AMENDMENT OF SOLICITATION/MODIFICATION OF CONTRACT	1. CONTRACT ID CODE	PAGE OF PAGES
		1 40

2. AMENDMENT/MODIFICATION NO.	3. EFFECTIVE DATE	4. REQUISITION/PURCHASE REQ. NO.	5. PROJECT NO. *(If applicable)*
0009	8/28/09		

6. ISSUED BY	CODE	SPM300	7. ADMINISTERED BY *(If other than Item 6)*	CODE

Defense Supply Center Philadelphia
Directorate of Subsistence, FTAF
700 Robbins Avenue
Philadelphia, PA 19111-5092
Thomas Garofalo, Contract Specialist (215)737-0852

8. NAME AND ADDRESS OF CONTRACTOR *(No., street, county, State and ZIP Code)*	(X)	9A. AMENDMENT OF SOLICITATION NO.
	X	SPM300-08-R-0070
		9B. DATED *(SEE ITEM 11)*
		07 AUGUST 08
		10A. MODIFICATION OF CONTRACT/ORDER NO.
		10B. DATED *(SEE ITEM 13)*

CODE	FACILITY CODE

11. THIS ITEM ONLY APPLIES TO AMENDMENTS OF SOLICITATIONS

[X] The above numbered solicitation is amended as set forth in Item 14. The hour and date specified for receipt of Offers [ ] is extended, [X] is not extended.

Offer must acknowledge receipt of this amendment prior to the hour and date specified in the solicitation or as amended, by one of the following methods:

(a) By completing Items 8 and 15, and returning 1 copies of the amendment; (b) By acknowledging receipt of this amendment on each copy of the offer submitted; or (c) By separate letter or telegram which includes a reference to the solicitation and amendment numbers. FAILURE OF YOUR ACKNOWLEDGMENT TO BE RECEIVED AT THE PLACE DESIGNATED FOR THE RECEIPT OF OFFERS PRIOR TO THE HOUR AND DATE SPECIFIED MAY RESULT IN REJECTION OF YOUR OFFER. If by virtue of this amendment you desire to change an offer already submitted, such change may be made by telegram or letter, provided each telegram or letter makes reference to the solicitation and this amendment, and is received prior to the opening hour and date specified.

12. Accounting and Appropriation Data *(If required)*

13. THIS ITEM APPLIES ONLY TO MODIFICATIONS OF CONTRACTS/ORDERS, IT MODIFIES THE CONTRACT/ORDER NO. AS DESCRIBED IN ITEM 14.

(X)	A. THIS CHANGE ORDER IS ISSUED PURSUANT TO: *(Specify authority)* THE CHANGES SET FORTH IN ITEM 14 ARE MADE IN THE CONTRACT ORDER NO. IN ITEM 10A.
	B. THE ABOVE NUMBERED CONTRACT/ORDER IS MODIFIED TO REFLECT THE ADMINISTRATIVE CHANGES *(such as changes in paying office, appropriation date, etc.)* SET FORTH IN ITEM 14, PURSUANT TO THE AUTHORITY OF FAR 43.103(b).
	C. THIS SUPPLEMENTAL AGREEMENT IS ENTERED INTO PURSUANT TO AUTHORITY OF:
	D. OTHER *(Specify type of modification and authority)*

E. IMPORTANT: Contractor [ ] is not, [ ] is required to sign this document and return _____ copies to the issuing office.

14. DESCRIPTION OF AMENDMENT/MODIFICATION *(Organized by UCF section headings, including solicitation/contract subject matter where feasible.)*

ADDITIONAL DETAILS OF THIS AMENDMENT ARE PROVIDED ON THE FOLLOWING PAGES AND ATTACHMENT.

Except as provided herein, all terms and conditions of the document referenced in Item 9A or 10A, as heretofore changed, remains unchanged and in full force and effect.

15A. NAME AND TITLE OF SIGNER *(Type or print)*		16A. NAME AND TITLE OF CONTRACTING OFFICER *(Type or print)*	
15B. CONTRACTOR/OFFEROR	15C. DATE SIGNED	16B. UNITED STATES OF AMERICA	16C. DATE SIGNED
(Signature of person authorized to sign)		BY *(Signature of Contracting Officer)*	

THIS AMENDMENT CONTAINS REVISIONS (ADDS/CHANGES/DELETES) TO THE SOLICITATION

SPM300-08-R-0070 for full line food distribution for Japan, Singapore, and Diego Garcia, and Pursuant to FAR 15.306(d), this is the Government's formal written notification that negotiations are hereby opened for discussions on this solicitation.

The following are changes or additions to the current language in the solicitation:

1. **Page 58**, Category #71, "Food Q-Cog Items" has been deleted.

2. **Page 58**, Change Category 39 to read "Bulk Size = to or > 64 ounces" in lieu of "Bulk Size = to or < 64 ounces"

3. **Pages 72-73**, Please delete paragraph, XXVIII. Force Protection, in its entirety and replace with the following:

   XXVIII. Food Defense/ Force Protection

   A. The DSCP Subsistence Directorate provides worldwide subsistence logistics support during peacetime as well as during regional conflicts, contingency operations, national emergencies and natural disasters. At any time, the United States Government, its personnel, resources and interests may be the target of enemy aggression to include espionage, sabotage or terrorism. This increased risk requires DSCP to take steps and insure steps are taken to prevent the deliberate tampering and contamination of subsistence items.

   B. As the holder of a contract with the Department of Defense, the awardee should be aware of the vital role they play in supporting our customers. It is Incumbent upon the awardee to take actions to secure product delivered to all Military customers as well as any applicable commercial destinations. We strongly recommend all firms to review their force protection/food defense plans relating to plant security and security of product in light of the heightened threat of terrorism and secure product from intentional adulteration/contamination.

   C. The Offeror will insure that all products and/or packaging have not been tampered or contaminated throughout the manufacturing, storage and delivery process. The Offeror will immediately inform DSCP Subsistence of any attempt or suspected attempt by any party or parties, known or unknown, to tampering with or contaminate subsistence supplies.

   D. Accordingly, the awardee shall submit a Food Defense plan (NOTE: to download a copy of the DSCP Food Defense Checklist go to http://www.dscp.dla.mil/subs/fscheck.pdf or contact the applicable Contracting Officer or the DSCP Quality Audits & Food Defense Branch) prior to the start of production under any resultant contract to describe what steps their firm has taken and will take to prevent product tampering and contamination. The awardee will also describe what steps have been or will be taken that relate to overall plant security and food safety. The contractor must describe in detail the types of measures in place or scheduled to be put in place for the performance period of this contract. DSCP-FTSB will conduct Food Defense Audits/reviews during PV Product Quality Audits, Unannounced Quality Systems Management Visits and/or other visits to verify the implementation, compliance and effectiveness of the firm's Food Defense Plan. Firms should include specific security measures relating to but not limited to the following areas:

      a. Employee Identification
      b. Background checks where applicable
      c. Control of access to plant facility, gates and doors at he facility
      d. Internal Security

e. Training and security awareness
f. Product Integrity
g. Transportation Security

4. **Page 104**, under paragraph C. "Delivery Requirements For Air Mobility Command (AMC) Flights to Diego Garcia" the following requirement is added:
Prime Vendor shall be responsible for the HAZMAT inspection for all FF&V product which is to be delivered to Diego Garcia. Please the attached documentation for further information and instruction regarding this requirement.

5. **Pages 123-124,** Please remove section H. Fill Rate Reports, in its entirety and replace with the following:

Fill Rate Report: Shall be submitted in non-protected Excel format.

The following language has been updated to read:

1. Monthly Fill Rate Report – The fill rate is calculated by dividing the number of cases accepted by the customer by the number of cases ordered. Mis-picks and damaged cases are considered as notin-stock (NIS) in the fill rate calculation.

2. Weekly Fill Rate Report – In addition to the monthly fill rate report, the Prime Vendor will also submit a weekly report reflecting the previous week's business.
Previous week is defined as Sunday through Saturday Required Delivery Date (RDD) orders.

3. The Monthly and Weekly fill rate reports should specify fill rates grouped by contract/catalog number(s) (if applicable), DODAAC (first six positions of the purchase order) and purchase order number. The date range of the report shall be based on the customer's RDD for the previous week as defined in para 2 above.
The report shall contain all orders for the specified time period, as well as, a worksheet summary roll-up report tab which captures all contract/catalog numbers combined. The summary shall contain the following information:

a. Overall fill rate based on cases
b. Overall non-catch weight fill rate based on cases
c. Overall catch weight fill rate based on cases
d. Overall catch weight fill rate based on pounds
e. Purchase orders shall be grouped by DODAAC. Within each DODAAC sort fill rates by purchase order number

4. Overall discrepancy report shall only include purchase orders that contain less than 100% fill rate and reason code for discrepancy.

5. The contractor shall submit a separate discrepancy spreadsheet containing a list of Government authorized and verifiable fill rate exceptions using acceptable codes outlined on the next page.

FILL RATE EXCEPTIONS:

A: STORES Receipt Data Out of Date*
B: STORES Catalog Problem; PRF Incorrect
C: STORES Catalog Problem; Catch Weight Item PKG data Incorrect
D: Monthly Demand exceeds Average Monthly Demand by >/= 300% *
E: Newly Cataloged Item/Insufficient Time for Vendor to Procure*
F. Low shelf-life item. Frequent restocking required*
G: Customer Cancelled Item without using STORES
H: Customer Based Order Quantity on Incorrect Unit of Issue

I: DSCP Demand Forecast Problem
J: Special Order Item*
K: Item Being Phased Out
Z: Other, Not Listed (note: Need to explain in separate Word Document)

Note: * Subject to contract terms and conditions.

An additional Fill Rate exception code is anticipated for Defense Transportation System (DTS)* delays (if applicable). The code has not been finalized and will be made available via modification after contract award

Statement of Work

Delivery Requirements For Subsistence Cargo to Air Mobility Command (AMC)
Singapore Support Office

1.0 **SCOPE:** The contractor/vendor shall deliver prepared cargo properly stacked on standard Navy pallets in accordance with (IAW) DTR (DoD 4500.9-R) Part II, Chap 203, Para B, sub para 24d.

2.0 **SPECIFIC TASKS:**

2.1 **DOCUMENTATING & LABELING OF DRY PRODUCTS:**

2.1.1 Prepare four (4) copies of a DD Form 1384, Transportation Control & Movement Document (TCMD) for each pallet. Attach one (1) copy to the pallet, submit one (1) copy to the local Air Clearance Authority (ACA) two (2) hours prior to movement and two (2) copies to AMC. See attachment 1. This form is available at http://www.dtic.mil/whs/directives/infomgt/forms/formsprogram.htm. Note: A bi-wall or pallet of cargo counts as one piece if it is sealed/secured in such a way to prevent individual items from being removed.

2.1.2 The TCMD attached to the pallet shall be placed inside a plastic packing envelope.

2.1.3 Prepare and affix two copies of DD Form 1387, Shipping Label to each pallet. See attachment 2. The labels shall be placed on the opposite side of each pallet/bi-wall. This form is available at http://www.dtic.mil/whs/directives/infomgt/forms/formsprogram.htm. Note: A bi-wall or pallet of cargo counts as one piece if it is sealed/secured in such a way to prevent individual items from being removed.

2.2 **DOCUMENTATING & LABELING OF CHILLED PRODUCTS:**

2.2.1 Prepare four (4) copies of a DD Form 1384, Transportation Control & Movement Document (TCMD) for each pallet/bi-wall. Attach one (1) copy to the pallet/bi-wall; submit one (1) copy to the local Air Clearance Authority (ACA) two (2) hours prior to movement and two (2) copies to AMC. See attachment 1. This form is available at http://www.dtic.mil/whs/directives/infomgt/forms/formsprogram.htm. Note: A bi-wall or pallet of cargo counts as one piece if it is sealed/secured in such a way as to prevent individual items from being removed.

