift Control Squadron.** Designation for an Air Combat Command equivalent of an Air Mobility Squadron. When deployed under the direct command of Headquarters, Air Mobility Command or Headquarters, Air Mobility Command Tanker Airlift Control Center, their duties and responsibilities are the same as an Air Mobility Squadron.

35. **Airlift Operations**. Airlift operations involves the air transport and delivery of personnel, equipment, and supplies into an objective area. Airdrop or aircraft landing(s) may accomplish the delivery.

36. **Airline City Pairs Contract Route.** A route between two cities that has been contracted by the General Services Administration for official travel with a specific scheduled service airline at a contracted fixed rate. (Some routes have two levels of coach class city pairs—capacity controlled and non-capacity controlled).

37. **Airport.** An area prepared for the accommodation (including any buildings, installations, and equipment), landing, and takeoff of aircraft.

38. **Air Taxi Service.** Air transportation in aircraft having a gross takeoff weight of less than 12,500 pounds and operating under the requirements of federal and state bodies.

39. **Air Terminal.** See "Terminal."

40. **Air Terminal Operations Center.** The command and control element of an aerial port that performs aircraft load planning and airlift capability forecasting. Provides air terminal information control. Performs lost and damaged cargo investigations. Performs ramp coordination duties, computer operations, and system administration. Maintains station files and prepares reports.

41. **Allocation.** Distribution of limited forces and resources for employment among competing requirements.

42. **Alternate Privately Owned Vehicle Port.** A port selected by the member/employee and authorized by the Service concerned for movement of a privately owned vehicle in lieu of the authorized port, for personal convenience.

43. **American National Standards Institute.** The United States standards organization that establishes procedures for the development and coordination of voluntary American national standards.

44. **Ammunition.** Generic term related mainly to articles of military application consisting of all kinds of bombs, grenades, rockets, mines, projectiles, and other similar devices or contrivances.

45. **Ammunition Basic Load.** Major Command designated quantities of Class V supplies that allow units to initiate combat operations. Basic loads are combat-deployable using unique transportation in a single lift.

46. **Ammunition and Explosives (AE).** Ammunition and Explosives (AE): Items that are either U.S.-titled (i.e., owned by the U.S. Government through the DoD Components) military munitions or items used or stored on a military installation that include the following: ammunition; liquid and solid propellants; pyrotechnics; HEs; guided missiles; warheads; devices; and CA substances, devices, and components presenting real or potential hazards to life, property, or the environment. AE does not include wholly inert items and nuclear warheads and devices, except for considerations of storage and stowage compatibility, blast, fire, and nonnuclear fragment hazards associated with the explosives.

47. **Animal Plant Health Inspection Service.** The Animal Plant Health Inspection Service of the United States Department of Agriculture is the border clearance agency responsible for protecting American agriculture from the introduction of animal and plant pests and diseases.

48. **Antique Firearms.** Any firearm (including any firearm with a matchlock, flintlock, percussion cap, or similar type of ignition system) manufactured in 1898 or earlier, and replicas of antiques of such firearms if they are designed to use antique ignition systems (e.g., matchlock, flintlock, or percussion cap) or use rimfire or conventional centerfire ammunition that is not available in commercial channels.

49. **Antiterrorism.** Defensive measures used to reduce the vulnerability of individuals and property to terrorist acts, to include rapid containment by local military and civilian forces.

50. **Appeal.** A procedure that allows reconsideration of a carrier in non-use or disqualified status. For personal property shipments, it is a procedure that allows reconsideration of a carrier semi-annual score, suspension, non-use, or disqualified status.

51. **Appliance Servicing.** Preparation of household appliances at origin to withstand handling in transit or in storage and reversal of the process at destination. Does not include disconnection or reconnection of water, gas, electrical, vents or icemakers.

52. **Approval Authority.** A representative (person or organization) of the Commandant, United States Coast Guard, authorized to approve containers within terms of the International Conference for Safe Containers.

53. **Approved Continuous Examination Program.** An agreement between the owners of the equipment and the responsible governmental body to allow continuous examination of the

equipment (e.g., International Organization for Standardization [ISO] containers). United States Coast Guard approval required.

54. **Area Monitoring Office.** The office that is assigned responsibility for monitoring Transportation Discrepancy Report actions in a specific theater or area.

55. **Area of Operation.** An operational area defined by the joint force commander for land and maritime forces that should be large enough to accomplish their missions and protect their forces. Also, a specifically defined geographic area established by a Personal Property Shipping Office within an area of responsibility for traffic distribution purposes.

56. **Area of Responsibility.** The geographical area associated with a combatant command within which a geographic combatant commander has authority to plan and conduct operations. Also, Area of Responsibility is a specifically defined geographic area where one military installation has been designated the responsibility for acquisition of transportation, storage, and related personal property movement services.

57. **Armed Forces (Military Services).** The military forces of a nation or a group of nations.

58. **Armed Forces of the United States.** A term used to denote collectively all components of the Army, Navy, Air Force, Marine Corps, and Coast Guard (when mobilized under Title 10 U.S.C. to augment the Navy).

59. **Arms Parts.** Arms parts requiring protection in transportation include barrels and major subassemblies of categorized arms and must be afforded at least the same protection as Category IV arms. The frame or receiver of an arm constitutes a weapon, and such parts will be shipped according to the requirements of the category (i.e., the receiver of a .30 caliber machine gun will be protected as a Category II arm).

60. **Army or Air Force Post Office.** A military post office, numerically designated as a branch of the United States Post Office, manned and operated by the Army or Air Force to provide postal services to authorized organizations and personnel.

61. **Arrival/Departure Airfield Control Group.** A provisional organization designed to assist the Air Mobility Command and the deploying unit in receiving, processing, and loading or unloading personnel and equipment.

62. **Assessorial Service.** When the carrier provides any of the services for Assessorial rates, in connection with service provided to government containers, the carrier rates contained in the Schedule of Rates apply.

63. **Astray Cargo.** Shipments or portions of shipments found in a carrier's possession or delivered to a government activity for which billing (e.g., waybill, freight warrant) is not available or which is being held for any reason except transfer.

64. **ATCMD Timeliness.** Advance Transportation Control and Movement Document time submission standards as detailed in DTR Part II, Chapter 203, for Air Shipments and Ocean Shipments.

65. **Attempted Pickup/Delivery.** The use of labor and/or vehicles to perform pickup or delivery of property at the member's/employee's residence, when ordered by the Personal Property Shipping Office and when service cannot be performed through no fault of the carrier.

66. **Attempted Pickup and/or Delivery Charge.** See "Rate Solicitation."

67. **Authorized Privately-Owned Vehicle Port.** Designated port to be used for loading and unloading Privately-Owned Vehicles.

68. **Automated Export System.** The Automated Export System is the electronic method to file the Shipper's Export Declaration and ocean manifest information directly to United States Customs.

69. **Automatic Approval.** Functionality in the Third Party Payment System that automatically approves for payment shipments that meet the Automatic Approval criteria. These criteria include the matching of data elements, Maximum Price Thresholds, and Maximum Price Difference tolerances.

70. **Automatic Identification Technology.** A suite of tools for facilitating total asset visibility source data capture and transfer. Automatic identification technology includes a variety of devices, such as bar codes, magnetic strips, optical memory cards, and radio frequency tags for marking or tagging individual items, multi-packs, equipment, air pallets, or containers, along with the hardware and software required to create the devices, read the information on them, and integrate that information with other logistic information. Automatic identification technology integration with logistic information systems is essential to the Department of Defense total asset visibility efforts.

71. **Automated Message Handling System.** The Automated Message Handling System provides a user-friendly means to send and receive messages via the Automated Digital Network. It provides connectivity to and interoperability with other Government agencies, allies, tactical users, defense contractors and other approved activities external to the Defense Message System community.

72. **Auxiliary Services.** A service performed by a carrier in which smaller equipment than its line-haul equipment is needed for the purpose of transferring the shipment between the residence and the nearest point of approach by the carrier's line-haul equipment. Due to the structure of the building, its inaccessibility by highway, inadequate or unsafe public or private road, overhead obstructions, narrow gates, sharp turns, trees, shrubbery, the deterioration of roadway because of rain, flood, snow, or nature of an article or articles included in the shipment, the carrier may need to use smaller equipment to transfer the property.

73. **Available-to-Load Date.** The date the unit and non-unit equipment and forces must be ready to load on a transportation asset at the port of embarkation.

74. **Latest Arrival Date.** The latest date when a unit, a resupply shipment, or replacement personnel can be accepted at a port of debarkation to support the concept of operations.

75. **Baggage.** Personal effects of a traveler that are needed in connection with official travel and immediately upon arrival at the point of assignment. Material belonging to the Government may be included. Baggage may accompany a traveler or be transported separately as unaccompanied baggage.

    a. Accompanied Baggage. Personal and government property of the traveler necessary for official travel. It includes authorized carry-on articles and baggage checked in and given to the carrier at the time the passenger is processed for transportation. Checked baggage is stowed in the baggage compartment and is not normally available to the passenger during travel.

    b. Excess Accompanied Baggage. Baggage in excess of the carrier's free allowances. Excess baggage transportation costs may be paid only when authorized/approved under JTR. To be authorized or approved, the contents of the baggage must be required for the traveler's official duty and must not be available at the TDY location.

    c. Unaccompanied Baggage. That part of a member's/employee's prescribed weight allowance of household goods that is not carried free on a ticket used for personal travel, ordinarily is transported separately from the major bulk of household goods, and usually is transported by an expedited mode because its needed immediately or soon after arrival at destination for interim housekeeping pending arrival of the major portion of household goods.

    NOTE 1: Unaccompanied baggage in connection with permanent duty and consecutive overseas tour/in-place consecutive overseas tour travel may consist of personal clothing and

equipment; essential pots, pans, and light housekeeping items; collapsible items, such as cribs, playpens, and baby carriages; and other articles required for the care of dependents. Items such as refrigerators, washing machines, and other major appliances or furniture must not be included in unaccompanied baggage.

NOTE 2: In connection with an extended temporary duty assignment, unaccompanied baggage is limited to the necessary personal clothing and effects for the individual and equipment directly related to the assignment.

76. **Barge.** A flat-bed, shallow-draft vessel with no superstructure that is used for the transport of cargo and ships' stores or for general utility purposes.

77. **Basic Issue Item.** Accessories and tools necessary to operate an end item (i.e., vehicle).

78. **Berth Term.** The shipper is required to pay for and deliver the cargo alongside the ship. The carrier then becomes responsible for paying for and arranging the loading and securing of the cargo, delivering it to the agreed upon destination, and unloading the cargo onto the pier alongside the ship. All line-haul to/from or beside the ship is the responsibility of the shipper.

79. **Best Value.** The use of a procurement evaluation that, in the Government's estimation, provides the greatest overall benefit in response to the requirement. The Best Value evaluation and selection mechanism permits the Government to select TSPs to support Defense Transportation System (DTS) requirements based on a combination of price-related and non-price-related factors (such as performance).

80. **BICON.** The container measures 117 ¾(L) X 96 (W) X 96(H) inches. It is a lockable, weatherproof, reusable prefabricated freight container with a cargo capacity of up to 23,555 lbs. It has International Organization for Standardization corner fittings for lifting and restraint and for coupling two BICONs together to have the same dimensions as a standard 20-foot International Organization for Standardization container. See "ISO Container."

81. **Bill of Lading.** A contract between the shipper and the Transportation Service Provider (TSP) whereby the TSP agrees to furnish transportation services subject to the conditions printed on the bill of lading. Also refers to the data feed (priced-out bill of lading) from the shipper system (Central Web Application) to the Third Party Payment System that contains shipment information.

82. **Block Stowage Loading.** A method of loading whereby all cargo for a specific destination is stowed together. The purpose is to facilitate rapid off-loading at the destination, with the least possible disturbance of cargo intended for other points.

83. **Blue Bark.** United States military personnel, United States citizen civilian employees of the Department of Defense, and the dependents of both categories who travel in connection with the death of an immediate family member. It also applies to designated escorts for dependents of deceased military members. Furthermore, the term is used to designate the personal property shipment of a deceased member.

84. **Boat One Time Only.** Boat rates solicited by the United States Transportation Command from individual and carriers for the one-time movement over a specific origin-destination channel for which rates are not otherwise published.

85. **Border Clearance.** Authority or documents indicating compliance with the laws and regulations of the federal agencies of the United States, including, but not limited to, the United States Customs and Border Protection Agency, the United States Department of Agriculture, the United States Citizenship and Immigration Services, the Department of State, the Department of Commerce, the Bureau of Alcohol, Tobacco, Firearms and Explosives, the Public Health Service, the Department of Transportation, the United States Fish and Wildlife Service, and the United States Environmental

Protection Agency. It also includes the requirement to comply with the customs and border clearance laws and regulations of host foreign countries when cargo and passengers enter or exit their boundaries.

86. **Breakbulk Cargo.** Any commodity that, because of its weight, dimensions, or incompatibility with other cargo, must be shipped by mode other than military van or military container moved via the sea.

87. **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.

88. **Breakbulk Ship.** A ship with conventional holds for stowage of breakbulk cargo, below or above deck, and equipped with cargo-handling gear. Ships also may be capable of carrying a limited number of containers, above or below deck.

89. **Building Partner Capacity Program.** Security cooperation and security assistance activities that are funded with United States Government appropriations and administered as cases within the Foreign Military Sales infrastructure. These programs provide defense articles and/or services to other United States Government departments and agencies under the authority of the Economy Act or other transfer authorities for the purpose of building the capacity of partner nation security forces and enhancing their capability to conduct counterterrorism, counter drug, and counterinsurgency operations, or to support United States military and stability operations, multilateral peace operations, and other operations.

90. **Bypass.** A bypass occurs when a Transportation Officer selects other than the low cost carrier for a transportation movement as provided by the Rating and Ranking portion of the automated system.

91. **Calendar Days.** Consecutive days without regard to weekends or holidays.

92. **Call Number or Lot Number.** A locally assigned control number provided by the ordering activity when a requirement for services is placed with the contractor. For inbound shipments, the number is normally assigned when the Personal Property Shipping Officer receives the freight bill or written receiving notice from the contractor. For outbound or local drayage shipments, the number is normally assigned at the time the order is placed with the contractor.

93. **Car Carrier (Land).** A container or trailer of open framework designed for carriage of automobiles or other unboxed vehicles.

94. **Cargo.** Supplies, materials, stores, baggage, or equipment transported by land, water, or air.

    a. Bulk (freight). That which is generally shipped in volume where the transportation conveyance is the only external container; such as liquids, ore, or grain.

    b. Containerizeable Cargo. Items that can be stowed or stuffed into a container.

    c. Non-Containerizeable Cargo. Items that cannot be stowed or stuffed into a container, i.e., over-dimensional or overweight cargo.

    d. Source Stuffed Cargo. Cargo that economically fills a container from a single origin point.

95. **Carrier.** Any individual, company, or corporation commercially engaged in transporting cargo or passengers between two points. DoD-approved carriers, as defined above, are approved by the Commander, Military Surface Deployment and Distribution Command or the Headquarters, Air Mobility Command.

96. **Carrier Accepted Rate and Certification Printout with Error Listing.** See “Rate Solicitation.”

97. **Carrier, Department of Defense-Approved.** Any carrier, as defined above, approved by the Commander, Military Surface Deployment and Distribution Command, for participation in the Department of Defense Personal Property Shipment and Storage Program.

98. **Carrier Invoicing.** A Third Party Payment System process used for modes of shipment where carrier rates are not resident in a shipper system (i.e., small package express). The carrier generates all shipment information, which populates both the shipper and carrier side of the Third Party Payment System record. The shipper has the right to change price/shipment data prior to approval of payment. It is not recommended that Auto-Approval be set in the Third Party Payment System to allow for management controls prior to payment being approved.

99. **Carrier Tariff Rates.** Rates charged the general public by surface, air, or water carriers engaged in the transportation of property.

100. **Case Designator.** A unique code used with a country identification code to identify a particular foreign military sale. It is a three-character designator.

101. **Category A (CAT A) III.** CAT A III is a limited use contract for international and domestic services limited to the movement of regular and recurring hazardous, refrigerated chain (perishables), life and death, narcotics, and medical supplies with a shelf-life.

102. **Categories B and M Airlift.** Category B is an Air Mobility Command-procured full plane commercial charter contracted for channel requirements. Category B aircraft configured for passengers only are known as Patriot Express. Category M is travel on military aircraft configured for both passenger and cargo.

103. **Central Solicitation Service.** An entity that has the ability to solicit bids for Department of Defense group travel from any or all airlines to leverage the best price.

104. **Centrally Billed Accounts.** An account for the purchase of official transportation tickets established between the Government and the General Services Administration SmartPay Contractor.

105. **Central Web Application.** A system intended to review and approve services online and to cost Personal Property shipments for electronic payment of Transportation Service Provider invoices via U.S. Bank/the Third Party Payment System.

106. **Certification.** As used in this publication means certification by an authenticating official (United States Customs and Border Protection Agency or Department of Agriculture) that the Department of Defense Customs and Border Protection/Border Clearance Agent has been trained to perform examinations and approve clearance of Department of Defense sponsored passengers or cargo entering the Customs Territory of the United States.

107. **Certification of Equivalency.** A Certification of Equivalency is a certification that the proposed packaging equals or exceeds the requirements of 49 CFR, Parts 100–199.

108. **Certification of Essentiality.** For Highway Movement. A certification by a military authority that the cargo is “essential cargo.” The oversize or overweight shipment cannot be reduced in size or weight and the shipment must be moved via highway.

109. **Certification of Highway Movement Essential to National Defense.** Certification by a military authority that the oversize or overweight vehicle and/or cargo is essential, cannot be reduced in size or weight, and cannot be moved by another mode of transportation to meet the required delivery date. This certification is a means to inform regulatory authorities of the importance of the movement and allow maximum flexibility in approving a permit.

110. **Certifying Officer.** Responsible for information stated in a voucher, supporting documents, and records; legality of a proposed payment under the appropriation or fund involved; certifies the

Third Party Payment System Summary Invoice. This person must meet the requirements of Department of Defense Financial Management Regulation 7000.14-R, Volume 5, Chapter 33, Accountable Officials and Certifying Officers.

111. **Channel Airlift.** Regularly scheduled airlift for movement of passengers and sustainment cargo, depending on volume of workload, between designated Aerial Port of Embarkation and Aerial Port of Debarkation over validated contingency or distribution channel routes.

112. **Channel Sequence Listing.** An annual listing of approved active Air Mobility Command channels.

113. **Channel Traffic.** Passengers and cargo moving over established worldwide routes served by either scheduled Department of Defense aircraft under the control of the Air Mobility Command or commercial aircraft under contract to and scheduled by the Air Mobility Command.

114. **Charter Bus Service.** Transportation procured under an arrangement with a commercial bus carrier for the exclusive use of one or more bus.

115. **Chemical Agent (CA).** The term "chemical agent and munition" means an agent or munition that, through its chemical properties, produces lethal or other damaging effects on human beings, except that such term does not include riot control agents, chemical herbicides, smoke and other obscuration materials.

116. **Chassis.** The wheeled platform on which the container is placed for surface/highway transport.

117. **Checked Baggage.** See "Baggage"

118. **Circuitous Travel.** Travel by a route other than the one that normally would be prescribed by a transportation officer between the places involved.

119. **Civil Agencies.** All agencies in the federal government other than Department of Defense installations and activities, e.g., General Services Administration.

120. **Civil Post Office.** A United States Post office, branch, station, or money order unit operated by employees of the United States Postal Service or under contract with the United States Postal Service.

121. **Civil Reserve Air Fleet.** A program in which the Department of Defense contracts for the services of specific aircraft, owned by an United States entity or citizen, during national emergencies and defense-oriented situations when expanded civil augmentation of military airlift activity is required. These aircraft are allocated, in accordance with Department of Defense requirements, to segments, according to their capabilities, such as international long range and short range cargo and passenger sections, national (domestic and Alaskan sections) and aeromedical evacuation and other segments as may be mutually agreed upon by the Department of Defense and the Department of Transportation.

122. **Claim.** A written legal demand for payment of goods lost or damaged in shipment.

123. **Claim Office.** The office responsible for filing claims on behalf of the Department of Defense against carriers, contractors, stevedores, or vendors for loss or damage resulting from movement of government-owned property (e.g., the finance center for continental United States commercial carriers; Military Sealift Command for commercial ocean carriers; the responsible contracting officer for contractors, stevedores, and vendors

124. **Classification.** The determination that official information requires, in the interests of national security, a specific degree of protection against unauthorized disclosure, coupled with a designation signifying that such a determination has been made.

125. **Classified Material/Matter.** Official information or matter, in any form or of any nature, that requires protection in the interests of national security. Material is classified CONFIDENTIAL, SECRET, or TOP SECRET under Department of Defense 5200.1-R, Information Security Program.

126. **Clearance Authority.** The activity that controls and monitors the flow of cargo into the airlift or water transportation system. See "Airlift Clearance Authority," "Ocean Cargo Clearance Authority," and "Water Clearance Authority."

127. **Clean Bill of Lading.** A receipt for goods issued by a carrier with an indication that the goods were received in "apparent good order and condition," without damages or other irregularities.

