Headquarters
United States Forces Korea
Unit #15237
APO AP 96205-5237

United States Forces Korea
Regulation 4-1

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Distribution

KOREA DISTRIBUTION

***This regulation supersedes USFK Regulation 4-1, dated 9 February 2009.**

FOR THE COMMANDER:

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Summary. This regulation establishes Armistice policies and responsibilities for the distribution of cargo within the Republic of Korea (ROK) via all modes of military and commercial transportation. See Combined Forces Command (CFC) Logistics Policies and Procedures (LP&P) and the Combined Transportation Movements Center (CTMC) SOP for contingency distribution procedures.

Summary of Change. This regulation has been substantially changed. A full review of its contents is required.

Applicability. This regulation applies to all United States Forces Korea (USFK) personnel, component commands, Defense Agencies, and units deploying to Korea for exercises.

Supplementation. Supplementation of this regulation and issuance of command and local forms by subordinate commands are prohibited unless prior approval is obtained from USFK J4 Transportation, Unit #15236, APO AP 96205-5237.

Forms. USFK forms are available at http://www.usfk.mil.

Records Management. Records created as a result of processes prescribed by this regulation must be identified, maintained, and disposed of according to AR 25-400-2. Record titles and descriptions are available on the Army Records Information Management System (ARIMS) website at https://www.arims.army.mil.

Suggested Improvements. Users are invited to send comments and suggested improvements on DA Form 2028 (Recommended Changes to Publications and Blank Forms) to USFK J4 Transportation, Unit #15236, APO AP 96205-5236.

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Chapter 1
Introduction

The Korea Distribution System (KDS) is defined by the Korean Theater of Operations (KTO) boundary. Cargo comes in and out of the KTO arriving to and departing from channel locations, both sea and air. Within the KDS, there are nodes, segments, and hubs as defined by this regulation. Performance of this distribution system is measured in terms of readiness, efficiency, effectiveness, losses due to pilferage, and demand satisfaction. The Korea Distribution Stream is the door-to-door stream of cargo distribution between the KTO delivery and dispatch points and the global sources of supply and retrograde destinations. Korea-stationed joint customers and joint distribution methods and assets comprise the KDS. Information is to be shared between distribution entities via email of Microsoft Office compatible attachments and message content, and via the use of a Microsoft Office SharePoint 2007 Portal. This regulation ensures distribution within USFK is conducted in a Joint manner implementing Joint solutions to overcome distribution challenges.

1-1. Purpose

To establish Armistice policies and responsibilities for the distribution of U.S. cargo movements within the Republic of Korea (ROK) via all modes of military and commercial transportation, (See Combined Forces Command (CFC) Logistics Policies and Procedures (LP&P) and the Combined Transportation Movements Center (CTMC) SOP for contingency distribution procedures.).

1-2. References

Related publications are listed in appendix A.

1-3. Explanation of Abbreviations and Terms

Abbreviations and terms used in this regulations are explained in the glossary.

1-4. Scope

The United States Forces Korea (USFK) Distribution goal is to efficiently process and distribute all shipments within the Korean theater, currently; the scope of the distribution system is as described below:

a. The scope of the USFK Distribution System includes the following categories of distribution:

(1) Theater terminating surface cargo consigned to customers in the KTO.

(2) Theater terminating air cargo consigned to customers in the KTO delivered by military owned or controlled airlift.

(3) Intra-theater cargo movement (at the shipper's discretion).

(4) Signature service for USFK is executed and managed by the 19th Expeditionary Sustainment Command (ESC). This includes a scheduled retrograde of sensitive items for all USFK ultimate consignees, by their Service supply activities or destination units. Signature Services for controlled medical supplies, ammunition, and cargo classified TOP SECRET is a unit responsibility.

(5) Continental United States (CONUS) retrograde and intra-theater movement (at the shipper's discretion).

(6) Contractor shipments will not be excluded but a proper Transportation Accounting Code (TAC) must be coordinated prior to cargo movement from the Port of Debarkation (POD) to the Theater Consolidated Shipping Point (TCSP).

b. The following shipments are outside the scope of TCSP: emergency operations, and supply items that are life or death shipments, hand-picked exceptional expedited items, explosives, mail, aircraft engines, refrigerated and frozen cargo, personal property shipments, Foreign Military Sales (FMS), Contractor Furnished Materiel (CFM), Defense Contracting Management Agency (DCMA), Defense Commissary Agency (DeCA), Army, Air Force Exchange Service (AAFES), non-palletized rolling stock and palletized props. Excluded cargo will be held for direct delivery coordinated by the local Movement Control Team (MCT) or the 731st Air Mobility Squadron (AMS). The TCSP, operated and managed by Defense Logistic Agency Distribution Korea (DLA-DK), will coordinate with appropriate activities for disposition of any excluded or frustrated cargo arriving at the TCSP. Air Mobility Command and PACAF Mission Capable (MICAP)s will not go through the TCSP unless originated from DLA-DK stock. All other categories go through TCSP, other than cargo destined for OSAN AB (note; All FB5294 will be removed at Osan regardless of priority).

c. The Carroll hub TCSP operated by DLA-DK processes at least the following commodities: CL II, CL III (P), CL IV, and CL IX. The Materiel Support Center-Korea (MSC-K) hub operation at Carroll processes CL VII. Currently the 16th Medical Logistics (MEDLOG) Battalion (Bn) hub operation at Carroll processes CL VIII.

1-5. Responsibilities

a. Assistant Chief of Staff (ACS), J4, USFK, will --

(1) Serve as the proponent for this regulation.

(2) Develop joint distribution policies and procedures for the distribution of Department of Defense (DoD)-sponsored cargo and personnel within Korea.

(3) Provide policies and procedures related to movement of cargo and personnel within the KTO. Provide USFK distribution guidance to all Service Components within the KTO. Establish and manage distribution policies with all national partners within the KTO.

(4) Maintain the USFK J4 Distribution group email account and its email distribution list.

(5) Utilize the Korea Distribution Stream portal.

(6) Coordinate with 19th ESC and appropriate organizations to define shipping/handling cost as required for KTO distribution.

(7) Act as the USFK Joint Distribution Process Owner.

(8) Appoint the 19th ESC as the USFK Distribution Management Agent.

b. Eighth Army will --

(1) Supervise the implementation of procedures related to movement of Army cargo and personnel.

(2) Provide Army organizations distribution guidance within the KTO.

(3) Maintain the Army Distribution group email accounts and email distribution lists.

(4) Provide a representative for the quarterly Distribution Working Group meeting.

(5) Eighth Army G4 Mobility will act as the Container Control Activity (CCA) and manage container procedures for USFK.

c. 19th ESC will establish policies and procedures of sufficient detail to accomplish the following:

(1) Overall responsible for the execution of Title 10 functions within the combatant commander's KTO.

(2) Exercise staff proponency for all actions associated with distribution, including routing, hub designation, reporting, in-transit visibility, operations hours, transportation activities, assets, documentation, and cargo security.

(3) Develop policies and procedures for Supply Support Activities within the KTO.

(4) Establish and maintain the Joint portion of the theater distribution system, and sustaining the force in accordance with combatant commander's priorities and intent. (FM 4-93.4) (A, C, W)

(5) Integrate and synchronize surface and air movements based on priority and required delivery date (RDD).

(6) Manage Second Destination Transportation (SDT) (BA42) funds for payment of contracted transportation in Korea.

(7) Ensure the accuracy and prudent use of transportation funds.

(8) Apply appropriate transportation internal control measures.

(9) Operate highway line haul services using organic military assets or contracted assets within area boundaries.

(10) Provide a representative for the quarterly Distribution Working Group meeting.

(11) Provide drayage services in and around installations within Area Of Operation.

(12) Coordinate with other USFK subordinate commands to ensure mission accomplishment.

(13) Ensure appointed transportation representatives comply with this regulation and any supplemental transportation management instructions issued by Commander, 19th ESC.

(14) Submit reports in accordance with (IAW) Chapter 2 of this regulation.

(15) Ensure proper utilization of assigned or contracted transportation assets as part of the shipment planning process.

(16) Ensure efficient use of transportation assets, containers, and 463L pallets.

(17) Act as the USFK Joint Distribution Management Agent.

(18) Additionally 19th ESC will:

(a) Establish movement control operations at air terminals where mission requirements exist.

(b) Manage the receipt and discharge of supplies and equipment to monitor contractor activities to ensure compliance with regulations and contracts.

(c) Provide movement control services for USFK.

(d) Receive transportation requests from Transportation Officers, and determine the mode of shipment as part of the shipment planning process.

(e) Coordinate with the 837th Transportation Battalion for onward movement and retrograde support from the Sea Port of Embarkation (SPOE) to the Sea Port of Debarkation (SPOD).

(f) Request commercial transportation contracts and provide contracting officer's representative services as required.

(g) Exercise commitment authority over military line haul assets within the theater to transport DoD-sponsored cargo.

(h) Coordinate claims for cargo loss or damage with the United States Army Contracting Command Korea (USACCK) against contracted carriers.

(i) Operate, manage, and maintain the U.S. owned railcar fleet.

(j) Act as USFK representative to the Korea Railroad (KORAIL) for all rail movements and facilities coordination.

(k) Receive inputs on contract carrier’s performance, and compile a report to reflect the performance standard.