2.2.2 The TCMD attached to the pallet/bi-wall shall be placed inside a plastic packing envelop.

2.2.3 Prepare and affix two copies of DD Form 1387, Shipping Label to each pallet/bi-wall. See attachment 2. The labels shall be placed on the opposite side of each pallet/bi-wall. This form is available at

http://www.dtic.mil/whs/directives/infomgt/forms/formsprogram.htm. Note: A bi-wall or pallet of cargo counts as one piece if it is sealed/secured in such a way to prevent individual items from being removed.

2.2.4 Prepare and affix one (1) copy of DD Form 1502-1, Frozen Medical Material Shipment Label (orange in color), to each pallet/bi-wall containing wet ice or gel packs. See attachment 3. NOTE: DoD does not have a separate label for chilled food shipments – the Frozen Medical Material Label shall be used. This form is not available electronically and must be obtained through a Military Service or DoD Component Forms Management Officer.

2.2.5 Prepare and affix one (1) copy of DD Form 1387-2, Special Handling Data/Certification Label, to each pallet/bi-wall containing wet ice or gel packs. See attachment 4. This form is available at http://www.dtic.mil/whs/directives/infomgt/forms/formsprogram.htm.

2.3 DOCUMENTATING & LABELING OF FROZEN PRODUCTS:

2.3.1 Prepare four (4) copies of a DD Form 1384, Transportation Control & Movement Document (TCMD) for each pallet/bi-wall. Attach one (1) copy to the pallet/bi-wall; submit one (1) copy to the local Air Clearance Authority (ACA) two (2) hours prior to movement and two (2) copies to AMC. See attachment 1. This form is available at http://www.dtic.mil/whs/directives/infomgt/forms/formsprogram.htm. Note: A bi-wall or pallet of cargo counts as one piece if it is sealed/secured in such a way as to prevent individual items from being removed.

2.3.2 The TCMD attached to the pallet/bi-wall shall be placed inside separate plastic packing envelop.

2.3.3 Prepare and affix two (2) copies of DD Form 1387, Shipping Label to each pallet/bi-wall. See attachment 2. The labels shall be placed on the opposite side of each pallet/bi-wall. This form is available at http://www.dtic.mil/whs/directives/infomgt/forms/formsprogram.htm. Note: A bi-wall or pallet of cargo counts as one piece if it is sealed/secured in such a way as to prevent individual items from being removed.

2.3.4 Prepare and affix one (1) copy of DD Form 1502, Frozen Medical Material Shipment Label (green in color), to each pallet/bi-wall containing dry ice. See attachment 5.

2.3.5 Prepare and affix one (1) copy of DD Form 1387-2, Special Handling Data/Certification Label, to each pallet/bi-wall. See attachment 4. This form is available at http://www.dtic.mil/whs/directives/infomgt/forms/formsprogram.htm.

2.3.6 Prepare six (6) originals of Shipper's Declaration for Dangerous Goods Certification. See attached PDF file. Each declaration shall be individually printed and

signed on special paper as shown on the PDF file. The declaration shall be placed inside a plastic packing envelop.

2.3.7 Prepare and affix two (2) copies of Class 9 Label to each bi-wall, one (1) each on the opposite side of each pallet/bi-wall, in the vicinity of the shipping label (DD Form 1387). See attachment 6.

2.4 **FLIGHT DELAYS/CANCELLATIONS**: In the event of flight delays and/or cancellations, the PV shall recover shipments from the tarmac. Direct coordination with AMC personnel at the tarmac is required to obtain new delivery date and time.

3.0 **PERIOD OF PERFORMANCE:** 1 July 2009 through 30 September 2009

4.0 **PLACE OF PERFORMANCE:** Vendor's facility

5.0 **DELIVERY POINT:** Paya Lebar Air Base (PLAB), Singapore

6.0 **SECURITY/ACCESS CLEARANCE:** The contractor/vendor is responsible for meeting all delivery schedule times and coordinating with Paya Lebar security officials to conform to all base security procedures. All drivers will be responsible to carry proper company picture identification, use registered vehicles, and provide AMC advanced notice of anticipated deliveries, for security reasons, in addition to observing any other security measures required by the base.

7.0 **POINT OF CONTACT:** The Contracting Officer's Technical Assistant under this task order and the person responsible for performing inspection and acceptance of the contractor's performance at the destination are:

Technical Assistant & Customer Representative: Lesly Gelin
Voice Phone: (65) 6750-2508 – DSN: 315-421-2508
Cell Phone: (65) 9129-2909
Fax Phone: (65) 6750-2080 – DSN: 315-421-2080
E-mail: Lesly.Gelin@dla.mil or Lesly.Gelin@fe.navy.mil

TRANSPORTATION CONTROL AND MOVEMENT DOCUMENT

PAGE NO.

1. DOC ID	2. TRLR CTR	3. CONSIGNOR	4. COMMODITY SPECIAL HANDLING	5. AIR DIM	6. POE	7. POD

8. MODE	9. PACK	10. TRANSPORTATION CONTROL NO.	11. CONSIGNEE	12. PRI	13. RDD	14. PROJ	15. DATE SHPD	16. ETA	17. TR ACCT

18. CARRIER	19. FLIGHT-TRUCK-VOY-DOC NO.	20. REF	21. REMARKS	22. PIECES	23. WEIGHT	24. CUBE

	a. Transship Point	b. Date Rec	c. Bay Whse	d. Date Shpd	e. Mode Carrier	f. Flight-Truck-Voy Doc No.	g. Ref	h. Stow Loc	i. Split	j. Cond	k. Signature-Remarks
25.											
26.											
27.											

28. CONSIGNEE	29. DATE RECEIVED/OFFERED *(Sign)*	30. CONDITION	31. REMARKS

32. DOC ID	33. TRAILER - CONTAINER	34. CONSIGNOR COMM ABBR OTHER	35. COMMODITY SPECIAL HANDLING	36. VOY NO		37. POD	38. MODE	39. TYPE PACK	40. TRANSPORTATION CONTROL NUMBER	41. CONSIGNEE	42. PRI	43. REMARKS AND/OR					44. ADDITIONAL REMARKS OR		
				Air Dim a.	POE b.							RDD a.	Proj b.	Stow Loc Shpd c.	Stow Loc ETA d.	Tac e.	Pieces a.	Weight b.	Cube c.

DD FORM 1384, OCT 2000

PREVIOUS EDITIONS MAY BE USED.

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ATTACHMENT 1

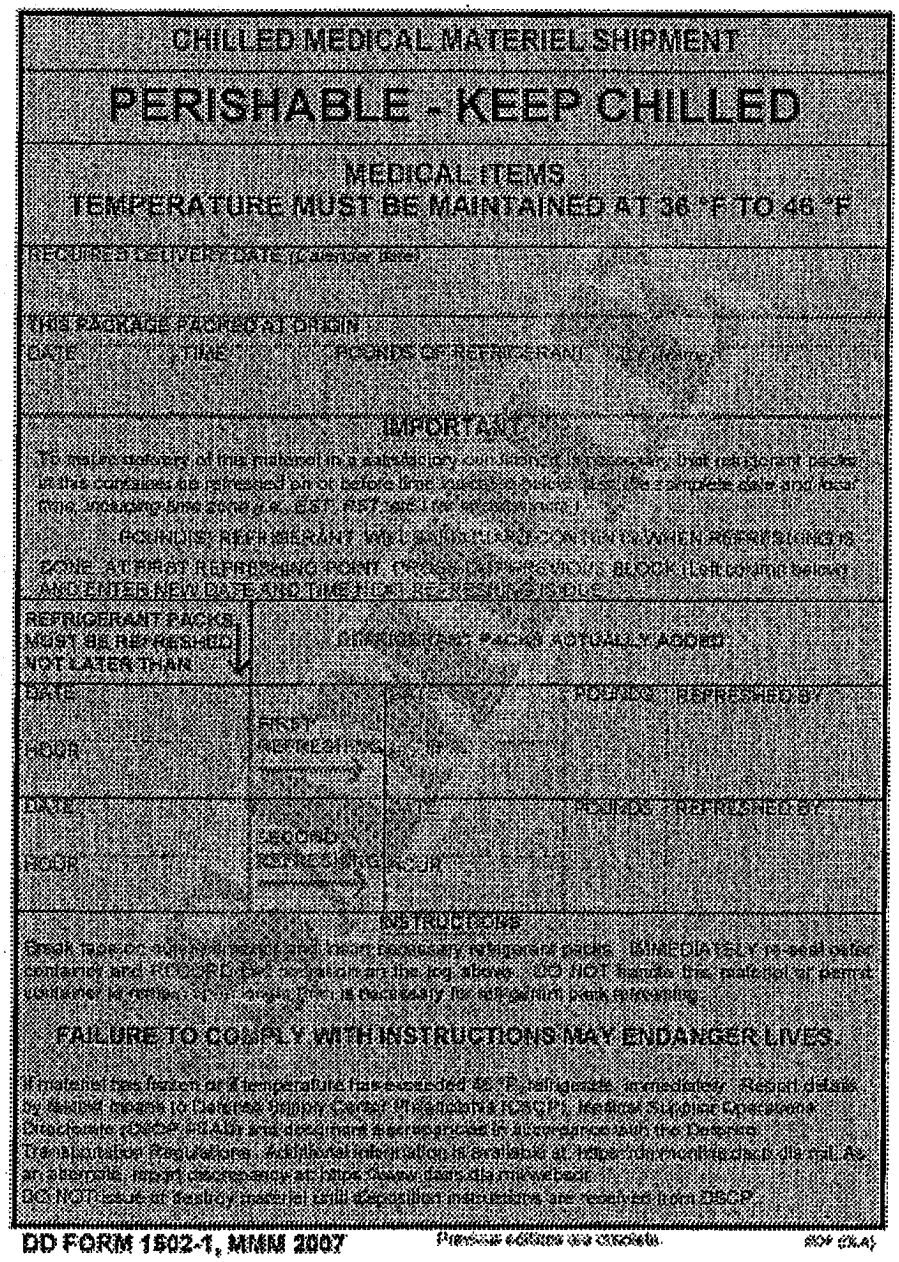
MILITARY SHIPMENT LABEL		Form Approved. OMB No. 0704-0188
1. TRANSPORTATION CONTROL NUMBER		2. POSTAGE DATA
3. FROM		4. TYPE SERVICE
5. SHIP TO/POE		6. TRANS PRIORITY
7. POD		8. PROJECT
9. ULTIMATE CONSIGNEE OR MARK FOR	10. WT. *(This piece)*	11. RDD
	12. CUBE *(This piece)*	13. CHARGES
	14. DATE SHIPPED	15. FMS CASE NUMBER
	16. PIECE NUMBER	
	17. TOTAL PIECES	

DD FORM 1387, JUL 1999 PREVIOUS EDITION IS OBSOLETE.

Adobe Professional 7.0

ATTACHMENT 2

DD Form 1502-1 - Chilled Medical Materiel Shipment
Bright Orange Pressure-Sensitive Label



CHILLED MEDICAL MATERIEL SHIPMENT

PERISHABLE - KEEP CHILLED

MEDICAL ITEMS
TEMPERATURE MUST BE MAINTAINED AT 36 °F TO 46 °F

REQUIRED DELIVERY DATE (Calendar date)

THIS PACKAGE PACKED AT ORIGIN
DATE | TIME | POUNDS OF REFRIGERANT (If applicable)

IMPORTANT

To make delivery of this material in a satisfactory condition it is essential that refrigerant packs in this container be refrozen prior to time specified above for the complete date and hour (e.g., DAY, HOUR) entered in ZONE A.