128. **Cleared Carrier.** A commercial carrier who has met the following criteria for handling SECRET shipments:

    a. Can provide the transportation protective service requirement established by a Transportation Office

    b. Has authorization by law or regulation to provide the required transportation protective service

    c. Has a SECRET facility clearance issued by the Defense Security Service

    d. Has furnished the Military Surface Deployment and Distribution Command with a tender, agreement, or contract that provides for Protective Security Service.

129. **Close Blood or Affinitive Relative.** A permanent member of a household, a resident in the household of a member, a Department of Defense civilian employee, or an American Red Cross employee, who is dependent on the sponsor for a home. This does not apply to a dependent as defined in "Dependent" below.

130. **Closed Vehicle or Equipment.** A conveyance that is fully enclosed with permanent sides and top, and with doors that can be locked and sealed.

131. **Closure.** The process of a unit arriving at a specified location.

132. **Codes of Service.** The following are definable types of service under the Through Government Bill of Lading method:

    a. Domestic Motor Van (Code D). The TSP option to provide loose or containerized movement of household goods from an origin residence in the continental United States or Alaska to a destination residence in the Continental United States or Alaska.

    b. Domestic Container (Code 2). The movement of household goods in containers from an origin residence in the Continental United States or Alaska to a destination residence in the Continental United States or Alaska to a destination residence in the Continental United States or Alaska.

    c. International Door-to-Door Container (Code 3). The carrier provides origin services, line-haul service from origin residence to a commercial ocean terminal, ocean transportation using Military Surface Deployment and Distribution Command Operations Universal Service Contract rates for over the ocean portion of the shipment, line-haul to destination residence, and destination services.

    d. International Door-to-Door Container (Code 4). The movement of household goods in Military Surface Deployment and Distribution Command-approved, door-to-door shipping containers (wooden boxes) whereby a Transportation Service Provider provides complete through service from origin residence to destination residence over land and/or ocean means.

    e. International Door-to-Door Air Container (Code 6). The movement of household goods whereby the carrier provides containerization at the origin residence, surface transportation to

the airport nearest the origin that can provide the required services, air transportation to the airport nearest the destination that can provide required services, and transportation to the destination residence.

f. International Land-Water-Land Baggage (Code 7). The movement of unaccompanied baggage whereby the carrier provides packing and pickup at origin, surface transportation to the destination, and cutting of the banding and opening of the boxes at the destination residence.

g. International Land-Air-Land Baggage (Code 8). The movement of unaccompanied baggage whereby the carrier provides packing and pickup at origin, transportation to the origin airport, air transportation to the destination airport, surface transportation to destination, and cutting of the banding and opening of the boxes at the destination residence.

h. International Door-to-Door Container - Air Mobility Command (Code T). The movement of household goods whereby the carrier provides containerization at the origin residence and transportation to the designated Air Mobility Command terminal. The Air Mobility Command provides terminal services at both origin and destination and air transportation to the designated Air Mobility Command destination terminal. The carrier provides transportation to the destination residence.

i. International Land-Air (Air Mobility Command)-Land Baggage (Code J). The movement of unaccompanied baggage whereby the carrier provides packing and pickup at the origin and transportation to the designated Air Mobility Command terminal. The Air Mobility Command provides terminal services at both the origin and the destination and air transportation to the designated Air Mobility Command destination terminal. The carrier provides transportation to the destination from the Air Mobility Command terminal and the cutting of the banding and opening of the boxes at the destination residence.

133. **Combatant Command.** A unified or specified command with a broad continuing mission under a single commander established and so designated by the President, through the Secretary of Defense and with the advice and assistance of the Chairman of the Joint Chiefs of Staff.

134. **Combatant Command (Command Authority).** Nontransferable command authority, which cannot be delegated, of a combatant commander to perform those functions of command over assigned forces involving organizing and employing commands and forces; assigning tasks; designating objectives; and giving authoritative direction over all aspects of military operations, joint training, and logistics necessary to accomplish the missions assigned to the command.

135. **Combatant Commander.** A commander of one of the unified or specified combatant commands established by the President.

136. **Command Arrangement Agreements.** An agreement made between combatant commanders that establishes procedures, relationships, and delineates responsibilities.

137. **Command Sponsored Dependent.** Dependent(s) residing with a member at an Outside Continental United States location where an accompanied-by-dependents tour is authorized, the member is authorized to serve that tour, and dependents are authorized by proper authority to be at the member's permanent duty station. The member is authorized to receive station allowances at the with-dependents rate on behalf of the dependent(s) as a result of their residence in the vicinity of the member's permanent duty station.

138. **Commercial Air Movement.** A passenger group booking (either full plane charter or a group block of seats on a commercial flight) arranged by the Air Mobility Command.

139. **Commercial Bill of Lading.** A Commercial Bill of Lading designates the receipt of goods shipped on board a transportation conveyance (e.g., truck, rail, ship, or airplane) and signed by the carrier (or the carrier's agent) who contracts to carry the cargo. A Commercial Bill of Lading states the

terms on which the goods are carried. Carrier documentation used for transportation of shipments, such as that used by small package express carriers. It includes the commercial procedures related to the use of such documentation.

140. **Commercial Carrier.** Common, contract, for-hire, and private carriers.

141. **Commodity.** Any article, materiel, or supply except technology and software.

142. **Commodity Category.** Grouping commodities with similar characteristics for purposes of manifesting, billing, cost accounting, contractor payment, and special handling.

143. **Commodity Line Item.** An article identified within a system used to describe material (e.g., an assigned nomenclature, a National Stock Number, a part number).

144. **Common Financial and Administrative Control.** The power, actual as well as legal, to influence the management, direction, or functioning of a business organization.

145. **Common Servicing.** That function performed by one military Service in support of another military Service for which reimbursement is not required from the Service receiving services.

146. **Common-Use.** Services, material, or facilities provided by a Department of Defense agency or a Military Department on a common basis for two or more Department of Defense agencies, elements, or other organizations as directed.

147. **Common-Use Container.** Any Department of Defense-owned, -leased, or -controlled 20- or 40-foot International Organization for Standardization (ISO) container managed by the United States Transportation Command as an element of the Department of Defense common-use container system for use by two or more Services, DoD agencies, elements, or other organizations, as directed, which includes Containerized Ammunition Distribution System containers. See “ISO Container.” Also called common user container.

148. **Common-User Air Terminal.** A facility that regularly provides (for two or more Services) the terminal functions of receipt, transit storage or staging, processing, and loading or unloading of cargo or passengers on aircraft. It may be a military installation, part of a military installation, or a commercial facility operated under contract or arrangement by a Department of Defense Component.

149. **Common-User Land Transportation.** Point-to-point land transportation service operated by a single Service for common use by two or more Services.

150. **Common-User Lift.** United States Transportation Command-controlled lift. The pool of strategic transportation assets either government-owned or chartered that are under the operational control of the Air Mobility Command, Military Sealift Command, or Military Surface Deployment and Distribution Command for the purpose of providing common-user transportation to the Department of Defense across the range of military operations. These assets range from common-user unique or chartered pool of common-user assets available day-to-day to a larger pool of common-user assets phased in from other sources.

151. **Common-User Ocean Terminals.** A military installation, part of a military installation, or a commercial facility operated under contract or arrangement by the Surface Deployment and Distribution Command which regularly provides for two or more Services terminal functions of receipt, transit storage or staging, processing, and loading and unloading of passengers or cargo aboard ships.

152. **Common-User Transportation.** Transportation and transportation services provided on a common basis for two or more Department of Defense agencies and, as authorized, non-Department of Defense agencies.

153. **Commuting Area.** A distance designated by the military Services from an origin or destination point.

154. **Competent Authority Approval.** A Competent Authority Approval is an approval issued by a national agency responsible under its national law for the regulation of hazardous materials transportation. These may also be referred to as "Special Approvals." The United States Competent Authority is the United States Department of Transportation.

155. **Competition in Contracting Act of 1984.** The Competition in Contracting Act states that contracting officers will provide for full and open competition through use of the competitive procedure or competitive procedures best suited to the circumstances of the contract action which is the bill of lading for voluntary tenders.

156. **Complete Service.** The rate bid per each item includes all related services, such as long carry, stairs, elevators, or excessive distances, necessary to perform the complete pickup and delivery of the personal property shipment.

157. **Component-Owned Container.** Any International Organization for Standardization container procured and owned by a Department of Defense component. May be either on an individual unit property book or contained within a component pool (e.g., United States Marine Corps maritime pre-positioning force containers). May be temporarily assigned to the Department of Defense common-use container system.

158. **Concealed Damage.** Any damages found after the driver has obtained a clear delivery receipt where the damage could not have been observed during the unloading process, providing that the damage was within the packaging materials and the opening or unwrapping of the items would be cost prohibitive for the receiver and/or the carrier. In accordance with the National Motor Freight Classification Guidelines Item 300135, Reporting Concealed Damages, when damage to contents of a shipping container that could not have been determined at the time of delivery is discovered by the consignee, the consignee must report it to the delivery carrier upon discovery and the carrier's representative must make a request for inspection.

159. **Concept of Operations.** A verbal or graphic statement that clearly and concisely expresses what the joint force commander intends to accomplish and how it will be done using available resources.

160. **Consignee.** The recipient (unit, depot, or person) to whom cargo/personal property is addressed or consigned for final delivery. The activity that is receiving the product.

161. **Consignor.** The person or activity that prepares the shipment of cargo/personal property and releases it to the carrier for movement to the consignee.

162. **Consolidated Booking Office/Consolidated Booking Agency.** A Personal Property Shipping Office staffed and operated by a single military Service, which provides consolidated booking of personal property shipments and selected traffic management functions in support of designated Personal Property Shipping Office /Personal Property Processing Offices activities within an assigned area of responsibility.

163. **Consolidated Personal Property Shipping Office.** An activity staffed and operated by one military Service in support of all military Service components for acquisition of transportation, storage, and related services within a specified area of responsibility for movement of personal property for Department of Defense members/employees. Support is provided on a common service, nonreimbursable basis.

164. **Consolidated Shipment.** Multiple shipments belonging to several members/employees, released at the same valuation, offered to one carrier at one time for pickup on the same day or consecutive days, for the movement from one origin area to the same destination or multiple destinations en route to the destination of the most distant shipment.

165. **Consolidation.** The combining or merging of elements to perform a common or related function or the combining of separate shipments into a single shipment.

166. **Consolidation and Containerization Point.** Consolidates shipments on an air pallet or containerized shipment in a SEAVAN container for transportation overseas.

167. **Constrained Environment.** A requirement for common-user transportation that is directed/identified to the Deployment Distribution Operations Center for analysis and subsequent tasking to the components. A requirement may become constrained in one of the following ways:

    a. Constrained by the Nature of the Requirement. Requirement is outside the capability or authority of the transportation agency (type of cargo, cost, and mode). Nature of the requirement (contingency, crisis, special mission). Identity/level of requester (White House, Drug Enforcement Administration, Joint Staff,).

    b. Becomes Constrained during Movement (Execution). Situational developments (weather, threat, port/throughput capability, model/ simulation results, readiness, political environment). Change of mission. Commander's intent (Commander's specific request or requirement).

168. **Constructive Placement.** When a carrier conveyance cannot be placed for loading, unloading, or at a point previously designated by the consignor or consignee, and is placed elsewhere, it is considered as being under constructive placement and subject to tariff rules and charges.

169. **Container.** An article of transport equipment that meets American National Standards Institute/International Organization for Standardization standards that is designed to be transported by various modes of transportation. These containers are also designed to facilitate and optimize the carriage of goods by one or more modes of transportation without intermediate handling of the contents and equipped with features permitting ready handling and transfer from one mode to another. Containers may be fully enclosed with one or more doors, open top, refrigerated, tank, open rack, gondola, flatrack, and other designs. See also "ISO Container."

170. **Container Control Officer.** A designated official (E-6 or above or civilian equivalent) within a command, installation, or activity who is responsible for control, reporting, use, and maintenance of all Department of Defense -owned and -controlled intermodal containers and equipment. This officer has custodial responsibility for containers from time received until dispatched.

171. **Container Freight Station.** A receiving, storage, and distribution facility for stuffing and unstuffing containers.

172. **Container-Handling Equipment.** Items of materials-handling equipment required to specifically receive, maneuver, and dispatch International Organization for Standardization containers.

173. **Container Household Goods.** An external shipping conveyance for the movement of personal property. Containers are used in both domestic and international movements. Personal property containers must be weather tight, fitted with at least one door (hinged or removable section), and capable of being handled and transported by existing equipment. Containers must be constructed to conform to minimum dimensional, material, and construction specifications.

174. **Container Management.** Planning, organizing, directing, controlling, and executing of functions and responsibilities required to provide for positive and effective use of DoD and Military Department owned, leased, or controlled ISO containers. It includes functions and responsibilities of life cycle asset and operational management supporting the full spectrum of operations.

175. **Containerization.** The use of containers to unitize cargo for transportation, supply, and storage. Containerization incorporates supply, transportation, packaging, storage, and security together with visibility of a container and its contents into a distribution system from source to user.

176. **Containership.** A ship, usually non-self-sustaining, specially constructed and equipped to carry only containers without associated equipment, in all available cargo spaces, either below or above deck.

177. **Content Level Detail.** Content level detail includes those data elements that describe the asset plus the data elements necessary to minimally identify each level of a complete shipment entity. For the list of shipment Content Level Detail data elements, see Under Secretary of Defense (Acquisition, Technology and Logistics) RFID Policy memorandum dated 30 July 2004. The most basic entity is a single box or unpacked item marked with a shipment unit identifier.

    a. Asset-level detail is the fundamental information necessary to describe an item for content visibility.

    b. Shipment entity detail describes the accountable characteristics of the included assets, the physical characteristics of the packaged shipment, and the respective handling characteristics of the shipment.

178. **Continental United States (CONUS).** United States territory, including the adjacent territorial waters, located within North America between Canada and Mexico. Also see "CONUS Rate."

179. **Continental United States (CONUS) Rate.** As used in connection with household goods rates, includes the 48 contiguous States, District of Columbia and Alaska (except Alaska iOTO rate areas and iBOTO shipments).

180. **Contingency Aerial Port.** Standby aerial ports which can be activated for cargo operations during emergencies.

181. **Contingency Channel.** Supports sustainment operations of a Joint Chiefs of Staff-designated contingency and is assigned a 1B1 Joint Chiefs of Staff priority. Combatant Commands or Service Headquarters (in conjunction with the affected geographic combatant commands) identify contingency airlift channels for United States Transportation Command validation. Contingency channels, once established, will be periodically reviewed to ensure a 1B1 priority code is still warranted.

182. **Contingency Response Element Cadre.** All personnel permanently assigned to an Air Mobility Squadron/Air Mobility Control Flight/Airlift Control Squadron or Airlift Control Flight to support airlift operations.

183. **Contingency Response Program.** Fast reaction transportation procedures intended to provide for priority use of land transportation assets by Department of Defense when required.

184. **Contingency Support Element.** A Contingency Support Element is an individual unit that performs specific functions required to support airlift operations. Examples of Contingency Support Elements are maintenance, aerial port, weather, intelligence, and flying safety. Contingency Support Elements may be deployed to support Contingency Response Elements or existing operations throughout the world. When deployed with a Contingency Response Element, the Contingency Support Element is under the direct command of the Contingency Response Element commander. When deployed to augment an existing operation, a Contingency Support Element's operational chain of command is as directed by Headquarters Air Mobility Command 618th Air and Space Operations Center (AOC) (Tanker Airlift Control Center [TACC]) Global Readiness Division (XOP).

185. **Contingency Support Team.** A Contingency Support Team performs the same functions as a Contingency Response Element but on a smaller scale. The Contingency Support Team chief is an enlisted supervisor (7-level or above) trained with the Air Mobility Control Unit and certified by an Air Mobility Control Unit commander/flight chief. The Contingency Support Team chief is

normally a loadmaster or boom operator as prescribed by the Unit Type Code Mission Capability Statement.

186. **Contraband.** Material, goods, plant and animal products, agricultural pests and hazards, and other articles prohibited entry into the Customs and Border Protection Territory of the United States or host nation country, including controlled substances as identified in 21 U.S.C. 812, Schedules of Controlled Substances, and restricted items when the conditions of the restriction have not been met.

187. **Contract.** An agreement between two or more competent parties in which an offer is made and accepted and each party benefits. The agreement can be formal, informal, written, oral, or just plain understood. Some contracts are required to be in writing in order to be enforced. An agreement between two or more parties that creates obligations to do or not do the specific things that are the subject of that agreement.

188. **Contract Administration Office.** The activity responsible for administering the contract against which the shipment was made.

189. **Contract Air.** Air travel over a specified route with a binding contract between the government and a commercial carrier.

190. **Contract Carrier.** A person or company that is under contract to transport people or goods for individual contract customers only.

191. **Contract Management Office.** The activity responsible for administering the contract against which the shipment was made.

192. **Contracting Officer.** The Service member or Department of Defense civilian with the legal authority to enter into, administer, modify, and/or terminate contracts.

193. **Contracting Officer Representative.** A Service member or Department of Defense civilian appointed in writing and trained by a contracting officer, responsible for monitoring contract performance and performing other duties specified by their appointment letter.

194. **Controlled Cargo.** Items that require additional control and security as prescribed in various regulations and statutes. See “Protected Cargo.”

195. **Controlled Cryptographic Item.** Communications Security equipment declassified by the National Security Agency. Controlled Cryptographic Items requires accountability when shipped by commercial transportation by use of paper or electronic signature service. Classified keying material associated with Controlled Cryptographic Items must be separately transmitted according to requirements for its classification.

196. **Controlled Substances.** A drug or other substance, or immediate precursor included in Schedule I, II, III, IV, or V of the Controlled Substances Act.

197. **Convoy Commander.** The officer or noncommissioned officer in charge of vehicles and operating personnel of a convoy. The convoy commander is designated by the person authorizing movement.

198. **Convoy Movement Order.** A computer-generated movement directive issued to a moving unit to establish convoy route, movement schedule, reporting requirements, and special instructions. This document is generated by the Army National Guard State Movement Control Center in the state where a convoy originates. During a time of emergency, the State Movement Control Center is authorized to assign convoy movement order numbers to installations. These orders will be based on the DD Form 1265, Request for Convoy Clearance, submitted by the requesting unit and prior emergency procedures established by the State Movement Control Center.

199. **Country Code.** For purposes of this regulation, a two-position code indicating the country, international organization, or account that is the recipient of materiel or services under the Security Assistance Program.

200. **Country Representative/Freight Forwarder Code.** A code employed to identify the designated individual or organization authorized to receive documentation, reports, and shipments for a particular country's Foreign Military Sales transactions. A designated country representative may also be authorized by a foreign government to negotiate, commit, and sign contractual agreements.

201. **Cubic Foot.** One cubic foot is a volume one foot high, one foot wide, and one foot deep; one cubic foot (cu ft) = 1/27 cubic yard = 1,728 cubic inches.

202. **Cure Notice.** If a contract is to be terminated for default before the delivery date, a "Cure Notice" is required by the default clause. Before using this notice, it must be ascertained that an amount of time equal to or greater than the period of "cure" remains in the contract delivery schedule or any extension to it. If the time remaining in the contract delivery schedule is not sufficient to permit a realistic "cure" period of 10 days or more, the "Cure Notice" will not be issued.

203. **Customer.** Any authorized user of the Defense Transportation System.

204. **Customer Feedback Tool.** A web-based tool located on the Coordinator's website used by Defense Freight Transportation Services (DFTS) shippers, consignees, and DFTS participants desiring to report positive and negative issues to the Coordinator. Issues captured are tracked to resolution.

205. **Customer Identification Code.** A combination of code numbers and letters used for customer identification and billing purposes when passengers are airlifted by an activity financed through Transportation Working Capital Funds.

206. **Customer Service Branch.** An Air Mobility Command functional branch representing the Services at aerial ports of embarkation for the purpose of providing passenger assistance and coordinating the flow of all air traffic (cargo and passengers) routed into the Defense Transportation System.

207. **Customs and Border Protection/Border Clearance Agent.** An individual tasked by regional combatant commanders/Services and trained by Customs and Border Protection to perform specified customs functions at military sites abroad or Naval vessels accredited by Customs and Border Protection Port Directors at Norfolk and San Diego. Customs and Border Clearance Agent personnel must be in the grade of E-4 or above, law enforcement personnel (regardless of rank), or Department of Defense civilians GS-5 equivalent or above. CBCA Certification will be granted upon successful completion of a CBCA course of instruction conducted by personnel of U.S. Customs Border Protection/U.S. Department of Agriculture.

208. **Customs and Border Protection/Border Clearance Authority.** An officer of the United States or Foreign Country Government that has authority to examine, approve, or disapprove the entry/exit of passengers and cargo to their countries' respective territories.

209. **Customs Clearance.** Department of Defense action taken to comply with national customs laws including the entry and admissibility of merchandise, its classification and valuation, the payment of duties, taxes, or other charges assessed or collected on merchandise by reason of its importation, and the refund, rebate, or drawback of those duties, taxes, or other charges. Also includes the preparation, and activities relating to the preparation, of documents in any format and the electronic transmission of documents and parts of documents intended to be filed with Customs and Border Protection in furtherance of any other customs business activity, whether or not signed or filed by the preparer.

210. **Customs Territory of the United States.** The 50 United States, the District of Columbia, and Puerto Rico. Not included are Insular possessions of the United States, to include American Samoa,

Guam, Johnston Atoll, Midway Island, the U.S. Virgin Islands, Wake Island, and the Commonwealth of the Northern Mariana Islands.