(l) Provide line-haul support upon request for Joint signature service to all USFK Components within the KTO. Signature services for USFK includes a scheduled retrograde of sensitive items for all USFK ultimate consignees, by their Service supply activities or destination Units. Signature service for medical supplies and ammunition and cargo classified above SECRET is a unit responsibility.

d. Surface Deployment and Distribution Command (SDDC) Transportation Battalion (837th Transportation Battalion) will --

(1) Receive mission tasking and guidance from USFK through the 599th Transportation Group and USFK.

(2) Provide units with Transportation costs estimates using the SDDC billing rate guide, which includes port handling billing rates, ocean container rates, and ocean break bulk rates.

(3) Serve as the Single Port Manager (SPM) for all terminal operations within the KTO which includes monitoring ocean carrier performance and coordinating execution of contract requirements by the carrier under Universal Services Contract (USC).

(4) Coordinate with 19th ESC for onward movement of USC Controlled and DoD Cargo.

(5) Coordinate with 19th ESC for consignee notification of USC delivered containers/cargo.

(6) Provide stevedoring and related terminal services throughout Korea.

(7) Serve as the Ocean Cargo Booking Office (OCBO) IAW Defense Transportation Regulation 4500.9-R part II, Cargo Movements for all cargo departing the KTO.

(8) Comply with this regulation and any supplemental transportation management instructions issued by Commander, 19th ESC.

(9) Coordinate with USFK subordinate commands to ensure mission execution and activity reporting is timely, efficient, and accurate.

(10) Report forecasted transportation requirements to 19th ESC to ensure effective utilization of truck assets.

(11) Provide a representative (as required) for the quarterly Distribution Working Group meeting.

(12) Provide Container Control information in regards to leased container management program status to 19th ESC Container Manager.

e. 7th U.S. Air Force (7AF) will --

(1) Provide transportation services within its area of responsibility through the Deployment and Distribution Flight (LGRD).

(2) Ensure proper utilization of assigned or contracted transportation assets.

(3) Coordinate with the 19th ESC for onward movement of all outbound DoD cargo with the exception of airlift cargo.

(4) Comply with this regulation, and any supplemental traffic management instructions issued by Commander, 19th ESC.

(5) Submit reports IAW Chapter 2 of this regulation.

(6) Provide a representative for the quarterly Distribution Working Group meeting.

f. 731st Air Mobility Squadron will --

(1) Provide aerial port services, e.g. cargo build-up, tear down, processing, etc., for originating and terminating cargo only at Osan. During runway closures these functions will be accomplished operating locations (OL) Kunsan AB (OL-A) and Gimhae (OL-B) dependent upon which location is designated as the APOE/D.

(2) Ensure proper utilization of assigned or contracted transportation assets.

(3) Coordinate with 19th ESC and 138th MCT for onward movement of inbound DoD cargo.

(4) In accordance with this regulation and any supplemental traffic management instructions issued by Commander, 19th ESC.

(5) Submit reports IAW Chapter 2 of this regulation.

(6) Provide a representative for the quarterly Distribution Working Group meeting.

g. DLA-DK will --

(1) Provide distribution services within its area of responsibility through the 19th ESC.

(2) Coordinate transportation requirements through 19th ESC.

(3) Coordinate with 19th ESC, 837th Transportation Battalion, and 731st Air Mobility Squadron (AMS) for onward movement of DoD cargo under USC.

(4) Operate TCSP IAW TCSP Concept of Operations (CONOPS).

(5) Manage the receipt and discharge of supplies and equipment, containers, and 463L pallets to include developing transportation requirements for submission to 19th ESC for support.

(6) Provide distribution of DLA and Service owned material, to all DoD activities within Korea.

(7) Coordinate distribution services with other DLA agencies as required.

(8) Direct dedicated delivery, in accordance with DoD 4500.9R, shipments to consignees are the preferred method of distribution.

(9) When LCS funding is unavailable the use of alternate transportation is authorized after coordination with USFK for contract of commercial carriers through USACCK, if required to pay for commercial transportation.

(10) Provide movement data reports on a daily/weekly/monthly basis or as required through 19th ESC to USFK.

(11) Ensure appointed transportation representatives comply with this regulation and supplemental transportation management instructions.

(12) Provide a representative for the quarterly Distribution Working Group meeting.

h. Commander Naval Forces Korea (CNFK) will --

(1) Ensure appointed transportation representatives comply with this regulation and any supplemental transportation management instructions.

(2) Ensure adequate reception capability is available to receive and off-load inbound cargo shipments.

(3) Use organic transportation to meet local haul movement requirements, within unit capability.

(4) Coordinate and arrange required material handling equipment (MHE), blocking, bracing, and tie-down supplies, less unit moves by rail.

(5) Manage the receipt and discharge of supplies and equipment to ensure efficient use of transportation assets, containers, and 463L pallets.

(6) Submit reports IAW Chapter 2 of this regulation.

(7) Provide a representative for the quarterly Distribution Working Group meeting.

i. Marine Forces Korea (MARFOR-K) will --

(1) Ensure appointed transportation representatives comply with this regulation and any supplemental transportation management instructions.

(2) Ensure adequate reception capability is available to receive and off-load inbound cargo shipments.

(3) Use organic transportation to meet local haul movement requirements, within unit capability.

(4) Coordinate and arrange required material handling equipment (MHE), blocking, bracing, and tie-down supplies, less unit moves by rail.

(5) Manage the receipt and discharge of supplies and equipment to ensure efficient use of transportation assets, containers, and 463L pallets.

(6) Submit reports IAW Chapter 2 of this regulation.

(7) Provide a representative for the quarterly Distribution Working Group meeting.

j. Special Operations Command Korea (SOCKOR) will --

(1) Ensure appointed transportation representatives comply with this regulation and any supplemental transportation management instructions.

(2) Ensure adequate reception capability is requested or coordinated to receive and off-load inbound cargo shipments.

(3) Use organic transportation to meet local haul movement requirements, within unit capability.

(4) Coordinate and arrange required material handling equipment (MHE), blocking, bracing, and tie-down supplies, less unit moves by rail.

(5) Manage the receipt and discharge of supplies and equipment to ensure efficient use of transportation assets, containers, and 463L pallets.

(6) Submit reports IAW Chapter 2 of this regulation.

(7) Provide a representative for the quarterly Distribution Working Group meeting.

Chapter 2
Korea Distribution Information Management

2-1. General
All entities serving as part of the KTO Distribution System are to provide upstream, and downstream information to the distribution partners involved in executing Korea Distribution operations. Information is to be shared throughout the KDS. The minimum standard of information transfer is to share distribution information via email message and attachment. The objective is to use a Microsoft Office SharePoint 2007 Portal accessible by all Korea Distribution Stream entities. Until Microsoft SharePoint 2007 Portal use is universal, email is the primary resource for information sharing, and portal use is an additional backup system.

2-2. Information Format
Korea Distribution System entities must send, and post distribution information using Microsoft Office program-compatible files, and content. If distribution entities use information systems that produce information not compatible with Microsoft Office programs, then screen shots of that information from those incompatible systems must be taken, followed by the pasting of the screen shots off the incompatible system's screen, then pasted into Microsoft Office-compatible program files or message content prior to dissemination.

2-3. Required Information

a. Reports required from the sea node:

(1) Inbound Cargo Forecast.

(a) Purpose: To provide the Korea Theater Distribution System (KTDS) advance notice of inbound sea cargo to:

- Enable advance scheduling of onward movement assets.

- Enable advance forecast of hub workload, and provide units in-transit visibility ofcargo en route to their location.

- Provide the Joint Distribution Management Agent with situational awareness to provide to the Commander, other staff agencies and commands as necessary.

(b) Frequency: Weekly.

(c) Information Routing: From the sea node to the Joint Distribution Management Agent to the Distribution System members and posted to the Joint Force Support Component Commander (JFSCC) portal.

(d) Report elements: Vessel names, estimated arrival dates, and manifest information.

(2) Delinquent Departure Cargo Report.

(a) Purpose:

- To provide the KTDS notice of system failure to clear inbound cargo from the seaport within the regulatory time standard.

- To alert system managers of matters requiring active intervention to resolve.

(b) Frequency: Daily.

(c) Information Routing: From the Sea node to the Joint Distribution Management Agent to appropriate distribution managers and made available to all Distribution System members, posted to the JFSCC portal.

(d) Report elements: Listing of cargo that has been at the port in excess of regulatory standards, with each element of cargo listed with its time spent total at the port. Descriptions of general difficulties encountered in clearing the port of cargo within the regulatory standards.

(3) In-transit Visibility Report.

(a) Purpose:

- To provide the KTDS manager awareness of in-transit visibility information system performance.

- To allow the correction of matters that limit or prevent in-transit visibility of cargo in transit.

(b) Frequency: Weekly.

(c) Information Routing: From the sea node to the Joint Distribution Management Agent to appropriate distribution managers and made available to all Distribution System members, posted to the JFSCC portal.

(d) Report elements: Descriptions of the in-transit visibility provided in advance for cargo arriving at the pier including the level of detail, the accuracy, the format, and the system used.

(e) Additional requirement is to submit an electronic copy of the weekly report to Pacific Command (PACOM), PACOM Deployment and Distribution Operations Center (PDDOC), and J43.

b. Reports required from the air nodes:

(1) Inbound Cargo Forecast.

(a) Purpose: To provide the KTDS advance notice of inbound air cargo to:

- Enable advance scheduling of onward movement assets.