POUNDS REFRIGERANT (If applicable) NOT CHANGED WHEN REFRESHED IN ZONE AT FIRST REFREEZING POINT. CHANGE DATA IN ZONE B BLOCK (Left column below) AND ENTER NEW DATE AND TIME NOT TO EXCEED ZONE A.

REFRIGERANT PACKS MUST BE REFREEZED NOT LATER THAN	REFRIGERANT PACKS ACTUALLY ADDED
DATE / HOUR	FIRST REFREEZING (If necessary)	DATE / HOUR	POUNDS REFREEZED
DATE / HOUR	SECOND REFREEZING (If necessary)	DATE / HOUR	POUNDS REFREEZED

INSTRUCTIONS

Check freeze indicators and remove from necessary refrigerant packs. IMMEDIATELY re-seal outer container and RECORD the information on the log above. DO NOT handle the material or permit unnecessary handling. Open only as necessary for examination and repacking.

FAILURE TO COMPLY WITH INSTRUCTIONS MAY ENDANGER LIVES.

If material has frozen or if temperature has exceeded 46 °F, refreeze, immediately. Report details by fastest means to Defense Supply Center Philadelphia (DSCP), Medical Supplies Directorate (DSCP-WMA) and document as required in accordance with the Defense Transportation Regulations. Additional information is available at http://www.dscp.dla.mil. Any alternate, proof, recommendations, or future issues due immediately.
DO NOT issue or destroy material until disposition instructions are received from DSCP.

DD FORM 1502-1, MAR 2007 Previous editions are obsolete. SCP (DLA)

ATTACHMENT 3

SPECIAL HANDLING DATA/CERTIFICATION

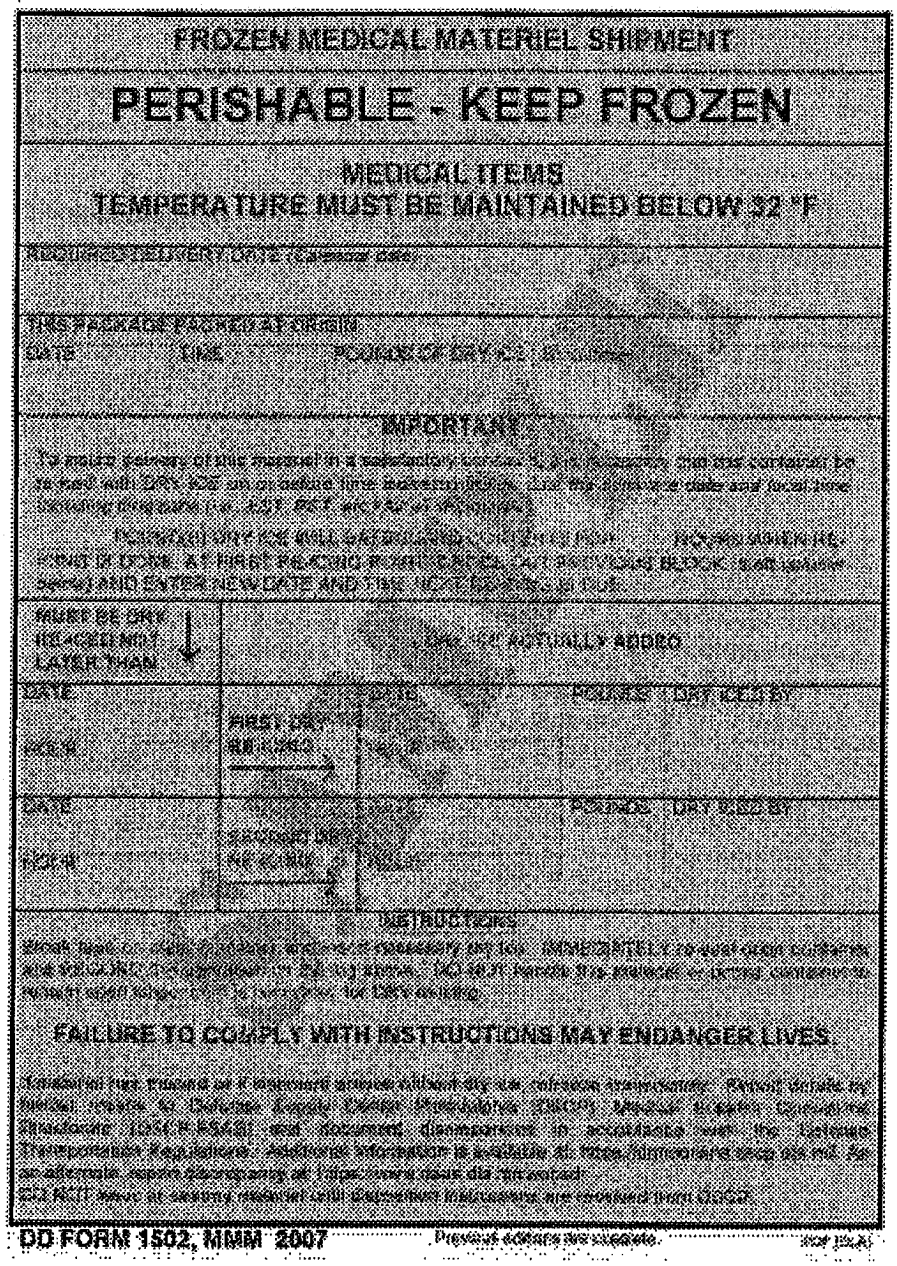
1. ITEM NOMENCLATURE	2. NET QUANTITY PER PACKAGE	3. TRANSPORTATION CONTROL NO.
	4. CONSIGNMENT GROSS WEIGHT	5. DESTINATION
6. SUPPLEMENTAL INFORMATION		
This is to certify that the above named materials are properly classified, described, packaged, marked and labeled, and in proper condition for transportation according to the applicable regulations of the Dept of Transportation. **THIS IS A U.S. DEPARTMENT OF DEFENSE SHIPMENT!** *(Complete applicable blocks below)*		
7. DTR REFERENCE		
8. HANDLING INSTRUCTIONS		
9. ADDRESS OF SHIPPER	10. TYPED NAME, SIGNATURE AND DATE	

DD FORM 1387-2, NOV 2004 PREVIOUS EDITION IS OBSOLETE. *Form Approved/OMB No. 0704-0188*

Adobe Professional 7.0

ATTACHMENT 4

DD Form 1502 – Frozen Medical Material Shipment
Bright Green Pressure-Sensitive Label



FROZEN MEDICAL MATERIEL SHIPMENT

PERISHABLE - KEEP FROZEN

MEDICAL ITEMS
TEMPERATURE MUST BE MAINTAINED BELOW 32 °F

REQUIRED DELIVERY DATE (Calendar days)

THIS PACKAGE PACKED AT (Origin)
DATE TIME POUNDS OF DRY ICE

IMPORTANT

To insure delivery of this material in a satisfactory condition, it is necessary that one container be re-iced with DRY ICE on or before time indicated below, and the date and hour noted following instructions (i.e., EST, PST, etc.) (Local Time)

IF SHIPMENT ARRIVES WITH DRY ICE STILL EVIDENT, DO NOT OPEN. NOTIFY SENDER IMMEDIATELY THAT IT DOES. AT FIRST RE-ICING IN SPACE BELOW, CUT AND REMOVE BLOCK MARKED "MUST BE REMOVED" AND ENTER NEW DATE AND TIME (DO NOT REMOVE ANY DUNNAGE).

MUST BE DRY ICED AT NEXT LAYER THAN ↓	DRY ICE ACTUALLY ADDED			
DATE HOUR	FIRST DRY ICE REQUIRED	DATE HOUR	POUNDS	DRY ICED BY
DATE HOUR	SECOND DRY ICE REQUIRED	DATE HOUR	POUNDS	DRY ICED BY

INSTRUCTIONS

Break load or open containers only as necessary for the IMMEDIATE re-application of dry ice. Add dry ice on top of load. DO NOT handle this material or items contained in manner which would cause it to become wet during thawing.

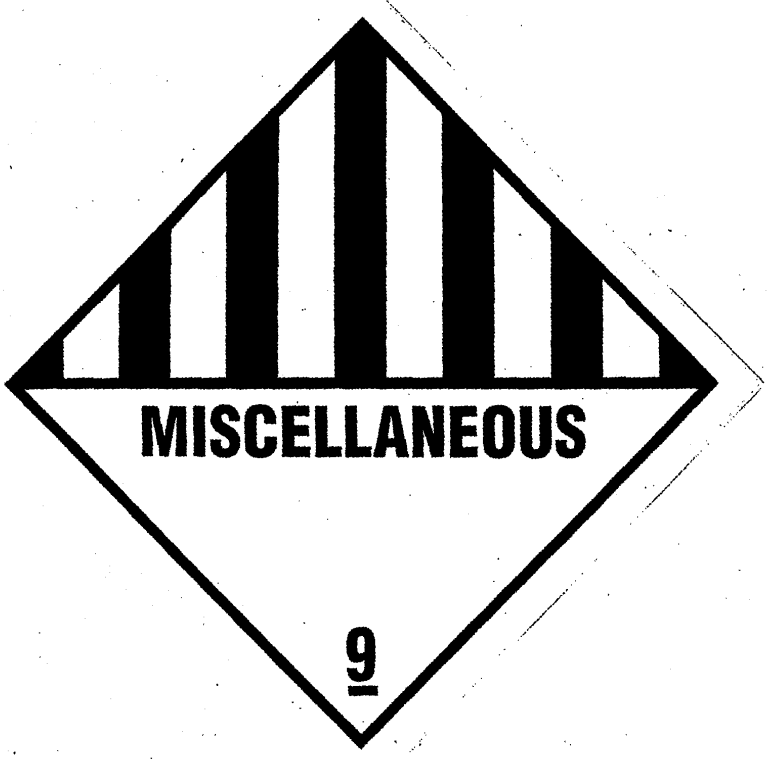
FAILURE TO COMPLY WITH INSTRUCTIONS MAY ENDANGER LIVES.

Any person who misuses or improperly applies dry ice, refrigerant environment, thereof, incurs to Defense Supply Center Philadelphia (DSCP) should be aware of applicable Standards (DSCP 4145.21) and document discrepancies in accordance with the Defense Transportation Regulations. Additional information is available at: https://dlmsnet.dla.mil. For an alternate reporting method, email: dscp.dscp-dla.mil.mil.

DO NOT leave or destroy medical until shipment inconsistencies are resolved from DoDAC.

DD FORM 1502, MMM 2007 Previous editions are obsolete. AEP (DLA)

ATTACHMENT 5



ATTACHMENT 6

SHIPPER'S DECLARATION FOR DANGEROUS GOODS

Shipper

Enter

Air Waybill No.

Page 1 of 1 Pages

Shipper's Reference Number *(optional)*

Consignee

Enter

For optional use for Company logo name and address

Two completed and signed copies of this Declaration must be handed to the operator.

WARNING

Failure to comply in all respects with the applicable Dangerous Goods Regulations may be in breach of the applicable law, subject to legal penalties.

TRANSPORT DETAILS

This shipment is within the limitations prescribed for: *(delete non-applicable)*

PASSENGER AND CARGO AIRCRAFT

Airport of Departure: Enter

Airport of Destination: Enter

Shipment type: *(delete non-applicable)*

NON-RADIOACTIVE

NATURE AND QUANTITY OF DANGEROUS GOODS

Dangerous Goods Identification						
UN or ID No.	Proper Shipping Name	Class or Division (Subsidiary Risk)	Packing Group	Quantity and type of packing	Packing Inst.	Authorization
Enter	Enter	Enter	Enter	Enter	Enter	Enter

Additional Handling Information

24 Hour Emergency Contact Telephone Number: Enter

I hereby declare that the contents of this consignment are fully and accurately described above by the proper shipping name, and are classified, packaged, marked and labelled/placarded, and are in all respects in proper condition for transport according to applicable international and national governmental regulations. I declare that all of the applicable air transport requirements have been met.