211. **Data Feed.** A complete electronic business document such as an invoice, a purchase order, or a remittance advice.

212. **Date of Notification.** The date the Personal Property Shipping Office calls to inform the carrier/agent that the member/employee desires property on a specified date.

213. **Deck Cargo.** Cargo stowed on open spaces on the vessel deck.

214. **Declared Valuation.** The value of goods, as stated by a shipper, when tendered to a carrier.

215. **Defense Finance and Accounting Service.** The agency responsible for a number of services related to the accounting, internal billing, and payment of selected transportation bills of lading. The Defense Finance and Accounting Service identifies and implements finance and accounting requirements, systems and functions for appropriated and non-appropriated funds, working capital, revolving funds, and trust fund activities.

216. **Defense Freight Railway Interchange Fleet.** A fleet of freight cars built and maintained to the standards established by the Association of American Railroads and the Department of Transportation. These cars are suitable for shipping Department of Defense cargo over the commercial railroad system throughout North America, including Alaska, Canada, and Mexico.

217. **Defense Personal Property System (DPS).** A centralized, integrated system that supports the Defense Personal Property Program as the one-stop source for managing personal property moves. The United States Transportation Command has oversight of claims and Transportation Service Provider information and provides 24/7 access to personal property shipment information and is a conduit for direct relationship between the DoD customer, employees, and TSPs throughout the entire moving process.

218. **Defense Table of Official Distances (DTOD).** The DoD standard source for worldwide distance information based on zip code to zip code replacing all other sources used for computing distance (except airplanes). For more information refer to the DTOD website.

219. **Defense Transportation System.** The Defense Transportation System is that portion of the worldwide transportation infrastructure that supports Department of Defense transportation needs in peace and war. The Defense Transportation System consists of two major elements: military (organic) and commercial resources. These resources include aircraft, assets, services, and systems unique to, contracted for, or controlled by the Department of Defense. The Defense Transportation System infrastructure, including ports, airlift, sealift, railway, highway, in-transit visibility, information management systems, customs, and traffic management that the Department of Defense maintains and exercises in peacetime, is a vital element of the Department of Defense capability to project power worldwide. It provides for responsive force projection and a seamless transition between peacetime and wartime operations.

220. **Defense Transportation Tracking System.** A joint service in-transit safety and security system hosted by the Military Surface Deployment and Distribution Command. The Defense Transportation Tracking System provides 24-hour continuous oversight of the Department of Defense arms, ammunition and explosive shipments moving in the public domain. The primary mission of the Defense Transportation Tracking System is emergency response.

221. **Defense Travel System.** A Department of Defense system that allows the traveler to coordinate and arrange temporary duty (official) travel, including reservations and travel voucher preparation, approval, and submission.

222. **Delivery Term Code.** A code (prescribed in Foreign Military Sales cases) identifying the point at which the responsibility for moving an Foreign Military Sales shipment passes from the United States Department of Defense to the purchasing nation or international organization.

223. **Demurrage.** A charge against a consignor or consignee for holding carrier equipment beyond the allowable free time for loading and unloading, for forwarding directions, or for any other purpose authorized and documented by the consignor or consignee. It may also be a charge to shippers accruing from the time the container is discharged from the vessel. Charges for demurrage are in addition to all other transportation charges. Demurrage charges typically are associated with rail and water port operations.

224. **Denied Boarding Compensation.** A monetary allowance paid by an air carrier to a traveler holding a confirmed reservation when the carrier is unable to provide the reserved space.

225. **Density.** The weight of freight per cubic foot or other unit.

226. **Department of Defense.** The Department of Defense is comprised of The Office of the Secretary of Defense, the Military Departments, the Chairman of the Joint Chiefs of Staff, the combatant commands, the Office of the Inspector General of the Department of Defense, the Department of Defense agencies, field activities, and all other organizational entities in the Department of Defense.

227. **Department of Defense Activity Address Code.** A distinct six-position alphanumeric code assigned to identify specific units, activities, or organizations as found in Department of Defense Activity Address Directory. These activities are authorized to ship or receive material and to prepare documentation or billings.

228. **Department of Defense Activity Address Directory.** Publication that lists all Department of Defense activities and their six-position alphanumeric codes called Department of Defense Activity Address Codes.

229. **Department of Defense Aircraft.** An aircraft owned or controlled by any Department of Defense activity or component.

230. **Department of Defense Ammunition Code.** An eight position alphanumeric code composed of the four-position Federal Supply Classification followed by the four position Department of Defense Identification Code.

231. **Department of Defense-Approved Storage Facility.** Government-owned, approved, or leased facility used for storing household goods and mobile homes.

232. **Department of Defense Components.** The Office of the Secretary of Defense, the Military Departments, the Chairman of the Joint Chiefs of Staff, the combatant commands, the Office of the Inspector General of the Department of Defense, the Department of Defense agencies, field activities, and all other organizational entities in the Department of Defense.

233. **Department of Defense Constant Surveillance Service.** A Transportation Protective Service requiring carriers to provide a qualified driver or other qualified representative who maintains constant visual surveillance of a shipment during transportation.

234. **Department of Defense-Controlled.** Department of Defense-controlled transportation resources are defined as sealift transportation assets leased, or chartered exclusively for Department of Defense use for periods greater than 90 days. For airlift, only those aircraft leased and operated using military crews, or wet leased for exclusive use under long term contracts will be considered Department of Defense-controlled assets.

235. **Department of Defense Foreign Clearance Guide.** A publication containing information pertaining to travel security, country clearances, identification credentials, and other entry requirements for travel into the United States and foreign countries.

236. **Department of Defense Identification Code.** A four-position alphanumeric code assigned to items of supply in Federal Supply Groups 13 (ammunition/explosives) and 14 (guided missiles).

237. **Department of Defense ISO Container System.** All Department of Defense-owned, -leased, and -controlled 20- or 40-foot intermodal International Organization for Standardization (ISO) containers and flatracks, supporting equipment such as generator sets and chassis, container handling equipment, information systems, and other infrastructure that supports Department of Defense operations. This includes commercially provided transportation and container leasing services.

    NOTE: 463L. Pallets, nets, and tie-down equipment as integral components of the Department of Defense Intermodal ISO Container System.

238. **Department of Defense Recognized Item Unique Identifier Equivalent.** Unique identification methods in commercial use that have been recognized by the Department of Defense as item unique identifier equivalents, also referred to as unique item identifiers, that include the Global Individual Asset Identifier, Global Returnable Asset Identifier, Vehicle Identification Number, and Electronic Serial Number (for cell phones only).

239. **Department of Defense Shipment.** Any Department of Defense-sponsored shipment made from/to one United States Military Installation to/from another United States Military Installation or direct shipments between vendors and a military organization or defense contractor.

240. **Dependent.** The use of the word "dependent" in this regulation must be as defined in Joint Travel Regulations, Appendix A (http://www.defensetravel.dod.mil/site/travelreg.cfm).

241. **Deployment.** The rotation of forces into and out of an operational area.

242. **Deployment Distribution Operations Center.** The United States Transportation Command Deployment Distribution Operations Center is the single location for managing all movement requirements. The Deployment Distribution Operations Center is comprised of requirements and customer service teams, and includes a meteorological and oceanographic cell, a medical cell, and an intelligence representative. The Deployment Distribution Operations Center serves as the single face to the customer on all requirements moving within the Defense Transportation System.

243. **Desired Delivery Date.** A specific date by which delivery of a shipment should be accomplished by a carrier.

244. **Destination.** The place to which a shipment is consigned or where the carrier delivers cargo to the consignee or agent.

245. **Destination Control Statement.** Destination required by the United States Government for export shipments.

246. **Destination Station.** A base or airport where the mission ends as shown in the schedule.

247. **Detention.** A charge made on a carrier conveyance held by or for a consignor or consignee beyond the allowable free time for loading or unloading, for forwarding directions, or for any other purpose authorized and documented by the consignor or consignee. Charges for detention are in addition to all other lawful transportation charges. With respect to vessel charter, it is the amount owed by the charterer to the vessel owner for actions of the charterer for detaining the owner's ship or other equipment beyond the time allowed when demurrage charges are not applied.

248. **Dimension or Size Limitations.** Limitations imposed by state or local law or regulation governing overall width, length, and height of a vehicle, combination of vehicles, or combination of vehicles and cargo traveling over public roadways.

249. **Dimensional Weight.** Used to determine commercial air freight rates and charges based on a volumetric standard. Dimensional weight is calculated by multiplying the length by width by height of each package in inches and dividing the total by a specific factor.

250. **Direct Duty Paid.** A transaction where the seller pays for the total costs associated with transporting goods and is fully responsible for the goods until they are received and transferred to the buyer.

251. **Direct Procurement Method.** A method of shipment in which the government manages the shipment throughout. Packing, containerization, local drayage, and storage services are obtained from commercial firms under contract arrangements or by the use of government facilities and personnel.

252. **Disability Cost.** Costs other than transportation line-haul and accessorial charges that are considered as part of the aggregate cost of a shipment for purposes of mode and carrier selection. Disability costs include costs resulting from procuring additional labor, materials, material handling, or firefighting equipment on a temporary "as required" basis; labor charges for loading, unloading, blocking, and bracing; commercial rail switching of a rail car to a loading or unloading site; and drayage.

253. **Disqualification.** Action taken by the United States Transportation Command, delegated subordinate command, or theater Commander resulting in the exclusion of a carrier from transporting Department of Defense shipments from one or more origin points for specific routes or for all routes. This also includes the exclusion of a carrier or storage firm from participation in the Department of Defense Personal Property Shipment and Storage Program at one or more installations for a definite or indefinite period of time.

254. **Distribution Channel.** A combatant command or Service Headquarters (in conjunction with the affected geographic combatant commands) requested common-user route validated through the United States Transportation Command, based on justification provided and transportation support feasibility.

255. **Diversion.** A change made in the route of a shipment while in transit. (See "Reconsignment.")

256. **Dock Receipt**. A receipt issued by the carrier attesting to the delivery of the goods to the dock prior to their loading aboard the ship.

257. **Domestic Air Tenders**. Domestic Air Tenders offers domestic air services for cargo over 150 lbs with time-definite service for airport-to-airport, door-to-door, and shipper's origin to consignee's receiving point and, typically, for pickup/delivery services over 500 miles.

258. **Domicile.** An individual's home of record, place from which called (or ordered) to active duty, place of first enlistment, or place of permanent legal residence.

259. **Drayage.** Movements that originate and terminate within 30 miles of origin. The movement of a container between the carrier terminal where the container is loaded or discharged from a vessel and another place within the commercial or modified zone of a United States port city or within the 10-mile limit of a foreign port city by means other than the carrier vessel, such as by highway or rail. For the DoD Personal Property Program, Drayage is:

    a. Schedule I. Drayage included applies in those instances when a shipment requires drayage to an air, water, or other terminal for onward movement after completion of the shipment preparation by the contractor. If it is being moved from a residence or other pickup point to the

contractor's warehouse for onward movement by another freight company, carrier, drayage not included applies.

b. Schedule II. Drayage included means delivery of the shipment from destination contractor's facility or other destination point to the final delivery point as ordered. When shipment or partial removal of items from shipment is performed and prepared for member's/employee's pickup at destination delivery point, drayage not included applies.

c. Schedule III. Complete service for intra-city and intra-area moves. Service must include a pre-move survey, servicing of appliances, packaging and packing at member's/employee's residence to protect HHG properly during transit, tagging of items, inventorying, loading, weighing, drayage, unloading, unpacking, and placing of each article in member's/employee's new residence as directed by member/employee or member's/employee's designated representative and removal of all empty containers and materials from residence.

260. **Drive-Away Service.** The movement of a vehicle under its own power by a driver of an authorized motor carrier. This method also includes the movement of one or more vehicles, including other than self-propelled vehicles, when towed or mounted (either full or saddle mount) upon a vehicle.

261. **Dromedary.** A box, deck, or plate mounted behind the cab and forward of the fifth wheel on the frame of the power unit of a truck tractor-semitrailer combination to carry freight.

262. **Drop Zone.** A specific area upon which airborne troops, equipment, or supplies are airdropped.

263. **Dual Driver Protective Service.** Dual Driver Protective Service consists of two drivers, both who are in the process of obtaining, or have obtained, a SECRET clearance.

264. **Dunnage.** Lumber or other material used to brace and secure cargo to prevent damage.

265. **Electronic Bill.** Functionality in the Third Party Payment System that is used to request a debit (from a shipper to a carrier) or a credit (from a carrier to a shipper). The party initiating the Electronic Bill will not be paid until the other party approves the Electronic Bill. Electronic Bills are most commonly used to reconcile or adjust shipment payment amounts for shipments that have already been approved, and prior to the Summary Invoice being generated.

266. **Electronic Commerce.** Conducting business transactions and information exchange using automation and telecommunications without paper documents.

267. **Electronic Data Interchange.** The computer-to-computer exchange of business data in a standardized format between entities.

268. **Electronic Export Information.** Electronic Export Information is the electronic export data as filed in the Automated Export System. This data is the electronic equivalent of the export data formerly collected as Shipper's Export Declaration information. This information is now mandated to be filed through the Automated Export System or Automated Export System*Direct*.

269. **Electronic Funds Transfer.** The electronic transfer of funds from payer to payee through a banking system.

270. **Electronic Product Code.** The Electronic Product Code is a product numbering scheme that can provide unique identification for physical objects, assemblies and systems. Information is not stored directly within the code - rather, the code serves as a reference for networked (or Internet-based) information. The Electronic Product Code is considered an extended form of the existing Universal Product Code or European Article Number, currently used by manufacturers to identify products. The standardized Electronic Product Code data consists of an Electronic Product Code (or Electronic Product Code Identifier) that uniquely identifies an individual object, as well as an optional filter value when judged to be necessary to enable effective and efficient reading of the Electronic Product Code tags. In addition to this standardized data, certain classes of Electronic

Product Code tags will allow user-defined data. The Electronic Product Code global Inc. Tag Data Specifications define the length and position of this data, without defining its content.

271. **Electronic Product Code (EPC) Gen 2 RFID Tag.** Electronic Product Code Gen 2 passive radio frequency identification tags meet the Electronic Product Code global Inc. GS1 Electronic Product Code Tag Data Standard.

272. **Electronic Sensitive Device.** An electronic device when in shipment is sensitive to Electrostatic Discharge. If this electrostatic discharge occurs near electronic components, the components are often damaged or destroyed.

273. **Embargo.** To restrict or prohibit an acceptance or movement of freight, passengers, or personal property.

274. **Employee.** A civilian: employed by an agency, regardless of status or grade; employed intermittently as an expert or consultant and paid on a daily when actually employed basis; or serving without pay or at $1 a year (5 U.S.C §5701(2)) (also referred to an "invitational traveler" for TDY travel purposes only).

275. **En Route.** A personal property shipment is considered en route when moved from its origin location by the carrier until final placement at destination.

276. **Equalization.** The equivalent sharing of originating loads from an installation among all eligible carriers.

277. **Equipment.** In logistics, all nonexpendable items needed to outfit or equip an individual or organization.

278. **Escort(s) or Courier(s), Transportation.** United States government military members or civilian employees, or Department of Defense contractor employees responsible for continuous surveillance and control over movements of classified material. Individuals designated as escorts or couriers must possess a Department of Defense-issued security clearance at least equal to the level of classification of the material being transported.

279. **Essential Cargo.** Cargo that is essential to a military mission and is prescribed in Department of Defense Instruction 4140.01, Supply Chain Materiel Management Policy.

280. **Examination.** The process of scrutinizing personal property or other Department of Defense cargo or equipment, to include the physical opening of baggage, parcels, cartons, and containers and the disassembly of articles, as required, to determine their contents. Examination of personnel involves the physical search for contraband. The depth or degree of the examination is left to the discretion and judgment of the military customs inspector.

281. **Exception Codes.** Codes approved by the Government and used by the Defense Transportation Coordination Initiative Coordinator when requesting relief from exceeding a key performance indicator standard. The Defense Transportation Coordination Initiative Coordinator must submit the request within 24 hours of the occurrence.

282. **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 material, sensitive materiel, firearms, explosives, lethal chemicals, and other dangerous and hazardous material that requires rigid movement control and air cargo of such size that the item exceeds commercial capability.

283. **Excluded Parties List System.** Excluded Parties List System is an electronic, web-based system, monitored under the auspices of the General Services Administration that identifies those parties excluded from receiving federal contracts, certain subcontracts, and certain types of federal financial and non-financial assistance and benefits. The Excluded Parties List System keeps the

user community aware of administrative and statutory exclusions across the entire government, suspected terrorists, and individuals barred from entering the United States.

284. **Exit.** The act/process of exiting a country's borders for commerce purposes or in the case of United States Military, deployments to meet Department of Defense objectives. In this publication it is used interchangeably with the term export.

285. **"EX" Number.** The explosive number is a tracking number assigned by the Department of Transportation to identify the final hazard classification was properly submitted and approved in accordance with 49 CFR.

286. **Expediting.** Actions taken to ensure movement to destination in the shortest time possible.

287. **Expedited Freight.** Shipments requiring priority handling to ensure delivery faster than the normal transit time for the mode selected. Examples include shipments requiring same day service or before normal delivery hours the following day.

288. **Expedited Handling Shipments.** Items and/or shipment units with an entry of N_ _, E_ _, 999, or 777 in the Required Delivery Date field of Military Standard Requisitioning and Issue Procedures requisition and/or Transportation Control and Movement Document normally require expedited transportation. Items and/or shipment units with 555 or 444 in the Required Delivery Date field may also require expedited transportation.

289. **Explosives.** For the purposes of these standards, a substance or a mixture of substances that is capable by chemical reaction of producing gas at such temperature, pressure, and speed as to cause damage to the surroundings. The term "explosive" includes all substances variously known as HEs and propellants, together with igniters, primers, initiators, and pyrotechnics (e.g., illuminant, smoke, delay, decoy, flare, and incendiary compositions).

290. **Export.** In the context of this regulation, the process of transporting goods out of the United States for the purpose of consumption or use by United States Armed Forces overseas.

291. **Exporter.** Anyone who arranges for an exportation of goods.

292. **Export Cargo Shipments.** Shipments originating from an inland point/Port of Embarkation destined to an overseas destination.

293. **Export Clearance.** The process of clearing cargo for exit from the local country and determination of duties to be assessed. Once fees are determined and collected, cargo is cleared for departure from the country.

294. **Export Traffic Release.** Shipping instructions, issued by the Military Surface Deployment and Distribution Command Operations Center or Theater Commander in response to an offering, that specify the mode of transportation, carrier(s) to move the shipment, rate, minimum shipment weight, cost favorable terminal, shipment terminal arrival date, and any Routing Instruction Notes.

295. **Export Traffic Release Request (ETRR).** Shipment information submitted by a DoD shipping activity to describe a requirement to move DoD-sponsored cargo across international water via commercial surface or multimodal contract to a Military Surface Deployment and Distribution Command Cargo Booking Office.

296. **Family Member.** See the Joint Travel Regulations, Appendix A (http://www.defensetravel.dod.mil/site/travelreg.cfm), for the definition of "family member" for uniformed Service members and Department of Defense civilian employees.

297. **Fare.** Per person charge set by a carrier for passenger service.

298. **Fast Release of Ammunition.** An exception to Export Traffic Release procedures.

299. **Federal Inspection Services.** Refers to the United States Department of Agriculture, United States Customs and Border Protection Agency, and United States Citizenship and Immigration Services.

300. **Financial and Air Clearance Transportation System.** The Financial and Air Clearance Transportation System clears air cargo for all Services. The four Air Clearance Authorities control their Services' flow of sustainment/resupply cargo into the airlift system during both peace and war. The Financial and Air Clearance Transportation System provides the ability to view the entire flow of Department of Defense sustainment cargo in near real-time and enables decision-makers to control the flow of sustainment material into aerial ports of embarkation. The Financial and Air Clearance Transportation System has an integrated database that uses quick reference files to ensure compliance with this regulation formats and Service unique air-eligible cargo movement criteria. It also provides challenge messages from respective Service Air Clearance Authorities to consignees and consignors on non-compliant Advance Transportation Control and Movement Documents.

301. **Firearm Curios or Museum Pieces.** Firearms certified by the curator of a municipal, State, or Federal museum that exhibits firearms as curios or relics of museum interest, or any other firearm or ammunition that derives a substantial part of its monetary value from the fact it is novel, rare, or bizarre or is associated with an historical figure, period, or event.

302. **Firearms.** Any weapon (including a starter gun) that will, is designed to, or may readily be converted to expel a projectile by action of an explosive; the frame or receiver of any such weapon; any firearm muffler or firearm silencer; or any destructive device. The term shall include a weapon parts kit that is designed to or may readily be completed, assembled, restored, or otherwise converted to expel a projectile by the action of an explosive. The term shall not include a weapon, including a weapon parts kit, in which the frame or receiver of such weapon is destroyed as described in the definition "frame or receiver" at the end of the paragraph after "destructive device".