- Enable advance forecast of hub workload.

- Provide the Joint Distribution Management Agent with situational awareness to provide to the commander and other staff agencies and commands as necessary.

- Provide units In-Transit Visibility (ITV) of cargo en route to their location.

(b) Frequency: Daily.

(c) Information Routing: From the air node to the Joint Distribution Management Agent to the Distribution System members, posted to the JFSCC portal.

(d) Report elements: Aircraft mission numbers, estimated arrival dates and times, and manifest information.

(2) Delinquent Departure Cargo Report.

(a) Purpose:

- To provide the KTDS notice of system failure to clear inbound cargo from the airport within the regulatory time standard.

- To alert system managers of matters requiring active intervention to resolve.

(b) Frequency: Daily.

(c) Information Routing: From the air node to the Joint Distribution Management Agent to appropriate distribution managers and made available to all Distribution System members, posted to the JFSCC portal.

(d) Report official elements: Provide in advance the Estimated Time of Arrival (ETA) and Cargo Manifest for arriving cargo.

(3) In-transit Visibility Report.

(a) Purpose:

- To provide the KTDS manager awareness of in-transit visibility information system performance.

- To allow the correction of matters that limits or prevents in-transit visibility of cargo in transit.

(b) Frequency: Weekly.

(c) Information Routing: From the Air node to the Joint Distribution Management Agent to appropriate distribution managers and made available to all Distribution System members, posted to the JFSCC portal.

(d) Report elements: Descriptions of the ITV provided in advance for cargo arriving at the airfield including the level of detail, the accuracy, the format, and the system used.

(e) Additional requirement is to submit an electronic copy of the weekly report to PDDOC, J43, and PACOM.

c. Reports required from the hubs:

(1) Node Performance Report.

(a) Purpose:

- To provide the KTDS awareness of node performance and unique issues for each of the Korea Distribution System's nodes.

- Enable the rapid correction of node performance issues.

(b) Frequency: Monthly.

(c) Information Routing: From the hub to the Joint Distribution Management Agent to the Distribution System members, posted to the JFSCC portal.

(d) Report elements: Node issues that limit cargo being routinely receipted within regulatory time standards, limit or prevent cargo ITV, or increase the chance of cargo loss due to theft or pilferage.

(2) Mission Impact Report.

(a) Purpose:

- To provide the KTDS notice of system failure to clear inbound cargo from the hub within the regulatory time standard.

- To alert system managers of matters requiring active intervention to resolve.

(b) Frequency: Every time mission is impacted.

(c) Information Routing: From the hub to the Joint Distribution Management Agent to appropriate distribution managers, and made available to all Distribution System members, posted to the JFSCC portal.

(d) Report elements: Listing of cargo that has been at the hub in excess of regulatory standards, with each element of cargo listed, with its time spent total at the hub. Descriptions of general difficulties encountered in clearing the hub within the regulatory standards.

(3) In-transit Visibility Report.

(a) Purpose:

- To provide the KTDS manager awareness of in-transit visibility information system performance.

- To allow the correction of matters that limits or prevents ITV of cargo in transit.

(b) Frequency: Weekly.

(c) Information Routing: From the hub to the Joint Distribution Management Agent to appropriate distribution managers, and made available to all Distribution System members, posted to the JFSCC portal.

(d) Report elements: Descriptions of the ITV provided in advance for cargo arriving at the hub including the level of detail, the accuracy, the format, and the system used. Descriptions of the processes used to maintain external ITV of cargo being transshipped through the hub.

(e) Additional requirement is to submit an electronic copy of the weekly report to PDDOC, J43, and PACOM.

(4) Shipment Report.

(a) Purpose:

- To provide the KTDS manager awareness of shipments emanating from the hub.
- To allow reconciliation of shipments after receipt at the node.
- To enable segment performance review to address ITV, pilferage, loss, delay, and misrouting issues.

(b) Frequency: Weekly.

(c) Information Routing: From the hub unit to the Joint Distribution Management Agent to appropriate distribution managers, and made available to all Distribution System members, posted to the JFSCC Portal.

(d) Report elements: Descriptions of the ITV provided in advance for cargo arriving at the hub including the level of detail, the accuracy, the format, and the system used. Descriptions of the processes used to maintain external in-transit visibility of cargo being transshipped through the hub. Shipment departure date, time and cargo elements of the shipment.

d. Additional reports to be posted to the JFSCC portal:

(1) Expedited cargo report – (19th ESC Blue Streak report).

(2) 19th ESC Radio Frequency Identification (RFID) interrogator report.

(3) Nodes are to report listings of backlog cargo awaiting distribution. Customers are to provide forecasts of outbound shipments and listings of inbound requisitions.

(4) Reports required from 19th ESC Support Operations, Mobility Branch that provides, schedules of actual, and forecasted ground, sea, and air movements for all current operations.

(5) Reports required from the primary supply activities. Mission impact reports that disrupt supply operations tied to the USFK distribution system.

(6) Reports requested from off-Pen agencies. Business practices put into that affect the flow of distribution in the Korean theater. Example: Defense Distribution Depot – San Joaquin, California (DDJC) building pallets and containers, pure or mixed, and sending when full to reduce

cargo delay time at DDJC and to better utilize aircraft and sea containers transiting the Pacific Ocean.

(7) The 19th ESC Support Operations (SPO) Mobility 96-Hour Inbound Report.

(8) The 25th Trans Bn Theater Movement Program (TMP).

(9) The Eighth Army G4 Mobility Container Management Report.

(10) The 25th Trans Bn Tonnage Report.

(11) The 837th Transportation Battalion Inbound Report.

(12) The 837th Transportation Battalion Outbound Report.

(13) The 837th Transportation Battalion Container Management Report.

(14) The 731st AMS Capability Forecast Report.

(15) The 731st AMS Pallet Management Report.

(16) Discrepancy Report – All Units.

Chapter 3
Intra-Theater Distribution Performance Standards

3-1. General
Intra-theater distribution performance standards are emplaced to drive overall system performance while assisting distribution managers with resource requisitioning and allocation. Intra-theater distribution standards are instituted to ensure the overall KDS performs within United States Transportaion Command (USTRANSCOM)/USPACOM/USFK distribution performance standards. USTRANSCOM is the overall United States DoD Distribution Process Owner.

3-2. Time Standards
This section specifies the intra-theater distribution system segment performance standards. Figure 3-1 outlines intra-theater time standards for ‘hub’ operations. Hub operations involve shipments that travel between the intra-theater channel ports through a hub to the Supply Activity. Figure 3-2 outlines intra-theater time standards for ‘direct’ operations. Direct operations involve shipments that travel directly between the intra-theater channel port and the Supply Activity without passing through a hub.

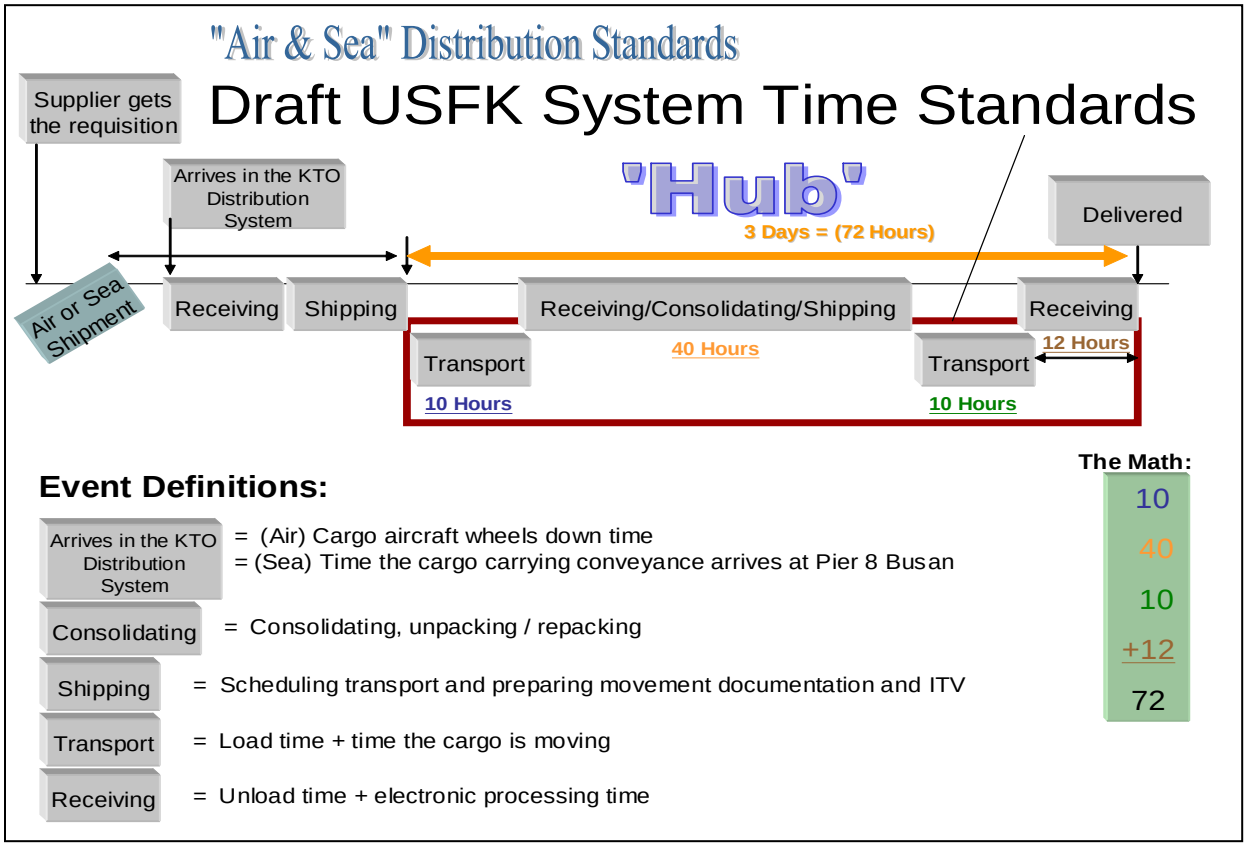

Figure 3-1. Intra-theater Time Standards for 'hub' Operations

a. Hub shipment time standards. Time standards apply to the following organizations:

(1) USFK is responsible to meet the overall 72 hour time standard that begins when cargo is shipped from the sea or air node and ends when the item is received into the unit supply management system. Within USFK staff, it is the responsibility of the USFK Distribution Process Owner to ensure the 72 hour time standard is met by the USFK Distribution System.