Name/Title of Signatory

Enter

Place and Date

Enter

Signature

(see warning above)

SUMMARY OF DOCUMENTATION & LABEL REQUIREMENTS

PER SKID/BI-WALL	PRODUCT CATEGORY			
DOCUMENT/ITEM	**DRY**	**CHILLED**	**FROZEN**	**REMARKS**
DD Form 1384, TCMD (Transportation Control & Movement Document)	4 copies	4 copies	4 copies	See SOW for specifics.
DD Form 1387, Shipping Label	2 copies	2 copies	2 copies	See SOW for specifics.
DD Form 1502 or 1502-1, Frozen Medical Material Shipment Label	N/A	1502-1 (Orange) 1 per pallet	1502 (Green) 1 per pallet	See SOW for specifics.
DD Form 1387-2, Special Handling Data/Certification Label	N/A	1 per pallet	1 per pallet	See SOW for specifics.
Shipper's Declaration for Dangerous Goods Certification	N/A	N/A	6 originals	See SOW for specifics.
Class 9 Label	N/A	N/A	2 per pallet	See SOW for specifics.
Plastic Packing Envelope	1 per pallet	1 per pallet	2 per pallet	See SOW for specifics.

PROCUREMENT PROCESS SUPPORT DIRECTORATE

Chris Cosfol (eProcurement) X9218

CAPT Dwin Crow, SC, USN – Director, X2601
Ms. Tina Piotrowski – Deputy Director, X2602
Lisa Shields, Management Analyst, X5722
Ed Tierney, Contract Price/Cost Analyst, X7683

BPA Pricing & Strategy Division	**BPB** Contract Admin & Compliance Division	**BPC** Programs Division	**BPP** Contract Review Division	**BPS** Systems & Procedures Division
Mr. Robert Panichelle X4126 *Chief & Comp Ad*	Mr. Joseph Gushue X5859 *Chief*	Mr. Tom Chenoweth X7354 *Chief*	Mr. Fred Rudnick X2760 *Chief*	Ms. Elizabeth Romano X4200 *Chief*
Olin Shockley X7801 *Procurement Technician*	Celestine Justice X9184 *Procurement Technician*	Margaret Marlete X0317 *Procurement Technician*	Gina Turchi X2771 *Procurement Technician*	Ruby Ames X5363 *Procurement Technician*
BPAA *Walt Bright, X5858* Holly Lenza Raymond Pacitti William Zane **BPAB** *Vacant* Joseph Gallagher Daniel Narvaez Melanie Sweeney-Fowler **BPAC** *Vacant* Lisa Kaminer Adrian Worrell Scott Famous **BPAD** *Robert Emhof, X7092* Judith Flores Robert Krajci Daniel Sfamurri	**BPBA** *Jean French, X5296* Rahman Harmon Sandra Henon Richard Rinderer **BPBB** *Eduardo Hidalgo, X0326* Tim Edgil John Fafara **BPBC** *Bernadette Palmarini, X5324* Catherine DeLange David Rivers **BPBD** *Anita Parker, X7290* Bruce Davis Roseanna Mastrangelo Patricia Nelson Theresa Jimenz	**BPCA** *Pamela Tull, X2199* Pamela Gordon Karen Harris *2 Vacancies* **BPCB** *Bill Roberts, X7088* Mary Chubik Ann Novick Jim Serad Steve Whitmore Jo Anne Brown **BPCC** *Carmen Viola, X3489* Elaine Keller **BPCD** *Barbara Koons, X8511* Gina McCusker Steve Robinson AJ Wise Sheila Dent	**BPPA** *Gwen Brooks, X3503* Robert Carroll Stephanie Fuss Regina McKeever Daniel Pelullo *1 Vacancy* **BPPB** *Anne K. Moore, X5293* Anne Marie Burns Brenda Isaac Kathleen Kleinberg William Stackhouse *1 Vacancy* **BPPC** *Mary Ellen Dobbins, X6195* Jayne Branigan Kristine Hines-Cunningham Rebecca Stackhouse Suzette Trucksess *1 Vacancy*	**BPSA** *Herman Myers, X0493* Tim Atwell Marissa Capizzi Dorothy Coccia Deborah Shute Alicia McGee Julie Collins John DiBabbo Len Gregory **BPSB** *Ted Brukiewa, X0420* Leah Lester James McCloskey Elizabeth McGinley John Siu Dan Keefe Marty Lieb Elizabeth Myers Christine Hertkorn Patricia Delacy Jeffrey Jobes Cheryl Keitt Francine Goldberg Bill Kuzma John Lieb, Jr. Donna McColgan Janet McGinley Ann E. Moore Judy Tomaselli Kathleen O'Brien *6 Vacancies*

CHAPTER 208

PACKAGING AND HANDLING

A. GENERAL

This chapter provides general guidance on the handling of packaged materiel.

B. RESPONSIBILITIES

Installation CDRs will ensure:

1. All personnel involved with the shipment and preparation of HAZMAT to include handling and loading are trained IAW the requirements of 49 CFR, AFMAN 24-204(I)/TM 38-250/MCO P4030.19I/NAVSUP Pub 505/DLAI 4145.3/DCMAD1, CH 3.4 (HM24), and other modal regulatory documents.

2. All personnel involved in handling, repackaging, and loading operations are properly trained and understand marking and labeling requirements. Suggested source of training is the School of Military Packaging Technology, Aberdeen Proving Grounds, Maryland 21005-5282. Training is also available using the DOD Hazardous Material Packaging Computer Based Training (via the internet): http://www.dtc.dla.mil/HAZMAT/index.html.

3. All personnel who operate MHE are properly trained and licensed.

4. Work areas are laid out to avoid bottlenecks and back handling of materiel.

5. All personnel understand and adhere to Occupational Safety and Health Administration (OSHA) requirements.

C. REPACKAGING

1. Transportation operations will not have to repackage material. Repackaging will only be done when absolutely necessary.

2. If transportation personnel suspect materiel may require repackaging, contact the installation packaging and preservation representative. Additional information can be obtained from the packaging and preservation representatives listed in Table 208-1, Inventory Control Points (ICPs).

3. The correct packaging materials and shipping containers must be used.

D. HANDLING

1. Do not remove/tear tape, labels, or other items from any containers, especially fiberboard boxes.

2. If an item is dropped or damaged in transit, report it promptly using TDR procedures IAW Chapter 210.

3. Damaged packaging is reported as a Supply Discrepancy Report (SDR) IAW DLAI 4140.55/AR 735-11-2/Secretary of the Navy Instruction (SECNAVINST) 4355.18A/Air Force Joint Manual (AFJMAN) 23-215, Reporting of Supply Discrepancies.

4. Do not put heavy items on top of light items when unitizing loads.

5. Maintain correct separation and segregation of HAZMAT at all times IAW AFJMAN 23-209/DLAI 4145.11/TM 38-410/NAVSUP PUB 573/ MCO 4450.12A, Storage and Handling of Hazardous Materials.

E. MARKING AND LABELING

1. Marking and labeling are means of communication identified in MIL-STD-129, AFMAN 24-204(I)/TM 38-250/MCO P4030.19I/NAVSUP PUB 505/DLAI 4145.3/DCMAD1, CH 3.4 (HM24), 49 CFR, and other modal regulatory documents.

2. HAZMAT labeling must be IAW the modal regulations and clearly visible.

3. Do not use local labels unless specifically authorized by the Service/Agency.

4. DOD and contractor or vendor shipping activities will apply address markings using a bar coded MSL for all shipments that will enter the DTS. This includes shipments moving within the CONUS, between the CONUS and OCONUS, or conversely between OCONUS and the CONUS. Shipments originating at non-military facilities moving to or through any DTS node, to include origin, consolidation, transship, a receiving terminal, or a TO or supply receiving function will be considered to have "entered the DTS" and must be marked with an MSL. Shipments that will not enter the DTS will have address markings applied as specified by the cognizant activity. Additional information concerning the latest requirements can be found in the DOD Logistics Implementation Plan for AIT (http://www.dodait.com/).

   a. Figure 208-1, Military Shipping Label, Generic Cargo, Figure 208-2, Military Shipping Label, Personal Property, and Figure 208-3, Military Shipping Label, Unit Move, show examples of acceptable MSLs. Only the exact format shown in Figure 208-4 can be printed and referred to as a DD Form 1387, Military Shipment Label, and it will be used when manual shipment documentation is the only labeling alternative available during emergency operations (when hand-written labels are the only alternative). With the exception of a hand-written DD Form 1387, all shipments entering the DTS are required to be marked with an MSL containing 3 of 9 linear bar codes (Code 39) with standard Code 39 characters and a 2D PDF417 symbol. A specific MSL format is not required; however, keeping the MSL block numbers/titles associated with the DD Form 1387 data content is highly recommended. The specific orientation and placement of text and bar code symbols are not mandated as long as the MSL follows the provisions of ANSI MH10.8.1 subject to the following exceptions:

      (1) The MSL label data requirements will be as identified in Table 208-2.

      (2) DI codes will not be used in conjunction with the Code 39 bar codes described in Table 208-2 (TCN, Piece, Consignee).

      (3) The MSL unique transport unit identifier will be the TCN and it will be printed in the top, left building block of the MSL.

(4) DI/DEI codes will be used for the 2D symbols IAW International Standards Organization (ISO)/International Engineering Consortium (IEC) 15418 (ANSI MH10.8.2), as implemented by the DOD and shown in Appendix X.

(5) The 2D PDF417 symbol syntax will be IAW ISO/IEC 15434 (ANSI MH10.8.3), as implemented by the DOD and shown in Appendix X.

b. Table 208-2, Instructions for Completing the MSL, provides requirements for the in-the-clear and Code 39 bar code information on every MSL. Tables X-2 through X-6 provide requirements for the PDF417 2D symbol generated with MSL data, TCMD data, and supply information on every MSL using the Data Identifiers (DI) and Data Element Identifiers (DEI) contained in Appendix X. Linear bar code entries of TCN, piece number, and consignee DODAAC are mandatory, as are the 2D symbol entries for available MSL, TCMD, and supply data. The bar code entries must be written to ANSI Materials Handling (MH) 10.8.1 and ISO/IEC 15434 (ANSI MH10.8.3) standards, and in-the-clear entries required by Table 208-2 must be human readable.

c. Detailed procedures for applying shipment marking are specified in MIL-STD-129 (http://www.dscc.dla.mil/offices/packaging/specstdslist.html#STDs). If the shipping container does not lend itself to application of the label, or if the label would cover or interfere with other required markings, the label will be attached to a general purpose tab or a placard. The outside containers of classified or protected (sensitive) shipments are marked as specified in MIL-STD-129 and the sponsoring Service directives, but will not identify the classified or protected nature of the materiel being shipped.

5. SU documentation to include a packing list, kit list, and line item documents (DD Form 1348-1A, DD Form 1149, DD Form 1150) will be attached to the shipment or packaged with the shipment IAW MIL-STD-129. A copy of the TCMD will also be attached to the shipment, IAW Chapter 203, for SUs forwarded to CCPs and for SEAVANs.

F. ACTIVE RFID TAG

1. The active RFID tags used by DOD for documenting shipment units or manifested loads allow low-level RF signals to be received by the tag, and they can generate high-level signals back to the reader/interrogator. Active RFID tags hold large amounts of data, are continuously powered, and are used when a longer tag read distance is desired.

   a. The management responsibilities, business rules, and data descriptions in the following paras regarding RFID are applicable to all DOD Components. They support asset visibility, ITV, and improved logistic business processes throughout the DOD logistics enterprise.

   b. The business rules apply to DOD owned consolidated shipments (sustainment/retrograde, unit movement equipment and cargo, ammunition, and prepositioned materiel and supplies as specified in the following paras) moving to, from, and between overseas locations. Consolidated cargo shipments requiring human escort or signature service such as currency, courier, and US mail are excluded from the requirements of this policy.

   c. Organizations may employ the use of active RFID technology for Intra-CONUS shipments to support operations or for training. Organizations desiring DLA to provide RFID tag support for CONUS shipments will formally work the requirement through the DLA Performance Based Agreement process.