303. **First Destination Transportation.** Is that transportation required to deliver new, an upgraded model, or recapitalized production items from the manufacturer's plant or source of procurement to the first point of delivery where the Military Service or Defense Agency takes possession and/or ownership of that item. The procurement source, as used herein, is any supplier outside the Department of Defense (DoD) supply system or any DoD industrial activity that fabricates new materiel. The procurement source or the first point of delivery may be in the Continental United States (CONUS) or overseas. FDT is not applicable to components or items reworked by an industrial activity. In the case where the Government accepts the production item at the manufacturer's plant or source of production and legally owns the item, FDT extends to the first point of delivery for either use or storage by the Military Service or Defense Agency. For shipments destined to overseas locations that will enter the Defense Transportation System, FDT terminates at the port of embarkation (CONUS or overseas).

304. **Flashpoint.** The minimum temperature at which the substance gives off flammable vapors that will ignite in contact with spark or flame.

305. **Flatrack.** Portable, open-topped, open-sided, ISO-configured platforms (considered ISO containers) that fit into existing below-deck container cell guides and provide a capability for container ships to carry oversized cargo and wheeled and tracked vehicles. There are also non-ISO-configured flatracks for the Palletized Loading System (M-1077 and Container Roll-In/Roll-Out Platform [CROP]) in the Department of Defense.

306. **Fleet Post Office.** A Navy activity established within the Continental United States collocated with the postal concentration center for the purposes of providing a standard mail address for forces afloat, mobile shore-based units and activities overseas, directory assistance for Navy mail, and

maintaining liaison with and furnishing mail routing and dispatching instructions to civil and Military postal authorities.

307. **Force Activity Designator.** Number used in conjunction with urgency of need designators to establish a matrix of priorities used for supply requisitions. Defines the relative importance of the unit to accomplish the objectives of the Department of Defense.

308. **Force Majeure.** Contract provision that exempts parties for non-fulfillment of obligations due to conditions beyond their control and without fault or negligence of the breaching party. For example, natural disasters or public enemy, freight embargoes, or weather.

309. **Force Protection.** Preventive measures taken to mitigate hostile actions against Department of Defense personnel (to include family members), resources, facilities, and critical information.

310. **Force Protection Condition.** A Chairman of the Joint Chiefs of Staff-approved standard for identification of and recommended responses to terrorist threats against U.S. personnel and facilities. There are four Force Protection Conditions above normal.

    a. Force Protection Condition ALPHA. This condition applies when there is a general threat of possible terrorist activity against personnel and facilities, the nature and extent of which are unpredictable, and circumstances do not justify full implementation of Force Protection Condition BRAVO measures. However, it may be necessary to implement certain measures from higher Force Protection Conditions resulting from intelligence received or as a deterrent. The measures in this Force Protection Condition must be capable of being maintained indefinitely.

    b. Force Protection Condition BRAVO. This condition applies when an increased and more predictable threat of terrorist activity exists. The measures in this Force Protection Condition must be capable of being maintained for weeks without causing undue hardship, affecting operational capability, and aggravating relations with local authorities.

    c. Force Protection Condition CHARLIE. This condition applies when an incident occurs or intelligence is received indicating some form of terrorist action against personnel and facilities is imminent. Implementation of measures in this Force Protection Condition for more than a short period probably will create hardship and affect the peacetime activities of the unit and its personnel.

    d. Force Protection Condition DELTA. This condition applies in the immediate area where a terrorist attack has occurred or when intelligence has been received that terrorist action against a specific location or person is likely. Normally, this Force Protection Condition is declared as a localized condition.

311. **Foreign Military Sales and Presidential Determination Transportation Account Codes.** Foreign Military Sales Transportation Account Codes, which are part of the Security Cooperation Program, support the movement of materiel, either new or used, to foreign nations.

312. **Formal Entry.** Means the necessary entry documentation has been delivered to Customs and Border Protection, together with the deposit of estimated duties.

313. **Forward Supply Support.** A category of cargo that moves in the Air Mobility Command airlift system that supports Air Mobility Command aircraft.

314. **Foul Bill of Lading.** A receipt for goods issued by a carrier with an indication that the goods were damaged when received.

315. **Frame or Receiver.** The term “frame or receiver” means the following: (1) The term “frame” means the part of a handgun, or variants thereof, that provides housing or a structure for the primary energized component designed to hold back the hammer, striker, bolt, or similar component prior to

initiation of the firing sequence (i.e., sear or equivalent), even if pins or other attachments are required to connect such component to the housing or structure. (2) The term "receiver" means the part of a rifle, shotgun, or projectile weapon other than a handgun, or variants thereof, that provides housing or a structure for the primary component designed to block or seal the breech prior to initiation of the firing sequence (i.e., bolt, breechblocks, or equivalent), even if pins or other attachments are required to connect such component to the housing or structure. (3) The terms "variant" and "variants thereof" mean a weapon utilizing a similar frame or receiver design irrespective of new or different model designations or configurations, characteristics, features, components, accessories, or attachments. For example, an AK-type firearm with a short stock and a pistol grip is a pistol variant of an AK-type rifle, an AR-type firearm with a short stock and a pistol grip is a pistol variant of an AR-type rifle, and a revolving cylinder shotgun is a shotgun variant of a revolver.

316. **Free Astray.** A shipment miscounted or unloaded at the wrong station is billed for and forwarded to the correct station, "free of charges as astray."

317. **Free on Board.** This term is used with the designation of a physical point to determine the responsibility and basis for payment of freight charges and, unless otherwise agreed, the point at which title for supplies passes to the buyer or consignee. The policies on designation of contracts as Free on Board Origin or Free on Board Destination are set forth in the Federal Acquisition Regulation Subpart 47.3, Transportation in Supply Contracts.

    a. Free on Board Destination. Free on Board at destination, or where the seller or consignor delivers the supplies on the seller's or consignor's conveyance to a specified delivery point. In this case, unless the contract provides otherwise, the cost of shipping and the risk of loss are borne by the seller or consignor.

    b. Free on Board Origin. Free on Board at the place of origin, or where the seller or consignor places the supplies on the conveyance by which they are to be transported. Unless the contract provides otherwise, the cost of shipping and the risk of loss are borne by the buyer or consignee.

318. **Free Time.** Time allowed by tender, tariff, or contract to load and/or unload carrier's equipment before detention or demurrage is charged.

319. **Freight Classification.** A system of grouping together commodities of like or similar transportation characteristics for the purpose of assigning ratings to be used in applying rates.

320. **Freight Consolidating Activity.** A transportation activity that receives less than carload/truckload shipments of materiel for the purpose of assembling them into carload/truckload lots for onward movement to the ultimate consignee or to a freight distributing activity or other breakbulk point.

321. **Freight Container.** Article of transport equipment that is:

    a. Of a permanent character and accordingly strong enough to be suitable for repeated use

    b. Specially designed to facilitate the carriage of goods by one or more modes of transport, without intermediate reloading

    c. Fitted with devices permitting its ready handling, particularly its transfer from one mode of transport to another

    d. So designed as to be easy to fill and empty

    e. Having an internal volume of at least 1 m3 (35.3 ft3).

    NOTE: The term "freight container" includes neither vehicles nor conventional packing.

    Source: ISO 830, Freight Containers – Vocabulary.

See also "Container" and "ISO Container."

322. **Freight Forwarder.** A firm other than a railroad, motor, water, or air carrier that represents itself as a common carrier and undertakes to assemble and consolidate shipments or provide for assembling and consolidating and performing or providing for the performance of breakbulk and distributing. It assumes responsibility for the transportation of such property from point of receipt to point of destination; and uses the services of carriers subject to the governing bodies.

323. **Full Visible Capacity.** A conveyance so filled that no more like material, in the shipping form tendered, can be loaded in or on the conveyance.

324. **Funds Manager.** A person to whom funds have been entrusted, whose specific responsibilities include validating appropriation data, recording commitments and obligations, reviewing obligations and appropriation data, and resolving errors. The Funds Managers are responsible for establishing Lines of Accounting and ensuring proper funding supports an established Line of Accounting.

325. **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, International Civil Aviation Organization regulations, and related publications. Fuse and Fuze are two words that have a common origin (French fusee, fusil) and are sometimes considered to be different spellings. It is useful to maintain the convention that fuse refers to a cord-like igniting device, whereas fuze refers to a device used in ammunition and incorporates mechanical, electrical, chemical, or hydrostatic components to initiate a chain of events by deflagration or detonation (49 CFR Part 173.59, Description of Terms for Explosives).

326. **General Agency Agreement.** A contract between the Maritime Administration and a steamship company which, as general agent, exercises administrative control over a government-owned ship for employment by the Military Sealift Command.

327. **General Cargo.** Cargo that is susceptible for loading in general, nonspecialized stowage areas or standard shipping containers (e.g., boxes, barrels, bales, crates, packages, bundles, and pallets).

328. **Global Heavyweight Service (GHS).** The GHS contracts are available for DoD transportation officers/shippers of federal agencies, to include eligible cost-reimbursable contractors. The GHS contracts provide commercial door-to-door, international pickup and delivery services for cargo over 300 lbs., less than planeload for CONUS outbound, OCONUS to CONUS, and lateral (OCONUS to OCONUS).

329. **Group Operational Passenger System (GOPAX).** GOPAX is a web-based system supporting the request and procurement of full charter air and ground transportation of military personnel traveling in groups. Coordination of movement can be accomplished through GOPAX for domestic (including CONUS, Alaska, Hawaii, Puerto Rico, and the U.S. Virgin Islands) air movements and all domestic ground transportation.

330. **Government Bill of Lading.** A government document used to procure transportation and related services from commercial carriers.

331. **Government Business Day.** A business day (i.e., Monday through Friday) that is not a Federal Holiday.

332. **Government Invoicing Model; also referred to as Self Invoicing Model.** The Third Party Payment System payment model where the shipping office generates (through a Government shipping system) a priced bill of lading and transmits it electronically to the Third Party Payment System. That data populates both the Government and carrier side of the shipment transaction in the Third Party Payment System.

333. **Government-Owned Containers.** Government-Owned Containers include all exterior wooden shipping containers purchased by the government or constructed by the contractor for services under a contract. Government-Owned Containers include containers meeting the requirements of American Society for Testing and Materials (ASTM) D4169-01, Standard Practice for Performance Testing of Shipping Containers and Systems, ASTM D5118/D5118M-95, Standard Practice for Fabrication of Fiberboard Shipping Boxes, ASTM D6251/D6251M-01, Standard Specification for Wood-Cleated Panelboard Shipping Boxes, and Military Surface Deployment and Distribution Command Pamphlet 55-12. Government-Owned Containers include all wooden exterior-shipping containers purchased by the government and received by the contractor awarded those services identified in Schedule II, Inbound Services.

334. **Government Storage Warehouse.** A government-owned or leased facility used for storing household goods shipment.

335. **Government Tractor.** A tractor owned or leased and operated by the government.

336. **Government Travel Services.** The system for centrally billed account management. This system is used in the Defense Travel Regions contracted by the Military Surface Deployment and Distribution Command. It is designed to charge passenger transportation costs (air and rail), reconcile transactions, verify and certify bills in accordance with financial management policies. This system involves the traveler, the Commercial Travel Office, the Travel Card Vendor, the Account Manager, and the Government Paying Office.

337. **Green Sheet.** A procedure invoked by Department of Defense Components to identify specific cargo requiring precedence over all other cargo from that Department of Defense Component. Cargo of the other Department of Defense Components is not affected.

338. **Gross Weight.** The combined weight of a container and its contents including packing material.

339. **Group Passenger Movement.** Ten or more passengers traveling together on the same day, on the same flight, for the same mission requiring group integrity, and identified as a group by the travel management system upon booking.

340. **Half-Height Container.** These containers have sides that are approximately 4 feet high. There is no permanent metal top. If the cargo needs to be covered, then a tarpaulin is provided. See “ISO Container.”

341. **Harmonized Tariff Schedule of the United States, Annotated.** The United States Government list of duties and tariffs restrictions for the importation of material into the Customs Territory of the United States.

342. **Hatch.** An opening in a ship’s deck giving access to cargo holds.

343. **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 material in the hold.

344. **Hazardous Material.** A substance or material that the Secretary of Transportation has determined is capable of posing an unreasonable risk to health, safety, and property when transported in commerce, and has designated as hazardous under section 5103 of Federal hazardous materials transportation law (49 U.S.C. 5103). The term includes hazardous substances, hazardous wastes, marine pollutants, elevated temperature materials, materials designated as hazardous in the Hazardous Materials Table (see 49 CFR 172.101), and materials that meet the defining criteria for hazard classes and divisions in 49 CFR 173.

345. **Heavy Lift Cargo.** Any single cargo lift, weighing 5 short tons or more, and to be handled aboard ship. In Marine Corps usage, individual units of cargo that exceed 800 pounds in weight or 100 cubic feet in volume.

346. **High Explosive (HE).** An explosive substance designed to function by detonation (e.g., main charge, booster, or primary explosive).

347. **High Value Item.** A cargo shipment that exceeds the carrier's normal liability for loss and damage during transportation and which requires the Transportation Office to request the carrier to purchase additional insurance to ensure liability for full shipment value in the event of loss or damage.

348. **Hold.** A cargo stowage compartment aboard ship.

349. **Holding.** The process of holding a shipment, including a consolidation delay, a wait for export traffic release, an embargo, or another shipper request.

350. **Host Nation.** A nation in which representatives or organizations of another state are present because of government invitation and/or international agreement.

351. **Household Goods.** See the Joint Travel Regulations, Appendix A (http://www.defensetravel.dod.mil/site/travelreg.cfm), for uniformed Service members and Department of Defense civilian employees for definitions of household goods.

352. **Import.** In the context of this regulation, the process of bringing goods into a country for consumption or use by United States Armed Forces.

353. **Importer.** United States Customs and Border Protection regulations define an importer as the person primarily responsible for the payment of any duties on the merchandise, or an authorized agent acting on his/her behalf. The importer may be the consignee, the importer of record, or the actual owner of the merchandise.

354. **Importer of Record.** The importer of record is the individual or firm liable for payment of all duties and meeting all statutory and regulatory requirements incurred as a result of importation. The party being responsible primarily for duties/tax/fees payment and also for supplying any/all data and forms necessary to complete the entry.

355. **Inadequate Carrier Equipment or Facilities.** A carrier's equipment or facilities that are not sufficient for movement, storage, or protection of material while in carrier's custody. This includes equipment that is not safe (e.g., holes in equipment or equipment that cannot be properly secured to prevent pilferage).

356. **Individual.** A military or civilian member of the Department of Defense. A citizen of the United States or an alien lawfully admitted for permanent residence.

357. **Individually Billed Account.** A government credit card issued to an individual to cover all official government travel related expenses while away from the official station/duty station. An individual with an individually billed account is responsible for paying all charges and fees associated with that account.

358. **Infrastructure.** All buildings and permanent installations necessary for the support, redeployment, and military forces operations (e.g., barracks, headquarters, airfields, communications, facilities, stores, port installations, and maintenance stations).

359. **Informal Entry.** Category of entry that applies to shipments not exceeding $2000 in value (except for articles valued in excess of $250 as classified in Sections VII, VIII, XI and XII; Chapter 94 and 99, Subchapter III and IV Harmonized Tariff Schedule of the United States, Annotated) are generally entitled to duty free entry.

360. **Inspection.** The detailed observation of personal property and other Department of Defense cargo or equipment, noting their markings and outer physical characteristics. Inspection of personnel involves observation and/or oral questioning to determine the potential for border clearance violations. Also, the process of comparing description, number, etc., of items listed on the paperwork with actual items being shipped/transported.

361. **Installation.** A base, post, yard, camp, or station under the local command of a uniformed service with permanent or semi-permanent-type troop shelters and a Government dining facility/mess, and at which there are U.S. Government operations.

362. **Installation Commander.** The person responsible for managing and supervising the activities of a military base, post, camp or station.

363. **Installation Transportation Officer.** See "Transportation Officer."

364. **Institute of International Container Lessors.** A technical committee consisting of container owners, operators, and manufacturers who prepare the Repair Manual for Steel Freight Containers.

365. **Insular Possessions of the United States.** Include American Samoa, Guam, Johnston Atoll, Midway Islands, the U.S. Virgin Islands, Wake Island, and the Commonwealth of the Northern Mariana Islands.

366. **Integrated Booking System.** A single, worldwide, automated booking system supporting direct booking by shippers of ocean movement cargo and ocean containers.

367. **Integrated Data Environment (IDE)/Global Transportation Network (GTN) Convergence (IGC).** An automated program providing supply chain, distribution, and logistics information fusion through common integrated data application services enabling development of cohesive business solutions both by and for the supported Combatant Commands, Components, Services, Joint Staff, Agencies, and other Federal organizations. The Integrated Data Environment/Global Transportation Network creates an environment where logistics and distribution data and information from both the United States Transportation Command and the Defense Logistics Agency are accessible from a single place, leveraging work already being done by the Defense Logistics Agency Integrated Data Environment and the United States Transportation Command 's Global Transportation Network programs. The Integrated Data Environment/Global Transportation Network enhances capability to interoperate, unifies information technology development across the Domain, and eliminates legacy/redundant data stores and interfaces. The United States Transportation Command J3 declared the Integrated Data Environment/Global Transportation Network the in-transit visibility system of record.

368. **Interchange.** A kind of interline that involves the exchange of equipment.

369. **Intercity Bus.** Coaches used for movement of any distance.

370. **Interline.** The practice whereby a carrier transfers a shipment to another carrier at a point of joint service for delivery or further movement.

371. **Intermediate Staging Base.** A tailorable, temporary location used for staging forces, sustainment and/or extraction into and out of an operational area.

372. **Intermodal.** Type of international freight system that permits transshipping among sea, highway, rail, and air modes of transportation through use of American National Standards Institute and International Organization for Standardization containers, line-haul assets, and handling equipment.

373. **Intermodal Container**. See "Container."

374. **Intermodal Support Equipment.** Fixed and deployable assets required to assist container operations throughout the intermodal container system. Included are straddle cranes, chassis, rough terrain container handlers, container cranes, and spreader bars.

375. **Intermodal Systems.** Specialized transportation facilities, assets, and handling procedures designed to create a seamless, transportation system by combining multimodal operations and facilities during the shipment of cargo.

376. **International.** The movement of household goods or unaccompanied baggage between a point in the continental United States and a point in an overseas area.

377. **International Air Transport Association.** Association of member airlines and developer of the International Air Transport Association Dangerous Goods Code, which is used as a reference and unofficial guidance for air shipment of hazardous material. The International Air Transport Association Dangerous Goods Code includes special restrictions imposed by its member airlines.

378. **International Civil Aviation Organization.** Official ruling body for commercial air shipment of hazardous material and publisher of the official International Civil Aviation Organization Dangerous Goods Code.

379. **International Convention for Safe Containers.** A convention held in Geneva, Switzerland, on 2 December 1972, which resulted in setting standard safety requirements for containers moving in international transport. These requirements were ratified by the United States on 3 January 1978.

380. **International Maritime Dangerous Goods Code.** The International Maritime Dangerous Goods Code regulates transport of hazardous materials by sea to prevent injury to persons, or damage to ships. The International Maritime Dangerous Goods Code lays down basic principles intended to prevent the negligent or accidental release of marine pollutants carried by sea. It contains detailed recommendations for individual substances and a number of recommendations for good practice are included in the classes dealing with such substances. Although the information contained in the International Maritime Dangerous Goods Code is primarily directed at mariners, the provisions may affect industries and services from the manufacturer to the consumer.

381. **International Maritime Organization (IMO).** Official ruling body for commercial maritime shipment of hazardous material and publisher of the International Maritime Dangerous Goods Code. The United Nations specialized agency with responsibility for the safety and security of shipping and the prevention of marine and atmospheric pollution by ships.

382. **International Organization for Standardization.** A worldwide federation of national standards bodies from some 100 countries, one from each country. The International Organization for Standardization is a non-governmental organization, established to promote the development of standardization and related activities in the world with a view to facilitating the international exchange of goods and services, and to developing cooperation in the spheres of intellectual, scientific, technological, and economic activity. International Organization for Standardization's work results in international agreements, which are published as international standards.

383. **Inter-Service Support.** Action by one Military Service or element to provide logistics and/or administrative support to another Military Service or element thereof. Such action can be recurring or non-recurring in character, on an installation, in an area, or on a worldwide basis.

384. **Interstate Shipment.** Any personal property or mobile home shipment originating in a state or the District of Columbia and destined for another state or the District of Columbia (moves within the District of Columbia are local moves and do not fit the intra or interstate categories). Shipments having an origin and destination within a state but cross over/through another state during movement are also classified as interstate shipments.

385. **Intertheater.** Between theaters or between the continental United States and theaters. Also see "Intertheater Traffic."

386. **Intertheater Traffic.** Traffic between theaters exclusive of that between the continental United States and theaters.

387. **Intracity Bus.** Coaches used for movements of 60 miles or less.

388. **In-Transit Visibility.** The ability to track the identity, status, and location of Department of Defense unit and non-unit cargo (excluding bulk petroleum, oils, and lubricants) and passengers; patients; and personal property from origin to consignee or destination across the range of military operations.

389. **Intrastate Rate Abstract.** A listing of rates provided by the United States Transportation Command to the Personal Property Shipping Offices indicating initial filing submissions for the rate cycle.

390. **Intrastate Shipment.** Any personal property or mobile home shipment originating in a state destined for the same state and transiting only that state.

391. **Intratheater.** Within a theater.

392. **Intratheater Traffic.** Traffic within a theater.

