

Military Surface Deployment and Distribution Command

Customer and Carrier Advisory

May 15, 2023

CA-23-05-15/0037

Subject: Shipping of Sensitive Item (SI) and Arms, Ammunition, and Explosive (AA&E) Containers by Rail

Purpose: Reminder to shippers of DoDM 5100.76 and carriers of MFTURP-1 RIS Requirements to ensure proper security measures to be taken when shipping SI and AA&E containers to prevent pilferage.

Be Advised: There has been an increase in attempts to pilfer side opening containers moving via rail. Shippers must request an intermodal well railcar if a side opening container is used to ship SI or AA&E via rail. The request for an intermodal well railcar can be made in the comment section of the DFRRO request. Loading containers into intermodal well railcars prevents doors from being opened and alleviates break-ins and pilferage of side opening containers containing SI and AA&E.

When used for transporting AA&E and/or SI, the doors of approved intermodal containers shall be securely closed and sealed. End-opening containers shall be placed door-to-door during rail shipments. Barriers on the rail cars shall be used to protect side-opening containers and deter the opening of such cars. AA&E shall be placed in the rear of containers behind non-AA&E items, where compatible, to reduce the opportunity for theft. This includes QUADCONS and TRICONS.

Ensure Transportation Protective Services (TPS) are requested when shipping SI or ammo by rail. Rail Inspection Service (RIS) is the second highest level of security for rail movements. Inspection requirements per MFTURP-1 are listed below.

Military Freight Traffic Unified Rules & Pub-1 (MFTURP-1) -Section C, Item 289:

Inspectors who perform the inspection portion of this service shall be either railroad police officers or other railroad or intermodal terminal employees who have been specifically trained to inspect rail cars.

(a) Inspections shall be required:

(1) At initial, intermediate, and final terminals upon arrival and until departure except while cars are on an inside track at terminal under a TSP's continuous observation.

(2) At junctions and interchange points where cars are left at rest.

(3) While the shipment is in transit, when the cars are expected to be stopped for 90 minutes or more (the first inspection shall take place at the 90-minute mark).

(4) At destination until such time as the consignee takes physical possession or otherwise agrees to accept responsibility for security

(b) Inspection of each car within one hour at required inspection locations and re-inspections every hour until the inspection requirement terminates under these provisions.

(c) Every hourly inspection shall be fully documented and comply with the inspection document requirements set forth below. Inspection reports shall be available for review within 24 hours of inspection completion.

Reference: MFTURP-1 Section C; DoDM 5100.76. Enclosure 10

SDDC POCs:

Rail Fleet Management Division group email: usarmy.scott.sddc.mbx.dodx@mail.mil

Rail Fleet Operations: 618-220-1730

Expiration: N/A

Category: Rail

