

## CHAPTER 205

### MOVEMENT OF SENSITIVE CONVENTIONAL AA&E, CLASSIFIED (SECRET AND CONFIDENTIAL), AND CCI SENSITIVE ITEMS

#### **A. GENERAL**

1. This Chapter implements the policies of DOD 5100.76-M, Physical Security of Sensitive Conventional Arms, Ammunition, and Explosives and Paragraph 80206G, DOD 5105.38-M for transportation of sensitive conventional AA&E, DOD 5200.1-R for classified shipments, and the National Security Agency Communication Security Manual for CCI shipments. It establishes procedures and responsibilities applicable to worldwide shipments requiring TPS. Nothing herein is to be construed to prohibit transportation security responsibilities and procedures as established by the CINCs. Department of Energy (DOE) funded shipments are not included in this Regulation. For DOE information, call commercial 505 844-7269 or DSN 244-7269.

2. The following are types of classified and sensitive shipments:

- a. DOD-funded.
- b. Made under the DOD FMS regardless of ownership.
- c. Made by a contractor or subcontractor.
- d. Funded by other Government agencies participating in the DOD industrial security program.

3. TPS guidelines set forth in this Chapter are the minimum requirements applicable to the movement of sensitive and classified material, including demilitarized and retrograde cargo. TPS guidelines accomplish the following:

- a. Prescribe procedures for insuring adequate protection of material requiring TPS and for minimizing freight loss and damage caused by negligence or unauthorized or illegal acts.
- b. Establish procedures to maintain shipment accountability.
- c. Provide a means for corrective or compliance action.

#### **B. POLICIES**

1. Shipments of unclassified, non-sensitive material may be combined with material requiring TPS, if the required TPS is applied to the entire shipment.

2. Trailers containing material requiring TPS must always be connected to tractors during shipment except when stopped at a:

- a. DOD activity for loading or unloading.

- b. Carrier terminal for servicing.
- c. Carrier-designated point where the driver or qualified carrier representative maintains continuous surveillance over the shipment while disconnected.
- d. State or local secure holding area that meets terminal safety security standards.
- e. DOD installation or DOD contractor secure holding area.

**C. RESPONSIBILITIES**

- 1. TCCs or the overseas theater CINC will:
  - a. Develop, administer, and maintain transportation security procedures for TPS.
  - b. Provide transportation security advice and assistance to TOs and carriers.
  - c. Monitor carrier compliance with TPS requirements.
  - d. Investigate transportation security incidents and accidents within assigned geographical AOR.
- 2. DOD Components will ensure that shipping activities comply with DOD transportation security procedures for shipments requiring TPS.
- 3. The TO will:
  - a. Ensure all personnel who accept, handle, package or ship classified material have a security clearance equal to or greater than the material being handled.
  - b. Ensure shipments of TOP SECRET material are routed by the DCS IAW DODD 5200.33, Defense Courier Service.
  - c. Using Figure 205-1, determine risk and requirements for protection of inert and training ordnance and sensitive non-ordnance assets.
  - d. Ensure shipments requiring TPS are only released to approved carriers that provide the appropriate level of service.
  - e. For air, instruct the carrier to load TPS shipments to preclude access by passengers and crew while in flight.
  - f. Request routing instructions from the TCC or theater CINC for all export and import TPS shipments.
  - g. Forward AA&E shipments under appropriate measures prescribed in Figure 205-2.
  - h. Release classified shipments as follows:

(1) SECRET shipments must be tendered to cleared carriers that provide Protective Security Service (PSS) prescribed in Figure 205-2. When a cleared carrier is not available, shipments may be made by an approved carrier that is not cleared, provided shipment is in the custody of escorts or couriers cleared for SECRET.

(2) CONFIDENTIAL shipments must be tendered to carriers that provide DOD Constant Surveillance Service (CIS). As an alternative, appropriately cleared escorts may be used.

(3) The DOD Blanket Purchase Agreement (BPA) awarded-carriers under the GSA schedule are approved to transport SECRET and CONFIDENTIAL packages. See Paragraph T of this Chapter for further discussion.

i. Confirm current SECRET clearance of drivers prior to releasing AA&E or SECRET shipments. Current clearance status may be obtained from the Defense Security Service (DSS) Operations Center, Columbus Ohio, commercial telephone 888 282-7682.

j. Confirm the presence of an operational communication system capable of obtaining emergency assistance.

k. Secure package material requiring TPS IAW appropriate packaging regulations.

l. Mark and label TPS material IAW MIL STD 129. Marking and labeling information can be found at the following web site [http://astimage.daps.dla.mil/docimages/0000\63\00\STD\\_129N.PDO](http://astimage.daps.dla.mil/docimages/0000\63\00\STD_129N.PDO). Restrictions on marking are found in Paragraph H of this Chapter.

m. Before releasing a shipment requiring TPS (except those requiring PSS), ensure the driver possesses a valid operators license, medical examiner's certificate, employee record card or similar document with the driver's photograph, a route plan as prescribed by 49 CFR, and certification of Hazard Class/Division 1.1, 1.2, or 1.3 explosives safety training, if applicable. The TO must be able to verify a driver's affiliation with the carrier named on the BL.

n. Prepare a REPSHIP message IAW Figure 204-2 or 204-3, as applicable.

o. Enter AA&E shipments moving under Satellite Motor Surveillance Service (SNS) (See Paragraph N.5) in the Defense Transportation Tracking System (DTTS) by calling 800 826-0794 before the carrier is released.

p. Provide the same degree of TPS for the motor segment of intermodal shipments (such as motor-air taxi-motor) as that required for direct motor movement.

q. Route Security Risk Category (SRC) I and II material via a single carrier providing door-to-door service.

r. Ensure the BL is annotated with DTTS instructions as applicable (i.e., it is the TO's responsibility to report to DTTS and the origin TO if a shipment is not received within 24 hours of ETA and to input SRC I shipments into DTTS when received).

- s. Move ordnance/munitions in direct movement to the destination.
- t. Pre-plan and coordinate the shipment delivery with the destination.

4. The destination TO/consignee will notify the origin TO and DTTS, commercial 800 826-0794, when an AA&E shipment moving under SNS is not received within 24 hours of the ETA or when a carrier cannot give a reasonable explanation for delay.

5. Procedures in the National Industrial Security Program Manual will be used for the transportation of SECRET material by commercial carriers. For information on commercial carrier employee clearances, contact DSS at the DSS Operations Center, P.O. Box 2499, Columbus OH 43216; commercial telephone: 888 282-7682. Contact regional DSS offices on matters pertaining to granting, denying, suspending, revoking, or terminating SECRET facility security clearance and DOD Transportation Security Agreement.

#### **D. RISK CATEGORY DETERMINATION**

Determine risk categories for specific sensitive material items by using the following guidance or contact phone numbers:

1. For Army-Sponsored Shipments: Army Master Data File (AMDF) or AR 190-11, Physical Security of Arms, Ammunition, and Explosives. POC telephone numbers for Operations Support Command (OSC)-managed material are commercial 309 782-6805 or DSN 793-6805. POC telephone numbers for Missile Command (MICOM)-managed material are commercial 205 842-8034/876-4812 or DSN 788-8034/746-4812.

2. For Navy or Marine Corps-Sponsored Shipments: SW020-AC-SAF-010. POC telephone number for the Naval Ordnance Safety and Security Activity are commercial 301 744-6055/6 (ext 109 and 110) or DSN 354-6055/6.

3. For Air Force or DLA-Sponsored Shipments: DOD 5100.76-M.

4. Risk Assessment:

a. Definition. Risk assessment as used in this Chapter is a means to determine the risk and requirements for protection of inert and training ordnance, and sensitive non-ordnance assets that do not require a TPS under the Risk Assessment Table, Figure 205-1. The TPSs prescribed in that table are optional during Force Protection Condition (FPCON) Normal through Bravo but are mandatory during FPCON Charlie and Delta. These recommendations pertain to normal peacetime shipments. During periods of heightened threat, additional security measures may be required to provide adequate in-transit protection.

(1) Ordnance is defined as explosives, chemicals, pyrotechnic and similar stores, e.g., bombs, guns and ammunition, flares, smoke, napalm (Joint Publication 1-02, DOD Dictionary of Military and Associated Terms).

(2) Inert ordnance is defined as an ordnance asset that is not operationally usable in combat for various reasons. An inert ordnance asset never has an operational warhead.

(3) Training ordnance is inert ordnance that has a training use.

(4) Sensitive non-ordnance items are those that do not have minimum protection specified in existing regulations but may be sensitive for transportation via commercial carriers.

b. Purpose. Protection of DOD assets in transportation must be based on a realistic assessment of the associated risks. The goal is to prevent loss, theft, vandalism, or damage in transit. Performing risk analysis allows the user to prioritize assets so that transportation protection can be applied in the most efficient and cost effective manner possible.

c. Asset Categories. DOD asset types described herein and potentially at risk include:

(1) Inert and Training Ordnance.

(2) Sensitive non-ordnance assets.

d. Components of risk. Risk is composed of the factors of asset value, likelihood of aggressor activity, and likelihood of adverse public reaction if an accident or incident occurs in transportation.

(1) Asset value. The value or importance of the asset to the user and the Service, Agency or DOD. The risk level increases with increasing asset value in the risk analysis model.

(2) Likelihood of aggressor attack. The attractiveness of the asset to various aggressors.

(a) Likelihood includes consideration of the following vulnerabilities:

1 Motor transport: The asset is being transported in open commerce with the first line of defense consisting of state or local law enforcement in event of an accident or incident.

2 Air transport: The asset is subject to motor vehicle pickup and delivery and aircraft transit through commercial airports.

3 Rail transport: The asset is in a rail car or container on a flatcar moving in open commerce.

(b) Likelihood also considers the types of aggressors who may attack military shipments for various reasons:

1 Vandals: Small groups or individuals (usually juveniles) who deface or damage military property in shipment for various reasons.

2 Criminals: Includes unskilled or semi-skilled criminals who attack military shipments in transit to acquire the cargo. Experience has shown they have basic tools available to open containers and vehicles, including bolt cutters, pry bars, and hacksaws. History

has shown that most military shipments are attacked as targets of opportunity, and they have not traditionally been victims of extensive planning and plotting for attack.

3 Terrorists: Includes domestic militia groups, as well as international groups, that may use military assets such as weapons systems or components for their own ends.

4 Intelligence Agents: Includes agents attempting to exploit weapons systems capabilities and other technologies on behalf of developed or third world countries.

(3) Adverse public response. The potential for adverse public response arises when the public may view (rightfully or not) that their safety is threatened by compromise of the asset.

e. Risk Category Determination. The Risk Assessment Table in Figure 205-1 may be used to evaluate the risk and associated TPS for inert and training ordnance and sensitive non-ordnance assets that do not require protection under Figure 205-2. The following publications and POCs should be consulted to determine whether assets have already been assigned SRCs for transportation:

(1) For Army-sponsored shipments: AMDF or AR 190-11. POC telephone numbers for OSC-managed material are commercial 309 782-6805 or DSN 793-6805. POC telephone numbers for AMCOM-managed materials are commercial 205 842-8034/876-4812 or DSN 788-8034/746-4812.

(2) For Navy or Marine Corps-sponsored shipments: SW020-AC-SAF-010. POC telephone number for the Naval Ordnance Safety and Security Activity is commercial 301 744-6055/6 or DSN 354-6055/6.

(3) For Air Force or DLA-sponsored shipments: DOD 5100.76-M.

f. Risk analysis procedure. The following procedure will be applied to determine the appropriate TPS for inert and training ordnance and sensitive non-ordnance assets being considered for protection (include those under development and production, as well as those in the existing supply system):

(1) STEP 1: Try to match the shipment with the asset category in the Risk Assessment Table, Figure 205-1. If an item does not clearly fall within an identified asset category, find the closest match when considering category, value, likely aggressors, and public concern.

(2) STEP 2: Determine the appropriate TPS (if any) in the table. If an item(s) to be shipped falls in more than one asset category, select the most stringent applicable TPS.