(2) The air or sea node unit is responsible to meet the initial 2-hour receiving time standard as cargo arrives to air and sea nodes. This time is comprised of both unloading time and electronic processing time. Although this initial 2-hour receiving time standard does not count against USFK's 72 hour time standard to complete intra-theater distribution, this time standard is established for intra-theater sea and air nodes to ensure inbound cargo is not unnecessarily delayed en route to units. In the case of air nodes, this 2 hour receiving time begins when an arriving aircraft touches down, lands, and is wheels down on-Pen. In the case of the sea node, this two hour receiving time begins when an arriving item arrives at Pier dock location. This receiving time is complete when the item is received into the port's automated cargo reception system or when in-transit visibility information is sent out to the USFK Joint Distribution Management Agent that allows external in-transit visibility of the cargo shipments. The USFK distribution goal is that this system is automated to require no more than 5 minutes to complete. This time is not to exceed 2 hours without exceeding the USFK Distribution standard.

(3) The air or sea node unit is responsible to meet the initial 15-hour shipping time standard as cargo arrives to air and sea nodes. Although this initial 15-hour shipping time standard does not count against USFK's 72 hour time standard to complete intra-theater distribution, this time standard is established for intra-theater sea and air nodes to ensure inbound cargo is not unnecessarily delayed en route to units. In the case of both sea and air nodes, this 15-hour shipping time begins when the arriving cargo has completed its receiving and all automated processing and information sharing concerning that shipment's arrival at the sea or air node is complete. This shipping time is complete when the item has onward transportation scheduled for the cargo to continue on to the USFK Distribution hub. In order to complete this activity, the sea and air nodes will need the cooperation of the 25th Transportation Battalion to determine the scheduled onward movement. The USFK distribution goal is that advanced warning of inbound shipments allows this activity to be complete prior to the end of the receiving activity, meaning that there is no time required for this event to occur. This shipping time is not to exceed 15 hours without exceeding the USFK Distribution standard.

(4) The 25th Transportation Battalion is responsible to meet the initial 10-hour transportation time standard following cargo arrival to air and sea nodes. This initial 10-hour transportation time standard does count against USFK's 72 hour time standard to complete intra-theater distribution. This time standard is established to ensure inbound cargo is not unnecessarily delayed en route to units. This 10-hour shipping time begins when the air or sea node unit begins to load the cargo onto the transportation asset. This transportation time is complete on arrival at the USFK Distribution hub dock where the RIFD interrogator can read the arriving RFID tags. In order to complete this activity, the 25th Transportation Battalion, will need the cooperation of the sea and air node units to initiate and complete the loading of the cargo. The 25th Transportation Battalion will also need the cooperation of which ever transportation company provides the transportation asset to have the asset spotted at the sea or air port at the scheduled spot time. The USFK distribution goal is that separate time standards that fall within the overall 10-hour time standard are established, and met for each segment of the USFK Distribution system. In the worst case, this transportation time is not to exceed 10 hours without exceeding the USFK Distribution standard.

(5) The hub unit is responsible to meet the 40-hour total hub processing time which is comprised of approximately 10 hours for receiving, 20 hours for consolidation, and 10 hours for shipping. This 40-hour hub processing time standard does count against USFK's 72 hour time standard to complete intra-theater distribution. This time standard is established to ensure inbound cargo is not unnecessarily delayed en route to units. This 40-hour hub processing time begins when the cargo arrives to the hub gate. The hub processing time is complete when the hub unit begins to load the cargo on its outbound transportation asset. In order to complete this activity, the hub unit will need the cooperation of the 25th Transportation Battalion to determine the scheduled onward movement. The hub unit will also need the cooperation of the 25th Transportation battalion, and which ever transportation company provides the transportation asset to have the asset spotted at the hub at the scheduled spot time for the cargo's onward movement. The USFK distribution goal is that hub operations require no more than 12 hours to complete. In the worst case, this transportation time is not to exceed 40 hours without exceeding the USFK Distribution standard.

(6) The 25th Transportation Battalion is responsible to meet the second 10-hour transportation time standard for the transport between the hub and the unit. This second 10-hour transportation time standard does count against USFK's 72 hour time standard to complete intra-theater distribution. This time standard is established to ensure inbound cargo is not unnecessarily delayed en route to units. This 10-hour shipping time begins when the hub unit begins to load the

cargo onto the transportation asset. This transportation time is complete on arrival at the unit dock where the RFID interrogator reads the arriving shipment's RFID tags. In order to complete this activity, the 25th Transportation Battalion will need the cooperation of the hub unit to initiate, and complete the loading of the cargo. The 25th Transportation Battalion will also need the cooperation of which ever transportation company provides the transportation asset to have the asset spotted at the hub at the scheduled spot time. The USFK distribution goal is that separate time standards that fall within the overall 10-hour time standard are established, and met for each segment of the USFK Distribution system. In the worst case, this transportation time is not to exceed 10 hours without exceeding the USFK Distribution standard.

(7) The node unit is responsible to meet the final 12-hour receiving time standard as cargo arrives to unit nodes. This time is comprised of both unloading time and electronic processing time. This final 12-hour receiving time standard does count against USFK's 72 hour time standard to complete intra-theater distribution. This time standard is established to ensure delivered cargo is not unnecessarily delayed en route to its final destination and using unit. The standard is also established to close out the cargo delivery within national and USFK Distribution management systems to ensure proper distribution metrics are captured for the shipment. This 12 hour receiving time begins when the transportation asset arrives at the node dock and pings the dock interrogator. This receiving time is complete when the item is electronically receipted into the supply activity node's automated cargo reception system (STAMIS/Army) or when ITV information is sent out to the USFK Joint Distribution Management Agent that allows external ITV of the cargo shipments. This time is not to exceed 12 hours without exceeding the USFK Distribution standard.

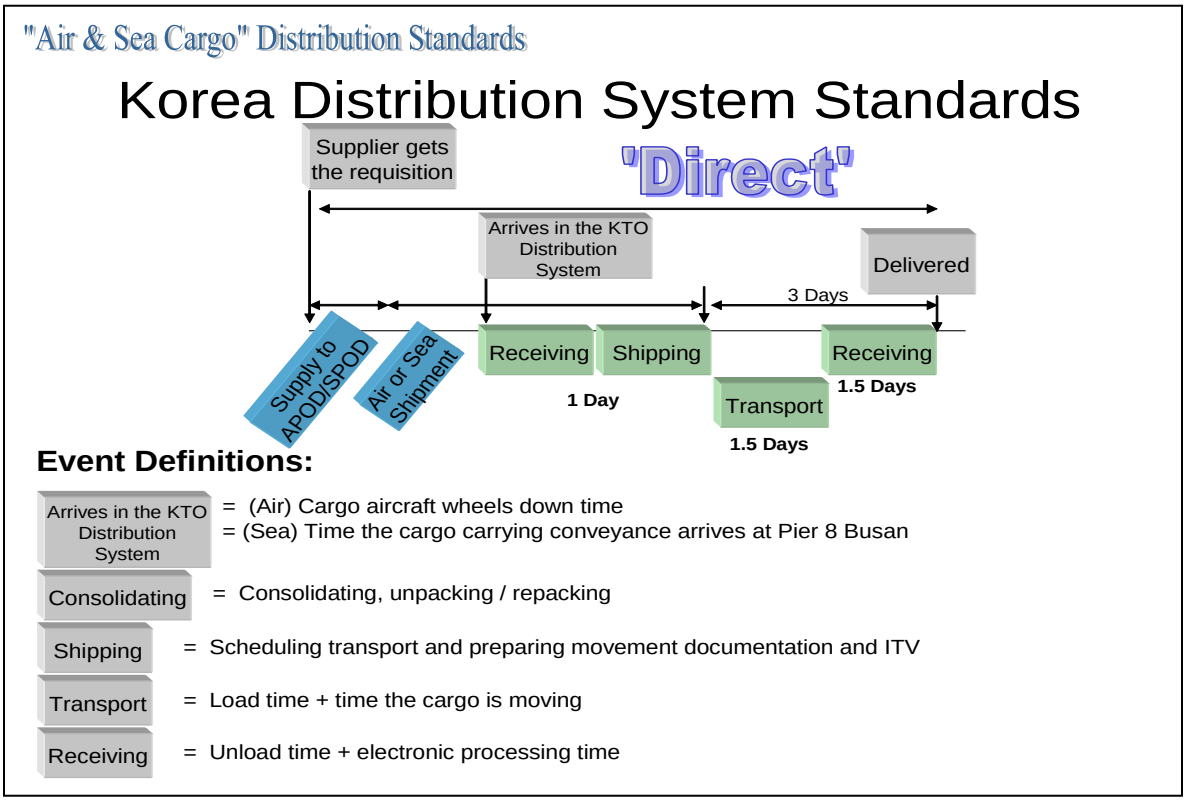

Figure 3-2. Intra-theater Time Standards for 'direct' Operations

b. Direct shipment time standards. Time standards apply to the following organizations:

(1) USFK is responsible to meet the overall 72 hour time standard that begins when cargo is shipped from the sea or air node and ends when the item is received into the unit supply management system. Within USFK staff, it is the responsibility of the USFK Distribution Process Owner to ensure the 72 hour time standard is met by the USFK Distribution System.