393. **ISO Container.** Freight container complying with all relevant ISO container standards in existence at the time of its manufacture. Source: ISO 830, Freight Containers – Vocabulary

394. **Issuing Officer.** Only authorized or acting Personal Property Shipping Offices may issue Personal Property Bills of Lading. Such authorized persons may be military personnel or civilian employees of the government on duty at the issuing office. As stated in 41 CFR §101-41.302-4, accountability for Personal Property Bills of Ladings used by a contractor-shipper remains with the issuing office. The name and title of the issuing officer and the name and address of the issuing office, rather than those of the contractor-shipper must appear on the Personal Property Bills of Lading.

395. **Item Unique Identification.** A system of marking items delivered to the Department of Defense with Unique Item Identifiers that have machine-readable data elements to distinguish an item from all other like and unlike items. Items are marked with a Data Matrix symbol, the contents of which are encoded in the syntax of International Organization for Standardization/International Electrotechnical Commission 15434 and semantics of International Organization for Standardization/International Electrotechnical Commission 15418 or the Air Transport Association Common Support Data Dictionary. The Data Matrix contents may be either a Unique Item Identifier or a Department of Defense recognized item unique identification equivalent.

396. **Joint Inspection.** Joint Inspection is the inspection of aircraft loads by qualified representatives from the moving unit and a supporting airlift representative,

397. **Joint Logistics Over-the-Shore Operations.** Operations in which Navy and Army Logistics Over-The-Shore forces conduct Logistics Over-The-Shore operations together under a joint force commander.

398. **Joint Mobility Control Group.** The Joint Mobility Control Group is a key end state objective of the United States Transportation Command's Strategic Plan. It is the focal point to orchestrate and optimize Defense Transportation System operations in support of Unified Commanders and other customers in need of Transportation support. The Joint Mobility Control Group is comprised of the command center elements at the United States Transportation Command and each Transportation Component Command, organized by Customer Service Teams and linked by real time Command, Control, Communications, and Computer systems.

399. **Joint Munitions Transportation Coordinating Activity.** The Joint Munitions Transportation Coordinating Activity was established to perform as the joint Service focal point for munitions export, shipment planning, coordination and execution actions for those munitions moving aboard common user sealift. The Joint Munitions Transportation Coordinating Activity, under command and control of the Commander, Joint Munitions Command, consolidates all Services munitions requirements.

400. **Joint Operation Planning and Execution System.** An Adaptive Planning and Execution system technology.

401. **Joint Personal Property Shipping Office.** A Joint Personal Property Shipping Office is an activity staffed and operated by members from two or more military Services, in support of all military Service components for acquisition of transportation, storage, and related services within a specified area of responsibility for movement of personal property for Department of Defense members. Support is provided on a common service, nonreimbursable basis.

402. **Joint Transportation Board.** Responsible to the Chairman of the Joint Chiefs of Staff, the Joint Transportation Board assures that common-user transportation resources assigned or available to the Department of Defense are allocated to achieve maximum benefit in meeting the Department of Defense objectives.

403. **Julian Date.** This date chain, composed of a four-digit numeric figure, indicates the year and day of the year. This four-digit number is composed of the last number of the year and day of the year, in that sequence.

404. **Key Performance Indicator.** Financial and non-financial metric or measurement used to quantify objectives to reflect performance.

405. **Kilogram.** One kilogram is equal to 2.2046 pounds. To convert kilograms into pounds, multiply kilograms by 2.2046 factor. To convert pounds into kilograms, multiply pounds by 0.453 factor.

406. **Knocked Down.** An article taken apart so as to materially reduce the space it will occupy while being transported.

407. **Landing Zone.** Any specified zone used for the landing of aircraft.

408. **Lashing.** Ropes, wires, chains, steel straps, or other special devices used to secure cargo.

409. **Less Carload or Less Than Container Load.** A quantity of cargo less than that required for the application of a carload rate. A quantity of cargo less than that that fills the visible or rated capacity of an ocean container.

410. **Less Than Release Unit.** A Less Than Release Unit is a shipment unit of a specific commodity, weight, size, or mode that does not require an export release before shipment. For continental United States, Less Than Release Units are specifically defined in this regulation; for overseas, in theater directives. A Less Than Release Unit shipment generally includes one or more of the following characteristics:

    a. Weighs less than 10,000 pounds.

    b. Is not classified, explosive, poisonous, or in need of protective or security measures.

    c. Does not occupy or is not tendered as a full carload or truckload.

    d. Does not move to the Seaport of Embarkation by driveaway method.

411. **Less Truckload.** A quantity of cargo less than that required for the application of a truckload rate. Also called “less than truckload.”

412. **Letter of Intent.** A standard format letter submitted by carriers acknowledging a carrier's intent to do business at an installation. A Letter of Intent must contain codes of service and agent representation.

413. **Letter of Offer and Acceptance.** Standard Department of Defense form on which the United States Government documents its offer to transfer to a foreign government or international organization United States defense articles and services via foreign military sales pursuant to the Arms Export Control Act.

414. **Light and Bulky Articles.** Articles that have a low weight per cubic foot of space occupied. Such articles are usually made subject to the provisions of Rule 34 of the Standard Transportation Commodity Code.

415. **Lighterage.** The process in which small craft are used to transport cargo or personnel from ship-to-shore using amphibians, landing craft, discharge lighters, causeways, and barges.

416. **Limited Airports of Entry.** A foreign clearance base within the continental limits of the United States that is only designated for entry of aircraft operating under specific projects. Such aircraft are to receive United States border clearance as provided for in the Department of Defense Foreign Clearance Guide.

417. **Line-haul.** Transportation of cargo over carrier routes from point of origin to destination, excluding local pick-up, delivery, local drayage, and switching services.

418. **Line of Accounting.** Accounting/appropriation data; represents specific financial/budgetary appropriations.

419. **Load Planning Team.** A load planning team provides on-site load planning/cargo preparation assistance to major users of airlift. The Load Planning Team consists of a maximum of three qualified affiliation instructors; one individual must be Mission Support Team qualified.

420. **Loaded to Capacity.** A conveyance loaded to its cube or weight-carrying capacity. Also, a conveyance loaded with a quantity of material that is so filled that no more like material, in the shipping form tendered, can be loaded in or on the conveyance.

421. **Local Flight.** A continuous flight performed within the local flying area that terminates at the point of origin.

422. **Local Move.** Involves Household Goods drayage, storage when approved, or shipment for a short distance between residences; to or from a nontemporary storage facility in the area of the member's/employee's permanent duty station; in the area of the member's/employee's last PDS when the member/employee is authorized a final move during a separation or retirement; incident to reassignment or permanent change of station to a new permanent duty station near the old permanent duty station; between residences within a metropolitan area; or not during a permanent change of station, a move between residences within the daily commuting distance of the permanent duty station. A local move of household goods includes necessary packing, crating, hauling, storage when approved, unpacking and uncrating.

423. **Logistics-Over-the-Shore Operations.** The loading and unloading of ships without the benefit of deep draft-capable, fixed port facilities, in friendly or non-defended territory, and, in time of war, during phases of theater development in which there is no opposition by the enemy; or as a means of moving forces closer to tactical assembly areas dependent on threat force capabilities.

424. **Long Ton.** See "Ton."

425. **Lot.** Those household goods placed in storage at government expense and covered by one service order.

426. **Long Delivery.** Delivery from a destination storage in transit warehouse more than 30 miles from the nearest carrier Department of Defense approved warehouse in the domestic program; and household goods more than 50 miles, and unaccompanied baggage more than 30 miles in the international program.

427. **Lot Number.** See "Call Number."

428. **Lowest Overall Cost.** The aggregate of shipment costs known or reasonably estimated (i.e., transportation rate(s), accessorial, drayage, storage in transit, packing and crating, unpacking, and port handling costs).

429. **Major End Items.** Class VII. A final combination of end products that is ready for its intended use; e.g., missiles, tanks, mobile machine shop, industrial material, weapons, vehicles, and aircraft engines.

430. **Major Organizational Equipment.** Major end item equipment used in furtherance of the common mission of an organization or unit. Also see "Major End Items" and "Organizational Equipment."

431. **Mail.** All types of military postal matter.

432. **Mail Equipment.** Sacks, pouches, and bags for the movement of mail and locks and devices for sealing mailbags, pouches, sacks, or containers.

433. **Mandatory Delivery Date.** The date and or date/time (as applicable) that the material must be delivered to the consignee. The Mandatory Delivery Date differs from the Required Delivery Date as the Required Delivery Date closes out the supply requisition or unit movement at the final destination and the Mandatory Delivery Date closes out the Continental United States portion of the transportation function: the date of the Mandatory Delivery Date and the Required Delivery Date may be the same. Applies to Defense Transportation Coordination Initiative shipments only.

434. **Manifest.** A document specifying, in detail, the passengers or items carried for a specific destination.

435. **Manual Approval.** The process in the Third Party Payment System where the shipper manually reviews a transaction in the Third Party Payment System once the carrier has submitted a Notice of Delivery and invoice. If the invoice amount is correct, the shipper marks the transaction as approved for payment, and U.S. Bank pays the carrier the approved amount.

436. **Marking.** Numbers, nomenclature, or symbols imprinted on items or containers for identification during handling, shipment, and storage.

437. **Marshalling Area.** A location in the vicinity of a reception terminal or pre-positioned equipment storage site where arriving unit personnel, equipment, materiel, and accompanying supplies are reassembled, returned to the control of the unit commander, and prepared for onward movement.

438. **Matching Criteria.** Data elements the Third Party Payment System uses to match shipper-submitted data with carrier-submitted data. Matching criteria are used in the Automatic Approval process, where established thresholds and tolerances have been set.

439. **Matching Model.** One of three operating models within the Third Party Payment System. Under this model, both shipper and carrier provide data to populate their respective sides of a single transaction. If the data matches or falls below a previously specified threshold and within a previously specified threshold, the payment is approved automatically.

440. **Materials Handling Equipment.** Mechanical devices for handling of supplies with greater ease and economy.

441. **Measurement Ton.** The unit of volumetric measurement of equipment associated with surface-delivered cargo. Measurement tons equal total cubic feet divided by 40 (1 Measurement Ton = 40 cubic feet).

442. **Member (Uniformed Services).** A commissioned officer, commissioned warrant officer, warrant officer, and enlisted person, including a retired person, of the Uniformed Services. "Retired person" includes members of the Fleet Reserve and Fleet Marine Corps Reserve who are in receipt of retainer pay.

443. **Metric Ton.** See "Ton."

444. **Military Assistance Program Address Code.** A six-position alphanumeric code constructed from the Military Standard Requisition and Issue Procedures requisition number and the Military Standard Requisition and Issue Procedures supplemental address for Security Assistance Program shipments. The Military Assistance Program Address Code is used to identify the consignee in transportation documents and to obtain clear text address and other shipment information from the Military Assistance Program Address Directory.

445. **Military Assistance Program Address Directory.** A sole source directory for use of the Military Services and Agencies, containing the addresses of freight forwarders, country representatives, or customers in the country required for releasing Foreign Military Sales and Grant Aid shipments and related documentation.

446. **Military Assistance Program.** That portion of the United States security assistance authorized by the Foreign Assistance Act of 1961, as amended, that provides defense articles and services to recipients on a nonreimbursable (grant) basis.

447. **Military Criminal Investigative Organization.** The Department of the Army Criminal Investigation Division, the Naval Criminal Investigative Service, and the Air Force Office of Special Investigations.

448. **Military Customs Officer–Excepted.** An individual designated by the Installation Commander to perform specified customs functions at Regular or Limited Ports of Entry at Continental United States military locations only.

449. **Military Impedimenta.** Equipment that is owned and controlled by a military unit; carried on the unit property books; moved simultaneously or in conjunction with unit personnel; and used by those personnel while participating in national emergencies, exercises, maneuvers, temporary duty, or permanent change of station.

450. **Military-Owned Vehicles.** Unique, tactical, or theater-owned vehicles; may include aircraft and sea vessels.

451. **Military Service.** A branch of the Armed Forces of the United States, established by act of Congress, in which persons are appointed, enlisted, or inducted for military service, and which operates and is administered within a military or executive department. The Military Services are: the United States Army, the United States Navy, the United States Air Force, the United States Marine Corps, and the United States Coast Guard.

452. **Military Specification Container.** A container that meets specific written standards.

453. **Military Traffic Expediting Service.** An expediting service provided by the Association of American Railroads for military carload or specialized shipments.

454. **Military Van.** See "Container."

455. **Mobile Home.** A mobile dwelling constructed or converted and intended for use as a permanent residence and designed to be moved, either self-propelled or by towing. It includes a house trailer, a

privately-owned railcar converted for use as a residence, and a boat a member/employee uses as the place of principal residence as well as all household goods and professional books, papers, and equipment contained in the mobile home and owned or intended for use by the employee or dependents.

456. **Mobile Home One Time Only.** Mobile home shipments offered to a Department of Defense approved mobile home carrier participating in the onetime only program. Rates are not on file and shipments are solicited individually and are bid or awarded on an individual basis.

457. **Mobility.** A quality or capability of military forces that permits them to move from place to place while retaining the ability to fulfill their primary mission.

458. **Mobility Forces.** A term used extensively in the Department of Defense airlift community referring to those forces that provide airlift support to deploying forces. They are normally provided by the Air Mobility Command, but may be provided by non- Air Mobility Command host or support installations. Examples of Air Mobility Command mobility forces are Contingency Response Elements, Contingency Response Teams, aerial ports, and air terminals. Non- Air Mobility Command mobility forces include Arrival/Departure Airfield Control Groups, installation deployment forces.

459. **Mobility Officer.** Mobility Officer is the person(s) designated or appointed for planning, coordinating, and/or executing mobility operations for assigned or supported units. This designation also includes the Division Transportation Officer, Unit Movement Officer, Strategic Mobility Officer, Defense Movement Coordinator, Installation Deployment Officer, Embarkation Officer, and Installation Mobility Officer.

460. **Mode Neutral.** The shipper will no longer identify a transportation mode; e.g., truck, rail, air; but instead, the shipper determines when the freight must arrive at the destination using a Mandatory Delivery Date. Based on this date, the Coordinator will select the most efficient transportation mode to meet the shipper requirement. In the event the shipment must be delivered the same day or next day, expedited service will be used. Expedited service does not always mean the shipment must travel by air, a surface transportation, in many instances, may be used to meet the delivery requirement at a reduced cost.

461. **Mode of Transport.** One of the various modes used for a movement. For each mode, there are several means of transport. They are (1) inland surface transportation (rail, road, and inland waterway), (2) sea transport (coastal and ocean), (3) air transportation, and (4) pipelines.

462. **Movement Request Order.** A requisition document initiated by a Personnel Office for the procurement of transportation services for a member/employee.

463. **Multi-Modal Service.** Being or involving transportation by more than one mode of transportation or type of transportation service provider during a single journey. Multi-modal service occurs when two or more different modes such as rail, truck, barge, air and/or sealift are used to move cargo from origin to destination. Multi-modal service may occur in continental United States and/or outside continental United States. The term multi-modal service can be used interchangeably with intermodal moves.

464. **Munition(s).** A complete device charged with explosives, propellants, pyrotechnics, initiating composition, or nuclear, biological, chemical material, and all similar or related items or components, explosive in nature, for use in military operations, including demolitions. Certain suitably modified munitions can be used for training, ceremonial, or non-operational purposes. Also called ammunition.

NOTE: In common usage, “munitions” (plural) can be military weapons, ammunition, and equipment.

465. **Munitions Carriers.** Munitions carriers are commercial carriers that meet and maintain the Military Surface Deployment and Distribution Command pre-qualification standards to transport arms, ammunition and explosives. They have a current satisfactory rating and meet all Department of Transportation standards. These carriers are Military Surface Deployment and Distribution Command-approved to provide in transit physical security for Department of Defense shipments of classified SECRET, CONFIDENTIAL, or sensitive arms, ammunition, and explosives.

466. **National Motor Freight Classification.** A motor tariff containing freight descriptions of a specific or generic nature under which all commodities moving in motor freight service are "rated" or "classed."

467. **National/North Atlantic Treaty Organization Stock Number.** The 13-digit stock number replacing the 11-digit Federal Stock Number. It consists of the 4-digit Federal Supply Classification code and the 9-digit National Item Identification Number. The National Item Identification Number consists of a 2-digit National Codification Bureau number designating the central cataloging office (whether North Atlantic Treaty Organization or other friendly country) that assigned the number and a 7-digit (xxx-xxxx) nonsignificant number. The number will be arranged as follows: 9999-00-999-9999.

468. **Naval Operational Logistics Support Center.** Provides worldwide transportation/physical distribution services for United States Navy afloat and ashore activities plus payment and accounting services for Navy transportation.

469. **Naval Transportation Support Center.** Provides worldwide transportation/physical distribution services for United States Navy afloat and ashore activities plus pay and accounting services for Navy transportation.

470. **Nearest Available Department of Defense Approved Storage Facility.** A facility having Department of Defense approval, having space for the shipment, and accepting Department of Defense traffic for other than their representative carriers. If, because of the carrier's poor payment history, the agent refuses to accept a shipment, then the agent's facility will be considered "available" for purpose of determining charges, irrespective of what destination warehouse the carrier uses.

471. **Nested Cargo.** Unit equipment that arrives at the port of embarkation as separate items and are consolidated by the port operator to maximize loading. Examples include trailers nested in truck cargo beds or "piggy-backed" trailers. It describes shipments loaded in or on another shipment by the port operator at the port of embarkation for efficiency of loading the ship. This action by the port operator at the port of embarkation places a burden on the port operator at the port of debarkation to return the nested shipments to their original configuration as received at the port of embarkation. Documentation for this configuration is for two shipments that are modified at the port of embarkation to identify the nesting action, and alert the port of debarkation operator of their required actions. Upon arrival at the port of debarkation, nested cargo is returned to its separate item configuration for onward movement.

472. **Net Explosive Quantity.** The total quantity of propellant in a tank, drum cylinder, or other container expressed in kilograms.

473. **Net Explosive Weight.** The total weight of all explosive substances (i.e., HEW, propellant weight, and pyrotechnic weight) in the AE, expressed in lbs [kg]. NEW is used for transportation purposes.

474. **Net Weight.** The weight of an item being shipped excluding the weight of packaging material or container or weight of a ground vehicle without fuel, engine oil, coolant, on-vehicle materiel, cargo, or operating personnel.

475. **Next Generation Delivery Service (NGDS).** Next Generation Delivery Service is a mandatory-use government-wide solution for small package delivery services (DoD, federal agencies, and cost-reimbursable contractors). NGDS provides domestic express (air) and ground delivery services up to and including 150 lbs within the CONUS; domestic express delivery services up to and including 300 lbs between CONUS and Alaska, Hawaii, and Puerto Rico and within Alaska, Hawaii, and Puerto Rico; international express delivery for shipments up to and including 300 lbs.

476. **No Hit.** When no Advance Transportation Control and Movement Document is available for processing a shipment at an aerial port of embarkation.

477. **Non-Containerizable Cargo.** See "Cargo."

478. **Non Self-Sustaining Containership.** A containership that does not have a built-in capability to load or offload containers, and requires a port crane or craneship service.

479. **Non-Temporary Storage.** Long-term storage of household goods in lieu of transportation. Non-Temporary Storage includes necessary packing, crating, unpacking, uncrating, transportation to and from place of storage, storage, and other directly related necessary services.

480. **Non-Unit-Related Cargo.** Non-unit-related cargo includes all equipment and supplies requiring transportation to an operational area, other than those identified as the equipment or accompanying supplies of a specific unit (e.g., resupply, military support for allies, and support for nonmilitary programs such as civil relief). Also see "Sustainment" and "Retrograde."

481. **Notice of Availability.** The DD Form 1348-5, Notice of Availability/Shipment, by which the United States shipping installation will provide advance notification to the designated Foreign Military Sales country representative or freight forwarder that the materiel is ready for shipment.

482. **No Show.**

    a. Cargo. Failure of a carrier to pick up a shipment as scheduled or when the government fails to have the cargo available for pickup by the carrier

    b. Passenger. Passengers who fail to show up for a scheduled flight/ride.

    c. Personal Property. Members/employees or their authorized agents who fail to show up for scheduled services (packing, pickup, or delivery).

483. **Not to Exceed Rate.** Maximum transportation charges the Government will pay for the movement of a specific transportation request. Transportation Officers may see the actual rate charged is less than the Not to Exceed rate following coordinator consolidation and optimization efforts. Applies to Defense Transportation Coordination Initiative shipments only.

484. **Nuclear Weapons Related Material.** Classified or unclassified assemblies and subassemblies (containing no fissionable or fusionable material) identified by the Military Departments that comprise or could comprise a standardized war reserve nuclear weapon (including equivalent training devices) as it would exist once separated/removed from its intended delivery vehicle. (The term "delivery vehicle" is defined as the portion of a weapon system that delivers a nuclear weapon to its target. This includes cruise and ballistic missile airframes as well as delivery aircraft.)

485. **Obligation.** A formal reservation of funds that ensures funds are available for payment of Government contractual obligations. In the Third Party Payment System, the obligation equals the estimated shipping charge identified in the bill of lading.

486. **Ocean Cargo Clearance Authority.** The Military Surface Deployment and Distribution Command Operations activity that books Department of Defense-sponsored cargo and passengers for surface movement, performs related contract administration, and accomplishes export/import surface traffic

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

487. **OCONUS.** Outside the continental limits of the United States.

488. **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.

489. **Official Travel.** Authorized travel and assignment solely in connection with business of the Department of Defense or the Government.