Example: A shipment for motor transportation contains inert ordnance; more than 100 lbs, and it is also a high dollar item. The most stringent applicable TPS is CIS because of its high dollar value. Therefore, use CIS for this shipment.

**E. TPS DETERMINATION**

Material requiring TPS must be shipped IAW minimum-security standards and the current FPCON prescribed in Figure 205-2 or 205-4.

**F. SMALL SHIPMENTS OF AA&E**

1. For the purposes of this Section, a small shipment of AA&E is defined as weighing 200 lbs or less, or a shipment of arms consisting of 15 weapons or less. Shipment splitting should be considered for arms shipments to allow use of US Postal Service (USPS) registered mail.

2. If the selected mode is LTL, shipments (except weapons) must be over-packed to a minimum of 200 lbs.

3. Motor shipments placed in a closed, locked vehicle or locked containers, such as a dromedary (DROM) or similar equipment, do not require over-packing.

4. Shipments of 15 or fewer CAT IV small arms and CAT IV Division 1.4 small arms ammunition with total shipment weight less than 200 lbs may be sent via DOD CIS. Shipments of 15 or fewer CAT IV small arms may be sent via registered mail. Shipments of CAT IV Division 1.4 small arms ammunition may be transported via the DOD BPA awarded-carriers under the GSA schedule within the contract's size and weight limitations. LTL (non-DROM) shipments of uncategorized (UNCAT) Division 1.4S items may be shipped as Freight All Kinds (FAK). TL and DROM shipments of UNCAT Division 1.4 (all compatibility groups) will be shipped the same as CAT IV.

5. USPS registered mail and return receipt requested shipments are acceptable alternatives to commercial transportation for arms (including Categories II, III, and IV) and missile components (excluding ammunition and explosives). These shipments may be sent within the CONUS when package size and weight meet USPS requirements.

6. For air shipments, each carrier will specify weight limitations and procedures for shipping munitions or other HAZMAT (see Chapter 204).

**G. SEALING OF MOTOR CONVEYANCES**

1. Shippers will apply DOD-approved seals on motor shipments of material requiring TPS when use is prescribed in Figure 205-1 or 205-2. An express air carriers' motor vehicle transporting shipments on local pickup or delivery service must be locked but is not required to be sealed. Seal application by the shipper does not constitute a request for exclusive use of vehicle.

2. The carrier may remove the shipper seal in an emergency or at stop-off points, including carrier terminals, and replace it with an equivalent seal. When the seal is replaced, the carrier must use a DOD-approved seal and annotate the new seal number on the BL (see Paragraph G.4).

3. The TO may remove shipper seals at stop-off points or for emergency purposes and replace with seals meeting DOD requirements.

4. When a seal is replaced by a carrier or TO for any reason, the following information must be entered on the BL:

- a. Replacement seal number.
- b. Date and time replacement seal applied.
- c. Reason for replacement.

## **H. PACKAGE MARKINGS**

1. Detailed procedures for applying shipment markings are specified in MIL-STD-129, see web site [http://astimage.daps.dla.mil/docimages/0000\63\00\STD\\_129N.PD0](http://astimage.daps.dla.mil/docimages/0000\63\00\STD_129N.PD0).

2. Do not mark exterior containers to indicate the security classification or TPS required. However, when a shipment goes by military airlift, DD Form 1387-2, Special Handling Data/Certification, (Figure 205-7) must show the TPS required in Block 6.

a. When shipping material that is classified and none of the entries are classified, prepare and distribute the DD Form 1387-2 in the same manner as for unclassified. When any of the entries are classified, complete one copy of the DD Form 1387-2, including essential classified data. Instructions for completing the DD Form 1387-2 and the distribution for this form for classified shipments are located in Figure 205-8.

b. When shipments require TPS, enter the degree of protection required, e.g., “Constant Surveillance Service” in the Supplemental Information Block of the DD Form 1387-2. Also enter the weight of the shipment, TCN, and destination DODAAC/MAPAC. Attach one copy of the DD Form 1387-2 to each container and forward three additional copies to the originating air terminal in a waterproof envelope. Attach one copy to the number one container.

3. When shipping material that is both classified and hazardous, the shipper prepares and distributes a Shipper’s Declaration for Dangerous Goods, Figure 205-10. When any of the entries are classified, the shipper completes one copy of the Shipper’s Declaration for Dangerous Goods, including essential classified data. The shipper must:

a. Complete the signed original in detail, including essential classified data, and attach to the aircraft commander’s copy of the manifest that is placed on the aircraft. Once the classified information is applied, the Shipper’s Declaration for Dangerous Goods must carry the same classification as the highest classification of the entered information. This classification is valid until the classified Shipper’s Declaration for Dangerous Goods is detached and handled according to applicable security regulations.

b. Complete the station file copy in detail except for the classified information. Enter the following statement in the Additional Handling Information Block: “See aircraft commander’s copy of Shipper’s Declaration for Dangerous Goods for complete information.”

c. Place one certification form without classified information in a waterproof envelope and attach it to the number one piece of the shipment.

**I. REQUEST FOR ROUTING**

When requesting route orders from the TCC or theater CINC, in addition to information required by Chapter 202, TOs must also provide the identity of materials and risk categories. However, DRO requests for shipments of AA&E, where a Military Security Escort Vehicle is required, will be submitted through automated shipper systems no later than 48 hours prior to shipment pick-up. Any emergency shipment of AA&E, where 48 hours notice does not support mission requirements, must be immediately coordinated with the MTMC Operations Center at commercial 757 878-8141/7555 or DSN 927-8141/7555.

**J. BL**

When classified or sensitive ammunition or explosives are shipped by motor carrier, and SEV service is used, personnel performing the service will be provided with a duplicate copy of the shipping papers and instructed to keep these papers in their custody.

**K. REPSHIP**

Shippers of TPS material will forward a REPSHIP to the consignee. Shippers will notify the designated receiver no later than two hours after a shipment's departure. Such notification will be by telephone, fax, or other immediate electronic means (i.e., DTTS). All receivers will establish and maintain suspense lists to ensure timely receipt of the material.

**L. UNIT MOVES**

1. Unit moves will comply with the provisions of this Regulation, Part III, Mobility, Chapter 302, and Appendix C thereto.
2. When commercial carriers are used to transport sensitive weapons and ammunition of the same caliber, they will not be combined in the same package or on the same 463-L pallet unless the shipment consists of only one pallet.
3. When TPS material is being transported by MOV, the requesting unit or motor transport will provide protection equivalent to that required for movement by commercial carriers, as specified in DOD Component regulations.
4. UNCAT hazard class/division 1.1, 1.2, and 1.3 ammunition and explosives will be provided TPS IAW Figure 205-2.

**M. TARPAULIN REQUIREMENTS**

1. When specifically required by the DOD activity, using a flat bed trailer, flat-rack container, or similar open equipment to transport AA&E, the load must be completely covered by a tarpaulin. The requirement for use of a tarpaulin will be annotated on the BL.

2. The tarpaulin used must be fire and water-resistant and be securely fastened by the carrier to the trailer to protect the load.

## **N. TPS REQUIREMENTS AND STANDARDS**

(The table located at Figure 205-9 provides the conversion from three-digit ANSI codes to two-digit DOD codes).

1. DOD CIS. CIS requires constant surveillance of a shipment by a qualified carrier representative. CIS is required for CONFIDENTIAL shipments and for small quantity movements of SRC CAT IV small arms and small arms ammunition.

a. For motor shipments, carriers providing CIS must:

(1) Maintain a DD Form 1907, Signature and Tally Record, (Figure 205-5) or equivalent carrier-furnished signature and tally record.

(2) During brief stops, ensure a qualified carrier or terminal representative remains with the vehicle, is awake and not in a sleeper berth, or remains within 100 feet of the vehicle with the vehicle in full, unobstructed view.

(3) During lengthy stops, ensure the vehicle is parked only at a carrier terminal approved by MTMC for the appropriate CAT of AA&E as meeting the standards prescribed in MTMC Freight Traffic Rules Publication 1B, Item 312, or located in a secure holding area on a DOD installation or DOD contractor facility as required by FPCON in Figure 205-2 and defined in Paragraph P.

(4) When motor transport service is also provided in connection with air, rail, or water shipments, CIS procedures will apply for the motor segment of the move.

b. For air shipments, carriers providing CIS must:

(1) Maintain a DD Form 1907 or equivalent carrier-furnished signature and tally record.

(2) For parked aircraft with TPS material on board, ensure the aircraft is parked within the confines of a commercial airport that has access control under FAA rules and guidelines or on a military installation or DOD contractor location. If the aircraft is parked anywhere else, or if the classified/sensitive cargo is removed from the aircraft or awaiting loading or unloading, the shipment must be under required degree of observation by employees of the airline transporting it as required by the terminal standards for PSS or CIS. As an alternative to observation, the shipment may be placed in an appropriate secure holding area IAW Figure 205-6.

(3) Observation of the shipment is not required during the period it is stored in an aircraft in connection with flight. Observation is required during loading and unloading operation and at any intermediate stops along the flight route.

2. Dual Driver Protective Service (DDP). DDP requires continuous attendance and surveillance of a shipment, and as a part of PSS, for AA&E and classified material, by two qualified drivers. Carrier drivers providing DDP must:

- a. Maintain a DD Form 1907, or equivalent, carrier-furnished signature and tally record.
- b. Meet the TPS requirements specified in Paragraph A.3.
- c. Ensure at least one driver remains in the cab of the vehicle, or remains within 25 feet of the vehicle, during brief stops, provided the vehicle is within full, unobstructed view.
- d. During lengthy stops, ensure the vehicle is parked only at a carrier terminal approved by MTMC for the appropriate CAT of AA&E as meeting the standards prescribed in MTMC Freight Traffic Rules Publication 1B, Item 312, or located in a secure holding area on a DOD installation or DOD contractor facility as required by the FPCON in Figure 205-2 and defined in Paragraph P.

2. Motor Surveillance Service (MNS/MVS). MNS/MVS is an optional TPS that requires the carrier to provide telephonic vehicle location reports at time intervals specified on the BL.

3. PSS. PSS is used for SECRET and sensitive AA&E shipments and must be provided by a DSS cleared carrier qualified by MTMC. Cleared and qualified carriers furnishing PSS must:

- a. Provide continuous attendance and surveillance of the shipment by qualified carrier representatives.
- b. Maintain a DD Form 1907 or equivalent carrier-furnished signature and tally record.
- c. Use dual drivers who are SECRET-cleared under the DOD Industrial Security Program.
- d. If time or distance does not permit delivery during the same day of pickup, comply with the following procedures:

(1) If the shipment remains in the transportation conveyance, at least one qualified carrier representative will maintain continuous attendance and surveillance of the shipment to prevent access by unauthorized persons. An exception to this policy is for air shipments. Continuous observation is not required while the aircraft is in flight provided the shipment is in a compartment that is inaccessible to unauthorized persons or is in a secure, sealed, safe-like container.

(2) When a shipment is unloaded from a conveyance at a storage site, it must be under the constant attendance and surveillance of a qualified carrier representative or placed in storage in a closed area, vault, or strong room approved by the DSS. Construction standards for closed areas, vaults, and strong rooms are contained in DOD 5220.22-M, Industrial Security Manual for Safeguarding Classified Information.

4. SEV. SEV is a TPS consisting of two civilian contractors with SECRET clearance or two DOD military personnel with a National Agency Check with Local Agency Check and a Credit Check (NACLIC). SEV personnel may be armed during periods of enhanced threat as directed by USCINCTRANS or the Service.

a. The BL will be used to provide emergency response instructions for the cargo and SEV vehicle drivers. DD Form 836 (Figure 204-10) will be used to instruct MOV drivers.

b. Escort vehicles will contain a mobile communications unit capable of being used to contact local agencies to obtain emergency assistance and maintain local two-way communications.

c. Escort vehicle drivers must maintain positive DOD or contractor picture ID that can be verified through the MTMC or DSS Operations Center.

d. The escort vehicle may be a commercial or military vehicle. Vehicles will be identified as prescribed by the MTMC Operations Center or the contracting agency. The MTMC Operations Center will advise TOs and Law Enforcement in advance of all SEV vehicle markings.