(2) The air or sea node unit is responsible to meet the initial receiving time standard as cargo arrives to air and sea nodes. This time is comprised of both unloading time and electronic processing time. Although this initial 2-hour receiving time standard does not count against USFK's 72 hour time standard to complete intra-theater distribution, this time standard is established for intra-theater sea and air nodes to ensure inbound cargo is not unnecessarily delayed en route to units. In the case of air nodes, this 2 hour receiving time begins when an arriving aircraft touches down, lands, and is wheels down on-Pen. In the case of the sea node, this two hour receiving time begins when an arriving item arrives at Busan Pier 8. This receiving time is complete when the item is received into the port's automated cargo reception system or when ITV information is sent out to the USFK Joint Distribution Management Agent that allows external ITV of the cargo shipments. The USFK distribution goal is that this system is automated to require no more than 5 minutes to complete. This time is not to exceed 2 hours without exceeding the USFK Distribution standard.

(3) The air or sea node unit is responsible to meet the initial 15-hour shipping time standard as cargo arrives to air and sea nodes. Although this initial 15-hour shipping time standard does not count against USFK's 72 hour time standard to complete intra-theater distribution, this time standard is established for intra-theater sea and air nodes to ensure inbound cargo is not unnecessarily delayed en route to units. In the case of both sea and air nodes, this 15-hour shipping time begins when the arriving cargo has completed its receiving and all automated processing and information sharing concerning that shipment's arrival at the sea or air node is complete. This shipping time is complete when the item has onward transportation scheduled for the cargo to continue on to the USFK Distribution hub. In order to complete this activity, the sea and air nodes will need the cooperation of the 25th Transportation Battalion to determine the scheduled onward movement. The USFK distribution goal is that advanced warning of inbound shipments allows this activity to be complete prior to the end of the receiving activity, meaning that there is no time required for this event to occur. This shipping time is not to exceed 15 hours without exceeding the USFK Distribution standard.

(4) The 25th Transportation Battalion is responsible to meet the initial 10-hour transportation time standard following cargo arrival to air node and the 837th Transportation Battalion is responsible to meet the initial 10-hour transportation time standard following cargo arrival to sea nodes. This initial 10-hour transportation time standard does count against USFK's 72 hour time standard to complete intra-theater distribution. This time standard is established to ensure inbound cargo is not unnecessarily delayed en route to units. This 10-hour shipping time begins when the air or sea node unit begins to load the cargo onto the transportation asset. This transportation time is complete on arrival at the USFK Distribution hub gate. In order to complete this activity, both the 25th Transportation Battalion and 837th Transportation Battalion, will need the cooperation of the sea and air node units to initiate and complete the loading of the cargo. The 25th Transportation Battalion will also need the cooperation of which ever transportation company provides the transportation asset to have the asset spotted at the sea or air port at the scheduled spot time. The USFK distribution goal is that separate time standards that fall within the overall 10-hour time standard are established and met for each segment of the USFK Distribution system. In the worst case, this transportation time is not to exceed 10 hours without exceeding the USFK Distribution standard.

(5) The node unit is responsible to meet the final 2-hour receiving time standard as cargo arrives to unit nodes. This time is comprised of both unloading time and electronic processing time. This final 2-hour receiving time standard does count against USFK's 72 hour time standard to complete intra-theater distribution. This time standard is established to ensure delivered cargo is not unnecessarily delayed en route to its final destination and using unit. The standard is also established to close out the cargo delivery within national and USFK Distribution management systems to ensure proper distribution metrics are captured for the shipment. This 2 hour receiving time begins when the transportation asset arrives at the node gate. This receiving time is complete when the item is received into the node's automated cargo reception system, or when ITV information is sent out to the USFK Joint Distribution Management Agent that allows external in-transit visibility of the cargo shipments. The USFK distribution goal is that this system is automated to require no more than 5 minutes to complete. This time is not to exceed 2 hours without exceeding the USFK Distribution standard.

Chapter 4
Korea Distribution Flow-Based Operations Hours

4-1. General
Flow-based operations hours are to be established by all agencies that are part of the USFK distribution system and are to be designed to increase system predictability, enable rapid system transit of cargo, reduce unit system contact time, and preserve the unit commander's ability to care for and train soldiers working within the system. When establishing operating hours, node units are to consider the implications that their work hours may have on the overall system. In certain cases, adjustment of work hours on certain days by just a few hours earlier or later could allow the system to flow cargo at a faster rate, and eliminate hours or days of delays.

4-2. Holiday/Weekend Procedures

a. Saturday and USFK Training Holidays.

(1) The cutoff time to ship to TCSP from the Aerial port of debarkation (APOD) is to depart the APOD NLT 1430. Cargo must arrive at the TCSP by 1400 to ensure next day delivery and not on Saturdays.

(2) TCSP receives freight, consolidates, and provides transportation movement requirements for shipping the next duty day.

(3) Supply activities by exception to previously coordinated, anticipated, mission critical (Blue Streak (Army), and MICAP Non-mission capable supply (NMCS) 999 (Air Force)), that they have requested to their standby personnel with prior coordination.

b. Sundays, U.S. Federal Holidays, ROK Chusok Holidays (3-5 days) and ROK Lunar New Year Holidays (3-5 days).

(1) Exceptional, expedited, high priority shipments, only.

(2) Supply activities by exception to previously coordinated, anticipated, mission critical (Blue Streak (Army), MICAP NMCS 999 (Air Force)), that they have requested to their standby personnel with prior coordination.

(3) The resulting spike in volume following all Federal holidays, the ROK Chusok Holidays (3-5 days), and ROK Lunar New Year Holidays (3-5 days) is to be handled by supply activities surging workforce to receive shipments the following day, until complete, to clear the hub backlog of its expected holiday-generated backlog. Commanders are expected to plan their workload to accommodate to additional flow of freight.

c. ROK Holidays, like ROK Election Day, with the exception of Chusok or Lunar New Year, are considered like any other normal duty day.

d. Exceptions to the above will be as follows; delivery of High Priority items affecting readiness (Counter fire Radars, Patriot System components, Aircraft on the Ground "AOG" fixed wing or rotor wing, and major supporting readiness items) by exception, after normal operating hours, based on first O6 level Cars requirements on weekends and holidays, provided arrangements are made with the affected Unit or activity prior to receiving these items. NO NOTICE SUPPLY SUPPORT ACTIVITY CLOSURES.

4-3. Ordering Procedures

a. Units may submit requests on the 25th Trans portal, or through their servicing MCTs. More information for website requests can be directed to your local MCT.

b. The Theater Route Plan as described in paragraph 8-4, details the delivery routes and schedules. These predetermines routes established a Standardized Transportation Movement Request, and based on this route plan, trucks are ordered to provide deliveries, and retrograde to each identified supply activity. Units must plan the use of these assets before ordering addition resources to support their mission. These trucks will operate in M-F except during U.S. Federal and ROK Holidays. If additional assets or modifications to the routes are required, use the procedures in the following paragraphs to request unforcasted assets.

c. Orders must be placed NLT 15:00 the day prior, or the last working day before a holiday or weekend. If units are requesting to modify an existing route, they must let the MCT know which route and how they want to modify the shipment. If a new request is to be submitted, units must have the following information to complete the Combined Headquarters' (CHQ) Form 26 English and Korean (EK) (Combined Movement Requests).

(1) Pick up location, POC, Phone numbers.

(2) Destination location and POC, phone numbers.

(3) Cargo dimension, weight, pack type.

(4) Special handling instructions.

d. Changes or eliminations to these routes will only be done on a case by case or as needed basis by the 19th ESC.

e. Additional freight movements may be requested through the local 25th Transportation Battlion MCT using a Combined Movement Request (CMR) CHQ Form 26 EK. The form is located on the 25th Transportation Battlion's Combined Enterprise Regional Information Exchange - Korea [CENTRIX-K]: http://usfk.kor.cmil.mil/sites/19eSC/sub/25trans/Documents/Forms/AllItems.aspx).