490. **Official Travel Provider.** Person(s) not having access to or assigned to an Installation Transportation Office/Traffic Management Office who has an operational requirement to arrange official travel.

491. **One-Time-Only Rates.** Rates solicited by the United States Transportation Command from individual carriers for the one-time movement of personal property over a specific origin-destination channel for which rates are not otherwise published.

492. **Open Top Container.** A container without a permanent metal top. The top is a removable tarpaulin supported by roof bows to protect cargo from the elements. See "ISO Container."

493. **Operating Authority.** An authorization issued by the regulatory body for a commercial carrier to perform transportation service, sometimes within specific limitations.

494. **Operational Support Airlift.** Operational support airlift missions are movements of high priority passengers and cargo with time, place, or mission-sensitive requirements. Operational support airlift aircraft are those fixed-wing aircraft acquired and/or retained exclusively for operational support airlift missions, as well as any other Department of Defense-owned or controlled aircraft, fixed- or rotary-wing, used for operational support airlift purposes.

495. **Opportune Airlift.** That portion of lift capability available for use after planned requirements have been met.

496. **Opportune Sealift.** This is cargo that is either moved or available to move on a space available basis. It is the use of sealift in a secondary role to the primary mission, and the portion of sealift capability available for use after planned mission requirements have been met.

497. **Ordering Officer.** The contracting officer of a using activity or a government individual appointed by the contracting officer authorized to order services under the contract.

498. **Organic Airlift.** Airlift provided by aircraft owned/operated by each Service.

499. **Organic Asset.** Department of Defense, theater, or tactical-owned assets.

500. **Organizational Equipment.** Referring to method of use: signifies that equipment (other than individual equipment) used in furtherance of the common mission of an organization or unit. Also see "Equipment."

501. **Origin.** Beginning point of a deployment where unit or non-unit-related cargo or personnel are located.

502. **Other Weapons.** Any weapon or device capable of being concealed on the person from which a shot can be discharged through the energy of and explosive; a pistol or revolver having a barrel with a smooth bore designed or redesigned to fire a fixed shotgun shell; and weapons with combination shotgun and rifle barrels that are more than 12 inches or more but less than 18 inches in length, from which only a single discharge can be made from either barrel without manual reloading, including any such weapon that may be readily restored to fire.

503. **Out-loading.** The act of securing, readying, and moving of equipment from an installation by railroad, motor carrier equipment, tactical vehicles, and ships, for either staging or loading, to a POE or transportation hub for deployment to its next location.

504. **Outsize Cargo (Air).** Cargo that exceeds the dimensions of oversized cargo and requires the use of a C-5 or C-17 aircraft or surface transportation. A single item that exceeds 1,000 inches long by 117 inches wide by 105 inches high in any one dimension. See also "Oversized Cargo."

505. **Outsize (d) Dimensions.** Any dimension of a shipment greater than six feet; a shipment with such a dimension.

506. **Overall Costs.** The sum of all costs that are known or that can be estimated reasonably in connection with the movement of personal property.

507. **Overage.** Any article of freight (packaged or loose) which, upon delivery by a carrier, found to be in excess of the quantity recorded on the bill of lading, manifest or other government documentation covering the shipment.

508. **Overpack.** An enclosure that is used by a single consignor to provide protection or convenience in handling of a package or to consolidate two or more packages; overpack does not include a transport vehicle, freight container, or aircraft unit load device. Examples of overpacks are one or more packages:

    a. Placed or stacked onto a load board such as a pallet and secured by strapping, shrink wrapping, stretch wrapping, or other suitable means; or

    b. Placed in a protective outer packaging such as a box or crate.

509. **Overseas.** All locations, including Alaska and Hawaii, outside the continental United States. For purposes of U.S. Customs and Border Protection (CBP), any location or country outside of the Customs Territory of the United States.

510. **Overseas Theater.** An overseas area composed of those elements of one or more of the Armed Services, designated to operate in a specific geographical area (i.e., the Pacific, European, Southern, or other command).

511. **Override.** An override occurs when a Transportation Officer manually enters tender information on a bill of lading and selects a carrier, bypassing the Rating and Ranking portion of the automated system.

512. **Oversize Breakbulk or Roll On/Roll Off Ocean Cargo.** Cargo with any dimension over 45 feet long, more than 8 feet wide, or over 9 feet 6 inches high. Does not apply to wheeled or tracked vehicles.

513. **Oversize Cargo.**

    a. Large items of specific equipment such as a barge, side loadable warping tug, causeway section, powered, or causeway section, nonpowered. Requires transport by sea.

    b. Air cargo exceeding the usable dimension of a 463L pallet loaded to the design height of 96 inches, but equal to or less than 1,000 inches in length, 117 inches in width, and 105 inches in height. This cargo is air transportable on the C-5, C-17, C-141, C-130, and KC-10 and most civilian contract cargo carriers. See also "Outsized Cargo."

514. **Packaging.** The processes and procedures used to protect materiel from deterioration, damage, or both. It includes cleaning, drying, preserving, packing, marking, and unitization.

515. **Packed by Owner.** Those articles packed in a container by the owner.

516. **Packing.** Assembly of packaged items into a shipping container with necessary blocking, bracing, cushioning, weatherproofing, reinforcement, and marking.

517. **Pallet.** A flat base for combining stores or carrying a single item to form a unit load for handling, transportation, and storage by materials handling equipment.

    a. 463L pallet. An 88" x 108" aluminum flat base used to facilitate the upload and download of aircraft.

    b. 463L System. Aircraft pallets, nets, tie down and coupling devices, facilities, handling equipment, procedures, and other components designed to interface with military and civilian aircraft cargo restraint systems that accept pallets 88" x 108". Though designed for airlift, system components may have to move intermodally via surface modes to support geographic Combatant Commander objectives.

    c. Warehouse. A two-deck platform, usually wooden, used for handling several packages as a unit. Also referred to as a "skid."

518. **Palletized.** A quantity of items, packed or unpacked, which is arranged on a pallet in a specific manner and is secured, strapped, or fastened on the pallet so that the whole palletized load may be handled as a single unit.

519. **Palletized Load System.** A truck with hydraulic load handling mechanism, trailer and flatrack system capable of self-loading and -unloading. Truck and companion trailer each have a 16.5-ton payload capacity.

520. **Palletized Load System Flatrack.** Topless, sideless container component of palletized load system, some of which conform to International Organization for Standardization specifications.

521. **Partial Loss.** Indicates partial loss of contents of shipment units, other than by theft or pilferage. This includes spillage, leakage, or evaporation from the contents of bottles, barrels, or similar containers.

522. **Partial Shipment Unit.** A shipment unit separated at the origin shipping activity into two or more increments with each increment identified and documented separately.

523. **Passengers.** Department of Defense personnel, their dependents, and other persons under the sponsorship of Department of Defense, who are using the Defense Transportation System.

524. **Passenger Operations.** The Air Mobility Command activity that makes reservations for international air passenger travel on Patriot Express and M airlift.

525. **Patriot Express.** United States Transportation Command contracted flights that transport Department of Defense passengers internationally.

526. **Performance Work Statement.** A statement of work for performance based acquisitions that describe the results in clear, specific, and objective terms with measurable outcomes.

527. **Permanent Change of Station.** See the Joint Travel Regulations, Appendix A (http://www.defensetravel.dod.mil/site/travelreg.cfm), for uniformed Service members and Department of Defense civilian employees for definitions of permanent change of station.

528. **Permanent Duty Station.** See the Joint Travel Regulations, Appendix A (http://www.defensetravel.dod.mil/site/travelreg.cfm), for uniformed Service members and Department of Defense civilian employees for definitions of permanent duty station.

529. **Personal Information.** Information about an individual that identifies, links, relates, or is unique to, or describes him or her (e.g., a social security number; age; military rank; civilian grade; marital status; race; salary; home/office phone numbers; and other demographic, biometric, personnel,

medical, and financial information). Such information is also known as personally identifiable information (i.e., information that can be used to distinguish or trace an individual's identity, such as their name, social security number, date and place of birth, mother's maiden name, and biometric records, including any other personal information which is linked or linkable to a specified individual).

530. **Personal Property.** Household goods, unaccompanied baggage, privately owned vehicles, and mobile homes, as defined in the Joint Federal Travel Regulations and the Joint Travel Regulations.

531. **Personal Property Processing Office.** An activity designated to provide members/employees a local point of contact for the purpose of counseling and processing applications and to forward completed applications to the responsible Personal Property Shipping Office, Consolidated Booking Office/Consolidated Booking Activity, Consolidated Personal Property Shipping Office, or Joint Personal Property Shipping Office. Additionally, a Personal Property Processing Office supported by a Consolidated Booking Office/Consolidated Booking Activity may be assigned specific functions such as inbound quality assurance and claims.

532. **Personal Property Shipping Office.** An activity designated to provide traffic management, counseling, and application processing within a designated area of responsibility, which includes acquisition of transportation, storage, and related services. Function responsible for entering the data from the Movement Request Order into Central Web Application and ensuring that the presented documentation entails a correct and fully funded Line of Accounting.

533. **Personal Property Shipping Officer.** The individual designated by authority to perform assigned traffic management functions at military installations or activities, regardless of whether or not that is the organizational title of the individual. For the purpose of this contract, the term Personal Property Shipping Officer includes representatives designated to order the services required and to inspect and evaluate those services performed by the contractor for acceptance or rejection.

534. **Personal War Trophy or Souvenir.** A souvenir collected by an individual participating in a military engagement as a memento of the engagement, owned as individual personal property, and registered with a Department of Defense Form 603-1.

535. **Personally-Procured Move.** An option for moving personal property available to military members in receipt of Permanent Change of Station, Separation, Retirement, or Temporary Duty orders.

536. **Phytosanitary.** Concerning plant health, including the protection of natural flora and plant products from direct and indirect damage by pests.

537. **Pilferable Cargo.** Items that are vulnerable to theft because of their ready resale potential (e.g., cigarettes, alcoholic beverages, cameras, electronic equipment, and computer software). See "Protected Cargo."

538. **Planeload.** Planeload is determined by the configuration and model of each aircraft on any regularly scheduled commercial route.

539. **Port Call File Number.** Sealift identifier generated and assigned by the Integrated Booking System to uniquely identify a booking. This is sometimes referred to as the government's booking number.

540. **Port of Debarkation.** The geographic point at which cargo or personnel are discharged. Also called POD. See also "Port of Embarkation."

541. **Port of Embarkation.** The geographic point in a routing scheme from which cargo or personnel depart. This may be a sea port or aerial port from which personnel and equipment flow to a port of debarkation; for unit and non-unit requirements, it may or may not coincide with the origin.

542. **Port of Entry.** Any location in the Customs Territory of the United States at which United States Customs and Border Clearance Officers are assigned with authority to enforce the various provisions of United States border clearance laws and regulations. Any location in the Customs Territory of the United States where merchandise is entered and duty collected.

543. **Postal Concentration Center.** A Post Office or Agency of the United States Postal Service at which mail for Armed Forces on maneuvers, afloat or overseas, is concentrated for sorting and delivery or dispatch.

544. **Preclearance.** A program allowing Department of Defense personnel, aircraft, vessels, cargo, and equipment returning to the Customs Territory of the United States to fulfill agriculture and/or customs entry requirements by performing the agriculture/customs inspection/examination prior to redeployment.

545. **Prime Data Entry.** Mandatory data entries listed in the upper portion of the DD Form 1384, Transportation Control and Movement Document, identified by document identifiers T_0, T_1, T_2, T_3, or T_4. See DTR Part II, Appendix M for examples.

546. **Priority.** Precedence for movement of traffic.

547. **Priority Designator.** A two-digit issue and priority code placed in military standard requisitioning and issue procedure requisitions to provide a means of assigning relative rankings to competing demands placed on the Department of Defense supply system.

548. **Privately Owned (Motor) Vehicle.** Any motor vehicle owned by, or on a long-term lease (12 or more months) to, a member or a member's dependent for the primary purpose of providing personal transportation.

549. **Privately Owned (Motor) Vehicle Spare Parts.** Spare privately owned vehicle parts (e.g., car engine/transmission) not to exceed the member's/employee's administrative household goods weight allowance and a pickup tailgate when removed.

550. **Professional Books, Papers, and Equipment for Member/Employee (PBP&E). (Also called PRO or PRO-Gear.)** Articles of household goods in a member's/employee's possession needed for the performance of official duties at the next or a later destination.

    The following items are considered PBP&E/PRO-Gear:

    a. Reference material

    b. Instruments, tools, and equipment peculiar to technicians, mechanics, and members of the professions

    c. Specialized clothing such as diving suits, flying suits; astronaut's suits, flying suits and helmets, band uniforms, chaplain's vestments, and other specialized apparel not normal or usual uniform or clothing

    d. Communications equipment used by a member in association with the Military Affiliated Radio System

    e. Individually owned or specially issued field clothing and equipment

    f. Government- or uniformed Service-owned accountable organizational clothing and individual clothing property issued to the employee or member by the Service/DoD Component for official use.

NOTE: Excluded from PBP&E/PRO-Gear are:

a. Commercial products for sale/resale used in conducting business

b. Sports equipment

c. Office furniture

d. Household furniture

e. Shop fixtures

f. Furniture of any kind even though used in connection with (ICW) the PBP&E (e.g., bookcases, study/computer desks, file cabinets, and racks)

g. Personal computer equipment and peripheral devices

h. Memorabilia including awards, plaques or other objects presented for past performance (includes any type of going away gifts, office decorations, pictures, etc.)

i. Table service including flatware (including serving pieces), dishes (including serving pieces, salvers and their heating units), other utensils, and glassware.

j. Other items of a professional nature that are not necessary at the next/subsequent PDS, such as textbooks from previous schools unrelated to future duties, personal books, even if used as part of a past professional reading program or course of instruction and reference material that ordinarily would be available at the next/subsequent PDS either in hard copy or available on the Internet.

551. **Professional Books, Papers, and Equipment for a Member's Dependent Spouse (Also Called PRO or PRO-Gear). (Not Applicable to an Employee's Dependent Spouse.)** The Service concerned may authorize an additional weight NTE 500 pounds for PBP&E/PRO-Gear that belongs to the member's spouse when on a PCS. PBP&E/PRO-Gear for a member's spouse must meet the definition of spouse PBP&E/PRO-Gear in the Joint Travel Regulations, Appendix A (http://www.defensetravel.dod.mil/site/travelreg.cfm), and is necessary for employment or community support activities at the next duty station or a later destination. The shipment of PBP&E/PRO-Gear for a member's spouse is in the same manner and under the same conditions as other HHG. PBP&E/PRO-Gear will be identified as belonging to the spouse, packed, weighed, and inventoried separately, to include listing the actual weight of PBP&E/PRO-Gear.

The following items are considered PBP&E/Pro-Gear:

a. Reference material

b. Instruments, tools, and equipment peculiar to technicians, mechanics, and members of the professions

c. Specialized clothing, such as diving suits, flying suits and helmets, band uniforms, nurse uniforms, chaplains' vestments, and other specialized apparel not normal or usual uniform or clothing.

552. **Prohibited Firearms.** Includes but is not limited to:

a. A shotgun having a barrel or barrels of less than 18 inches in length

b. A weapon made from a shotgun, if such weapon, as modified, has an overall length of less than 26 inches or a barrel or barrels of less than 18 inches in length

c. A rifle having a barrel or barrels of less than 16 inches in length

d. A weapon made from a rifle, if such weapon as modified has an overall length of less than 26 inches or a barrel or barrels of less than 16 inches in length

e. A machinegun

f. Firearms classified as semiautomatic assault rifles, including United States manufactured firearms

g. A muffler or silencer for any firearms

h. A destructive device

i. A semiautomatic assault weapon

j. Other weapons (see definition for "Other Weapons").

553. **PRO Number.** The abbreviation of the word progressive and is usually prefixed to an agent's record numbers on freight bills.

554. **Proof of Delivery.** The date and signature of the designated receiver listed on the delivery manifest, certifying the item was received. The proof of delivery establishes transfer of custody and liability to the receiver.

555. **Proof of Export.** The owner of a firearm must show proof that the item was purchased in the Customs Territory of the United States or that an audit trail of the firearm when shipped from the United States to the foreign country is present to entitle the owner to duty free entry when returning to the Customs Territory of the United States.

556. **Proper Shipping Name.** The name of a hazardous material as shown in 49 CFR and related or similar publications.

557. **Properly Trained Service Animal.** A dog that does not urinate, defecate, or act aggressively by biting, barking, jumping, lunging, or injuring people or other animals while on the aircraft or in the air terminal gate area.

558. **Protected Cargo.** Items designated as having characteristics requiring them to be identified, accounted for, secured, segregated, or handled in a special manner to ensure their safety or integrity. It is divided into sensitive, pilferable, and controlled cargo. See "Controlled Cargo," "Pilferable Cargo," and "Sensitive Cargo."

559. **Protective Security Service.** A Transportation Protective Service which requires a cleared commercial carrier to provide qualified dual drivers who are SECRET-cleared or have an interim SECRET clearance under the Department of Defense Industrial Security program to maintain constant surveillance of a shipment at all times during transportation to include stops en route.

560. **Public Highway.** Any public street, road, or highway used by the general public for vehicular traffic or other than Department of Defense controlled. A road is considered Department of Defense controlled, and not a public highway, if the road is restricted at all times through the use of gates and guards. Uncontrolled roads, even on government property, are considered public highways.

561. **Public Key Infrastructure.** An enterprise-wide service that supports digital signatures and other public key-based security mechanisms for Department of Defense functional enterprise programs, including generation, production, distribution, control, and accounting of public key certificates. Also called PKI. (Source JP-2-03.)

562. **Pure Pack Pallet.** A 463L aircraft pallet that contains shipments for a designated destination including cargo for one or more specified Department of Defense Activity Address Codes, Supply Support Activity or unit, as determined by the requirements of the Combatant Commander.

563. **Pure Pack Sealift Container.** An ISO container that contains shipments for a designated destination including cargo for one or more specified Department of Defense Activity Address Code, Supply Support Activity, or unit, as determined by the requirements of the Combatant Commander.

564. **Purple Sheet.** Purple Sheet is a procedure whereby specifically identified cargo (of national interest and operational necessity) already on hand or en route at any Air Mobility Command air terminal may gain movement precedence over all other priority cargo shipments.

565. **QUADCON.** The container measures 57.50(l) x 96(w) x 82(h) inches. It is a lockable, weatherproof, reusable, prefabricated freight container with a cargo capacity of 8,200 pounds. It has International Organization for Standardization corner fittings for lifting and restraint and for coupling four QUADCONs together to have the same dimensions as a standard 20-foot International Organization for Standardization container. See "ISO Container."

566. **Quadruple Container.** See "Container."

567. **Qualified Carrier Representative.** A designated person employed by a carrier or terminal management involved in handling Department of Defense shipments under Transportation Protective Service.

568. **Quality Assurance.** Those actions taken by the government to ensure services meet the requirements in the statement of work.

569. **Quality Assurance Evaluation Program.** The plans and procedures developed to implement and administer quality assurance requirements of this instruction for an installation.

570. **Quality Assurance Evaluator.** A functionally qualified person who performs quality assurance functions for a contracted service.

571. **Quality Assurance Surveillance Plan.** The Quality Assurance Surveillance Plan identifies the methods the Government will use to measure the performance of the service provider against the requirements of the Performance Work Statement. Applies to Defense Transportation Coordination Initiative shipments only.

572. **Radio Frequency Identification.** A family of technologies that enables hands-off processing of material transactions for cargo deploying through the Defense Transportation System. Radio frequency identification provides operators a means to remotely identify, categorize, and locate material automatically within relatively short distances. Data is digitally stored on radio frequency identification transponder devices, such as tags or labels. Remote interrogators (located a few inches to 300 feet from the transponder device) electronically retrieve the data via electromagnetic energy (radio or microwave frequency) and send the data to the automated information services. The technology is divided into two categories of data storage and retrieval systems – passive and active. Active frequency identification systems are omni-directional and require moderately expensive high-capacity transponder devices. Active devices are effective portable databases and facilitate the rapid transfer of data to automated information systems with standoff capability. Passive systems generally require line-of-site interrogation of powerless, inexpensive, low-capacity transponder devices. Passive devices are adaptable for use at the item, case, and pallet level.

573. **Radio Frequency Identification Layer.** Items/cargo/carriers marked with radio frequency identification tags are identified as layers of logistic units in order to identify the type of radio frequency identification tag format and data specification that may be required. They are defined in Joint Publication 4-01.

574. **Radio Frequency Identification Tag.**

a. Active Radio Frequency Identification Tag. Active radio frequency identification tags allow low-level radio frequency signals to be received by the tag and they can generate high-level signals back to the reader/interrogator. Active radio frequency identification tags can hold relatively large amounts of data, are continuously powered, and are normally used when a longer tag read distance is desired.

b. Passive Radio Frequency Identification Tag. Passive radio frequency identification tags reflect energy from the reader/interrogator or receive and temporarily store a small amount of energy from the reader/interrogator signal in order to generate the tag response.

575. **Rail Armed Guard Surveillance Service.** A Transportation Protective Service that requires the carrier to provide an armed guard to maintain constant surveillance of shipment and rail car specific 24-hour surveillance while in transit. Rail Armed Guard Surveillance Service may also be performed by guards escorting the rail movement in a separate motor vehicle, provided surveillance of the rail car is maintained.