5. Satellite Motor Surveillance Service (SMS). SMS is used for CAT I through IV and, at Service HQ's direction, UNCAT AA&E movements. It may also be applied to other sensitive and classified shipments as requested by the shipper. The purpose of SMS is for the carrier to provide the DTTS with periodic position location reports, in-transit status changes, and electronic emergency situation notification. SMS is provided by the DTTS.

6. Signature and Tally Record Service (675). 675 is not a TPS but requires use of a DD Form 1907 or equivalent, carrier-furnished form to provide for the tracing of a shipment moving under a TPS or other shipments, such as pilferable or high-value shipments.

a. 675 meets the standards of the National Security Agency Central Security Service for transportation of CCI.

b. Carriers offering electronic tracing of shipments equivalent to the DD Form 1907 must meet 675 requirements without the need to provide paper Signature and Tally (ST) records. However, the consignee may request a paper-copy record of the tracing history that must be made available by the carrier within 24 hours of the request.

c. DD Form 1907 Distribution:

(1) The shipper will print two copies, retain one copy and give one to the origin carrier.

(2) The origin carrier will deliver one copy with original signatures to the destination carrier.

(3) The destination carrier will attach one copy (reflecting all original signatures) and SF 1113, Public Voucher for Transportation Charges (See Figure 203-27.) to the original BL and

forward for payment. A reproduced completed copy of DD Form 1907 will be delivered to the consignee and one will be retained.

(4) The consignee will ensure the destination carrier surrenders a reproduced copy of the completed form with all signatures.

d. On receipt of TPS material, TOs should compare the DD Form 1907 or carrier-furnished signature and tally record with routing furnished in the REPSHIP and report any discrepancy noted according to provisions of Chapter 210.

e. After receipt of shipment and completion of the DD Form 1907 or a carrier form, the TO will furnish the delivery carrier with the original form for their records. Payment for the completed security service will be included in PowerTrack. If the TO has reason to believe that the security service was not performed, the TO will notify the carrier in writing and advise the shipper to remove payment for the service.

7. Military Traffic Expediting Service (MTX). MTX is a rail car tracking service provided by the MTMC Operations Center to keep MTMC informed of the status and location of rail cars during movement from origin to destination. The Association of American Railroads (AAR) is linked to all railroads transporting DOD shipments through the TRAIN II automated tracking system.

8. Rail Armed Guard Surveillance Service (ARG). ARG is a TPS that provides an armed guard to maintain constant and specific 24-hour surveillance on specified rail car(s). As an alternative, guard(s) may escort the rail movement in a separate motor vehicle, providing surveillance is maintained.

a. Surveillance will be maintained at all rail stops, including in yards and terminals. All security seals and/or locks will be checked at all stops.

b. Guards will keep the rail car(s) transporting the shipment under observation at all times.

c. Guards will not leave rail car(s) transporting the shipment until properly relieved by another guard or consignee at destination.

9. Rail Inspection Service (RIS). RIS is a Greater Security (GS) TPS performed by rail carriers for in-transit inspection of sensitive and pilferable items in a shipment. RIS includes MTX service. Inspection under RIS is external only to assure the integrity of the shipment container or vehicle and the seals and locking devices securing them. RIS is required for the movement of M-1 armor/tanks, night-vision devices, CATs II through IV, and at Service HQ's direction, UNCAT AA&E. It is optional for tactical and wheeled vehicle movements and for unit or other movements involving pilferable items, such as high-value communication and electronic items. Carriers providing RIS must conform to the rules in MTMC Freight Traffic Rules Publication (MFRTP) No. 10, Rules and Accessorial Services Governing the Movement of Department of Defense Freight Traffic by Rail Carrier.

**O. EMERGENCY HOT LINES**

1. MTMC Operations Center Hot Lines. TOs or carriers may call the MTMC Operations Center hot line on a 24-hour basis to obtain any type of DOD safety or security advice and assistance. The hot line number is commercial 800 524-0331.

2. The hot line should be used to:

- a. Report information concerning any carrier whose practices may not be consistent with the national interest.
- b. Obtain secure holding area assistance or information.
- c. Request guidance on securing shipments requiring TPS.
- d. Report any adverse information concerning movement of shipments requiring TPS.
- e. Report any accident or incident and obtain emergency response support.
- f. Provide electronic or manually produced passage reports on rail movements.
- g. Report delays en route of 12 hours or more.

3. DTTS Toll Free Call. Contact DTTS at commercial 800 826-0794 to obtain information specified in Paragraph O.2.b for shipments of AA&E moving under SNS.

4. Notifying POCs. When notified, MTMC Operations Center or DTTS hotline personnel will contact the emergency response numbers in Chapter 204, Paragraph F.3.g, and the shipper and receiver when munitions and sensitive ordnance is involved in an accident or incident.

**P. CARRIER ASSISTANCE**

1. Secure Holding:

a. Contingent upon meeting the AA&E shipping and receiving criteria as published in the TFG, DOD installations and contractor activities are required to assist commercial carriers transporting AA&E, classified materials, and CCI by providing secure holding areas in the interest of public safety and national security. Carriers may seek secure holding during emergencies or other circumstances beyond the carrier's control, for delivery or awaiting shipment loading, or while in transit. When considering carrier requests for assistance, installation commanders and contractor facility directors must take into account the current FPCON and the security requirements therein as well as any Quantity Distance (QD) safety requirements, depending upon the commodity and NEW of any explosives involved. Secure holding areas may be designated as two types:

(1) Secure Explosives Holding Area for Motor Vehicles Transporting Ammunition and Explosives. An area sited for the temporary parking of vehicles transporting AA&E (Hazard Division (HD) 1.1 through 1.6) that complies with the applicable security standards in Figure

205-6. To hold CAT I and II AA&E, the area must have the requisite intrusion detection systems (IDS) or closed circuit television (CCTV). Secure explosives holding areas must meet site approval requirements of DOD 6055.9-STD, DOD Ammunition and Explosives Safety Standards.

(2) Secure Non-Explosives Holding Area. An area designated for parking of a carrier's vehicle transporting only categorized DOD arms, classified (SECRET or CONFIDENTIAL) materials, CCI or HD 1.4S AA&E. This area must meet the requisite security criteria of Figure 205-6 but does not require DOD Explosives Safety Board site approval. It must be located outside all QD arcs.

b. Munitions Carrier Access to DOD Installations in Response to Emergencies/Contingencies. Emergency/contingency situations may arise that will require a motor vehicle transporting DOD-owned AA&E to gain expedited secure holding at the nearest DOD installation or DOD contractor facility. Under these conditions, the AA&E-laden motor vehicle will be allowed access, and that vehicle will be escorted to the appropriate secure holding area for temporary parking. In the event that the HD and NEW of the AA&E on the vehicle is not commensurate with the location's QD-sited secure holding area, the commander or facility director will provide temporary parking accommodations at an alternate location on the facility that affords maximum QD protection IAW the principle of acceptable risk. If the vehicle contains CAT I or CAT II AA&E, a secure holding area with IDS or CCTV will be required. If such an area is not available, the installation commander will make arrangements to post a 24-hour guard in lieu of the IDS or CCTV.

c. Munitions Carrier Access to DOD Installations in Response to FPCONs. A motor vehicle engaged in transporting DOD-owned AA&E may be required to seek secure holding under varying FPCONs. Under FPCONs B, C and D, the AA&E-laden motor vehicle will be allowed access, and that vehicle will be escorted to the QD-sited or non-sited secure holding area, as appropriate, for temporary parking. In the event that the HD and NEW of the AA&E on the motor vehicle is not commensurate with the location's QD-sited secure holding area, the installation commander or facility director will provide temporary parking accommodations at an alternate location on the facility that affords maximum QD protection IAW the principle of acceptable risk. If the vehicle contains CAT I or CAT II AA&E, a secure holding area with IDS or CCTV will be required. If such an area is not available, the installation commander will make arrangements to post a 24-hour guard in lieu of the IDS or CCTV. During FPCON Normal and A, if for any reason the installation or facility cannot accommodate the carrier's vehicle, the commander or director is required to assist the carrier in locating the nearest alternate DOD installation or DOD contractor activity capable of providing secure holding.

d. The carrier dispatcher will notify the MTMC Safety and Security Hotline at commercial 800 524-0331 to obtain secure holding for emergencies or situations beyond the carrier's control. The carrier dispatcher may contact the MTMC hotline or the installation or contractor facility directly for holding in transit, at origin, or at destination.

e. In transit secure holding is mandated where MTMC-approved carrier terminals are not available for the applicable CATs of AA&E and for all shipments under certain FPCONs. See Figure 205-2.

f. Each carrier whose vehicle is granted secure holding must be apprised by the selected activity orally or in writing of their policies such as the following:

(1) Granting of secure holding does not relieve the carrier of liability under the BL contract of carriage.

(2) The US Government does not assume responsibility for the shipment or carrier equipment so long as terms and conditions of providing secure holding are not inconsistent with those of the BL contract of carriage.

(3) It is within the prerogative of the activity commander to require carrier personnel to remain with the vehicle to fulfill TPS requirements.

(4) The secure holding is strictly temporary in nature and the vehicle must be removed as soon as the activity commander or appropriate civil authority determines that the shipment is no longer required to remain in the area.

g. Figure 205-6 contains the security standards for secure holding areas. QD-related safety standards are prescribed in DOD 6055.9-STD, as implemented by Service regulations.

h. Classified SECRET shipments will be afforded the same physical security protection as for CAT I & II AA&E. Classified CONFIDENTIAL or CCI shipments will be provided the same security as CAT IV.

i. The TFG or <http://www2.mtmc.army.mil/about/force/mtfphome.htm> may be consulted to determine holding capabilities of specific activities.

j. Installation commanders and DOD contractor facility directors will establish written Standard Operating Procedures (SOPs) applicable to all personnel involved in granting secure holding to carriers. The SOPs will be reviewed periodically for accurateness and completeness regarding all procedures involved to successfully accommodate carrier requests for assistance.

k. Report problems with carrier abuse of secure holding areas using normal TDR procedures (see Chapter 210).

## 2. Other Assistance:

a. To promote safety and security, expedite transportation, and ensure delivery of AA&E, classified, hazardous, or other shipments requiring special handling, installations or activities may extend any technical assistance and aid considered necessary in connection with moving, salvage, demolition, neutralization, or other disposition of Government-owned shipments being transported by carriers.

b. Applicable shipper-Service regulations prescribe policies, responsibilities, and procedures for disposal of explosive ordnance material and commercial shipments of explosive-contaminated scrap materials.

c. The carrier must be advised in writing of the following:

(1) The carrier may be held responsible for expenses, including salaries and wages paid by the Government, provided for the carrier's account.

(2) DOD personnel act and perform as a carrier's agent in providing assistance.

(3) DOD personnel assigned to assist a carrier will retain their status as DOD employees and, as such, will be entitled to benefits as provided by law.

(4) The Government will not recognize or submit to any action for property damage in connection with such assistance furnished when actual labor supervision or other services are performed at the carrier's request.

d. Except in an emergency, TOs will advise the carrier in writing of the provisions of Paragraph P.2.c above. In an emergency, telephonic notification will be followed-up immediately by a fax or other electronic notification. The carrier will be asked to acknowledge the following:

(1) Responsibility for performance of the services requested from the Government.

(2) Performance of services will not relieve the carrier of tort liability.

### 3. Payment for Services:

a. The providing installation or activity will normally absorb the costs associated with providing secure holding during emergencies and for situations beyond the carrier's control. Charges may be applied for provision of holding areas in other, routine situations requiring expenditures beyond the norm, such as additional security.

b. Carriers will not be billed or held responsible for any service performed by DOD personnel that was not requested by the carrier, such as dispatching of representatives to observe lading transfer or to suggest corrective measures in connection with seal breakage, shifting of loads or bracings, accidents, or other adjustments.

c. Collection of money for services rendered will be IAW the proper finance office procedures and shipper-Service regulations.