2. Active RFID Responsibilities.

   a. Organizational responsibilities and funding procedures are identified in DOD 4140.1-R.

   b. It is the responsibility of the activity at which containers, consolidated shipments, Unit Move items, or 463L System air pallets are built or reconfigured to procure and operate sufficient quantities of RFID equipment to support the operations.

   c. If the originating activity of the RFID Layer 4 shipment is a vendor/contractor location, it is the responsibility of the procuring Service/Agency to arrange for the vendor to apply active tags, either by obtaining sufficient RFID equipment to provide the vendor/contractor to meet the requirement, or requiring the vendor/contractor as a term of the contract to obtain necessary equipment to meet the DOD requirement.

   d. An organization responsible for port or logistics node operation is also responsible for installing, operating, and maintaining RFID capability.

   e. When responsibility for operating a specific port or node changes (e.g., aerial port operations change from strategic to operational), the losing activity is responsible for coordinating with the gaining activity to ensure RFID capability continues without interruption.

3. Active RFID Shipment Content Level Detail (see Table 208-3). Shipment content level detail data must be encoded in the active RFID tag if the data element is identified in the Active RFID Data Requirements at Appendix K as a mission essential or conditional entry.

   a. Shipment content level detail includes the asset detail data elements that describe the asset plus the cargo detail data elements necessary to minimally identify and handle each level of a complete shipment entity, which is a single shipment unit or a consolidated shipment unit. The most basic shipment entity is a single box or unpacked item marked with a shipment unit identifier.

      (1) Asset detail is the fundamental information necessary to describe the physical characteristics of a single asset and the characteristics that identify that asset.

      (2) Cargo detail describes the accountable characteristics of the included assets, the physical characteristics of the packaged shipment, and the respective cargo identifiers and handling characteristics.

   b. The content level detail data may be obtained from requisition documents, shipment status transactions, Advance Shipment Notice (ASN) transactions (ATCMD, manifest, shipment status, and MILSTRIP status information), consolidated shipment notice transactions, the TCMD, and commercial carrier transactions.

   NOTE: The Active RFID data requirements at Appendix K are the current, legacy requirements that were structured to match legacy RFID tag capabilities. The Active RFID data requirements will be updated to include the content level detail data listed in Table 208-3 as RFID tag capabilities are upgraded and data becomes available in supporting systems.

4. Active RFID TCMD Detail. The active RFID data requirements at Appendix K include a requirement to encode shipment unit TCMD information using DLSS MILS 80-column format.

   a. TCMD entries are conditional data (must be provided if available).

b. The MILS 80-column format is being phased out by DOD, but some or all of the TCMD data elements remain as critical information required for supply chain processing. The TCMD element information in the RFID tag memory or in the respective tag files on the RF-ITV System Server are now used by transshipper activities to pre-lodge advance shipping data into their automated information systems when ATCMD information is not available.

c. Table 208-4 identifies the TCMD detail data elements (which are in addition to the content level detail elements identified in Table 208-3) that may be available within an active RFID tag.

5. Active RFID for Sustainment/Retrograde Cargo.

a. All RFID Layer 4 Sustainment or Retrograde consolidated shipments of DOD owned cargo being shipped to, from, or between overseas locations, must have active RFID tags written and applied at the point of origin for all activities (including vendors/contractors subject to contract requirements) that stuff containers or build pallets [e.g., 20 or 40 foot SEAVANs, 463L pallets, and other large reusable containers] [e.g., large engines, transmissions]). RFID tag data and tag interrogation results will be forwarded to the RF-ITV System Servers maintained by the Product Manager, Joint Automatic Identification Technology (PM J-AIT).

b. Shipment content level detail and TCMD data will be written to the tag IAW the current Active RFID Data Requirements at Appendix K.

c. If a shipment unit or shipment unit increment (partial/split) contains multiple pieces, only one RFID tag is attached to the shipment unit or to the shipment unit increment (i.e., multiple RFID tags will not be written with the same lead TCN).

d. To accurately reflect current contents, RFID Layer 4 shipments reconfigured during transit must have RFID tags and RF-ITV System Server data updated by the organization making the change.

6. Active RFID for Unit Move Equipment/Cargo.

a. All RFID Layer 4 Unit Move shipments and all Unit Move major organizational equipment being shipped to, from, or between overseas locations, must have active RFID tags written and applied at the point of origin for all activities (including vendors/contractors subject to contract requirements). Self-deploying aircraft and ships are exemptions.

b. RFID tag data and tag interrogation results will be forwarded to the RF-ITV System Servers maintained by PM J-AIT.

c. See Appendix O for specific requirements.

7. Active RFID for Ammunition/Explosives Shipments.

a. All RFID Layer 4 shipments of DOD owned ammunition/explosives shipments being shipped OCONUS or between COCOMs must have active RFID tags written and applied at the point of origin by all activities (including vendors/contractors subject to contract requirements). RFID tag data and tag interrogation results will be forwarded to the RF-ITV System Servers maintained by PM J-AIT.

b. Content level detail and TCMD data will be written to the tag IAW the Active RFID Data Requirements. See Appendix K.

c. RFID Layer 4 shipments reconfigured during transit must have RFID tags and RF-ITV System Server data updated to accurately reflect current contents by the organization making the change.

8. Active RFID for Prepositioned Materiel and War Reserve Materiel (WRM).

a. All RFID Layer 4 shipments of DOD owned prepositioned stocks, prepositioned major organizational equipment, and all WRM must have active RFID tags written and applied at the point of origin by all activities (including vendors/contractors subject to contract requirements). See Appendix K. RFID tag data and tag interrogation results will be forwarded to the RF-ITV System Servers maintained by PM J-AIT.

b. Content level detail and TCMD data will be written to the tag IAW the Active RFID Data Requirements. See Appendix K.

c. For current afloat assets, RFID tags will be written and applied during the normal maintenance cycle, reconstitution reset, or sooner as required.

9. Active RFID Transactions.

a. RFID tag data files and interrogator reads will be generated and forwarded to the regional RF-ITV System Server IAW established DOD data timeliness guidelines published in this regulation (see Table 202-2, Timeliness Evaluation Criteria) and Joint Publication 4-01.4, Joint Tactics, Techniques, and Procedures for Joint Theater Distribution.

(1) If an RFID file is generated to meet content level detail requirements and then truncated IAW the active RFID Tag Data Format Specification to accommodate tag memory limitations, the complete RFID file with all content level detail will be sent to the RF-ITV System Server. See Appendix K.

(2) RFID tag data is further transmitted to GTN and other global asset visibility systems as appropriate.

b. Transaction formats for transferring RFID data to and from the RF-ITV System Server will be as negotiated between the sending and receiving parties using interface requirements/design documents. Contact the PM J-AIT Office for the latest formats and documents.

10. Active RFID Tag Use.

a. RFID tags are a supply item that will be used IAW with DOD, Service, and/or Geographical CDR directives. However, since they are a necessary component of DOD's ITV capability, there are business process requirements which will be followed in order to ensure the RFID infrastructure reliably reports ITV information.

b. RFID Tag Management

(1) Active RFID tags are designed for reuse. When tags are acquired by purchase, attached to cargo shipments at point of receipt, or through other means, DOD Components are responsible for proper accounting and reuse.

(2) The tags will be operationally checked prior to each use to include a determination of useful battery life (the tag will beep twice when the battery is installed for active use).

(3) If a tag is written in a location other than the location where it will be attached to a shipment, the tag may need to be deactivated (battery polarity reversed) during its movement to the cargo attaching site to preclude false reporting of tag location. Deactivating the tag does not erase the data stored in the tag.

(4) When a shipment is terminated/delivered or the tag is stored, the tag must be deactivated (battery polarity reversed) to preclude false reporting of tag assignment or location.

(5) Tags will be read after being written to confirm data content. If the write software being used does not automatically reformat or erase the tag, old data could remain on the tag.

(6) After an RFID tag is written, the entire tag data file generated for the RFID process will be sent to the appropriate RF-ITV System Server before the cargo begins movement. If this is not done, the RF-ITV System Server may report the tag's new movement/locations for cargo data previously written to the tag.

(7) Tags that are excess to operational requirements will be returned to Service, Geographical CDR, or Agency identified inventory points for use by other organizations. Tags that are excess to retail requirements or that require refurbishment will be returned to the DOD Item Manager as per instructions in the following paras.

c. RFID Tag Mounting on Shipments

(1) The electrical connection port on the tag will be covered with the rubber cap unless being accessed for tag processing.

(2) The tag serial number and its related bar code will not obscured by user applied labels.

(3) The tag battery compartment will not be covered with a label such that it cannot be opened to access the battery.

(4) Tags will be secured to the shipment with the optional commercial mounting brackets, magnetic mounts, or with two high-strength plastic/wire tie straps (each with at least 10 pounds of tensile strength – recommended are 50-lb tensile strength plastic tie straps). The use of high-strength tie straps is especially important for tags secured to the exterior netting of 463L System air pallets.

(a) Tags (ST-410 and ST-654) secured to unpackaged equipment, equipment in ISO flat racks, or 463L System pallet netted loads will be secured in a visible location close to the MSL, if labeled, or the pallet ID placard.

(b) Tags (ST-410 and ST-654) that are tied/strapped to the exterior surface of SEAVANs or RO/RO trailers will be attached to the vertical, locking door bar (above the locking handle so as not to interfere with its operation) on the left rear door (facing the container) – the right door is usually opened for inspection/customs access. When possible, put the tag under or between the vertical locking bars in a corrugated channel. The tag will be attached so it never extends above/beyond the exterior surface or an exterior protrusion of the container to such a degree that the tag may get scraped off when loading the container into a ship's stow cell. Tags that are attached to containers with magnetic mounts must also be securely fastened to the magnetic fixture. Tags designed with special mounting features will be attached IAW their application instructions.

(c) The Savi ST-656-I tag is constructed in a "C" clamp form so as to be placed onto the left door of an ISO 668: 1995(E) Series 1 freight container and will only be used for that purpose.

11. Active RFID Tag/Accessories Issues and Returns.

a. The DLA automated wholesale management system will provide tags and components through existing supply channels. DLA managed tags/components are:

(1) Savi ST-654 RFID tag: NSN: 6350-01-523-1998.

(2) Savi ST-656-I ISO Container Door RFID Tag: NSN: 6350-01-531-6358

(3) 3.6 volt AA Lithium battery for ST-410 or ST-654/656-I tag: NSN 6135-01-301-8776.

(4) 3.6 volt AA Lithium battery for the ST-654/656-I tag only: NSN 6135-01-524-7621.

(5) Magnetic mounting brackets for ST-654 tag: NSN 5340-01-528-1658.

(6) The Savi ST-410 RFID tag is obsolete and no longer available from DLA, however, this tag continues to perform equally well as the newer Savi RFID tags and should continue to be used.

b. The ST-654 tag can be written to three different ways using either a wireless RF interrogator/write device, an interface data cable, or a Tag Docking Station with an adapter sleeve inserted (sleeve is not required to write an ST-410 tag). The sleeve or cable is available through the RFID contract at http://www.eis.army.mil/AIT. Procurement data are as follows:

Item Description

- Savi ST-654 Data Cable, RS-232 (DB9) Connection (Model STA-1030 or Model STA-1031) (OEM SAVI).
- Savi Docking Station Adapter for the Savi ST-654 (Model SDSA-654-01) (OEM SAVI).

c. The Savi ST-656-I tag does not work with the Savi Docking Station (SDS-2002 or SCT-KIT-B-101) or Docking Station Adaptor (SDSA-654-01). The Savi Write Adapter cable (Model STA 1031) for the ST-654 and ST-656-I tags can be used in conjunction with a docking station to write 67X series tags. If no docking station is present, the Model STA-1030 cable

may be used. Data can also be written to the ST-656-I tag using a wireless interrogator/write device.

d. Activities are encouraged to use the DLMS Materiel Returns Program (MRP) to return tags no longer required and receive reimbursement for Packaging, Crating, Handling, and Transportation (PCH&T) costs.