576. **Rail Inspection Service.** Rail Inspection Service is a Greater Security Transportation Protective Services performed by rail carriers for in transit inspection of sensitive and pilferable items in a shipment. Rail Inspection Service includes Military Traffic Expediting Service. Rail Inspection Service replaces two rail security services, Rail Surveillance Service and Tank Surveillance Service.

577. **Rate Area.** An area is generally defined as each of the States and the District of Columbia in the continental United States, a Country/ United States possession, or other such description in the overseas area. However, individual States and Countries may be subdivided into two or more rate areas or combined into a single larger rate area to facilitate service and rate computations.

578. **Rate Cancellation Messages.** Messages dispatched by the United States Transportation Command to all shipping offices twice during each rate cycle. These messages cancel existing rates at the installation and will be posted on a timely basis in order to ensure that a shipment is not tendered to a carrier without an effective rate on file.

579. **Rate Cycles.** A 6-month period of time during which rates filed by carriers is effective. Normal rate cycles begin 1 May and 1 November for domestic traffic and 1 April and 1 October for international traffic.

580. **Rate Solicitation.**

a. Personal Property Rate Solicitation. A publication containing rules, definitions, services, rates, and charges for personal property shipments.

b. Mobile Home Rate Solicitation. The rules and regulations governing the movement of mobile homes.

581. **Real Property Damage.** Damages caused to a Department of Defense member's/employee's private/rental property, or grounds associated with the property by a Department of Defense approved carrier/agent or direct procurement method contracted agent while picking up or delivering Department of Defense sponsored shipments.

582. **Receiver.** The activity or agency at which the Defense Transportation Service shipment terminates. The activity is usually the ultimate consignee, but may also be the agent for the ultimate consignee (e.g., a central receiving point or a temporary storage point for the ultimate consignee).

583. **Reconsignment.** Change made in the consignment of a shipment before its arrival at the billed destination. Also, a change made in the consignment of a shipment after its arrival at the billed destination, when the change was accomplished under conditions which make it subject to a carrier's diversion or reconsignment rules and charges. Household goods shipments terminated for

the convenience of the government and require over ocean transportation either by air or water. The onward movement of property will be treated as a new shipment under a new Personal Property Government Bill of Lading.

584. **Recruit Travel Route.** Designed to support repetitive travel requirements for DoD recruits, Coast Guard recruits and/or prior Service members who process through the Military Entrance Processing Station to the Reception Training Center.

585. **Redeployment.** The transfer or rotation of forces and materiel to support another joint force commander's operational requirements, or to return personnel, equipment, and materiel to the home and/or demobilization stations for reintegration and/or out-processing.

586. **Refrigerated (Reefer) Container.** A weatherproof container for the movement of temperature controlled cargo insulated against external temperatures and equipped with mechanical refrigeration. See "ISO Container."

587. **Regular Airports of Entry.** An airport or military air base within the continental limits of the United States that is designated as an entry point from any foreign area and has United States border clearance facilities available.

588. **Release Unit.** A shipment unit of a specific commodity, weight, size, or mode that requires an export release from the authority before shipment. A Release Unit generally contains one or more of the following characteristics:

    a. Cargo in lots of 10,000 pounds or more

    b. Cargo in lots of 800 cubic feet or more

    c. Cargo is classified, explosive, poisonous, or in need of protective or security measures

    d. Cargo occupies or is tendered as a full carload or truckload

    e. Vehicles by driveaway service.

589. **Released Value Rate.** A rate applied to a shipment that specifically limits carrier liability in case of loss or damage.

590. **Reportable Quantity.** The amount of material (as listed in 49 CFR or Air Force Manual 24-204(I)) that results in its designation as a hazardous substance. Hazardous substances (in reportable quantities) are significant if they are discharged (accidentally or intentionally) into or upon navigable waters or adjoining shorelines.

591. **Report of Shipment (REPSHIP).** An advance notification of shipment submitted for categories of AA&E, classified and sensitive, protected, controlled inventory items, and HAZMAT shipments. It is provided by a shipper to the next immediate enroute transportation node, the port of embarkation and the destination.

592. **Requested Delivery Date.** The date the member/employee desires delivery of property.

593. **Required Availability Date.** Date that end items and concurrent spare parts are committed to be available for transportation to a recipient.

594. **Required Delivery Date.** The calendar date when the requisitioner requires material. Required Delivery Date field may contain 999, E--, N--, 444, 555, or 777 to indicate expedited handling required. For Personal Property Shipments: A specified calendar date on or before when the Transportation Service Provider agrees to offer the entire shipment of personal property for delivery to the member/employee or member's/employee's agent at destination. If the Required Delivery Date falls on a Saturday or Sunday or a foreign national, United States national, or state holiday, the Required Delivery Date will be the following work day.

595. **Required Use.** Presidential or Secretary of Defense-designated travelers that are required to use military aircraft due to one or more of the following: continuous requirement for secure communications; for security; or for responsive transportation to satisfy exceptional scheduling requirements dictated by frequent short-notice travel, which makes commercial transportation unacceptable.

596. **Reshipment.** Onward movement of a terminated shipment requiring further over ocean movement, either by air or water.

597. **Residence.** Normally considered to be the home, barracks, or other dwelling of the Service/Agency member/employee.

598. **Resident Status.** Legal status as to Immigration Law: An alien is either a legal resident of the United States or is not, and, if not, is then referred to as a nonresident alien. Any questions or doubts as to legal status will be immediately referred to the United States Citizenship and Immigration Services. Resident status also applies toward Personal Exemptions allowed by the Harmonized Tariff Schedule of the United States, Annotated.

599. **Retail Value.** The actual price paid for an article (or the estimated cost in the country of origin or place of purchase) expressed in United States dollars.

600. **Retrograde.** The process for the movement of non-unit equipment and materiel from a forward location to a reset (replenishment, repair, or recapitalization) program or to another directed area of operations to replenish unit stocks, or to satisfy stock requirements.

601. **Rifle.** A weapon designed or redesigned, made or remade, and intended to be fired from the shoulder; and designed or redesigned, and made or remade to use the energy of the explosive in a fixed cartridge to only fire a single projectile through a rifled bore for each single pull of the trigger.

602. **Roll On/Roll Off.** Loaded on or discharged from a vessel by rolling or driving instead of lifting. Can be either cargo on trucks or trailers, or the vehicles themselves.

603. **Route Order (Domestic, International, Standing, and Passenger Standing).** Shipping instructions issued by the United States Transportation Command or Theater Commander that specify the mode of transportation, carrier(s) to move the shipment, rate, minimum shipment weight, tariff or tender authority, and any pertinent Routing Instruction Notes.

604. **Routing Authority.** An activity that designates modes and/or provides routing instructions for shipments requiring clearance prior to movement.

605. **Routing Instruction Note(s).** Codes used on Route Orders and Bills of Lading to identify conditions and stipulations required.

606. **Safe Haven.** 1. Designated area(s) to which noncombatants of the United States Government's responsibility and commercial vehicles and materiel may be evacuated during a domestic or other valid emergency. (JP 3-68) 2. A protected body of water or the well deck of an amphibious ship used by small craft operating offshore for refuge from storms or heavy seas. (JP 4-01.6)

607. **Satellite Motor Surveillance.** Transportation Protective Service that requires carriers to provide vehicle location reports to the Defense Transportation Tracking System and for two-way communications devices to provide truck status changes and emergency situation notification.

608. **Satisfactory Service.** Performance that meets the moving, handling, and storage standards; the provisions of tenders of service; and all contractual requirements.

609. **Sea Terminal.** See "Terminal"

610. **Sealift Enhancement Program.** Special equipment and modifications that adapt merchant-type dry cargo ships and tankers to specific military missions. They are typically installed on Ready Reserve

Force ships or ships under Military Sealift Command control. Sealift enhancements fall into three categories: productivity, survivability, and operational enhancements.

611. **Seaport of Embarkation.** An authorized point of departure from a foreign country or the United States located at a seaport.

612. **Seaport of Debarkation.** An authorized point of arrival from a foreign country or the United States located at a seaport.

613. **Secondary Loads.** Unit equipment, supplies, and major end items that are transported in the beds of organic vehicles.

614. **Secure Holding.** Assistance provided by an installation to a carrier's vehicle transporting sensitive or classified cargo that arrives after hours or provided at the discretion of an installation commander to a vehicle in transit when no emergency exists.

615. **Security Classification.** A category to which national security information and material is assigned to denote the degree of damage that unauthorized disclosure would cause to national defense or foreign relations of the United States and to denote the degree of protection required. There are three such categories: Top Secret, Secret, and Confidential.

616. **Security Escort Vehicle Service.** A Transportation Protective Service which requires a carrier to provide two unarmed drivers riding in a single escort vehicle to maintain constant surveillance of a vehicle containing a shipment of Category I or Category II material for the purpose of obtaining law enforcement assistance or assist during other emergencies.

617. **Security Force Raven.** Air Mobility Command's Phoenix Raven program consists of teams of specially trained security forces personnel dedicated to providing security for Air Mobility Command aircraft that transit high terrorist and criminal threat areas.

618. **Segmented Line of Accounting.** The Segmented Line of Accounting is the American National Standards Institute X-12 FA2 format data segment used to specify the detailed accounting data associated with a transaction. The format of the segmented Line of Accounting for Department of Defense shipments is defined by the Defense Transportation Electronic Data Interchange Implementation Conventions.

619. **Self-Deploying Unit.** Includes any unit that has assets that can carry its own personnel and equipment to the deployment location (i.e., an air refueling tanker unit).

620. **Self-Sustaining Containership.** A containership with shipboard-installed cranes capable of loading and offloading containers without assistance of port crane service.

621. **Senior Agriculture Agent.** An individual tasked by regional combatant commanders/Services and trained by USTRANSCOM personnel to perform specified agriculture inspection functions at military sites or on Naval vessels. Certification will be granted upon successful completion of a SAA course of instruction conducted by USTRANSCOM or certified personnel.

622. **Sensitive Arms, Ammunition and Explosives.** Those conventional AA&E items designated as SRC I-IV, as described and categorized in Department of Defense Manual 5100.76-M, Physical Security of Sensitive Conventional Arms, Ammunition, and Explosives, which have the characteristics that require they be identified, accounted for, segregated, or handled in a special manner to ensure a high degree of protection and control.

623. **Sensitive Cargo.** Cargo whose nature and presence if viewed by personnel without proper level of clearance could impact mission accomplishment and affect national security.

624. **Sensitive Cargo/Material.** Arms, ammunition, and explosives that are a definite threat to public safety and can be used by militant, revolutionary, criminal, or other elements for civil disturbances, domestic unrest, or criminal actions. See "Protected Cargo."

625. **Sensitive Material.** Sensitive, conventional Arms, Ammunition, and Explosives as defined in Department of Defense 5100.76-M, Physical Security of Sensitive Conventional Arms, Ammunition, and Explosives.

626. **Serial Shipping Container Code.** A Serial Shipping Container Code is an eighteen digit number used to identify logistics units such as shipments. The unique identification of logistics units is achieved in the European Article Number Uniform Code Council System by the use of the Serial Shipping Container Code. The uniqueness of the data structure is ensured through the use of the European Article Number Uniform Code Council organization prefix that is supplied by the Uniform Code Council European Article Number. This prefix, when combined with the serial number that is assigned by the member company, acts as an identifier or "license plate" and provides access to information stored in computer files, which are transferred through electronic business transactions.

627. **Service Animals.** A dog, regardless of breed or type, that is individually trained to do work or perform tasks for the benefit of a qualified individual with a disability, including a physical, sensory, psychiatric, intellectual, or other mental disability. Animal species other than dogs, emotional support animals, comfort animals, companionship animals, and service animals in training are not service animals for the purposes of Part 382.3 of Title 14, CFR and this issuance.

628. **Service Animal Handler.** Pursuant to Part 382.3 of Title 14, CFR, a passenger in air transportation who is a qualified individual with a disability who receives assistance from service animals that do work or perform tasks that are directly related to the individual's disability, or a third party who accompanies the individual with a disability traveling with a service animal such as a parent of a minor child or a caretaker. The service animal handler is responsible for keeping the animal under control at all times, and caring for and supervising the service animal, which includes toileting and feeding.

629. **Service Container Manager.** Organization designated by a Services as the Service's single manager for management and control of Service owned and leased International Organization for Standardization containers, flatracks, and other distribution platforms, focusing on inventory, accountability and readiness. Maintains data on inspection and maintenance of Service-owned containers to ensure compliance with the Department of Defense and Federal standards. Maintains a central repository of International Convention for Safe Containers inspection reports on all Service-owned American National Standards Institute/International Organization for Standardization containers and is responsibility for maintaining the Service's section of the Department of Defense container registry. Initiates, reconciles and maintains periodic inventories of all Service owned and leased containers, coordinates with the Military Surface Deployment and Distribution Command for disposition of carrier owned equipment reported through the inventory process.

630. **Service Failure.** Carrier non-compliance with tenders, tariffs, contracts, laws, regulations, commercial bill of lading instructions, or commitments to the shipper(s).

631. **Service Unique Airlift.** Airlift provided by aircraft owned/operated by each Service.

632. **Service-Unique Container.** Any intermodal container meeting International Organization for Standardization criteria that is either owned or leased to support specific Service requirements such as prepositioning of supplies/equipment afloat or ashore, mortuary affairs, inland petroleum discharge system, tactical shelters and special International Organization for Standardization

containers, such as Quadruple Containers/Triple Containers. Service-unique containers are not available for common user service.

633. **Service-Unique Transportation Assets.** Transportation assets that are:

a. Assigned to a Military Department for functions of the Secretaries of the Military Departments set forth in Sections 3013(b), 5013(b), and 8013(b) of Title 10 of the U.S.C., including administrative functions (such as motor pools), intelligence functions, training functions, and maintenance functions;

b. Assigned to the Department of the Army for the execution of the missions of the Army Corps of Engineers;

c. Assigned to the Department of the Navy as the special mission support force of missile range instrumentation ships, ocean survey ships, cable ships, oceanographic research ships, acoustic research ships, and naval test support ships; the naval fleet auxiliary force of fleet ammunition ships, fleet stores ships, fleet ocean tugs, and fleet oilers; hospital ships; and Navy Unique Fleet Essential Airlift Aircraft to provide delivery of passengers and/or cargo from forward Air Mobility Command channel hubs to mobile fleet units; Marine Corps intermediate maintenance activity ships, Marine Corps helicopter support to senior Federal officials; and, prior to the complete discharge of cargo, maritime pre-positioning ships;

d. Assigned to the Department of the Air Force for search and rescue, weather reconnaissance, audiovisual services, and aeromedical evacuation functions, and transportation of senior Federal officials.

634. **Shelter.** An International Organization for Standardization container outfitted with live- or work-in capability.

635. **Shipment.** Property tendered by one shipper and accepted by the carrier, at one place of origin, and at one time, for one consignee, to one destination, and covered by one Bill of Lading. The name of only one shipper and one consignee will appear on the Bill of Lading, but the Bill of Lading may also specify the name of a party to notify of the arrival of the shipment at destination.

636. **Shipment Container – Cargo.** A receptacle of sufficient strength, by reason of material, design, and construction, to be shipped safely without further packing (e.g., wooden boxes or crates, fiber and metal drums, and corrugated and solid fiberboard boxes).

637. **Shipment Container (Household Goods).** External container, crate, tri-wall, or other government-approved container into which individual articles and/or packing cartons are placed.

638. **Shipment Planning.** Concurrent or coordinated decisions between the warehousing, consolidating, packing, and transporting functions of shipping activities as to the composition of shipment units and their method of transportation.

639. **Shipment Unit.** One or more items of compatible commodities or items assembled into one unit, which becomes the basic entity for control throughout the transportation cycle.

640. **Shipment Sponsor.** The Department of Defense Component responsible for generating the movement requirement (deployment/redeployment orders, requisition of supplies, personnel movements on travel orders, or personal property moves covered by change of station orders) to include the bill for transportation services.

641. **Shipper.** A Service or agency activity (including the contract administration or purchasing office for vendors) or vendor that originates shipments. The functions performed include planning, assembling, consolidating, documenting, and arranging material movement.

642. **Shipper Service Control Office.** The Shipper Service Control Office is the official clearance agency for shipments planned for lift to overseas points. It coordinates movement to the Port of Embarkation with both shippers and project managers. The Shipper Service Control Office is responsible to maintain visibility over cleared cargo and to provide shipment status to tracer requests. In addition, the Shipper Service Control Office will work with Port of Embarkations and shippers to ensure advance movement data are at the ports prior to arrival of materiel.

643. **Shipping Instructions.** Commercial document specifying, in detail, the items carried on a transportation conveyance for a specific destination. Shipping instructions contain primarily the same data that is found on a Transportation Control and Movement Document.

644. **Shipping/Item Discrepancies.** Any variation in quantity or condition of goods received from that shown on the covering authorized shipping documents, purchase orders, or other authorized shipping document. This includes lost or damaged parcel post shipments or other discrepancies not the result of a transportation error.

645. **Shipping Papers.** The term "shipping paper," as used by the transportation industry, means the piece of paper or document used for billing, accountability, and day-to-day activities of transporting cargo. As used in the Hazardous Materials Regulations, "shipping paper" means the documentation or paper containing the hazardous materials information required by the regulations.

646. **Shortage.** The condition that exists when the number of pieces of freight (packaged or loose) received is less than the number recorded on the bill of lading or governing document.

647. **Short Distance Move.** See "Local Move."

648. **Short Ton.** See "Ton."

649. **Sight Sensitive Cargo.** Cargo, vehicles, or equipment that can only be viewed by individuals with the required security clearance and need to know to ensure operational security of the movement.

650. **Single Manager.** A Military Department or Agency designated by the Secretary of Defense to be responsible for management of specified commodities or common Service activities on a Department of Defense-wide basis.

651. **Signature Tally Record.** A written record designed to provide continuous accountability and custody of a shipment from point of pickup to delivery to consignee.

652. **Small Arms.** Man portable, individual, and crew-served weapon systems used mainly against personnel and lightly armored or unarmored equipment.

653. **Small Arms Ammunition.** A cartridge or family of cartridges intended for use in various types of hand-held or mounted weapons through .50 caliber. Within a caliber designation, these weapons may include one or more of the following: rifles (except recoilless), carbines, pistols, revolvers, machineguns, and shotguns. The explosives effects are largely confined to the package. No projection of fragments of appreciable size or range is to be expected and does not significantly hinder emergency response efforts or the effects of explosion are completely confined within the article itself.

654. **Soft-Sided Trailers.** Commercial trailers which are typically 40' long x 8' wide x 8.5' high and which differ from other trailers only in that the sides are flexible and/or made of water and fire resistant material.

655. **Space Available Traffic.** Any aircraft not on a scheduled channel mission which offers space for passengers, cargo, and/or mail. It is the use of organic aircraft in a secondary role to the primary mission and the portion of airlift capability available for use after planned mission requirements have been met

656. **Space Available Travel.** The specific program of travel authorized by Department of Defense 4515.13-R, Air Transportation Eligibility, allowing authorized passengers to occupy Department of Defense aircraft seats that are surplus after all space required passengers have been accommodated.

657. **Space Required Travel.** Mission essential traffic as identified in Department of Defense 4515.13-R, Air Transportation Eligibility.

658. **Special Air Mission.** Presidential-directed special missions.

659. **Special Assignment Airlift Mission.** A mission performing special assignment airlift. Special assignment airlift missions are defined as airlift requirements for special pickup or delivery by the Air Mobility Command at points other than established Air Mobility Command routes, and which require special consideration because of the number of passengers involved, the weight or size of the cargo, the urgency or sensitivity of movement, or other special factors.

660. **Special Assignment Airlift Requirements.** Airlift requirements, including Chairman of the Joint Chiefs of Staff-directed or-coordinated exercises that require special consideration due to the number of passengers involved, weight or size of cargo, urgency of movement, sensitivity, or other valid factors that preclude the use of channel aircraft.

661. **Special Train Service.** The expedited movement of rail cars in unscheduled service between specified points under special arrangements with the American Association of Railroads.

662. **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.

663. **Sponsoring Service.** Department of Defense Component that validates initial requirements and is sponsoring a particular activity, movement, or operation.

664. **Staging Area.** Amphibious or airborne-A general locality between the mounting area and the objective of an amphibious or airborne expedition, through which the expedition or parts thereof pass after mounting, for refueling, regrouping of ships, and/or exercise, inspection, and redistribution of troops. Other movements-A general locality established for the concentration of troop units and transient personnel between movements over the lines of communications.

665. **Standard Carrier Alpha Code.** A four-digit alpha code assigned to each carrier by the National Motor Freight Traffic Association to identify that carrier in the various procedures and documents used in the Department of Defense Personal Property Shipment and Storage Program.

666. **Standard Delivery Date.** A predetermined date used to reflect availability of a requisitioned item. Lack of availability by the Standard Delivery Date causes an advice code to re-requisition the item.

667. **Standard Point Location Code.** A code consisting of alphanumeric characters, which is assigned to each rate area for the purpose of geographical accounting.

668. **Standard Transportation Commodity Code.** Code that describes the product or commodity to be shipped by rail and is used to determine the tariff.

669. **Standing Route Order.** A route order issued that covers repetitive movements (two or more shipments a month) of specific items between points in the continental United States or intratheater by any mode of transportation when the origin, destination, commodity(ies), and frequency of shipments constitute a repetitive traffic pattern.