## **Q. SHIPMENT PLANNING**

1. TOs will conduct positive, advance shipment planning that includes liaison with the destination TO/consignee, the carrier, and the MTMC Operations Center to effect seamless movement of AA&E, classified SECRET and CONFIDENTIAL, and CCI shipments.

2. Carriers will provide route plans for all CAT I & II shipments to the MTMC Operations Center and to the shipper IAW Figure 205-2. Shippers will coordinate with the MTMC Operations Center to perform coordination with destination, pre-identify MTMC-listed secure holding areas, and provide shipment clearance.

3. Shippers and the MTMC Operations Center will insure the destination will receive or provide secure holding for a shipment prior to releasing it to the carrier. The goal is to avoid placing the carrier and the public at undue risk and to ensure prompt delivery of shipments.

4. Shippers will ensure the advance REPSHIP is transmitted in a timely manner telephonically, or via e-mail or facsimile to alert the receiving activity of incoming shipments. The REPSHIP will be transmitted within two hours of a shipment's departure.

5. Shippers and destination TOs/consignees will monitor the DTTS daily to determine the status of outbound/inbound shipments and to make holding arrangements accordingly.

#### **R. ON-ROAD EMERGENCIES**

When an on-road emergency occurs, the driver will be instructed to contact the emergency hot line (see Paragraph O) and will maintain the integrity of all applicable TPS.

#### **S. SHIPMENT DELAY OR MISHAP**

1. When notified of an accident or incident en route, the TO must immediately confirm by telephone that the consignor and the emergency hot line have been advised.

2. Upon discovery of a discrepancy in a shipment requiring TPS, a TO will:

a. Notify the local security office or provost marshal if any security breach or compromise is suspected.

b. Follow procedures IAW Chapter 210.

#### **T. MOVEMENT OF CLASSIFIED SHIPMENTS VIA THE DOD BPA AWARDED CARRIERS UNDER THE GSA SCHEDULE**

1. SECRET and CONFIDENTIAL cargo shipments may be moved within the CONUS, Alaska, Hawaii, and Puerto Rico, as specified in the DOD BPA awarded-carriers under the GSA schedule, provided shippers and recipients comply with Federal law, Service restrictions (if any), and classified material handling processes.

2. Only the current DOD BPA awarded-carriers under the GSA schedule may be used. The shipment must be given to the carrier for next-day delivery. The carrier must not be told that the shipment is classified. The delivery address must be a CONUS DOD activity or a CONUS DOD-approved contractor location, to include Alaska, Hawaii, and Puerto Rico.

3. Do not use this mode/method to move classified shipments to the AMC APOE for onward channel airlift.

4. The classified materiel must be within the carrier's standard small package size and weight limits. Classified shipments that are hazardous, sensitive, or arms, ammunition and explosives are not authorized.

5. Do not, under any circumstances, release the carrier from having to obtain a delivery signature. Ensure the airway bill, electronic or hard copy, requires a delivery signature.

6. Services must develop and publish specific procedures for the movement of SECRET and CONFIDENTIAL material by DOD BPA awarded-carriers under the GSA schedule.

**U. RETROGRADE SHIPMENTS**

DOD CONUS and inter/intratheater retrograde movements to a repair or storage facility will comply fully with the security provisions of this Chapter.

**Risk Assessment Table**

ASSET CATEGORY	VALUE	AGGRESSORS	PUBLIC CONCERN	RECOMMENDED TPS MOTOR/AIR/RAIL
<i>INERT AND TRAINING ORDNANCE</i>				
WITH SENSITIVE TECHNOLOGY	HIGH	HIGH (ALL TYPES)	HIGH	CIS/CIS/RMS <sup>1,2,3,4</sup>
EXPORT CONTROLLED	HIGH	HIGH (ALL TYPES)	HIGH	CIS/CIS/RMS <sup>1,2,3,4</sup>
HIGH DOLLAR (\$50,000 OR HIGHER)	HIGH	HIGH (ALL TYPES)	MEDIUM	CIS/CIS/RMS <sup>1,2,3,4</sup>
PILFERABLE (CODE "P")	MEDIUM	MEDIUM (VAN/CRIM)	MEDIUM	CIS/675/MTX <sup>1,2,3,4</sup>
INERT LESS THAN 100 LBS	LOW	MEDIUM (VAN/CRIM)	MEDIUM	CIS/675/MTX <sup>1,2,3,4</sup>
WITH DIV 1.4 EXPLOSIVES	LOW	MEDIUM (VAN/CRIM)	MEDIUM	CIS/675/MTX <sup>1,2,3,4</sup>
INERT 100 LBS OR MORE	LOW	LOW (VAN/CRIM)	HIGH	SECURITY TARP <sup>1,2,3</sup>
<i>SENSITIVE NON-ORDNANCE</i>				
NIGHT VISION DEVICES	HIGH	HIGH (CRIM)	HIGH	CIS/CIS/RMS <sup>1,2,3,4</sup>
SENSITIVE TECHNOLOGY	HIGH	HIGH (INTEL)	HIGH	CIS/CIS/RMS <sup>1,2,3,4</sup>
EXPORT CONTROLLED	HIGH	HIGH (INTEL)	HIGH	CIS/CIS/MTX <sup>1,2,3,4</sup>
CONTROLLED MEDICAL	HIGH	HIGH (CRIM)	HIGH	675/675/MTX <sup>1,2,3,4</sup>
HIGH DOLLAR (\$50,000 OR HIGHER)	HIGH	HIGH (VAN/CRIM)	MEDIUM	675/675/MTX <sup>1,2,3,4</sup>
PILFERABLE (CODE "P")	MEDIUM	MEDIUM (VAN/CRIM)	MEDIUM	675/675/MTX <sup>1,2,3,4</sup>
WITH UNCAT DIV 1.4 EXPLOSIVES	LOW	LOW (VAN/CRIM)	MEDIUM	SECURITY TARP <sup>1,2,3</sup>

**Footnotes/Abbreviations**

1. FOLLOW TL/LTL STANDARDS OF FIGURE 205-2 (CAT III/IV/UNCAT) FOR SHIPMENT PACKING, SEALING, AND CARRIER REQUIREMENTS	675 = SIGNATURE & TALLY RECORD (ELECTRONIC SIGNATURE SERVICE MAY BE SUBSTITUTED)
2. USE SECURITY TARP ON THESE SHIPMENTS	CIS = DOD CONSTANT SURVEILLANCE SERVICE
3. FOR ASSETS FALLING IN MORE THAN ONE CATEGORY, SELECT MOST STRINGENT APPLICABLE TPS	RMS = RAIL SURVEILLANCE SERVICE
4. CONTAINER ON FLATCAR IS ACCEPTABLE	MTX = MILITARY EXPEDITING SERVICE (A TRACKING & REPORTING SERVICE)

VAN=Vandals      CRIM=Criminals      INTEL=Hostile Intel      TERR=Terrorist Threat

**Figure 205-1. Risk Assessment Table**

**FPCON NORMAL<sup>(1)</sup>**  
**No Discernible Threat of Terrorist Activity**

CAT I	CAT II	CAT III/IV & UNCAT DIV 1.1,1.2,1.3 <sup>(2)</sup>
<b>Satellite Motor Surveillance (SNS) with 2<sup>nd</sup> Means of Comms<sup>(3)</sup></b>	<b>Satellite Motor Surveillance (SNS) with 2<sup>nd</sup> Means of Comms<sup>(3)</sup></b>	<b>Satellite Motor Surveillance (SNS) with 2<sup>nd</sup> Means of Comms<sup>(3)</sup></b>
Dual drivers with SECRET clearances providing PSS <sup>(4)(14)</sup>	Dual drivers with SECRET clearances providing PSS <sup>(4)(14)</sup>	Dual drivers with SECRET clearances providing PSS <sup>(4)(14)</sup>
SEV consisting of two civilian contractors with SECRET clearance or two SECRET-cleared DOD military personnel. SEV personnel will be in separate trail vehicle <sup>(5)(15)</sup>	SEV consisting of two civilian contractors with SECRET clearance or two SECRET-cleared DOD military personnel. SEV personnel will be in separate trail vehicle <sup>(5)(15)</sup>	No escort required
Stops over four hours must be on military installations, DOD contractor or commercial carrier terminals approved by MTMC for CAT I & II AA&E <sup>(6)</sup>	Stops over four hours must be on military installations, DOD contractor or commercial carrier terminals approved by MTMC for CAT I & II AA&E <sup>(6)</sup>	Stops up to 100 hours in commercial carrier terminals approved by MTMC for AA&E Shipments <sup>(6)</sup>
Carrier provide route plan to the MTMC Operations Center and shipper. MTMC Operations Center perform confirmation with destination, pre-ID MTMC-listed secure holding areas and provide shipment clearance to origin shipper <sup>(7)</sup>	Carrier provide route plan to the MTMC Operations Center and shipper. MTMC Operations Center perform confirmation with destination, pre-ID MTMC-listed secure holding areas and provide shipment clearance to origin shipper <sup>(7)</sup>	Shipper provide advance REPSHIP to destination.
Consolidate shipments to maximum extent	Consolidate shipments to maximum extent	Consolidate shipments to maximum extent
Direct movement to destination (no stop-off)	Direct movement to destination (no stop-off)	Stop-off in transit authorized <sup>(8)</sup>
No trip lease authorized	No trip lease authorized	No trip lease authorized
Exclusive use of vehicle or container with single linehaul <sup>(11)</sup>	Exclusive use of vehicle or container with single linehaul <sup>(11)</sup>	Dromedary, or other authorized LTL shipping container <sup>(11)</sup>
Container or vehicle sealed with a serialized bolt seal (NSN: 5340-01-260-9935) at bottom hasp or cable seal (NSN: 5340-00-084-1570) in figure 8 configuration at top of container or vehicle by shipper <sup>(9)(13)</sup> Seal numbers will be annotated on the BL.	Container or vehicle sealed with a serialized bolt seal (NSN: 5340-01-260-9935) at bottom hasp or cable seal (NSN: 5340-00-084-1570) in figure 8 configuration at top of container or vehicle by shipper <sup>(9)(13)</sup> Seal numbers will be annotated on the BL.	Container or vehicle sealed with a serialized bolt seal (NSN: 5340-01-260-9935) at bottom hasp or cable seal (NSN: 5340-00-084-1570) in figure 8 configuration at top of container or vehicle by shipper <sup>(9)(13)</sup> Seal numbers will be annotated on the BL.