Chapter 5
Considerations for Transition to War

Transition to War and Wartime Procedures
This regulation is to remain unclassified, so details of transition to war and wartime procedures are only found in the classified USFK Operational Plans (OPLAN)s. However, a fundamental aspect of USFK's armistice theater distribution system with reference to considerations for transition to war is that this regulation is in place to ensure the armistice theater distribution system is well postured for rapid transition to operations capable of supporting potentially spiking distribution flows associated with crisis management and contingency operations. Intentionally, the theater distribution system is designed so that in times of increasing distribution requirements, the system can be turned up in a rheostat (regulating) fashion to meet the requirements. Intentionally, the system is designed to avoid the need for establishing a different system, or additional systems, or different procedures to respond to crises or contingencies.

Chapter 6
Container Management

6-1. General
Containers enter and exit the USFK/KTO Distribution system via seaports. The 837th Transportation Battalion is the primary agency for coordinating container movements in and out of sea ports. Eighth Army G4 mobility is the primary container management activity for USFK.

6-2. Container Management

a. Military Vans (MILVANs). Unit owned assets remain with the unit and are maintained in accordance with International Organization for Standardization (ISO) standards to be viable for shipment.

b. DoD owned vans. DoD owned vans and containers are used for distribution operations and are to be emptied and returned to MSC-K to be used for retrograde movements within 10 days. DoD owned vans retained beyond the 10 days or used for forward movement within the tactical area, must be approved by 19th ESC Container Management Specialist. These containers are tracked by the CCA and can incur detention charges. Units who exceed the allotted discharge time as described in the regulation will be held financially accountable for any charges. Air Force units track their containers by Air Combat Command, Langley AFB, VA.

c. Leased Vans and Commercial Flat Racks. Leased vans will be stuffed and unstuffed at the TCSP and returned to the commercial carrier within 10 days. No commercially leased vans are to be used North of the demilitarized zone (DMZ). These containers are tracked by the CCA and can incur detention charges. Units who exceed the allotted discharge time as described in the regulation will be held financially accountable for any charges.

d. Dunnage: Dunnage will be retained by the unit and reused for retrograde and redeployment movements.

e. Army and Units owned ISO Containers maintenance and repair. MSC-K and Army Intermodal and Distribution Platform Management Office (AIDPMO) established a Maintenance Repair Program to ensure the serviceability and readiness of the Army-owned intermodal containers to support the deployment and sustainment of the Army's war fighter. In an effort to maintain this fleet of containers the units will need to coordinate with MSC-K personnel for

maintenance and repairs arrangements. Units must register their containers in Army Container Asset Management System (ACAMS) and their AMMO-43 inspector must complete a DA Form 2404.

f. Blocking and bracing material. Blocking and bracing material will be retained by the unit and reused for retrograde and redeployment movements.

g. Container Routing.

(1) Pure containers and door to door shipments will go directly to the customer, be unstuffed and returned to the port within 10 days. SWO 702 TCSP DODDAC SW 3105 DLA Mission Stock DoDDAC.

(2) Mixed Containers, excluding munitions, will be shipped to the Defense Distribution Center (DDC) TCSP, located at USAG Daegu (Carroll), where they will be unstuffed, potentially used for retrograde shipments, and returned to the port within 10 days.

h. Information flow. When a full pure container is sent door to door Terms, from DDJC in Tracy, California, destined to a door-to-door customer out through either the Oakland or Los Angeles sea ports across the Pacific Ocean to the Busan New Port, the carrier notifies the 837th Transportation Battalion who then contacts the customer unit to determine a delivery date followed by coordination for commercial transportation support for onward movement to final destination.

Chapter 7
Pallet Management

7-1. General
Inbound air pallets arrive at Osan AB and are broken down at the Carroll hub. Pallet materials are later returned to Osan AB for re-use. Outbound pallets are built at Osan AB, however the USFK Distribution goal is that outbound air cargo pallets are built at the Carroll hub, using outbound cargo arriving to the hub on trucks returning from hub and spoke deliveries and using the available pallet materials from opened inbound air pallets.

7-2. Exceptional Cargo

a. Osan. Certain exceptional cargo is removed from pallets arriving from off-Pen inbound to Osan prior to the pallets being sent to USAG Daegu (Carroll) for transshipment. The exceptional cargo categories are high priority-999-Osan-specific, refrigerated, signature service, explosive, AMC/PACAF MICAPS, pre identified Army Critical Fleet CL IX 02/999 and personal property shipments which all are pulled from arriving pallets at Osan and are delivered directly to Osan owning organizations and Osan activities. All other arriving air inbound cargo is delivered to the TCSP.

b. Carroll. Pure Supply Point (SP) 60 pallets are sent through the TCSP to SP 60 to be broken there.

7-3. Pallet and Net Management
All air inbound 463L mixed and pure pallets arriving at the 731st Air Mobility Squadron (AMS) are delivered directly to the TCSP (Defense Distribution Depot-Korea (DDD-K)). Upon arrival at the TCSP all cargo pallets are broken down for transshipment to the KTO customers. Once accomplished, the TCSP will retrograde all empty 463L assets back to 731st AMS at Osan AB

ROK. Truck assets are provided by common user land transportation paid, using Logistic Cost Sharing (LCS) dollars, by the Korean Ministry of National Defense (MND). Air outbound pallets are normally built at the 731st AMS. When feasible, outbound pallets will also be built at the TCSP.

Chapter 8
Hub and Spoke System

8-1. General
The USFK Distribution System is a hub and spoke distribution system. The hub for the system is at the United States Army Garrison (USAG) Daegu (Carroll), at Waegwan. The hub of the system for classes II, III (P), IV, HAZMAT, and IX is DDD-K's TCSP at the USAG Daegu (Carroll), at Waegwan. The hub of the system for class VIII is the 16th MEDLOG Bn at the USAG Daegu (Carroll), at Waegwan. The hub of the system for CL VII rolling stock, HAZMAT is MSC-K at the USAG Daegu (Carroll), at Waegwan. Backhaul CL II, III (P), IV, and IX from the supply activities flow to the DDD-K TCSP for further distribution. Other retrograde including CL VII major items go directly to MSC-K at USAG Daegu (Carroll). (Note: reference U.S. Armed Forces Classes of Supply).

8-2. Distribution Points
The spokes of the system terminate at the following port in ports of entry and exit points, including sea and air in and outbound flow points.

a. Major distribution points.

(1) USAG Casey. Supply activities: 302nd BSB supported by 662nd MCT and the 2ID DTO.

(2) USAG Red Cloud (Camp Stanley) supported by 662nd MCT and the 2ID DTO. Supply activities: 61st Maintenance Company.

(3) USAG Yongsan (Seoul). Supported by 662nd MCT. Supply activities: 595th Maintenance Company, (SP 51), Bupyong (Camp Market) DRMO & AAFES/DECA.

(4) Osan. Supported by 138th MCT. Supply activities: 51st LRS.

(5) USAG Humphreys. Supported by 138th MCT. Supply activities: 602nd Aviation Support Battalion, 348th quartermaster Company, 1st Signal Brigade.

(6) Suwon (USAG Humphreys). Supported by 138th MCT. Supply activities: Rotating Unit (35th Air Defense Artillery Brigade [ADA Bde] – PATRIOT).

(7) Kunsan. Supported by 138th MCT. Supply activities: 8th LRS.

(8) Daegu Enclave including USAG Daegu Carroll (Co-located with Main Hub). Supported by 665th MCT. Supply activities: DDD-K (TSCP), MSC-K, 16th MEDLOG Bn, SP 60, AFSBn/NEA, Rotating Unit (35th AMD Bde – PATRIOT), DECA, 607th MMS at K-2.

(9) Busan. Supported by 517th MCT. Supply activities: Busan Storage Center (BSC), 837th Transportation Battalion, DCMA, 607th from Gimhae, Military Sealift Command Office-Korea.

(10) Pohang (Camp Mujuk). USMC supported by 665th MCT.

(11) Jinhae (CNFK). Supported by 517th MCT.

b. In and Outbound flow nodes.

(1) Air. Osan. Air Node Manager: 731st AMS supported by 138th MCT.

(2) Sea.

(a) Military Seaport, Busan (Shinsundae, Busan New Port and Pier 8) – Port Manager 837th Transportation Battalion supported by Military Sealift Command supported by 517th MCT.

(b) Jinhae (Ammunition) – Port Manager: 837th Transportation Battalion, 517th MCT, and or ROK POG.

(c) Commercial Seaports (Gwangyang, Shinsundae, Mokpo, Masan, Busan New Port): Port Manager: 837th Transportation Battalion supported by 517th MCT for onward movement.

8-3. Hub Operations

a. General. The USAG Daegu (Carroll) hub is the USFK distribution hub for the KTO. The USFK Distribution Manager is the overall hub manager for the hub. The USAG Daegu (Carroll) hub has three primary hub operation units:

(1) DLA-DK. DLA-DK operates a forward distribution point through DDC at DLA-DK. DLA-DK operates the TCSP at USAG DAEGU (Carroll). They will handle classes II, IIIP, IV and IX.

(2) MSC-K. USAMSC-K or MSC-K operates at USAG DAEGU (Carroll). They will handle class VII.

(3) 16th MEDLOG Bn. The 16th Medical Logistics Battalion is an 18th Medical Command (18th MEDCOM) unit that operates a CL VIII warehouse at USAG Daegu (Carroll). They will handle class VIII.

8-4. Joint Theater Distribution Route Plan

a. General. The Theater Route plan is designed to support the major theater supply activities. The routes are designed to allow single day shipments from the TCSP to a supply activity and return the same day with the any retrograde or referrals. Additional assets that are required can be ordered through the local servicing MCT as described in paragraph 4-3, Ordering Procedures.

b. The 19th ESC will publish a Joint Theater Distribution Plan in August of each year. These routes will be reviewed by USFK Components and DLA-DK prior to being published.