(1) The PCH&T reimbursement incentive for tags received with MRP transactions will result in reduced costs and savings to DOD. RFID tags returned using MRP procedures will be sent to either of the following addresses:

SW3100 Transportation Officer DDSP New Cumberland Facility Building Mission Door 113 – 134 New Cumberland, PA 17070-5002	SW3224 Def Dist Center San Joaquin Rec Whse 10, Ph (209) 839 4307 25600 South Chrisman Road Tracy, CA 95376-5000

(2) Excess tags sent back without MRP transactions will not result in PCH&T reimbursement to the customer. RFID tags returned without MRP transactions will be sent to either of the following addresses:

Defense Distribution Center Susquehanna, PA ATTN: DDSP-OMP, Warehousing Branch Bldg. 203, Door 12 Mechanicsburg, PA 17055-0789	Defense Distribution Center San Joaquin, CA CCP, DDJC-TA, Warehouse 30 25600 S. Chrisman Road Tracy, CA 95376-5000

e. The Services, other requisitioners, and users may opt to establish their own retail operation for used RFID tags and incur the cost of refurbishment themselves.

12. Active RFID Tag System Formats and Specifications.

a. The DOD Logistics AIT Office is responsible for coordinating, establishing, and maintaining RFID tag formats at the data element level. The active RFID tag data format specification, the RF-ITV System Server interface document, and the RF device registration and naming convention (for RFID tag interrogator naming convention instructions, see Appendix K) are published by the Army Program Executive Office Enterprise Information Systems (PEO-EIS) PM J-AIT and these documents may be accessed by contacting the PM J-AIT office or via their web site at https://www.eis.army.mil/ait/. An updated RFID tag data format specification has been submitted for publication in a DOD issuance (contact the DOD Logistics AIT Office for more information).

b. With the advent of the DOD mandate to cease using DLSS "MILS" transactions, the active RFID Tag Data Format Specification will migrate from use of the TCMD MILS 80-column format to a new TCMD format to be adopted by the DTEB committee and published in this regulation. The active RFID data format is being updated to incorporate critical TCMD information and shipment content level detail using ISO/IEC standard semantics and syntax that can accommodate the new data formats and variable length data.

13. Active RFID Frequency Spectrum Management.

a. When active RFID devices are used in other than CONUS and US possession locations, DOD components will forward requests for frequency allocation approval via command channels to

the cognizant military frequency management office to ensure that RFID tags comply with US national and OCONUS HN spectrum management policies.

b. The PM J-AIT office will assist DOD Components in frequency management issues related to active RFID tags and equipment purchased under the DOD RFID contracts by PM J-AIT.

G. PASSIVE RFID TAG

1. Passive RFID 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. Passive RFID requires strong RF signals from the reader/interrogator, and the RF signal strength returned from the tag is constrained to low levels by the limited energy. This low signal strength equates to a shorter range for passive tags than for active tags.

2. Passive RFID Responsibilities.

   a. Logistics automated information systems involved in receiving, shipping, and inventory management will use passive RFID to perform business transactions, where appropriate, IAW Service/Agency implementation schedules.

   b. It is the responsibility of those DOD activities that ship or receive materiel to procure and operate sufficient quantities of passive RFID equipment (e.g., interrogators/readers, write stations [printers], tags) to support required operations as the sites implement passive RFID for receiving and shipping.

3. Passive RFID Marking Requirements. DOD suppliers/vendors and Components will resource and implement use of passive RFID tags IAW this regulation, Service/Agency implementation schedules, and other implementing documents which are available from http://www.acq.osd.mil/log/rfid/index.htm; they are MIL-STD-129, the Supplier Implementation Plan, the United States Department of Defense Suppliers' Passive RFID Information Guide, the United States Department of Defense Internal Guide to Passive Radio Frequency Identification (RFID), the Class of Supply Look-up Tool, and DFARS 252.211–7006, Radio Frequency Identification.

   a. RFID technology is being implemented through a phased approach, applied both to supplier requirements and DOD sites. Passive RFID marking for shipments of goods and materials is being phased in by procurement methods, classes/commodities, location, and layers of packaging at the case and pallet level (as defined by MIL-STD-129 terms to be shipping containers, exterior containers within palletized unit loads, and palletized unit loads).

   b. DOD will use passive RFID tags, readers, and complementary devices that comply with the Electronic Products Code (EPC) global Class 1 Generation 2 specification and the performance requirements of MIL-STD-129. The DOD will still be expected to process the following older generation EPC tags: Class 0 and Class 1 Generation 1.

   c. Bulk commodities will not be tagged IAW these passive RFID tagging requirements. Bulk commodities are products carried or shipped in rail tank cars; tanker trucks; other bulk, wheeled conveyances; or pipelines. Examples of bulk commodities are sand, gravel, bulk liquids (e.g., water, chemicals, or petroleum products), ready-mix concrete or similar construction materials, coal or combustibles such as firewood, and agricultural products (e.g., seeds, grains, animal feeds).

d. As per current DOD regulations, DOD Purchase Cards may be used to acquire items on existing government contracts as well as acquire items directly from suppliers that are not on a specific government contract (see DOD 4140.1-R).

4. Passive RFID Electronic Transactions. Transportation data, to include arrival and departure information, will be available for each node in the transportation pipeline and that transportation receipt conformation will be captured IAW Service/Agency implementation schedules. To achieve the requirements via RFID transactions of record, the DOD electronic transactions for departure, for transshipment, and for shipment unit receipt have been modified to ensure the transactions can be used with reference to the shipment's RFID tracking number. DOD Component automated information systems may use the transactions to automatically generate the required departure, arrival, and shipment unit receipt transactions based on RFID interrogation and processing IAW the Supplier Implementation Plan schedules.

NOTE: For this requirement, requisition document receipt does not equate to shipment unit receipt. The commodity line items shipped under a requisition document number could be packaged in one or more shipment units.

a. To effectively utilize RFID events to generate arrival and departure transactions of record in DOD logistics systems, RFID tag data with the associated shipment content level detail information must be resident in the DOD data environment so that information systems can access this data at each RFID event (i.e., tag read).

(1) DOD contractually requires commercial suppliers to provide standard EDI Ship Notice/Manifest 856 transactions IAW the ASN Federal Implementation Convention (IC) via approved electronic transmission methods (e.g., EDI, web-based, or User-Defined-Format files) for all shipments using Wide Area Workflow IAW the applicable Defense Federal Acquisition Regulation Supplement rule.

(2) Internal DOD sites/locations and shippers will use the EDI IC 856S Shipment Status transaction, the EDI IC 856A Due-In Notice, or the EDI IC 856A Shipment-Consolidation Notice, as applicable, to report the association of TCN and RFID tag information.

b. The EDI transaction sets enable the sender to describe the contents and configuration of a shipment in various levels of detail and provide an ordered flexibility to convey information. The Federal IC 856 and DOD IC 856S and 856A transaction sets have been modified by the appropriate DOD controlling agencies to ensure the transactions can be used to list the contents for each shipment of goods as well as additional information relating to the shipment such as: order information; product description to include physical characteristics, the item count in the shipment, and item UID information; type of packaging to include container nesting levels within the shipment; and marking to include the RFID tracking number, carrier information, and configuration of goods within the transportation equipment.

c. Passive RFID Frequency Spectrum Management. When passive RFID devices are used in other than CONUS and US possession locations, DOD components will forward requests for frequency allocation approval via command channels to the cognizant military frequency management office to ensure that RFID tags comply with US national and OCONUS HN spectrum management policies. See MIL-STD-129 for RFID tag frequency information.

H. SATELLITE-BASED ITV

As DOD continues to expand its use of satellite-based ITV systems, it becomes increasingly important for the information to be available to many users in summarized formats. The OCONUS, satellite-based ITV systems used by the DOD Services and Agencies will provide data feeds to the Army PEO-EIS PM J-AIT RF-ITV System server IAW the data formats identified in Appendix K. PM J-AIT office points of contact for system interface specifications and agreements are available at https://www.eis.army.mil/ait/

I. UNITIZATION

1. Unitization is the assembly of a group of containers or items into a single load. Unitization encompasses, but is not limited to, consolidation in a container, placement on a pallet or load base, or securely binding together. Guidance for palletization and banding of unit loads is found in Military Handbook MIL-STD-147E, Palletized Unit Loads.

2. As per guidance found in MIL-STD-129, unit packs, containers, palletized unit loads, and unpacked items do not require individual address/bar code markings if they are unitized by the shipper of origin into a single shipment unit and loaded into a SEAVAN for delivery as a complete load to the ultimate consignee. The TCN for the single shipment unit inside the SEAVAN will be different from the TCN for the SEAVAN.

J. INSTRUCTIONS FOR COMPLETING THE MSL

1. The following listed human readable data, Code 39 linear bar codes, and a PDF417 symbol will be placed on each MSL. Some entries are keyed to numbered blocks on the DD Form 1387 and some are in addition to the form's requirements. The human readable unit of measure will be provided in US standard terms (e.g., pieces, inches, feet, pounds for measured items) and the data values will be rounded up to the nearest whole number with leading zeros suppressed. Also see ANSI MH10.8.1.

2. The shipment planning, documentation, and movement of unit move cargo marked IAW the following MSL completion instructions will be as described in Appendix O, Unit Move Documentation and this Regulation Part III, Appendix H, Unit Move Documentation, and Service regulations, directives, and field manuals. For unit moves, a JOPES TPFDD provides timing, priority, and mode selection for movement of cargo and equipment. Port calls are used to notify deploying units to report to the POE for onward movement and these notices will designate POE, specify reporting date and time, and identify carrier and mission number. In Table 208-2, selected data fields are shown as blank for unit moves to accommodate classification considerations and because unit move cargo does not normally free flow into POEs for onward movement.

3. In addition to Table 208-2 elements, data for the following elements must be shown on the MSL for the conditions shown:

   All Shipments: A PDF417 2D symbol will be printed on all MSLs IAW Appendix X.

   All Unit Move Shipments: Unit Line Number (ULN), Length (in.), Width (in.), Height (in.), Unit Identification Code (UIC), Commodity/Special Handling Code (air or water), Vehicle Serial Number, and Equipment Description.

Army Unit Move Shipments: Bumper Number, Model Number.

Personal Property: Personal Property GBL Number, Carrier Name, Tare Weight, Net Weight, and Owner's Name.

4. The following data is optional:

Additional Information: Equipment Serial Number, NSN, Commercial Carrier Tracking Number and/or bar code.

Local Processing Data: Shippers, for example DLA CCPs, unit deployment sites, ammunition storage sites, may add internal processing information to the label as long as it is clearly marked and does not interfere with the orientation and placement of data as outlined in ANSI MH10.8.1 -- see example Table 208-1 for DLA data.

K. UNITED NATIONS (UN) WOOD PACKAGING MATERIAL (WPM) REQUIREMENTS

1. Shippers providing WPM will ensure that any packing material that consists/made of wood (to include, but not limited to, dunnage, pallets, boxes, cleats, crates, and frames) meet the phytosanitary requirements set forth in DOD 4140.01-M-1, Compliance For Defense Packaging: Phytosanitary Requirements For Wood Packaging Material (WPM).

   a. All WPM is required to meet the requirements of International Standards for Phytosanitary Measures Publication (ISPM 15), Guidelines for Regulating Wood Packaging Material in International Trade, Food and Agriculture Organization of the United Nations (FOA), Rome (2002) with modifications to Annex I (2006). These requirements are detailed in 7 CFR 319.40, Foreign Quarantine Notices. This standard requires WPM used in international trade to be treated. The approved treatments are:

      (1) Heat treatment to a minimum wood core temperature of 56 °C for a minimum of 30 minutes or

      (2) Fumigation with methyl bromide.