**Figure 205-2. Minimum Security Standards for AA&E Shipments**

**FPCON ALPHA <sup>(1)</sup>**

**General Threat of Possible Terrorist Activity; Nature/Extent Unpredictable**

<b>CAT I</b>	<b>CAT II</b>	<b>CAT III/IV &amp; UNCAT DIV 1.1,1.2,1.3 <sup>(2)</sup></b>
<b>Satellite Motor Surveillance (SNS) with 2<sup>nd</sup> Means of Comms <sup>(3)</sup></b>	<b>Satellite Motor Surveillance (SNS) with 2<sup>nd</sup> Means of Comms <sup>(3)</sup></b>	<b>Satellite Motor Surveillance (SNS) with 2<sup>nd</sup> Means of Comms <sup>(3)</sup></b>
Dual drivers with SECRET clearances providing PSS <sup>(4) (14)</sup>	Dual drivers with SECRET clearances providing PSS <sup>(4) (14)</sup>	Dual drivers with SECRET clearances providing PSS <sup>(4) (14)</sup>
SEV consisting of two civilian contractors with SECRET clearance or two SECRET-cleared DOD military personnel. SEV personnel will be in separate trail vehicle <sup>(5) (15)</sup>	SEV consisting of two civilian contractors with SECRET clearance or two SECRET-cleared DOD military personnel. SEV personnel will be in separate trail vehicle <sup>(5) (15)</sup>	No escort required
Stops over four hours must be on military installations, DOD contractor or commercial carrier terminals approved by MTMC for CAT I & II AA&E <sup>(6)</sup>	Stops over four hours must be on military installations, DOD contractor or commercial carrier terminals approved by MTMC for CAT I & II AA&E <sup>(6)</sup>	Stops up to 100 hours in commercial carrier terminals approved by MTMC for AA&E Shipments <sup>(6)</sup>
Carrier provide route plan to the MTMC Operations Center and shipper. The MTMC Operations Center perform confirmation with destination, pre-ID MTMC-listed secure holding areas and provide shipment clearance to origin shipper <sup>(7)</sup>	Carrier provide route plan to the MTMC Operations Center and shipper. The MTMC Operations Center perform confirmation with destination, pre-ID MTMC-listed secure holding areas and provide shipment clearance to origin shipper <sup>(7)</sup>	Shipper provide advance REPSHIP to destination.
Shipper coordinate with local security/intelligence and the MTMC Operations Center to determine potential threats to shipments	Shipper coordinate with local security/intelligence and the MTMC Operations Center to determine potential threats to shipments	Shipper coordinate with local security/intelligence and the MTMC Operations Center to determine potential threats to shipments
Consolidate shipments to maximum extent	Consolidate shipments to maximum extent	Consolidate shipments to maximum extent
Direct movement to destination (no stop-off)	Direct movement to destination (no stop-off)	Stop-off in transit authorized <sup>(8)</sup>
No trip lease authorized	No trip lease authorized	No trip lease authorized
Exclusive use of vehicle or container with single linehaul <sup>(11)</sup>	Exclusive use of vehicle or container with single linehaul <sup>(11)</sup>	Dromedary, or other authorized LTL shipping container <sup>(11)</sup>
Container or vehicle sealed with a serialized bolt seal (NSN: 5340-01-260-9935) at bottom hasp or cable seal (NSN: 5340-00-084-1570) in figure 8 configuration at top of container or vehicle by shipper <sup>(9) (13)</sup> Seal numbers will be annotated on the BL.	Container or vehicle sealed with a serialized bolt seal (NSN: 5340-01-260-9935) at bottom hasp or cable seal (NSN: 5340-00-084-1570) in figure 8 configuration at top of container or vehicle by shipper <sup>(9) (13)</sup> Seal numbers will be annotated on the BL.	Container or vehicle sealed with a serialized bolt seal (NSN: 5340-01-260-9935) at bottom hasp or cable seal (NSN: 5340-00-084-1570) in figure 8 configuration at top of container or vehicle by shipper <sup>(9) (13)</sup> Seal numbers will be annotated on the BL.

**Figure 205-2. Minimum Security Standards for AA&E Shipments (Cont'd)**

**FPCON BRAVO <sup>(1)</sup>**

**Increased and More Predictable Threat of Terrorist Activity**

CAT I	CAT II	CAT III/IV & UNCAT DIV 1.1,1.2,1.3 <sup>(2)</sup>
<b>Satellite Motor Surveillance (SNS) with 2<sup>nd</sup> Means of Comms <sup>(3)</sup></b>	<b>Satellite Motor Surveillance (SNS) with 2<sup>nd</sup> Means of Comms <sup>(3)</sup></b>	<b>Satellite Motor Surveillance (SNS) with 2<sup>nd</sup> Means of Comms <sup>(3)</sup></b>
Dual drivers with SECRET clearances providing PSS <sup>(4) (14)</sup>	Dual drivers with SECRET clearances providing PSS <sup>(4) (14)</sup>	Dual drivers with SECRET clearances providing PSS <sup>(4) (14)</sup>
SEV consisting of two civilian contractors with SECRET clearance or two SECRET-cleared DOD military personnel. SEV personnel will be in separate trail vehicle <sup>(5) (15)</sup>	SEV consisting of two civilian contractors with SECRET clearance or two SECRET-cleared DOD military personnel. SEV personnel will be in separate trail vehicle <sup>(5) (15)</sup>	No escort required
Stops over four hours must be on military installations, DOD contractor or commercial carrier terminals approved by MTMC for CAT I & II AA&E <sup>(6)</sup>	Stops over four hours must be on military installations, DOD contractor or commercial carrier terminals approved by MTMC for CAT I & II AA&E <sup>(6)</sup>	Stops up to 100 hours in commercial carrier terminals approved by MTMC for AA&E Shipments <sup>(6)</sup>
Carrier provide route plan to the MTMC Operations Center and shipper. The MTMC Operations Center perform confirmation with destination, pre-ID MTMC-listed secure holding areas and provide shipment clearance to origin shipper <sup>(7)</sup>	Carrier provide route plan to the MTMC Operations Center and shipper. The MTMC Operations Center perform confirmation with destination, pre-ID MTMC-listed secure holding areas and provide shipment clearance to origin shipper <sup>(7)</sup>	Carrier provide route plan to the MTMC Operations Center and shipper. The MTMC Operations Center perform confirmation with destination, pre-ID MTMC-listed secure holding areas and provide shipment clearance to origin shipper <sup>(7)</sup>
Shipper coordinate with local security/intelligence and the MTMC Operations Center to determine potential threats to shipments	Shipper coordinate with local security/intelligence and the MTMC Operations Center to determine potential threats to shipments	Shipper coordinate with local security/intelligence and the MTMC Operations Center to determine potential threats to shipments
Consolidate shipments to maximum extent. Convoy to same destination (Maximum one escort per two cargo vehicles in convoy). Postpone non-essential shipments. <sup>(10)</sup>	Consolidate shipments to maximum extent. Convoy to same destination (Maximum one escort per two cargo vehicles in convoy). Postpone non-essential shipments. <sup>(10)</sup>	Consolidate shipments to maximum extent.
Direct movement to destination (no stop-off)	Direct movement to destination (no stop-off)	Stop-off in transit authorized <sup>(8)</sup>
No trip lease authorized	No trip lease authorized	No trip lease authorized
Exclusive use of vehicle or container with single linehaul <sup>(11)</sup>	Exclusive use of vehicle or container with single linehaul <sup>(11)</sup>	Dromedary, or other authorized LTL shipping container <sup>(11)</sup>
Container or vehicle sealed with a serialized bolt seal (NSN: 5340-01-260-9935) at bottom hasp or cable seal (NSN: 5340-00-084-1570) in figure 8 configuration at top of container or vehicle by shipper <sup>(9)(13)</sup> Seal numbers will be annotated on the BL.	Container or vehicle sealed with a serialized bolt seal (NSN: 5340-01-260-9935) at bottom hasp or cable seal (NSN: 5340-00-084-1570) in figure 8 configuration at top of container or vehicle by shipper <sup>(9)(13)</sup> Seal numbers will be annotated on the BL.	Container or vehicle sealed with a serialized bolt seal (NSN: 5340-01-260-9935) at bottom hasp or cable seal (NSN: 5340-00-084-1570) in figure 8 configuration at top of container or vehicle by shipper <sup>(9)(13)</sup> Seal numbers will be annotated on the BL.

**Figure 205-2. Minimum Security Standards for AA&E Shipments (Cont'd)**

**FPCON CHARLIE <sup>(1)</sup>**

**Terrorist Incident has Occurred or Intel Indicates Imminent Attack**

CAT I	CAT II	CAT III/IV & UNCAT DIV 1.1,1.2,1.3 <sup>(2)</sup>
<b>Satellite Motor Surveillance (SNS) with 2<sup>nd</sup> Means of Comms <sup>(3)</sup></b>	<b>Satellite Motor Surveillance (SNS) with 2<sup>nd</sup> Means of Comms <sup>(3)</sup></b>	<b>Satellite Motor Surveillance (SNS) with 2<sup>nd</sup> Means of Comms <sup>(3)</sup></b>
Dual drivers with SECRET clearances providing PSS <sup>(4) (14)</sup>	Dual drivers with SECRET clearances providing PSS <sup>(4) (14)</sup>	Dual drivers with SECRET clearances providing PSS <sup>(4) (14)</sup>
SEV consisting of two civilian contractors with SECRET clearance or two SECRET-cleared DOD military personnel. SEV personnel will be in separate trail vehicle <sup>(5) (15)</sup>	SEV consisting of two civilian contractors with SECRET clearance or two SECRET-cleared DOD military personnel. SEV personnel will be in separate trail vehicle <sup>(5) (15)</sup>	No escort required
Stops over four hours must be only on military installations or DOD contractor locations. Stops at commercial carrier terminals approved by MTMC for CAT I & II is permitted for up to four hours <sup>(6)</sup>	Stops over four hours must be only on military installations or DOD contractor locations. Stops at commercial carrier terminals approved by MTMC for CAT I & II is permitted for up to four hours <sup>(6)</sup>	Stops up to 24 Hours in commercial carrier terminals approved by MTMC for AA&E shipments <sup>(6)</sup>
Carrier provide route plan to the MTMC Operations Center and shipper. The MTMC Operations Center perform confirmation with destination, pre-ID MTMC-listed secure holding areas and provide shipment clearance to origin shipper <sup>(7)</sup>	Carrier provide route plan to the MTMC Operations Center and shipper. The MTMC Operations Center perform confirmation with destination, pre-ID MTMC-listed secure holding areas and provide shipment clearance to origin shipper <sup>(7)</sup>	Carrier provide route plan to the MTMC Operations Center and shipper. The MTMC Operations Center perform confirmation with destination, pre-ID MTMC-listed secure holding areas and provide shipment clearance to origin shipper <sup>(7)</sup>
Shipper coordinate with local security/intelligence and the MTMC Operations Center to determine potential threats to shipments	Shipper coordinate with local security/intelligence and the MTMC Operations Center to determine potential threats to shipments	Shipper coordinate with local security/intelligence and the MTMC Operations Center to determine potential threats to shipments
Consolidate shipments to maximum extent. Convoy to same destination (Maximum one escort per two cargo vehicles in convoy). Postpone non-essential shipments. <sup>(10)</sup>	Consolidate shipments to maximum extent. Convoy to same destination (Maximum one escort per two cargo vehicles in convoy). Postpone non-essential shipments. <sup>(10)</sup>	Consolidate shipments to maximum extent. Convoy to same destination (Maximum one escort per two cargo vehicles in convoy). Postpone non-essential shipments. <sup>(10)</sup>
Direct movement to destination (no stop-off)	Direct movement to destination (no stop-off)	Stop-off in transit authorized <sup>(8)</sup>
No trip lease authorized	No trip lease authorized	No trip lease authorized
Exclusive use of vehicle or container with single linehaul <sup>(11)</sup>	Exclusive use of vehicle or container with single linehaul <sup>(11)</sup>	Dromedary, or other authorized LTL shipping container <sup>(11)</sup>
Container or vehicle sealed with a serialized bolt seal (NSN: 5340-01-260-9935) at bottom hasp or cable seal (NSN: 5340-00-084-1570) in figure 8 configuration at top of container or vehicle by shipper <sup>(9) (13)</sup> . Seal numbers will be annotated on the BL.	Container or vehicle sealed with a serialized bolt seal (NSN: 5340-01-260-9935) at bottom hasp or cable seal (NSN: 5340-00-084-1570) in figure 8 configuration at top of container or vehicle by shipper <sup>(9) (13)</sup> . Seal numbers will be annotated on the BL.	Container or vehicle sealed with a serialized bolt seal (NSN: 5340-01-260-9935) at bottom hasp or cable seal (NSN: 5340-00-084-1570) in figure 8 configuration at top of container or vehicle by shipper <sup>(9) (13)</sup> . Seal numbers will be annotated on the BL.