670. **State of Residence.**

    a. Civilian Personnel. The State in which an individual regularly resides, maintains, or will maintain their home.

    b. Military Personnel. For active duty personnel either:

The State in which their permanent duty station is located or The home of record, State of residence of the dependent, or place of storage of personal property incident to inter-theater transfers.

671. **Status of Forces Agreement (SOFA).** A bilateral or multilateral agreement that defines the legal position of a visiting military force deployed in the territory of a friendly state.

672. **Sterile Area.** An enclosed or protected area at origin or en route stations in which passengers, crew members, baggage, or cargo is held to eliminate and prevent contact with, or intrusion by unauthorized personnel and plant and animal products and pests after border clearance inspection, but prior to boarding or re-boarding (or loading or reloading), an aircraft or a ship.

673. **Strategic Transportation.** Movement between theaters or between the continental United States and a theater.

674. **Stopoff.** An authorized stop to load or off-load partial shipments.

675. **Storage.** A shipment held in a carrier's custody or stored by the carrier in a public or licensed warehouse at the request of the consignee.

a. Temporary Storage. Storage in connection with a line-haul movement of personal property that is acquired either by Personal Property Bill of Lading/Bill of Lading or contract. Such storage is cumulative and may accrue at origin, in transit, at destination or any combination thereof.

b. Nontemporary Storage. Storage of Household Goods. Long-term storage of household goods in lieu of transportation. Nontemporary Storage includes necessary packing, crating, unpacking, uncrating, transportation to and from place of storage, storage, and other directly related necessary services.

676. **Storage-in-Transit.** Storage in connection with a line-haul movement of personal property that is acquired either by Personal Property Bill of Lading or contract. Such storage is cumulative and may accrue at origin, in transit, at destination, or any combination thereof.

677. **Storage Management Office.** An office designated by the United States Transportation Command to perform contract administration for the Department of Defense Personal Property Shipment and Storage Program within an assigned geographic area.

678. **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.

679. **Stowage Plan.** A completed stowage diagram showing what material has been loaded and its stowage location in each hold, between-deck compartment, or other space in a ship, including deck space.

680. **Strategic Airlift.** The common-user airlift linking theaters to the Continental United States and to other theaters as well as the airlift within Continental United States. These airlift assets are assigned to the Commander, United States Transportation Command. Due to the intertheater ranges usually involved, strategic airlift is normally comprised of the heavy, longer range, intercontinental airlift assets, but may be augmented with shorter-range aircraft.

681. **Strategic Distribution System.** Over 500 information management systems designed to support the flow of materiel through the Department of Defense's supply chain.

682. **Stuffing.** Packing or containerizing cargo or household goods into a container.

683. **Supercargo.** Personnel that accompany cargo on board a ship for the purpose of accomplishing en route maintenance and security.

684. **Supported Service or Agency.** Military Services or Agency whose cargo/passengers are being moved or whose member's/employee's personal property is being moved.

685. **Surplus Military Firearms.** Any firearm, including the frame or receiver of any firearm that was the property of the military of any nation at any time including irregular as well regular military forces. Alteration of such a firearm does not change its status as a surplus military firearm.

686. **Sustainment.** The provision of logistics and personnel services required to maintain and prolong operations until successful mission accomplishment.

687. **Switching Agreement.** An agreement between an installation and a railroad that defines responsibilities for railcar switching services on or adjacent to the installation, including switching on military-owned trackage and use of military assets (e.g., locomotives on railroad-owned trackage).

688. **System 463L Assets.** Aircraft pallets and nets, tie-down and coupling devices, facilities, handling equipment, procedures, and other components designed to interface with military and civilian aircraft cargo restraint systems. Though designed for airlift, system components may have to move intermodally via surface to support geographic combatant commander objectives.

689. **T-1 Carnet.** A commercial customs form used and recognized in most of Europe to transport bonded cargo.

690. **Tally or Tally and Count.** Record of actual count of shipment pieces or containers.

691. **Tank Container.** Specialized container that meets International Organization for Standardization and International Maritime Organization requirements for transportation of hazardous and non-hazardous bulk liquids. See "ISO Container."

692. **Tanker Airlift Control Element Cadre.** All personnel permanently assigned to an Air Mobility Control Squadron/Air Mobility Control Flight/Airlift Control Squadron or Airlift Control Flight to support airlift operations.

693. **Tanker Airlift Control Element.** A mobile command and control organization deployed to support strategic and theater air mobility operations at fixed, en route, and deployed locations where air mobility operational support is nonexistent or insufficient. A Tanker Airlift Control Element provides on-site management of air mobility airfield operations to include command and control, communications, aerial port services, maintenance, security, transportation, weather, intelligence and other support functions, as necessary. The Tanker Airlift Control Element is composed of mission support elements from various units and deploys in support of peacetime, contingency, and emergency relief operations on both planned and "no notice" basis.

694. **Tare Weight.** The weight of a container deducted from gross weight to obtain net weight or the weight of an empty container.

695. **Tariff.** A publication containing rates, rules, regulations, and charges applying to commercial/military transportation and accessorial services.

696. **Tariff Weight.** Weight standard agreed upon in tariffs.

697. **TCMD Accuracy.** The prime or trailer data entry with the correct value that is in compliance with the booking and movement of the cargo and payment process and with the applicable guidance as outlined in DTR Part II, Appendices M and N.

698. **TCMD Completeness.** A TCMD is complete if it has all the required prime and trailer data at a given point in the process (e.g., booked, cleared, and transported).

699. **Tender.** A paper or electronic voluntary or negotiated offer by a qualified carrier to provide transportation service to the United States Department of Defense at specified rates or charges and

submitted by the carrier to a central authority (the Military Surface Deployment and Distribution Command is the central authority for Department of Defense domestic and United States territory tenders; the United States Transportation Command is the central authority for HHG) for official acceptance and authorization for use to route traffic.

700. **Terminal.** A facility designed to transfer cargo from one means of conveyance to another.

a. Air. A facility for loading and unloading aircraft and the in-transit handling of traffic (passengers, cargo, and mail) moved by air.

b. Sea. A facility for loading and unloading vessels and the in-transit handling of traffic (passengers, cargo, and mail) moved by water.

701. **Terminal Unit – Airlift.** The organization that supports the reception, processing, and staging of passengers: the receipt, storage and marshalling of cargo; the loading and unloading of conveyances; and the manifesting and forwarding of passengers and cargo to destination.

702. **Termination.** Onward movement of a shipment is stopped at a designated point. Termination may be for the convenience of the government or due to the fault of the carrier.

703. **The International Convention for the Safety of Life at Sea (SOLAS).** An international maritime treaty that sets minimum safety standards in the construction, equipment, and operations of merchant ships.

704. **Theater.** The geographic area for which a commander of a geographic combatant commander has been assigned responsibility.

705. **Theater-Assigned Transportation Assets.** Transportation assets that are assigned under the combatant command (command authority) of a geographic combatant commander.

706. **Theater Commander.** The commander of a unified command having responsibility and control for military operations in a designated geographical area.

707. **Theater Container Manager (TCM).** Appointed by the Geographic Combatant Commander (GCC). The responsible *organization/person* ISO container control functions within the Area of Responsibility and establishes a management structure and processes within the assigned theater to monitor and track all the DoD-owned, -leased, or -controlled ISO containers moving into, within, and out of that theater.

708. **Third-Party Logistics Provider.** A third-party logistics provider is a firm that provides "third-party" logistics services to companies for part, or sometimes all of their supply chain management. Third-party logistics providers typically specialize in transportation services that can be scaled and customized to customer's needs based on market conditions and the demands and delivery service requirements for their products and materials.

709. **Third-Party Service.** A service that, because of the carrier's inability to perform, must be contracted to a third party—in lieu of the carrier performing. This service must be preapproved by the Personal Property Shipping Office. The carrier will then pay the third party for the service performed and provide a paid invoice to the Personal Property Shipping Office, which will then give approval for the Defense Finance and Accounting Service to reimburse the carrier. If the Personal Property Shipping Office feels that the third-party charge is excessive, the Personal Property Shipping Office must call to get estimates to ensure the charge is fair.

710. **Threshold.** A maximum or minimum value (such as price) used in the automatic approval process of the Third Party Payment System. If the value of a shipment is above a maximum approval threshold, it must be approved manually. If the value of a shipment is at or below the approval threshold, and the carrier's invoice matches the Government's estimated price or falls within a previously specified tolerance, payment is approved automatically.

711. **Through Government Bill of Lading.** Issued by a United States Government activity to document through movement from initial point of origin to final destination.

712. **Time-Definite Delivery.** The consistent delivery of requested logistics support at a time and destination specified by the receiving activity.

713. **Tolerance.** A percentage or maximum variance of a value that governs the automatic approval of a shipment payment, under the Matching Model only. If the difference between the shipper-submitted value and the carrier-submitted value is within a specified percentage, or within plus or minus the maximum variance, then payment will be approved at the carrier-submitted price.

714. **Ton.** A measurement of weight.

    a. Long Ton. (L/T) (LTON) 2,240 pounds.

    b. Metric Ton. (M.T.) 1,000 kilograms (2,204.6 pounds).

    c. Short Ton. (S/T) (STON) 2,000 pounds.

715. **Traffic Distribution List.** A method of distributing personal property shipments to commercial Transportation Service Providers.

716. **Traceable Means.** A transportation service that provides accountability for a shipment.

717. **Tracing.** Action to determine the location of a shipment.

718. **Trackage Agreement.** An agreement between an installation and a railroad that outlines the responsibilities of each party for the usage and fees for the use of track and for the maintenance of way, to include rails, ballast, switches, crossings, signaling, and signage.

719. **Tractor.** Motor vehicle designed for hauling containers or trailers.

720. **Traffic.** Cargo, personal property, mail, passengers, patients, security courier material, accompanied baggage, and human remains. Outbound traffic is that which originates in the continental United States and is destined for an area outside of the continental United States. Inbound traffic is that which originates outside of the continental United States and is destined to or moving in the general direction of the continental United States.

721. **Traffic Management.** The direction, control and supervision of all functions incident to the procurement and use of freight and passenger transportation services, and the movement of a member's/employee's personal property.

722. **Trailer.** Vehicle without power drawn by a tractor.

723. **Trailer Data Entry.** Supplemental data entries required for the proper shipment and movement of specific types of commodities that are listed in the lower portion of the DD Form 1384, Transportation Control and Movement Document. Trailer data entries use document identifiers T_5, T_6, T_7, T_8, and T_9. See DTR Part II, Appendix M, for examples.

724. **Transit Time.** The established time for the movement of a shipment from origin to destination. This time is determined by counting the day after pickup as the first day. Saturdays and Sundays are counted as part of the transit time.

725. **Transloading.** Cargo removed from one conveyance and directly reloaded on another conveyance for movement.

726. **Transportation Account Code.** A four-digit alphanumeric code by which the Service, Agency, or contractor identifies the account to be charged for transportation.

727. **Transportation Agent/Assistant.** Person(s) (military or civilian) designated or appointed by the transportation officer to perform traffic management functions.

728. **Transportation Component Command.** A major command of its parent Service under the United States Transportation Command, which includes the Air Force Air Mobility Command, Navy Military Sealift Command, and Army Military Surface Deployment and Distribution Command.

729. **Transportation Control and Movement Document, DD Form 1384.** A form used to control the movement of cargo while in the Defense Transportation System and performs functions similar to bill of lading in the commercial transportation system.

730. **Transportation Control Number.** A 17-position alphanumeric character set assigned to control a shipment throughout the transportation cycle of the Defense Transportation System.

731. **Transportation Discrepancy Report.** A form used to report loss and damage to material.

732. **Transportation Discrepancies.** Any deviations of shipment received (i.e., quantity, condition, documentation, or deficiencies).

733. **Transportation Global Edit Table.** A table of established Lines of Accounting, Transportation Account Codes, and an edit logic supporting the Service/Agency Line of Accounting requirements. This logic is used to validate segmented Lines of Accounting and Transportation Account Codes within the shipper systems prior to the shipper systems transmitting the data to Defense Finance and Accounting Service accounting systems and the Third Party Payment System.

734. **Transportation Officer.** Person(s) designated or appointed to perform traffic management functions. The official at an activity that is designated or appointed as Installation Transportation Officer, Traffic Manager, Traffic Management Officer, Passenger Transportation Officer, Personal Property Transportation Officer, Unit Movement Coordinator, or Department of State General Service Officers.

735. **Transportation Operational Personal Property Standard System.** A standard Automated Information System designed to support the worldwide Personal Property Movement and Storage Program.

736. **Transportation Priorities.** Indicators assigned to eligible traffic that establish its movement precedence. Appropriate priority systems apply to the movement of traffic by sea and air. In times of emergency, priorities may be applicable to continental United States movements by land, water, or air.

737. **Transportation Protective Service.** A commercial carrier service performed according to Department of Defense standards that provides in transit physical security for shipments of Secret, Confidential, or sensitive material.

738. **Transportation Service Provider.** Any party, person, agent, or carrier that provides freight or passenger transportation and related services to an agency. For a freight shipment this would include packers, truckers, and storers. For passenger transportation this would include airlines, travel agents and travel management centers as described in Federal Management Regulation, Sub-chapter D, Section 102-118.35, Definitions.

739. **Transportation Tracking Account Number.** The Transportation Tracking Account Number is a unique 13 position data field generated in the classified Joint Operation Planning and Execution System domain that represents the association of the Operation Plan identifier and Unit Line Number within a Joint Operation Planning and Execution System record. The Transportation Tracking Account Number is not a concatenation of any data elements; it is uniquely generated in Joint Operation Planning and Execution System for each Unit Line Number created in an Operation Plan declared by the Combatant Commander for execution.

740. **Transportation Tracking Number.** The 17-position Transportation Tracking Number is an application generated number based on a unique Transportation Tracking Account Number for each shipment unit.

741. **Transportation Working Capital Fund.** The United States Transportation Command portion of the Working Capital Fund transportation business area.

742. **Transshipment Point.** A location where material is transferred between vehicles.

743. **Travel Management Company (TMC).** A commercial activity providing a full range of commercial travel and ticketing services for official travel under a contract with the Government. Also called a Travel Management Center (TMC) under GSA's program, this was formerly referred to as a Commercial Travel Office (CTO) within the Joint Travel Regulations.

744. **Travel Services.** The full range of travel and transportation services that include but are not limited to: air, bus and rail reservations and ticketing; lodging and rental car arrangements; ticket and itinerary delivery; assistance with visas and passports; detailed management reports; and availability of a 24-hour, toll-free information/assistance telephone number.

745. **TRICON.** The container measures 77.5(1) x 96(w) x 96(h) inches. It is a lockable, weatherproof, reusable, prefabricated freight container with a cargo capacity of 12,300 pounds. It has International Organization for Standardization corner fittings for lifting and restraint and for coupling three TRICONs together to have the same dimensions as a standard 20-foot International Organization for Standardization container. See "ISO Container."

746. **Trip Lease.** A vehicle lease of 30 days or less in duration between a DoD-approved TSP and a leasing agent involving the power unit of a vehicle; the leasing of a company's vehicle to a DoD-approved TSP for a single trip.

747. **Truck-Away Service.** A method of transporting vehicles, including other-than-self-propelled vehicles, whereby the vehicles are loaded into or upon carrier's equipment.

748. **Truckload.** A quantity of cargo required for the application of a truckload rate. Also, a motor vehicle loaded to its carrying capacity.

749. **Ultimate Consignee.** The recipient (person, unit or activity) to whom cargo/personal property is addressed or consigned for final delivery.

750. **Unaccompanied Baggage.** See "Baggage."

751. **Unconstrained Requirement.** A request for common user transportation that can be satisfied by the transportation officer within the authority of the Defense Transportation Regulation with visibility throughout the Joint Mobility Control Group.

752. **Uniform Materiel Movement and Issue Priority System.** Department of Defense Instruction 4140.01, Supply Chain Materiel Management Policy, Chapter 5 and 8 specifies incremental time standards for requisition, issue, and movement of materiel for Department of Defense. The time standards apply to all transportation modes in peace and war and vary according to the priority and ultimate destination of the shipment.

753. **Uniformed Services.** The Army, Navy, Air Force, Marine Corps, Coast Guard, National Oceanic and Atmospheric Administration, and Public Health Service.

754. **Unique Item Identifier.** The set of globally unique and unambiguous item unique identification data elements marked on an item. The unique item identifier may also be a concatenated string of item unique identification data elements or a Department of Defense recognized item unique identification equivalent identifier.

755. **Unit Line Number.** A seven-character, alphanumeric field that uniquely describes a unique increment of a unit deployment **(**i.e., advance party, main body, equipment by sea and air, reception team, or trail party**)** in a Joint Operation Planning and Execution System time-phased force and deployment data.

756. **Unit Load.** A pallet, module, or vehicle.

757. **Unit Move Cargo.** Unit cargo includes all unit equipment, accompanying supplies, Military Service pre-positioned forces and afloat pre-positioned equipment, and war reserve stocks. Unit-related supplies and equipment include a unit's organic equipment, basic load, and accompanying supplies.

758. **United States.** "United States" means the continental United States, Alaska, Hawaii, Puerto Rico, Guam, the Virgin Islands of the United States, and the Commonwealth of the Northern Mariana Islands.

759. **United States Armed Forces.** Used to denote collectively only the regular components of the Army, Navy, Air Force, Marine Corps, and Coast Guard.

760. **United States Customs and Border Protection Agency and United States Department of Agriculture Advisor.** An employee of the United States Customs and Border Protection Agency and United States Department of Agriculture, advisors furnish operational assistance and technical advice consistent with their respective organization goals.

761. **United States Munitions List.** A list of/description of goods controlled by the Directorate of Defense Trade Controls.

762. **United States Transportation Command.** The unified command with the mission to provide strategic air, land, and sea transportation and common-user port management for the Department of Defense, across the range of military operations.

763. **Unserviceable Firearms.** A firearm that is incapable of discharging a shot by means of an explosive and which cannot be readily restored to a firing condition.

764. **Unitized Load.** A single item or a number of items packaged, packed, or arranged in a specified manner and capable of being handled as a unit. Unitization may be accomplished by placing the item or items in a container or by banding them securely together.

765. **Unique Airlift.** Airlift provided by aircraft owned/operated by each Service.

766. **Unique Asset.** Department of Defense, theater, or tactical-owned assets.

767. **Universal Service Contract.** A Military Surface Deployment and Distribution Command-negotiated contract for the provision of commercial ocean containers, related services and over-ocean movement.

768. **Unofficial Travel.** All travel arranged by a Commercial Travel Office other than official travel.

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

770. **User Defined File.** A custom data file jointly defined by the sending and receiving parties.

771. **User Defined File 810 Data Feed.** Custom data feed used to communicate invoice data (in an accounting context).

772. **Unstuffing.** Removal of cargo from container.

773. **Verified Gross Mass.** The total gross weight of a packed container as obtained by one of the methods described in Section 4 of the World Shipping Council *Guidelines for Improving Safety and Implementing the SOLAS Container Weight Verification Requirements*.

774. **Verified Shipping Instructions.** Shipping instructions in which key shipping details have been verified against the original booking details. The verified shipping instructions are submitted to the ocean carrier prior to lift of cargo and serves as the ultimate document for shipping details.

775. **Vessel Papers.** Abbreviated manifest showing Transportation Control Numbers of breakbulk shipments loaded aboard a vessel. It can be generated electronically or manually. If the cargo includes hazardous cargo (dangerous goods), a dangerous goods cargo list must accompany the abbreviated manifest. Vessel papers are given to the vessel master in lieu of the manifest.

776. **Volume Movement Report.** Means used by a Transportation Officer or other shipper to inform the United States Transportation Command, Military Surface Deployment and Distribution Command Operations Center, or theater Commander of cargo movement having sufficient volume and/or characteristics for potential negotiations with carrier industry for special transportation rates and service.

777. **Voluntary Intermodal Sealift Agreement.** An agreement that provides the Department of Defense with assured access to United States flag assets, both vessel capacity and intermodal systems, to meet Department of Defense contingency requirements.

778. **Water Clearance Authority.** An activity that controls and monitors the flow of cargo into ocean terminals. See "Ocean Cargo Clearance Authority."

779. **Waiting Time.** Chargeable time that the carrier (at carrier's convenience) is requested to wait. This time is either beyond the initial "allowable" waiting time or time that is necessary and out of carrier's control such as due to a member's/employee's over-dimension article. Charges are applied to the vehicle(s) and driver(s), and possibly the helpers.

780. **Wildlife.** Includes birds, fishes, mammals, reptiles and all other classes of wild animals, their parts, and products thereof. Examples of wildlife, wildlife parts, and products include pet birds, feathers, shells, corals, bones and teeth, mounted trophy animals, eggs, pelts, skins and hides, oriental medicine containing animals, black and pink coral jewelry, any live wild animal, snakeskin, crocodile, alligator and lizard leather products, animal rugs, elephant ivory (tusks, jewelry, or carvings) and hide or leather goods, tiger and bear claws, horns, scrimshaw, netsuke, seals, whales, porpoises, dolphins, sea otters, polar bears, manatees, dugongs, walruses, and turtle products and jewelry.

781. **Working Capital Fund.** A revolving fund established to finance inventories of supplies and other stores, or to provide working capital for industrial-type activities.