      NOTE: DOD does not recommend using this option.

      (3) The compliant WPM also must be marked with the International Plant Protection Convention (IPPC) logo, Figure 208-5.

   b. Additional information on WPM requirements can be found at: http://www.aphis.usda.gov/ppq/wpm/ and the American Lumber Standard Committee, Inc. web page, <http://www.alsc.org/.

   c. All DOD personnel handling, using, managing, or auditing WPM are required to complete certification training. Training can be found at: https://www.icptarp.net/wpm/wpm_training.nsf/wpm+home?openpage.

L. BLOCKING, BRACING, DUNNAGE AND SHORING FOR AIRLIFT CARGO

1. BLOCKING AND BRACING. Blocking and bracing is used to secure material in a container, on a skid or in a conveyance (e.g., truck or railcar). Blocking is the use of cut pieces of dimensional

lumber, typically fastened to the top deck of the structure or inside a container. Blocking is used to provide a railing around the edge of the product to block the product in place to prevent shifting from side to side or front to back during transit. Blocking also refers to the use of wedges or chocks to prevent the inadvertent shifting of wheeled cargo intransit. Bracing prevents the lateral movement of the product within the container. Braces are secured to the interior walls and at times to the inside top of the container.

2. DUNNAGE. Dunnage is loose packaging material used to secure freight during transportation. Dunnage can be used to keep product away from container walls, to separate products, as a void fill, to reduce shifting and to minimize abrasion. In ocean shipping, dunnage refers to materials, typically wood, used to support, block, and brace cargo within a container to keep the cargo from moving. It may be wood, plastic, metal or air bags. Specialized dunnage for certain shipments (usually in a pre-assembled kit form) must be returned to the origin shipper.

3. SHORING. Shoring refers to the protection of the conveyance (normally aircraft) by using materials to respond to floor limitations (Pounds per Square Inch [PSI]) or clearance limits. Standard sized lumber and plywood are both used to shore aircraft loads. Shoring is used to protect the aircraft floor, distribute cargo load over a larger area of aircraft floor (and substructure), and, on occasion, to reduce the ramp-angle during vehicle loading (see Military Handbook 1791, Designing for Internal Aerial Delivery In Fixed Wing Aircraft). The shipper is responsible for any required shoring when not provided by the APOE or airlift unit. Equipment will be designed to minimize the requirements for shoring to limit the logistics burden during air movement and minimize the volume of solid waste generated. The shipper is responsible for any required specialized shoring IAW technical order shipment instructions when not provided by the APOE or airlift unit. The following types of shoring may be required for airlift:

   a. Approach shoring (step-up shoring). Approach shoring is used to reduce the ramp angle that a vehicle must traverse during aircraft on/ offloading. Reduction of the ramp angle becomes necessary to avoid interference problems where there are minimal underside, overhead, or overhang clearances. Approach shoring requires large amounts of lumber and is not an acceptable alternative to designing to have adequate clearances.

   b. Floor protection shoring. Shoring that is required to protect the aircraft ramps and cargo compartment floor from damage during on/offloading and flight of tracked vehicles or vehicles with wheels that have lugs, cleats, studs, metal rolling surfaces or small diameters.

   c. Parking shoring. Shoring that is required under the wheels or tracks of vehicular cargo prior to loading to reduce PSI exertion on the aircraft floor by increasing the wheel or track contact area.

   d. Rolling shoring. Shoring that is required to distribute weight on the cargo floor during on/offloading.

   e. Sleeper shoring. Sleeper shoring is used to prevent the movement of a vehicle due to gust and flight maneuver load conditions where tires or suspension system cannot withstand these loads without failure or depression producing slack in tiedown devices. This type of shoring is placed between the aircraft floor and a structural part of the vehicle (e.g., frame).

This 2D symbol contains data for the MSL, TCMD, and 10 supply line items.

Figure 208-1. Military Shipping Label, Generic Cargo

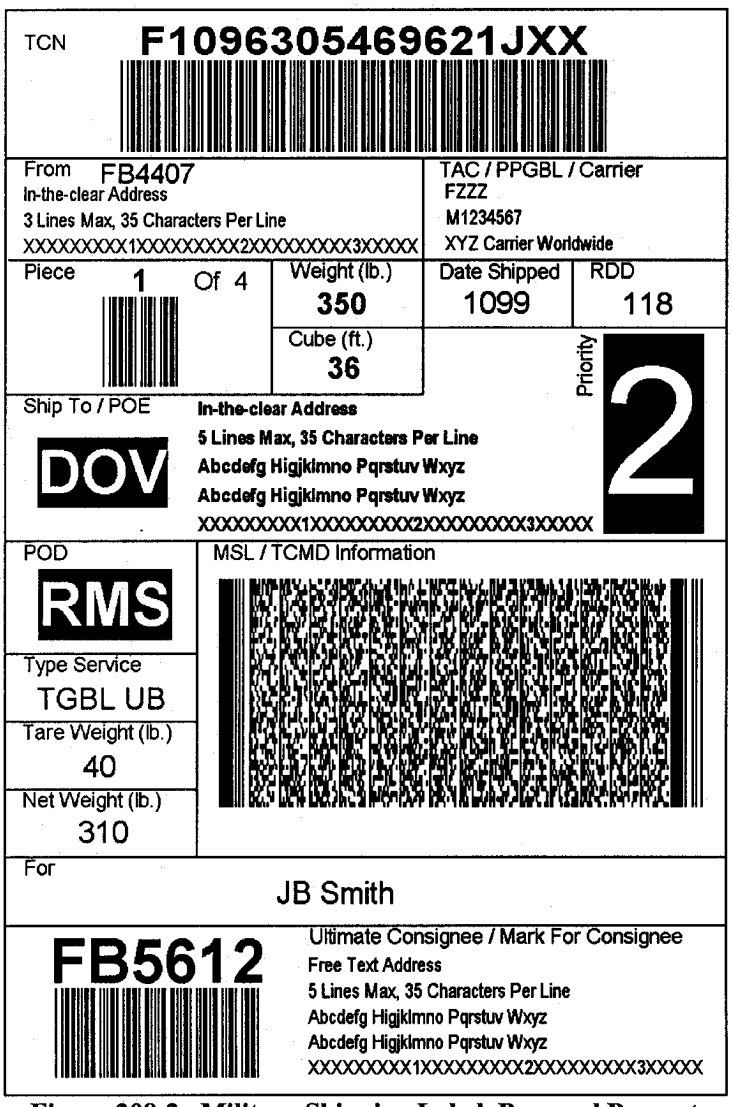


Figure 208-2. Military Shipping Label, Personal Property

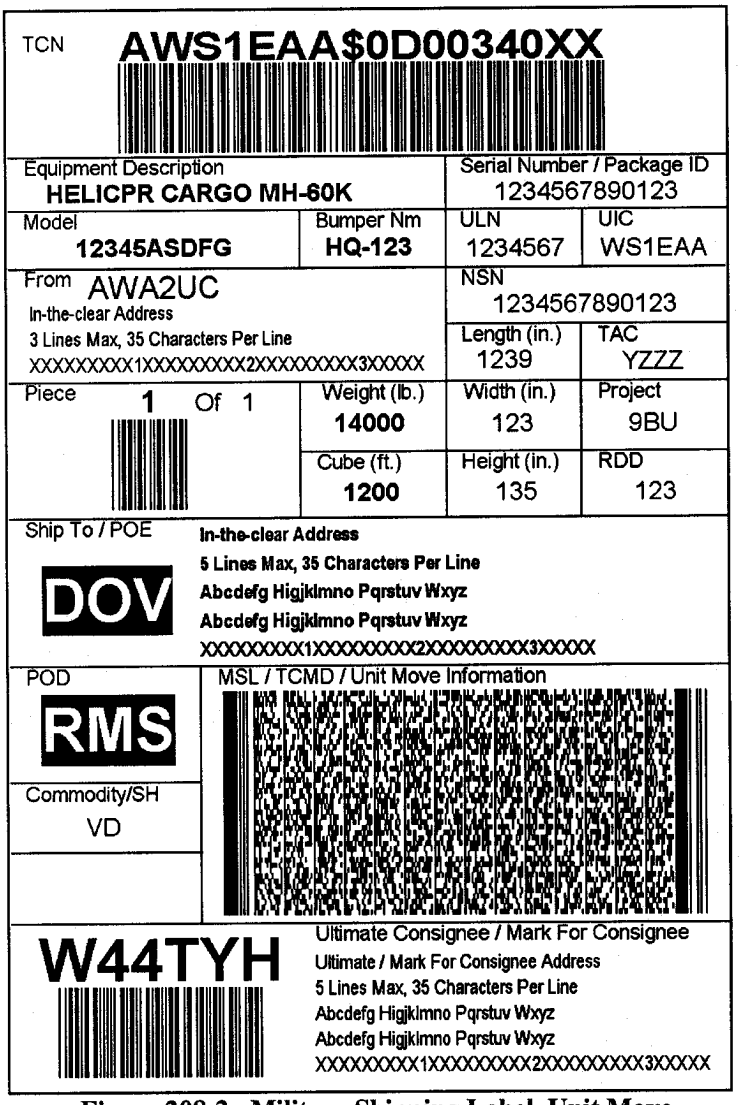


Figure 208-3. Military Shipping Label, Unit Move

MILITARY SHIPMENT LABEL		Form Approved. OMB No. 0704-0188
1. TRANSPORTATION CONTROL NUMBER		2. POSTAGE DATA
3. FROM		4. TYPE SERVICE
5. SHIP TO/POE		6. TRANS PRIORITY
7. POD		8. PROJECT
9. ULTIMATE CONSIGNEE OR MARK FOR	10. WT. *(This piece)*	11. RDD
	12. CUBE *(This piece)*	13. CHARGES
	14. DATE SHIPPED	15. FMS CASE NUMBER
	16. PIECE NUMBER	
	17. TOTAL PIECES	

DD FORM 1387, JUL 1999 PREVIOUS EDITION IS OBSOLETE.

NOTE: The DD Form 1387 does not have sufficient space for the required 2D symbol. This form will be used only for DOD contingency operations where manual entry is the only means available to document DTS shipments.

Figure 208-4. DD Form 1387, Military Shipment Label

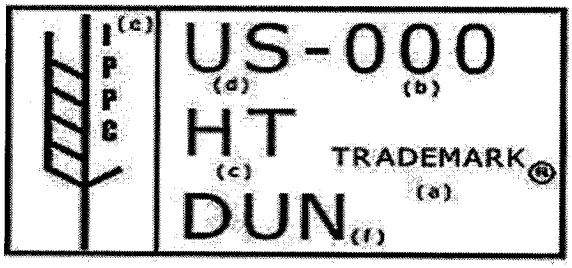


Figure 208-5. Sample IPPC Certification Mark as Applied by a Commercial Activity

The example in Figure 208-5 describes the mark applied to dunnage.

NOTE:

a. Trademark - the identifying symbol, logo, or name of the accredited Agency (e.g., DOD).

b. Facility Identification - the packaging activity's DODAAC or DDC code (e.g., DDSP, DDJC) or the DOD contractor/vendor facility identification or the commercial facility that supplied and/or heat treated or fumigated the wood.

c. Heat Treated or Methyl Bromide mark abbreviation.

d. Country Code – US.

e. Approved International symbol for compliant wood packaging material.

f. Used strictly for dunnage, otherwise left blank.