**Figure 205-2. Minimum Security Standards for AA&E Shipments (Cont'd)**

**FPCON DELTA <sup>(1)</sup>**

**Terrorist Incident has Occurred or Intelligence Indicates Specific Target**

CAT I	CAT II	CAT III/IV & UNCAT DIV 1.1,1.2,1.3 <sup>(2)</sup>
<b>Satellite Motor Surveillance (SNS) with 2<sup>nd</sup> Means of Comms <sup>(3)</sup></b>	<b>Satellite Motor Surveillance (SNS) with 2<sup>nd</sup> Means of Comms <sup>(3)</sup></b>	<b>Satellite Motor Surveillance (SNS) with 2<sup>nd</sup> Means of Comms <sup>(3)</sup></b>
Dual drivers with SECRET clearances providing PSS <sup>(4) (14)</sup>	Dual drivers with SECRET clearances providing PSS <sup>(4) (14)</sup>	Dual drivers with SECRET clearances providing PSS <sup>(4) (14)</sup>
SEV consisting of two civilian contractors with SECRET clearance or two SECRET-cleared DOD military personnel. SEV personnel will be in separate trail vehicle <sup>(5) (15)</sup>	SEV consisting of two civilian contractors with SECRET clearance or two SECRET-cleared DOD military personnel. SEV personnel will be in separate trail vehicle <sup>(5) (15)</sup>	SEV consisting of two civilian contractors with SECRET clearance or two SECRET-cleared DOD military personnel. SEV personnel will be in separate trail vehicle <sup>(5) (15)</sup>
Stops over four hours must be only on military installations or DOD contractor locations. Stops at commercial carrier terminals approved by MTMC for CAT I & II is permitted for up to four hours <sup>(6)</sup>	Stops over four hours must be only on military installations or DOD contractor locations. Stops at commercial carrier terminals approved by MTMC for CAT I & II is permitted for up to four hours <sup>(6)</sup>	Stops over four hours must be only on military installations or DOD contractor locations. Stops at commercial carrier terminals approved by MTMC for CAT I & II is permitted for up to four hours <sup>(6)</sup>
Carrier provide route plan to the MTMC Operations Center and shipper. The MTMC Operations Center perform confirmation with destination, pre-ID MTMC-listed secure holding areas and provide shipment clearance to origin shipper <sup>(7)</sup>	Carrier provide route plan to the MTMC Operations Center and shipper. The MTMC Operations Center perform confirmation with destination, pre-ID MTMC-listed secure holding areas and provide shipment clearance to origin shipper <sup>(7)</sup>	Carrier provide route plan to the MTMC Operations Center and shipper. The MTMC Operations Center perform confirmation with destination, pre-ID MTMC-listed secure holding areas and provide shipment clearance to origin shipper <sup>(7)</sup>
Shipper coordinate with local security/intelligence and the MTMC Operations Center to determine potential threats to shipments	Shipper coordinate with local security/intelligence and the MTMC Operations Center to determine potential threats to shipments	Shipper coordinate with local security/intelligence and the MTMC Operations Center to determine potential threats to shipments
Consolidate shipments to maximum extent. Convoy to same destination (Maximum one escort per two cargo vehicles in convoy). Postpone non-essential shipments. <sup>(10)</sup>	Consolidate shipments to maximum extent. Convoy to same destination (Maximum one escort per two cargo vehicles in convoy). Postpone non-essential shipments. <sup>(10)</sup>	Consolidate shipments to maximum extent. Convoy to same destination (Maximum one escort per two cargo vehicles in convoy). Postpone non-essential shipments. <sup>(10)</sup>
Direct movement to destination (no stop-off)	Direct movement to destination (no stop-off)	Stop-off in transit authorized <sup>(8)</sup>
No trip lease authorized	No trip lease authorized	No trip lease authorized
Exclusive use of vehicle or container with single linehaul <sup>(11)</sup>	Exclusive use of vehicle or container with single linehaul <sup>(11)</sup>	Dromedary, or other authorized LTL shipping container <sup>(11)</sup>
Container or vehicle sealed with a serialized bolt seal (NSN: 5340-01-260-9935) at bottom hasp or cable seal (NSN: 5340-00-084-1570) in figure 8 configuration at top of container or vehicle by shipper <sup>(9) (13)</sup> . Seal numbers will be annotated on the BL.	Container or vehicle sealed with a serialized bolt seal (NSN: 5340-01-260-9935) at bottom hasp or cable seal (NSN: 5340-00-084-1570) in figure 8 configuration at top of container or vehicle by shipper <sup>(9) (13)</sup> . Seal numbers will be annotated on the BL.	Container or vehicle sealed with a serialized bolt seal (NSN: 5340-01-260-9935) at bottom hasp or cable seal (NSN: 5340-00-084-1570) in figure 8 configuration at top of container or vehicle by shipper <sup>(9) (13)</sup> . Seal numbers will be annotated on the BL.
Prior approval for each shipment by military Service/DOD Agency Operations Center or other designated crisis response activity <sup>(12)</sup>	Prior approval for each shipment by military Service/DOD Agency Operations Center or other designated crisis response activity <sup>(12)</sup>	Prior approval for each shipment by military Service/DOD Agency Operations Center or other designated crisis response activity <sup>(12)</sup>

**Figure 205-2. Minimum Security Standards for AA&E Shipments (Cont'd)**

\*Notes (pertaining to Figure 205-2.):

- (1) FPCON referenced herein is the baseline CONUS FPCON as established by the SECDEF or USCINCTRANS-declared FPCON for DOD CONUS transportation, whichever is more stringent. Implementation of each successive FPCON will include all applicable measures from the preceding condition.
- (2) Shipments of 15 or fewer CAT IV small arms and CAT IV Division 1.4 small arms ammunition with total shipment weight less than 200 lbs may be sent via DOD CIS. Shipments of 15 or fewer CAT IV small arms may be sent via registered mail. Shipments of CAT IV Division 1.4 small arms ammunition may be transported via the DOD BPA awarded-carriers under the GSA schedule within the contract's size and weight limitations. LTL (non-DROM) shipments of UNCAT Division 1.4S items may be shipped as Freight All Kinds (FAK). TL and DROM Shipments of UNCAT Division 1.4 (all compatibility groups) will be shipped the same as CAT IV.
- (3) The second means of communication may be a cellular phone, CB radio or radio telephone network.
- (4) Dual drivers must always be used regardless of distance, including local terminal runs (No Single Drivers). Drivers will use a Signature and Tally Record.
- (5) SEV is described in Paragraph 205 N.5.
- (6) Carriers may conduct stops in-transit or at destination for operational reasons such as fueling, minor maintenance, or driver amenities. Stops should be planned in advance to preclude placing drivers in untenable situations regarding secure holding of shipments. A DOD contractor location is defined as a private industrial facility performing AA&E work or services per the terms of an acquisition agreement with the DOD. The facility must have a sited, Procurement Contracting Officer-approved holding area to accommodate parking of AA&E-laden motor vehicles per DOD 4145.26-M, DOD Contractors' Safety Manual for Ammunition and Explosives. A commercial carrier terminal is defined as a MTMC-approved, privately owned freight terminal used to temporarily park commercial motor vehicles loaded with DOD AA&E. The terminal may also be used to transload DROM containers per MTMC Freight Traffic Rules Publication 1B, Item 48.
- (7) Carrier route plan will be prepared IAW 49 CFR Part 397.67(d) and will be provided by the driver or the carrier's dispatcher to the MTMC Customer Service Hotline at 800 524-0331 in advance of the carrier's departure from origin. As an alternative, contact the MTMC Operations Center at DSN 927-7511 or commercial 757 878-7511 for after-hours assistance. Route plans for CAT III/IV/UNCAT Division 1.1, 1.2, and 1.3 ammunition and explosives may be amended by the carrier in-transit to pick up additional shipments. The dispatcher will provide advance telephonic notice to the MTMC Operations Center prior to making a diversion from the original route.
- (8) Carriers may conduct intermediate "stop-offs" to deliver shipments. Stop-offs should be planned in advance to preclude problems due to NEW limits at intermediate locations.
- (9) Seal numbers will be annotated on the BL.

(10) Essential shipments are those that relate to force generations, training, contingency-related operations, Force Activity Designator (FAD), or are otherwise deemed critical by the requisitioner or inventory control point based on mission requirements.

(11) General packaging requirements for AA&E are defined in 49 CFR Part 173.60, MILSTD 129, and applicable DOD or Service regulatory packaging requirements.

(12) Service operations center or designated crisis response activity points of contact as directed by the Service.

(13) Removal of shipper seal on a container or vehicle requires prior notification and consent of the shipper. Application of a shipper seal does not constitute exclusive use. Exclusive use must be annotated on the BL when required.

(14) Commercial driver qualifications/training requirements:

- SECRET Clearance with 5-year reinvestigation.
- Certify in writing to report all credible derogatory information (as defined in DOD 5200.2-R, Personnel Security Regulation) immediately to the company security officer who reports to the DOD. Failure to report credible derogatory information will subject the employee to termination of a DOD clearance.
- HAZMAT qualified and trained under DOT Rules (initial and annual follow-up).
- Trained in DOD security rules/requirements (initial and annual follow-up).
- Fully qualified HAZMAT driver over age of 21 with one year HAZMAT experience.
- Carrier-furnished picture ID indicating level of qualification, e.g., PSS.

(15) SEV qualifications/training:

- SECRET clearance with 5-year reinvestigation for carrier employees; NACLC for DOD personnel.
- Weapons qualified, trained, and rules of engagement per contract; DOD personnel must be qualified per Service requirements.
- Knowledgeable of hazards, safety precautions, and security aspects of the shipment.
- Knowledgeable of emergency response instructions for the specific commodity(ies) in the shipment.
- Knowledgeable in the operation of satellite monitoring equipment and other emergency communications.
- Knowledgeable of state police emergency numbers along route.
- Aware of telephone numbers for the MTMC Operations Center Hotline and all secure holding areas along the route.
- Carrier-furnished picture ID indicating level of qualification, e.g., SEV.

**Rail (Carload)**

<b>CATEGORY I</b>	<b>CATEGORY II</b>	<b>CATEGORY III, IV, UNCAT CLASS 1.1 -1.3 EXPLOSIVES</b>
1. ARG. (See Note 3.)	1. RIS. (See Note 2.)	1. RIS. (See Note 2.)
2. MTX. (See Note 2.)	2. MTX. (See Note 2.)	2. MTX. (See Note 2.)
3. Locked and Sealed by Shipper. (See Note 1.)	3. Locked and Sealed by Shipper. (See Note 1.)	3. Locked and Sealed by Shipper. (See Note 1.)
4. Immediate Notification to Consignee of Delivery.	4. Immediate Notification to Consignee of Delivery.	4. Immediate Notification to Consignee of Delivery.
5. Use Appropriate Category I Motor for any Associated Motor Movement.	5. Use Appropriate Category II Motor for any Associated Motor Movement.	5. Use Appropriate Category III Motor for any Associated Motor Movement.
6. Single-Linehaul Required.	6. Use Load Driver Doors when Available.	

Rail Armed Guard Surveillance Service (ARG)

Rail Inspection Service (RIS)

Notes:

1. Includes use of upper rail lock.
2. In the case of RIS and MTX, the shipper must report rail car initials and numbers, e.g., DODX 40.000, to the MTMC Operations Center.
3. DOD, DOD Contract, or Rail Police-armed dedicated escort.

**Container on Flat Car (COFC)**

<b>CATEGORY I</b>	<b>CATEGORY II</b>	<b>CATEGORY III, IV, UNCAT CLASS 1.1 -1.3 EXPLOSIVES</b>
1. Locked and Seal Authorized ARG.	1. Locked and Seal Authorized RIS.	1. Locked and Seal Authorized RIS.
2. In Motor Phase, use Category I Motor Security	2. In Motor Phase, use Category II.	2. In Motor Phase, use appropriate Motor Security.
3. Use only approved shipping containers, e.g., MILVAN/ SEAVAN, and place on rail car door-to-door to prevent unauthorized access.	3. Use only approved shipping containers, e.g., MILVAN/ SEAVAN, and place on rail car door-to-door to prevent unauthorized access.	3. Use only approved shipping containers, e.g., MILVAN/SEAVAN, and place on rail car door-to-door to prevent unauthorized access.

**Figure 205-2. Minimum Security Standards for AA&E Shipments (Cont'd)**

**Air**

<b>CATEGORY I</b>	<b>CATEGORY II</b>	<b>CATEGORY III, IV, UNCAT CLASS 1.1 - 1.3 EXPLOSIVES</b>
1. Shipments by air freight, air taxi, or AMC.	1. CIS	1. CIS
2. SNS and DN while aircraft on ground at commercial airports.	2. Shipments by air freight, air taxi, or AMC.	2. Shipments by air freight, air taxi, or AMC.
3. Shipper escort to carrier and immediate pickup at destination.	3. Shipper escort to carrier and immediate pickup at destination.	3. Shipper escort to carrier and immediate pickup at destination.
4. Banded/locked and sealed, if practicable. However, for commercial air freight, banded/locked and sealed is required.	4. Banded/locked and sealed, if practicable. However, for commercial air freight, banded/locked and sealed is required.	4. Banded/locked and sealed, if practicable. However, for commercial air freight, banded/locked and sealed is required.
5. Seals applied by Shipper. (See Notes 1 and 2.)	5. Seals applied by Shipper. (See Notes 1 and 2.)	5. Seals applied by Shipper. (See Notes 1 and 2.)