Route	Spot	#Trk	Start Point	Drop Point(s)	Arrive	Depart	End Point	Time
1	0600	1 x 11T	TCSP		N/A	0800	Camp Casey	1300
2	0700	1 x 11T	Camp Casey		N/A	0800	TCSP	1630
3	0600	1 x 11T	TCSP		N/A	0800	Camp Humphreys	1200
4	0730	1 x 11T	Yongsan	Suwon/Humphreys	0830	1030	TCSP	1630
5	0700	1 x 11T	TCSP		N/A	0800	Busan	1000
6	0700	1 x 5T	TCSP		N/A	0800	Pohang	0900
7	0700	1 x 5T	TCSP	Local/K2	Multi	0800	TCSP	1630
8	0800	1 x 8T	TCSP	Jinhae/Gimhae	0900	1200	Busan	1500
9	0600	1 x 11T	TCSP	Osan AB	1100	1200	TCSP	1630
10	0500	1 x 5T	TCSP	Kwangju AB	1000	1100	Kunsan AB	1500
11	0900	1 x 5T	Kunsan AB	Osan AB	1300	1500	Kunsan AB	1800
12	0600	1 x 8T	TCSP	Suwon	1100	1300	Yongsan	1400
13	0700	1 x 8T	Busan	Gimhae/Jinhae	0900	1000	TCSP	1630

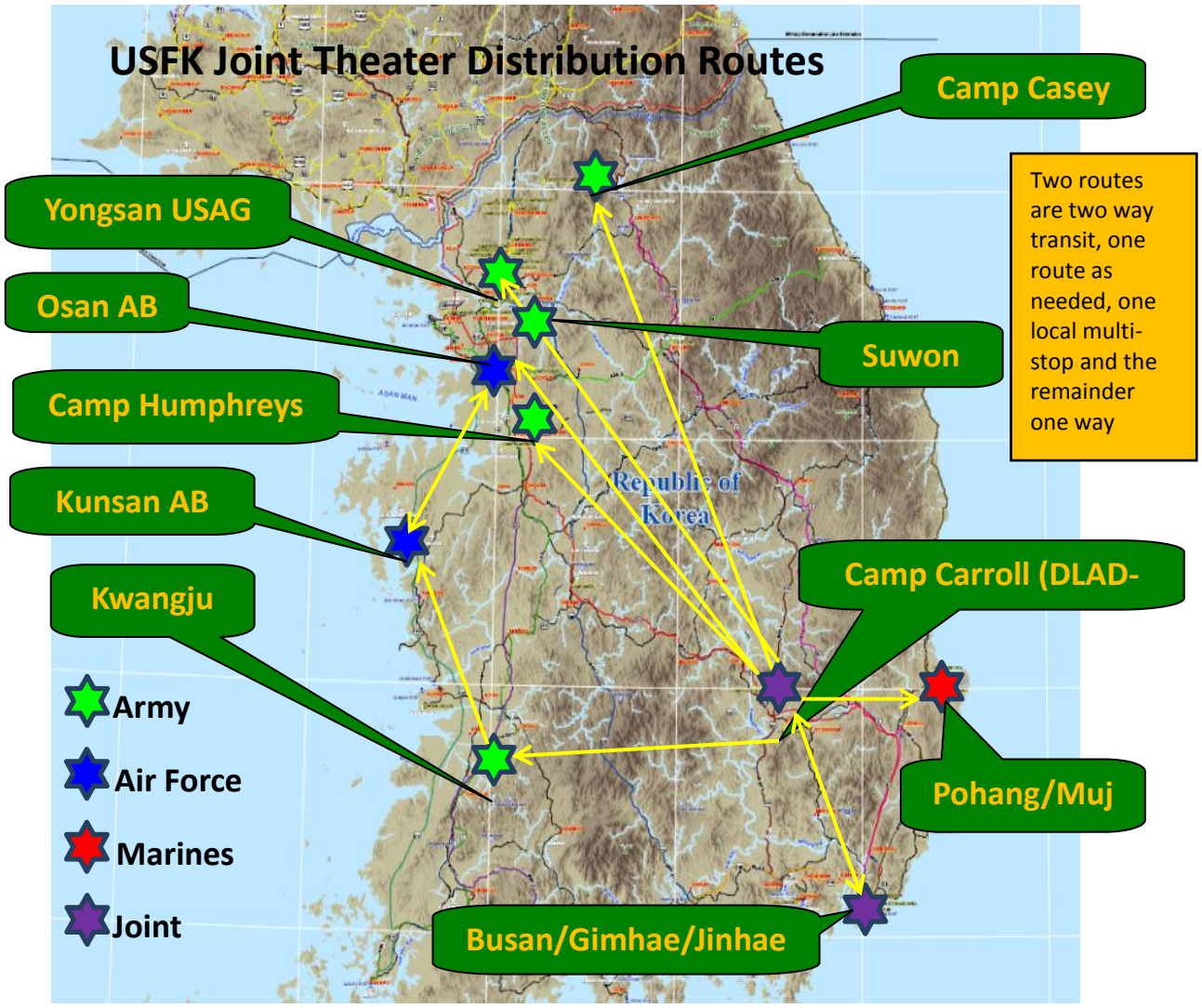

Figure 8-1. Joint Intra-theater Distribution Routes

Chapter 9
In-Transit Visibility

9-1. General
The USFK Distribution System goal is 100% level VI visibility be maintained over distribution shipments within the KTO and outbound freight.

9-2. Radio Frequency Identification (RFID) Information

a. The USFK Distribution goal is to have 100% level VI detail on all arriving shipments that are broken, and distributed. Have 100% level VI detail transferred to departing shipments RFID tags, and 100% of tags are to be deactivated and disabled for re-use at the final destination.

b. ITV will be maintained upon entry into the KTO at each nodal point until it reaches the Supply Activity. If multi-pack consignee pallets/containers are broken, at any nodal point, the Unit who break them must repack and recreate RFID tags with trailer contents.

c. Supply activities will write (burn) tags with level VI data for all outbound non-DLA Disposition shipments (serviceable/unserviceable retrograde and referrals) on distribution routes headed to MSC-K through the TCSP. In order to maintain the flow of RFID tags on inbound and outbound shipments between the hub and the supply activities, the supply activities can maintain a stock of up to 10 RFID tags while retrograde quantities above 10 back to the hub, for the hub's future use.

d. The TCSP is to apply complete and functioning RFID tags for all cargo to final destination, and reference to original RFID tag when applicable.

e. Reconciliation. The current business practices do not allow the efficient splitting out of level VI data from tags as consolidation and transshipping occurs. The physical systems do allow cross-leveling of data, however, this is a man-power intensive and time intensive process under review for improvement and future implementation.

f. Additional reference. USFK Regulation 55-37 provides additional detail on RFID use in the KTO.

g. ANSI RFID Tags are now obsolete and have been replaced with the ISO Tag, NSN: 6350-01-579-3126. It is the using unit's responsibility to fund and procure tags, available through supply requisition channels. RFID tags used by DLA within the KDS on CULT assets are free and can be re-utilized by supply activities when shipping back to DLA. Any tags used for shipments leaving peninsula and not transiting the TCSP must be purchased by the unit.

h. DoD requires the use of RFID tags by supply activities as a means to maintain in-transit visibility of freight shipped through the Defense Transportation System (DTS). Exception was been granted by Air Mobility Command for shipments between aerial ports, tracked through the Global Air Transportation Execution System (GATES). World-wide shipments to United States Central Command (USCENTCOM) destinations require the use of RFID tags.

Chapter 10
Distribution Managment

10-1. General
USFK Distribution policy is maintained by the USFK Joint Distribution Process Owner. USFK Distribution Operations are managed by the USFK Joint Distribution Management Agent.

10-2. USFK Joint Distribution Process Owner
The USFK J4 serves as the USFK Joint Distribution Process Owner. The USFK Joint Distribution Process Owner mission is to act as the single point of contact for the development of policies and procedures for the distribution of DoD-sponsored cargo and personnel within the KTO. The USFK Joint Distribution Process Owner hosts USFK Distribution Working Group sessions quarterly with all organizations within this regulation.

10-3. USFK Joint Distribution Management Agent
The 19th ESC is to serve as the USFK Joint Distribution Management Agent. The USFK Joint Distribution Management Agent is to affect a centrally managed distribution process, reduce redundancies, oversee the joint distribution operation, ensure consolidation of distribution shipments, ensure system-wide asset visibility, and oversee transition from armistice to contingency. The 19th ESC also is to exercise staff proponency for all actions associated with theater distribution, including route plans, hub designation, reporting, in-transit visibility, movement assets, documentation, and cargo security.

a. DLA-DK, 837th Transportation Battalion (SDDC) and 731st Air Mobility Squadron (Air Mobility Command) operate in direct support of USFK's Joint Management Agent for distribution operations.

b. The KTO distribution process is centrally managed, and its performance Assessed cyclically through established reports and procedures.

Appendix A
References

Section I. Required Publications

CFC LP&P, Combined Forces Command Logistics Policy and Procedures.), 6 June 2014

Defense Transportaion Regulation 4500.9-R, Part II, Cargo Movement.