Figure 208-6. Example of DOD Permanent Mark Applied by an Authorized DOD Activity

The DOD "Pest Free" marking will display the letters "DOD", the words "Certified Pest Free", and the Department of Defense Activity Address Code (DODAAC) or DLA Defense Distribution Center (DDC) code (e.g., DDSP, DDJC). The DODAAC or DDC code provides receivers and shippers of DOD stock with the identification of the original packaging or shipping activity.

Table 208-1. ICPs

AGENCY	DSN TELEPHONE	DSN FAX
AIR FORCE		
OC-ALC/LGITL 7701 Arnold Street, Suite 112 Tinker AFB OK 73145-8912	339-2121	229-7265
OO-ALC/LGMPD 7973 Utility Drive, Bldg 1135 Hill AFB UT 84056-5306	777-4995	777-5921
WR-ALC/LGMTD 375 Perry Street, Building 255 Robins AFB GA 31098-1863	468-2771	468-3048
ARMY		
TACOM/ARDEC	793-6164	793-8204
CECOM (AMSEL-LC-LEO-E)	992-2616	992-8759
AMCOM (AMSAM-MMC-MM-DP)	746-2526	788-2521
TACOM (AMSTA-TR-E/PKG)	786-5286	786-7788
DLA		
DLA Customer Support Network	877 352-2255	
DSCC-VSP	850-8774	850-1901
DSCP-ITD (General and Industrial)	444-3776	444-7500
DSCR-RZS	695-4454	695-4392
DSCP-MSCBP (Medical)	444-4189	444-8139
DSCP-HROS (Subsistence)	444-5353	444-9043
DESC-DO	800 268-7633	
MARINE CORPS		
MCLB Albany GA (CODE 581)	567-6786	567-5505
NAVY		
NAVICP (CODE P0771)	442-2183	442-4965
NAVICP (CODE M0772.12)	430-2784	430-3480
NOLSC (CODE 413.31	430-3142	430-8603
NOLSC-AMMOPAC	735-8506	735-8505

Table 208-2. Instructions for Completing the MSL

DD FORM 1387 BLOCK NO.	SUGGESTED BLOCK TITLE	MSL DATA STRUCTURE
Data Description		
Block 1	Title: **TCN**	Data: 17 characters (Code 39 standard characters A to Z, 0 to 9, and $) and Code 39 bar code. Do not use the extended Code 39 character set, i.e., full ASCII.
In-the-clear TCN text and linear bar code using 1/2-inch high Code 39 format.		
Block 2	Title: **TAC**	Data: Four characters
Leave blank if neither apply. a. TAC is applicable to shipments moving by the DTS. b. For metered mail, attach the stick-on metered postage to or near this block. c. For permit mail, enter the Service/Agency mail authorization, for example First Class Mail Postage and Fees Paid Defense Logistics Agency Permit No G-53		
Block 3	Title: **From**	Data: Three lines of 35 characters
The consignor DODAAC/CAGE and in-the-clear address. For mail, include the ZIP code.		
Block 4	Title: **Type Service**	Data: Clear text not limited but may be coded as no more than 10 characters in the 2D symbol.
In-the-clear text (e.g., Frt LTL, Air Expss, Expss Mail, TGBL UB, DPM HHG). Will be Blank for Unit Move. The in-the-clear text may be derived from the Method or Type Code at: https://www-tmds.c2.amc.af.mil/TMDS/DTRdata.xsql?result=&view=V_TRAN_MD for the Generic Cargo MSL or from the Personal Property TCN field 15 description (Appendix L. Paragraph I) for the Personal Property MSL.		
Block 5	Title: **Ship To/POE**	Data: Three characters and/or Five lines of 35 characters
Ship To in-the-clear address or the three-digit air/water POE code and its in-the-clear address. For mail, include the ZIP code. For overseas mail, include the Postal Concentration Center code.		
Block 6	Title: **Trans Priority**	Data: One digit
Bold text 3/4 inches tall. Will be blank for Unit Move.		
Block 7	Title: **POD**	Data: Three characters
Three-digit air/water POD code or blank. Blank for classified Unit Move. In-the-clear location name may be included.		
Block 8	Title: **Project**	Data: Three characters
The three-character project code or blank.		
Block 9	Title: **Ultimate Consignee/Mark For**	Data: Code 39 bar code and five lines of 35 characters
The ultimate consignee or mark for consignee in-the-clear address and DODAAC or MAPAC (see Appendix E) linear bar code using 1/2-inch high Code 39 format. Blank for classified Unit Move.		

DD Form 1387 Block No.	Suggested Block Title	MSL Data Structure
Block 10	Title: **Weight**	Data: Digits not limited as clear text but may be coded as no more than five characters plus an optional two character unit of measure suffix in the 2D symbol.
Actual gross weight (numeric value of this piece) with unit of measure. Round to next whole digit and do not zero fill.		
Block 11	Title: **RDD**	Data: Three characters
Three-digit code or blank. Blank for classified Unit Move.		
Block 12	Title: **Cube**	Data: Digits not limited as clear text but may be coded as no more than four characters plus an optional two-character unit of measure suffix in the 2D symbol.
Cube (numeric value of this piece) with unit of measure. Round to next whole digit and do not zero fill.		
Block 13	Title: **Charges**	Data: Blank
No known requirement. Blank. Previously used to document FMS case CONUS inland freight charges on number one piece of the shipment unit.		
Block 14	Title: **Date Shipped**	Data: Clear text not limited but must be coded as four characters (YDDD) in the 2D symbol.
In-the-clear date (for example YDDD, YYYYDDD, or DD-MMM-YYYY). Will be Blank for Unit Move. Do not use the Date Shipped Code from Appendix RR.		
Block 15	Title: **FMS Case Number**	Data: Three characters
Extracted from supply/shipping documents or blank.		
Block 16	Title: **Piece Number**	Data: Code 39 bar code and digits not limited as clear text but may be coded as no more than four characters in the 2D symbol.
Piece number (numeric value assigned to this piece) of the cargo documented by the TCN for this shipment unit or partial shipment unit and a linear bar code using 1/2-inch high Code 39 format. Do not zero fill. A split shipment will not be renumbered. Piece Number may be expressed as "Piece Number of Total Pieces" to save space on the label -- only the Piece Number has a Code 39 bar code; the word "of" and the total number of pieces are not shown in the Code 39 bar code.		
Block 17	Title: **Total Pieces**	Data: Digits not limited as clear text but may be coded as no more than four characters in the 2D symbol.
Total number (numeric value) of pieces documented by the TCN for this shipment unit or partial shipment unit. Do not zero fill. A split shipment will not be renumbered. Total Pieces may be expressed as "Piece Number of Total Pieces" to save space on the label -- the Total Pieces value is not shown in the Piece Number Code 39 bar code.		

Table 208-3. Asset Detail

CONTENT LEVEL DETAIL

Asset Detail.

The minimum data elements required to describe the physical characteristics of a single asset and the characteristics that identify that asset are:

✓ National Stock Number (NSN)	✓ Line Item Number (LIN)/Package Identification (PKGID)
✓ Nomenclature/Description	✓ Ammunition/Explosives Lot Number
✓ Model Number	✓ Department of Defense Identification Code (DODIC)
✓ Condition Code	✓ Commodity Class of Supply (e.g., I, II, III)
✓ Serial Number/Bumper Number	
✓ Unique Item Identifier (UII) element(s) as applicable	

Cargo Detail

Minimum data elements necessary to provide cargo detail for each shipment unit are:

✓ Requisition Document Number	✓ Container Number (e.g., owner's marked number to include owner code, serial number, and check digit (no special symbols)
✓ Required Delivery Date (RDD) or expedited shipment and handling codes	✓ Shipment Piece Number
✓ Project Code	✓ Shipment Piece Weight
✓ Asset (item) Quantity	✓ Shipment Piece Cube
✓ Unit of Issue (U/I)	✓ Shipment Total Pieces
✓ 'From' Routing Indicator Code (RIC)	✓ Shipment Total Weight
✓ Shipment Transportation Control Number (TCN) – for single shipment unit	✓ Shipment Total Cube
✓ Intermediate TCN – for a multi-level consolidated shipment	✓ Outsize (over 72 in) Length/Width/Height
✓ Conveyance (lead) TCN – for a consolidated shipment	✓ Commodity Code (air/water)
✓ Commercial Carrier Shipment Tracking Identifier	✓ Special Handling Code (air/water)
✓ Transportation Priority	✓ Water Type Cargo Code
✓ Sender (Consignor) DODAAC/CAGE Code	✓ Unit Identification Code (UIC)
✓ Receiver (Consignee) DODAAC	✓ Unit Line Number (ULN)
✓ Ship Date	✓ Operation/Exercise Name
✓ Port of Embarkation (POE) Code	✓ Hazardous Material (HAZMAT) Shipment Descriptors as applicable (including ammo and explosives), United Nations Identification Number (UNID), Class or Division Number, Net Explosive Weight (NEW), Compatibility Group.
✓ Port of Debarkation (POD) Code	

Table 208-4. TCMD Detail Elements which are In Addition to Asset and Cargo Detail

- TCMD Document ID Code
- Container Number Code
- Federal Supply Classification
- Short Shelf Life Code
- Air Dimension Code
- Mode / Method Code
- Type Pack Code
- Estimated Time to Arrive Code (at POE)
- Transportation Account Code (TAC)
- Courier Transfer Station (CTS) Code
- CTS and POE Collocated Indicator
- SEAVAN Ownership Code
- Van Length
- Consignee Distribution Code
- Total Shipment Units in Van
- Capacity (cube (ft)) of Van
- SEAVAN Contents – Pieces
- SEAVAN Contents – Weight (lb)
- SEAVAN Contents – Cube (ft)
- SEAVAN Owner Name
- SEAVAN Origin ZIP Code
- Van Temperature Range
- Van Length Ordered
- Van Seal Number
- Van Second Seal Number
- Van Second Seal Applier DODAAC
- Van Ocean Carrier Code
- Number of Beam Assemblies in Van
- Stop-off Number and DODAAC
- Stop-off Consolidation Code
- Basic Issue Item (BII) Pieces
- Outsize Pieces with Dimensional Data
- Outsize Weight (lb) of 1 Piece
- Outsize Cube (ft) of 1 Piece
- Round Count (ammo)
- Lot Number – Pieces
- Lot Number – Weight (lb)
- Lot Number – Cube (ft)
- Vehicle Model Year
- Vehicle Model Make
- Private Owned Vehicle Model Year
- Private Owned Vehicle Make
- Personal Property Owner Name
- Personal Property Owner Grade
- Personal Property Type Code
- Net Weight of DPM Shipment
- Standard Carrier Alpha Code
- Private Owned Vehicle License State
- Private Owned Vehicle Plate Number (last 5)
- Private Owned Vehicle Color
- Personal Property Civil Address
- Travel Order Number
- Travel Order Issuing Organization
- Travel Order Accounting Disbursing Station
- Not Otherwise Specified Cargo Description
- Liquor Type
- Liquor Bottle Size
- Liquor Bottles per Case
- Cigarette Cartons per Case
- National Motor Freight Classification
- Transportation Commodity Code Description
- Classified Shipment Container Number
- Classified Shipment Seal Number
- TGBL Name of Origin Carrier
- TGBL Number
- Miscellaneous Remarks
- Missile Serial Number
- Clear Text Address for Household Goods
- Hazardous Material (HAZMAT) Shipment Descriptors as applicable (including ammo and explosives): Proper Shipping Name, Technical Name, Reportable Quantity indicator, Waste indicator, Limited Quantity indicator, Cargo Aircraft Only indicator, Toxic Inhalation Hazard Zone indicators, Total Quantity of Described Material (pieces, type pack, weight or volume), Classification, Security Risk Category, Protective Service requirements, Packed Date statement (before Jan 1990), Packaging Exemption or Waiver number