Notes:

1. Air carriers providing pickup and delivery service by motor must comply with all applicable security requirements during the motor phase as the category shipped. All applicable protective services must be contained in their uniform tender on file at MTMC. See Paragraph N.1.a.(4).
2. On military installations, armed guard surveillance and escort responsibilities may be assumed by the installation commander based on local command policies.

**Water**

<b>CATEGORY I</b>	<b>CATEGORY II</b>	<b>CATEGORY III, IV, UNCAT CLASS 1.1 - 1.3 EXPLOSIVES</b>
1. SNS with DN to POE and from POD with written receipt from ship's officer at POE and written release to carrier at POD.	1. Written receipt from ship's officer at POE and written release to carrier at POD	1. Written receipt from ship's officer at POE and written release to carrier at POD
2. Pier service only.	2. Pier service only.	2. Pier service only.
3. US flag with direct voyage where feasible.	3. US flag with direct voyage where feasible.	3. US flag with direct voyage where feasible.
4. Ship's officer must maintain constant surveillance over cargo offloaded at intermediate stops.	4. Ship's officer must maintain constant surveillance over cargo offloaded at intermediate stops	4. Ship's officer must maintain constant surveillance over cargo offloaded at intermediate stops
5. Cargo stowed so as to be inaccessible or checked at least once each eight hours by ship's officers.	5. Cargo stowed so as to be inaccessible or checked at least once each eight hours by ship's officers.	5. Cargo stowed so as to be inaccessible or under general observations of ship's officers.

**Figure 205-2. Minimum Security Standards for AA&E Shipments (Cont'd)**

**Examples of AA&E Shipment Categories**

<p><b>CATEGORY I EXAMPLES</b></p>	<p><b>MISSILES AND ROCKETS</b></p> <p>Non-nuclear missiles and rockets in a ready to fire configuration, e.g., Hamlet, Redeye, Stinger, Dragon, LAW, Viper. Also where launcher tube and explosive round for missiles are jointly transported though not ready to fire.</p>	<p><b>AMMUNITION AND EXPLOSIVES</b></p> <p>Explosive complete rounds for Category I missiles and rockets.</p>
<p><b>CATEGORY II EXAMPLES</b></p>	<p><b>ARMS</b></p> <p>Light automatic weapons up to and including .50 caliber.</p>	<p><b>AMMUNITION AND EXPLOSIVES</b></p> <p>Grenades, high explosives, white, and phosphorus.</p> <p>Mines, anti-tank, anti personnel (unpacked weight of 50 lbs or less each).</p> <p>Explosives used in demolition operation, e.g., C-4, military dynamite, TNT, etc.</p>
<p><b>CATEGORY III EXAMPLES</b></p>	<p><b>ARMS</b></p> <p>Launch tube and gripstock for Stinger Missile.</p> <p>Launch tube, sight assembly and gripstock for Hamlet and Redeye missions.</p> <p>Tracker for Dragon missiles.</p> <p>Mortar tubes excluding the 4.2.</p> <p>Grenade launchers.</p> <p>Rocket and missile launchers, unpacked weight of 100 lbs or less.</p> <p>Flame throwers.</p> <p>Launcher and/or missile guidance set and/or optical sight for TOW missile.</p>	<p><b>AMMUNITION AND EXPLOSIVES</b></p> <p>Ammunition, .50 caliber and larger, with explosive filled projectile (unpacked weight of 100 lbs or less each).</p> <p>Grenades, incendiary and grenade fuses.</p> <p>Blasting caps.</p> <p>Detonating cord.</p> <p>Supplementary charges.</p> <p>Bulk explosives.</p>
<p><b>CATEGORY IV EXAMPLES</b></p>	<p><b>ARMS</b></p> <p>Shoulder fired weapons, other than grenade launchers, not fully automatic.</p> <p>Handguns.</p>	<p><b>AMMUNITION AND EXPLOSIVES</b></p> <p>Ammunition with nonexplosive projectile (unpacked weight of 100 lbs or less each).</p> <p>Fuses, except for grenade fuses.</p> <p>Grenades, illumination, smoke, or practice, CS/CN (tear producing).</p> <p>Incendiary destroyers.</p> <p>Riot control agents, 100-lb pkg or less.</p> <p>Ammunition for Categories II, III, IV weapons, not otherwise categorized.</p>

**Figure 205-3. Examples of AA&E Shipment Categories**

**Minimum Security Standards for Classified Material  
Motor**

<b>Secret</b>	<b>Confidential</b>
1. TL	1. TL
a. PSS (See Note 2.)	a. CIS (see Note 2).
b. Routing by MTMC Operations Center.	b. Closed and locked vehicle.
c. Closed and locked vehicle with exclusive use.	c. Single-linehaul preferred.
d. Single-linehaul required.	d. Trip lease not authorized.
e. Trip lease not authorized.	e. Sealed by shipper.
f. Sealed by shipper.	
2. LTL:	2. LTL:
a. PSS (see Note 2).	a. CIS (see Note 2).
b. CONEX, dromedary, or similar container authorized with exclusive use container.	b. CONEX, dromedary, or similar container authorized.
c. Routing by MTMC Operations Center.	c. Cargo packaged to a weight of at least 200 lbs and banded (seal if practicable) or container locked and sealed by shipper. (See Note 1.)
d. Cargo packaged to a weight of at least 200 lbs and banded (seal if practicable) or container locked and sealed by shipper. (See Note 1.)	d. Packaged so as to not reveal classified nature of shipment. (See Note 2.)
e. Packaged so as to not reveal classified nature of shipment. (See Note 2.)	e. Trip lease not authorized.
f. Trip lease not authorized.	

**Air**

<b>Secret</b>	<b>Confidential</b>
a. PSS (see Note 2).	a. CIS (see Note 2).
b. Routing by MTMC Operations Center.	b. Shipment by air freight, air taxi, or AMC.
c. Material in secure storage compartment or in a shipper-sealed, locked, safe-like container. (See Note 3.)	c. Shipper escort to carrier and immediate pickup at destination.
d. Shipper escort to carrier and immediate pickup at destination.	d. Containers banded/locked and sealed, if practicable. However, for commercial air freight, banded/locked and shipper sealed.
e. Packaged so as to not reveal classified nature of shipment.	e. Container seals applied by shipper.
	f. Packaged so as to not reveal classified nature of shipment.

Notes:

1. Classified material is not normally transported by rail or water. In the event such movement is required, PSS applies for SECRET shipments and DOD CIS or equivalent must be provided for CONFIDENTIAL shipments.
2. Air carrier providing pickup and delivery service by motor vehicle must comply with all applicable security requirements during the motor phase.
3. Specific criteria for construction of classified material air containers are contained in Chapter VIII, DOD 5200.1-R.

**Figure 205-4. Minimum Security Standards for Classified Material**

SIGNATURE AND TALLY RECORD (See DoD 4500.9-R for guidance) (Use of equivalent carrier-furnished signature and tally record is acceptable.)		Form Approved OMB No. 0702-0027		
<p>The public reporting burden for this collection of information is estimated to average 3 minutes per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. Send comments regarding this burden estimate or any other aspect of this collection of information, including suggestions for reducing the burden, to Department of Defense, Washington Headquarters Services, Directorate for Information Operations and Reports (0702-0027), 1215 Jefferson Davis Highway, Suite 1204, Arlington, VA 22202-4302. Respondents should be aware that notwithstanding any other provision of law, no person shall be subject to any penalty for failing to comply with a collection of information if it does not display a currently valid OMB control number.</p> <p><b>PLEASE DO NOT RETURN YOUR FORM TO THE ABOVE ADDRESS. RETURN COMPLETED FORM AS DIRECTED IN THE DISTRIBUTION INSTRUCTIONS BELOW.</b></p>				
<b>DISTRIBUTION INSTRUCTIONS</b>				
<p>(1) The SHIPPER will print two copies, retain one copy and give one to the Origin Carrier.  (2) The ORIGIN CARRIER will deliver one copy with original signatures to the Destination Carrier.  (3) The DESTINATION CARRIER will attach one copy (reflecting all original signatures) and Standard Form 1113, Public Voucher for Transportation Charges, to the original Government Bill of Lading and forward for payment. Reproduced completed copy of DD Form 1907 will be delivered to the Consignee and one will be retained.  (4) The CONSIGNEE will ensure Destination Carrier surrenders a reproduced copy of completed form with all signatures.</p>				
<b>SECTION I - TO BE COMPLETED BY THE SHIPPER</b>				
1a. SHIPPER NAME		b. ORIGIN		
2. PROTECTIVE SERVICE REQUESTED		3. GBL OR CBL NUMBER		
4a. CONSIGNEE NAME		b. DESTINATION		
5. PERMIT NUMBER (If any)		6. TRANSPORTATION CONTROL NUMBER		
7. ROUTING		8. WEIGHT	9. CUBE	
10. SPECIAL INSTRUCTIONS			11. DATE SHIPMENT TENDERED TO CARRIER (YYYYMMDD)	
12. NAME OF CARRIER			13. NUMBER OF PIECES	
14. TYPE OF PACKAGE(S) (For unsealed loads only) OR CONVEYANCE IDENTIFICATION AND SEAL NUMBERS (For sealed loads only)		15. FREIGHT CLASSIFICATION DESCRIPTION		
<b>SECTION II - TO BE COMPLETED BY EACH PERSON ACCEPTING CUSTODY OF CLASSIFIED OR PROTECTED MATERIAL REQUIRING THE USE OF TRANSPORTATION PROTECTIVE SERVICE DURING TRANSIT</b>				
<b>16. CUSTODY RECORD</b>				
PRINT NAME OF PERSON AND COMPANY REPRESENTED a.	STATION INTERCHANGE POINT DESTINATION b.	SIGNATURE OF PERSON ACCEPTING CUSTODY c.	TIME ACCEPTED d.	DATE ACCEPTED (YYYYMMDD) e.

DD FORM 1907, MAY 2000

PREVIOUS EDITION IS OBSOLETE.

**Figure 205-5. DD Form 1907, Signature and Tally Record**



## **SECURITY STANDARDS FOR SECURE HOLDING AREAS FOR AA&E ON AN INSTALLATION OR CONTRACTOR FACILITY**

1. The below are the minimum required security standards for DOD installations or DOD contractor facilities to handle SRC AA&E and UNCAT HD 1.1 through 1.6 AA&E. Additional requirements for protection of SRC I and II AA&E shipments are in Paragraph 2, below.

a. Incorporate the secure holding area into the comprehensive facility security plan, approved by the installation commander or facility director and revalidated by periodic scheduled and no-notice inspections as detailed in the plan. Include a detailed security diagram of the secure holding area showing controlled and restricted areas, security force locations, and locations of IDS and CCTV, as appropriate. Address the specifics as to the area's implementation of the below standards. Components include:

- (1) Access control.
- (2) Guard force standards, qualification, training, equipment.
- (3) Fencing.
- (4) Lighting.
- (5) Barriers, e.g., jersey concrete barriers, etc.
- (6) Key and lock control.
- (7) Emergency communications.
- (8) Emergency power.
- (9) Emergency response forces.
- (10) Response to terrorism/criminal threats or other emergencies.

b. General. AA&E will be afforded double barrier protection. General areas will be designated "controlled areas" and surrounded by a perimeter fence to limit access. Secure holding areas will be designated "restricted areas" and will be located within the established controlled area and protected by its own dedicated perimeter fence. For situations in which the guard does not have direct unobstructed view of the entire area, the restricted area will have an IDS or CCTV system to provide added security. Administrative buildings that are located within the area, maintenance facilities and guard stations will be included within the controlled area and positioned so as to have an unobstructed view of the "restricted area" and controlled facilities. Structures used by security forces will be of substantial construction (i.e. masonry or shielded) to mitigate any threat from small arms fire.

**Figure 205-6. Security Standards for Secure Holding Areas**

c. **Warning Signs.** Warning signs will be posted at each entry point and along the perimeter where they can be easily seen and understood by anyone approaching the facility. In areas where English is one of two or more languages commonly spoken, warning signs will contain the local language in addition to English. The wording of the signs will denote warning of a restricted area. Warning signs will be posted at intervals not to exceed 100 feet.

d. **Access Control.** The installation commander or facility director will establish strict personnel and vehicle access measures for both controlled and restricted areas. At a minimum, photo ID cards will be required for all employees and worn during the performance of their official duties. Visitors and vendors will be logged in and out, and will either require escort or a temporary visitors badge which will be prominently displayed at all times prior to being granted access to facilities. Visitor logs will be retained on file for a period of not less than one year and will be subject to audit during external reviews or inspections. No POVs will be granted access to the “restricted area”. The installation commander or facility director HQs will establish visitor verification procedures. Procedures must include prior notification to the MTMC Customer Service Hotline at 800 524-0331 to validate all visitors requesting entry to the secure holding area.

e. **Fencing.** All fencing will be chain-link mesh, a minimum of six feet in height excluding top guard and be constructed of a nine-gauge or heavier wire and galvanized with mesh openings not to exceed two inches per side. Chain-link mesh will be taut and securely fastened to rigid metal or reinforced concrete posts set in concrete not more than 10 feet apart. Fence mesh fasteners will not be of aluminum construction. Bottom of fence fabric must reach within two inches of hard ground or pavement. On soft ground, it must reach deep enough below the surface to compensate for shifting soil or sand. A top guard will be constructed on all perimeter fences facing either vertically or outward at a 45-degree angle. Top guard supporting arms will be permanently affixed to the top of fence posts to increase the overall height of the fence by at least one foot. Three strands of barbed wire spaced six inches apart will be installed on the supporting arms. Bottom and top tension wires will be used in lieu of fence rails. Maintenance and/or repairs to fencing will be accomplished within 72 hours of discovery. When buildings form part of, or are incorporated into perimeter barriers, they will provide protection comparable to the adjacent associated fence line. Such buildings should be of substantial permanent construction, having minimal windows, doors or other openings. Metal bars or security screening will protect any window or similar opening. Exterior doors will be of heavy metal construction, hinged on the inside and secured by heavy-duty deadbolt locks. The roofline of such structures will have anti-intrusion barriers such as razor wire or barbed wire.

(1) The number of gates and perimeter entrances will be the minimum required for safe and efficient operation of the facility. Active perimeter entrances must be designated so that the guard force maintains full control. Semi-active entrances must be locked on the inside when not in use. When closed, gates and entrances must provide a barrier structurally comparable to their associated barriers.

**Figure 205-6. Security Standards for Secure Holding Areas (Cont'd)**

(2) Sewers, air and water intakes, exhausts and other utility openings of 10 inches or more in diameter that pass through or under perimeter barriers will have security measures equivalent to that of the perimeter.

(3) Clear zones will be maintained on both sides of the perimeter barrier to provide an unobstructed view of the barrier and adjacent ground. Clear zones will be kept free of weeds, rubbish, vehicles, containers, pallets, trash receptacles, or other material capable of offering concealment or assistance to an intruder attempting to breach the barrier. A clear zone of 25 feet or more will exist on both sides of the perimeter barrier. A separation of at least 20 feet will be maintained between the controlled area fence and the restricted area fence, with a minimum of 100 feet between the controlled and restricted area entry gates. Parking bumpers will be installed to enforce interior clear zones and prevent damage to perimeter fencing. When it is impossible to have adequate clear zones because of property lines, topography, natural or man-made features, it will be necessary to increase the height of the perimeter barrier, increase security patrol coverage, add more security lighting or install an intrusion detection device along that portion of the perimeter.

f. Lighting. Protective lighting will be installed to discourage or deter attempts by intruders, make detection likely if entry is attempted and prevent glare that may temporarily blind guards. Security lighting will be automatically timed and controlled to provide illumination from dusk until dawn. Lighting will not unnecessarily expose/silhouette guards or other personnel to targeting by criminal/terrorist elements. Lighting will illuminate the area beyond the perimeter to the outer edge of the clear zone that extends 25 feet beyond the fence. The installation commander or facility director will insure a professional lighting survey is conducted for each facility, and a lighting plan will be approved by the commander or director as a part of the overall plan.

g. Power. Primary and alternate power sources will be identified. The primary source may be installation power or a local public utility. An alternate source will be provided to start automatically upon failure of the primary power, adequate to power the entire lighting system. It will be equipped with adequate fuel storage and supply, be periodically tested under load to ensure effectiveness and located within a controlled area for additional security. All electrical cabling and telephone lines within 10 feet of the ground will be encased in metal conduit to preclude lines from being manipulated/cut.

**Figure 205-6. Security Standards for Secure Holding Areas (Cont'd)**

h. Key and Lock Control. A formal key and lock control system will be established. The area manager will designate a responsible employee to control keys and locks. Possession of keys and locks will be limited to personnel whose official duties require access to them. Only DOD approved locks and locking devices to include hasps and chains will be utilized to safeguard AA&E temporarily stored within the secure holding area. When unattended or not being used, keys and padlocks will be stored in a locked metal container or key depository. In the event of lost, misplaced, or stolen keys, the affected locks or locking devices will be replaced immediately. Lost keys will be immediately reported to the area manager or his/her designee. The use of a master key or multiple key system is prohibited. Keys will be signed out as needed to authorized employees on a key control register. A key and lock inventory will contain a record of keys, locks, key serial numbers, lock serial numbers, location and the number of keys maintained for each lock. This record will be maintained in the key depository. A 100 percent physical inventory of all keys and padlocks will be performed on a monthly basis. Documents used to control keys and locks will be retained on file for a minimum of one year.

i. Communications. Communications will provide a means of alerting local law enforcement and/or emergency response forces to the presence of intruders immediately. The area manager will identify and coordinate with the backup force capability. The area will have the following emergency communications:

- (1) A duress system that is linked to the security force to report emergencies.
- (2) An intercom system for communications between guard office and primary vehicle entry gate.

j. Guards. The areas will maintain a minimum requirement of two armed guards per shift. Guard force personnel will patrol restricted and controlled areas at intervals not to exceed one-hour. The guard force will provide around-the-clock coverage. The guards will be professionals, normally members of an existing installation/facility security force. They will be afforded formal training and provided specific standing operating procedures on security requirements for the secure holding area. At a minimum, training will encompass the care and use of weapons, if required, responsibility and authority of security personnel, location and use of first aid, fire control and electronic security equipment. Guards will be educated on emergency planning and contingency response procedures, common tactics, and indicators of criminal and terrorist elements. They will be aware of the location and nature of classified, hazardous and sensitive equipment or material. Security force personnel will be provided with equipment necessary to accomplish the security mission. Guards will have a direct communications link to either their HQs or commercial security service dispatcher at all times in case of emergency. Hourly communications checks will be performed after normal working hours. Additionally, they will be provided with a reliable secondary means of communication when conducting security checks/patrols of the surroundings.

**Figure 205-6. Security Standards for Secure Holding Areas (Cont'd)**

k. Employee Investigations. All employees responsible for the transportation, handling and or storage of SRC 1 through IV and other sensitive cargo, will have been the subject of a favorably adjudicated National Agency Check and cleared for SECRET by the DSS.

2. Additional Security Requirements for Temporary Holding of SRC I and II Cargo.

a. IDS or CCTV coverage will be expanded to include the controlled area.

b. Vehicle undercarriage inspections will be performed on all inbound traffic entering the controlled area.

c. Coordination will be made with local, county or state law enforcement to provide additional security, including back-up forces, during higher FPCONs, as required.

3. Classified SECRET shipments will be afforded the same physical security protection as for CAT I & II AA&E. Classified CONFIDENTIAL or CCI shipments will be provided the same security as CAT IV.

**Figure 205-6. Security Standards for Secure Holding Areas (Cont'd)**



## **Instructions for Completing the DD Form 1387-2 Classified Shipments**

If the material shipped is classified, the following procedures apply:

If none of the information entered in the Blocks on the form is classified, four copies of the form will be completed.

If the information to be entered on the form is classified, then prepare and distribute the form as follows. One copy is completed in detail, including essential classified data. This copy will be signed. The completed and signed form will be forwarded to the air terminal IAW appropriate security regulations and instructions and will be attached to the air manifest. Three additional copies of the form must be prepared reflecting "See Aircraft Commander's copy" and "Protective Service Required" in Block 6. Blocks 3, 4, and 5 will also be completed. The remainder of the form will be left blank. The form will be placed in a waterproof envelope and attached to the number one container of the shipment unit.

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

If the material shipped is classified, the following procedure applies. All four copies of the form will reflect the degree of TPS protection. (Notes 1 and 2.)

Note 1. Shipments of classified will include one or more types of sensitive cargo. Block 6 of the DD Form 1387-2 will include one or more of the required transportation protective service categories as required by the DTR, for example:

- Armed Guard Surveillance
- DOD Constant Surveillance
- Dual Driver Protective Service
- Greater Security, e.g., RIS
- Motor Surveillance Service
- Security Escort Service
- Signature and Tally Record
- Rail Inspection Service
- Satellite Surveillance

Note 2. For shipments requiring other special services while in-transit, enter the appropriate instructions in Block 6, for example:

- Protect From Freezing
- Protect From Heat
- Air Ride Equipment Required

### **Figure 205-8. Instructions for Completing the DD Form 1387-2**

### ANSI X.12 to DOD Code Conversion Table

<u>Protective Service</u>	<u>ANSI Code</u>	<u>DOD Code</u>
DOD Constant Surveillance	CIS	CS
Dual Driver Protective Service	DDP	DD
Dual Driver Protective Service with NAC	DDN	DN
Protective Security Service	PSS	PS
Security Escort Vehicle Service	SEV	SE
Motor Surveillance Service	MVS/MNS	MS
DTTS Satellite Motor Surveillance Service	SNS	SM
Signature and Tally Record	675	ST
Rail Armed Guard Service	ARG	RG
Rail Surveillance	RMS	RS
Rail Inspection	RIS	RI

(Three-digit code is ANSI X.12) (Two-digit code is DOD)

**Figure 205-9. ANSI X.12 to DOD Code Conversion Table**

## SHIPPERS DECLARATION FOR DANGEROUS GOODS

Shipper				Air Waybill No. Page of pages Shipper's Reference Number <i>(optional)</i>			
Consignee				For optional use for company logo name and address			
<i>Two completed and signed copies of this Declaration must be handed to the operator</i>				<b>Warning</b>  Failure to comply in all respects with the applicable Dangerous Goods Regulations may be in breach of the applicable law, subject to legal penalties. This Declaration must not, in any circumstances, be completed and/or signed by a consolidator, a forwarder or an ITTA cargo agent.			
<b>Transport Details</b>							
This shipment is within the limitations prescribed for: <i>(delete non-applicable)</i>		Airport of Departure					
PASSENGER AND CARGO AIRCRAFT	CARGO AIRCRAFT ONLY						
Airport destination							
<b>NATURE AND QUANTITY OF DANGEROUS GOODS</b>							
Dangerous Goods Identification							
Proper Shipping Name	Class or Division	UN or ID No.	Pack ing Group	Subsidiary Risk	Quantity and type of packing	Packing Inst.	Authorization
Additional Handling Information							
I hereby declare that the contents of this consignment are fully and accurately described above the proper shipping name, and are classified, packaged, marked and labeled/placarded, and are in all respects in proper condition for transport according to applicable international and national Governmental regulations					Name/Title of Signatory		
					Place and Date		
					Signature <i>(see warning above)</i>		

**Figure 205-10. Shippers Declaration for Dangerous Goods**