Army Techniques Publication 4-94, Theater Sustainment Command, 28 June 2013

USFK Regulation 55-37, Korea Traffic Management.

Section II. Related Publications

AK Regulation 55-26, Unit Movement Planning.

AK Regulation 350-4, Eighth Army Tactical Vehicle Movements in the Korean Theater of Operations.

AR 190-11, Physical Security of Arms, Ammunition and Explosives.

ATP 4-11, Army Motor Transport Operations.

ATP 4-12, Army Container Operations.

Code of Federal Regulations (CFR), Title 49, Hazardous materials transportation., 4 May 2015

DoD Manual. 4140.1 Vol1 DoD Supply Chain Material Management Procedures.

DoD Manual. 5100.76, Physical Security of Sensitive Conventional Arms, Ammunition, and Explosives.

DoD Radio Frequency Identification (RFID) Policy, 26 January 2010.

DoD Regulation 4515.13-R, Air Transportability Eligibility.

FM 4-01.011, Unit Movement Operations.

FM 4-01.30, Movement Control.

FMI 3-35, Army Deployment and Redeployment.

International Maritime Dangerous Goods Code (IMDG).

Joint Travel Regulations.

PACAF Pamphlet 24-1, Airlift Planning Guide.

TB 55-46-1/NAVFAC P-1055, Standard Characteristics (Dimensions, Weight, and Cube) For Transportability of Military Vehicles and Other Outsize/Overweight Equipment.

USFK Regulation 55-35, Wartime Movements Program.

Section III. Prescribed Forms
This section contains no entires.

Section IV. Referenced Forms

CHK Form 26 EK, Combined Movement Request

DA Form 2404, Equipment Inspection And Maintenance Worksheet

Appendix B
Coordination Agencies

To ensure efficient distribution operations throughout Korea, this regulation is to be coordinated with the following agencies:

USFK
J4

Army
G4

Eighth Army
G4
G4 Trans
G4 SPO

19th ESC
DCdr
CoS
G-3
SPO
501st Sust Bde
MSC-K
25th Trans BN

18th MEDCOM
16th MEDLOG

7th AF
A4
51st FW
Kunsan FW
51st LRS
8th LRS

CNFK
N4

MARFOR-K
G4

PACOM
J4

DLA
DDC
DLA-P
DLA DK
DDJC
DLA Dispo San Jacqeim

USTC
AMC
715th AMG
731st AMS
SDDC

Glossary

Section I. Abbreviations

ACA	Air Clearance Authority
AGS	Armed Guard Service
ACS	Assistant Chief of Staff
AF	Air Force
AFB	Air Forece Base
AIDPMO	Army Intermodal Distribution Platform Management Office
ALC	Army Logistics Command
ALOC-K	Air Lines of Communications - Korea
AMC	Air Mobility Command
AMO	Area Monitoring Office
AMS	Air Mobility Squadron
APOD	Aerial port of debarkation
APOE	Aerial port of embarkation
AR	Army Regulation
ASC	Ammunition Support Command
ATCMD	Advanced Transportation Control & Movement Document
ATO	Acting Transportation Officer
AVN	BDE Aviation Brigade
BAS	Bill of Accessorial Services
BMCT	Branch Movement Control Team
CBL	Commercial Bill of Lading
CCA	Container Control Activity
CCI	Controlled cryptographic items
CCO	Container Control Officer

CFC	Combined Forces Command
CFR	Code of Federal Regulation
CMR	Combined Movement Request
CONOPS	Concept of Operations
CP&A	Centralized Pay and Accounting
CSC	Convention for Safe Containers
CTMC	Combined Transportation Movements Center
CTO	Commercial Travel Office
CULT	Common User Land Transportation
DDC	Defense Distribution Center
DLA-DK	Defense Logistic Agency Disposition Korea
DDP	Distribution Drop Points
DISR	Daily Installation Status Report
DLA	Defense Logistic Agency
DoD	Department of Defense
DoDAAC	Department of Defense Activity Address Code
DSS	Distribution Standard System
DTO	Division Transportation Officer
DTR	Defense Transportation Regulation
DTS	Defense Transportation System
ESC	Support Command (Expeditionary)
FDP	Forward Distribution Point
FINCOM	Finance Command
GBL	Government Bill of Lading
HQ	Headquarters
IAW	In accordance with

ICW	In conjunction with
IMCOM	Installation Management Command
ITO	Installation Transportation Officer
ITV	In-Transit Visibility
JA/ATT	Joint Airborne/Air Transportation Training
JFTR	Joint Federal Transportation Regulation
KDS	Korea Distribution System
Korail	Korea Railroad
LCS	Logistics Cost Sharing
LP&P	Logistics Policies and Procedures
LTL	Less-than-truckload
MATO	Materiel Officer
MCT	Movement Control Team
MDC	Movement Designator Code
MHE	Material handling equipment
MICAP	Mission Capable
MILSTAMP	Military Standard Transportation and Movement Procedures
MILVAN	Military van
MSC-K	Materiel Support Center-Korea
MSL	Military Shipping Label
NEO	Noncombatant Evacuation Operations
NLT	Not later than
NMCS	Non-mission capable supply
OCCA	Ocean Cargo Clearance Authority
PMCT	Port Movement Control Team
POD	Port of Debarkation

PSS	Protective security service
RDD	Required delivery date
RFID	Radio Frequency Identification
ROK	Republic of Korea
ROKA	Republic of Korea Army
SAAM	Special Assignment Airlift Mission
SALS-K	Single Ammunition Logistics System - Korea
SDT	Second Destination Transportation
SEAVAN	Commercial- or Government-owned (or leased) Shipping Container
SEVS	Security Escort Vehicle Service
SLOC	Sea Lines of Communications
SP	Supply Point
SPM	Single Port Manager
SPOD	Sea Port of Debarkation
SPOE	Sea Port of Embarkation
SSA	Supply Support Activity
TA	Transportation Agent
TAC	Transportation Account Code
TCMD	Transportation Control and Movement Document
TCSP	Theater Consolidated Shipping Point
TDR	Transportation Discrepancy Report
TDY	Temporary Duty
TMF	Traffic Management Flight
TMO	Traffic Management Officer
TMR	Transportation Movement Release
TO	Transportation Officer

TP	Transportation Priority
TPS	Transportation Protective Services
Trans Bn	Transportation Battalion
UDL	Unit Deployment List
UMMIPS	Uniform Material Movement Issue Priority System
U.S.	United States (of America)
USACCK	United States Army Contracting Command, Korea
USC	Universal Services Contract
USFK	United States Forces, Korea
WMP	Wartime Movements Program
WWX	Worldwide Express

Section II. Terms

Accessorial services. Services in addition to transportation, rendered by carriers and others. They include storage, switching, diversion, lighterage, wharfage, cartage, recoopering, loading and unloading railroad cars, and processing. Charges for accessorial services are known as accessorial charges.

Activity address code. A six-position code assigned to identify units, activities, or organizations authorized to direct, ship, or receive materiel.

Aerial Port of Debarkation (APOD). An authorized port to clear aircraft and process cargo for entrance to the U.S. or foreign country.

Aerial Port of Embarkation (APOE). An authorized port of departure from the U.S. or foreign country where cargo is aggregated and processed for strategic airlift.

Airlift Clearance Authority (ACA). A function of the 25th Trans Bn acting as the single point of contact between the shipper service and the airlift system, less the AF. Their mission is to clear all cargo into the airlift system and to verify the documentation and eligibility of all cargo offered for shipment.

Air Mobility Command (AMC). Single manager operating agency for strategic airlift service. A Department of the Air Force Command, under the U.S. Transportation Command (USTRANSCOM).

Air Terminal. An installation that has facilities for loading and unloading aircraft and for intransit handling of passengers, cargo, and mail moved by aircraft.

Area Monitoring Office (AMO). The office that is assigned responsibility for monitoring transportation discrepancy reports (TDR) actions in a specific theater or area.

Astray Freight. Shipments or portions of shipments found in a carrier's possession or delivered to a military installation which is being held for any reason except transfer and for which billings are not available.

Backhaul. Supply activity shipments that take opportune lift using arriving transportation assets that have delivered shipments and otherwise would go back to the hub empty.

Branch Movement Control Team. Branch elements of a P/MCT HQs displaced throughout the peninsula to provide better customer service. Performs same mission as parent HQ.

Break-bulk Point. A transshipping activity to which various consignees may be consigned for further distribution as separate shipment units.

Cancellation charge. A charge for empty freight cars ordered, spotted, and not used, provided cars were acceptable.

Cargo. Supplies, materiel, stores, baggage, or equipment transported by land, water, or air.

a. Bulk. Dry or liquid cargo, e.g., oil, grain, ore, sulfur, or fertilizer, which is shipped unpackaged in large quantities.

b. Containerizeable Cargo. Items which can be stowed or stuffed into a closed SEAVAN or MILVAN.

c. Non-containerizeable Cargo. Items that cannot be stowed or stuffed into a closed SEAVAN or MILVAN, i.e., over dimensional or overweight cargo.

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

Carload. A car loaded to its full cubic or weight carrying capacity; also the quantity of freight required for the application of carload rate.

Carrier. An individual, corporation, or public utility engaged in the business of transporting goods.

Certifying officer. Any TO or TA, duty appointed IAW appropriate regulations, who attests to the existence of facts legally required to support a payment from an appropriation or fund.

Claim. A written legal demand for payment of goods lost or damaged in shipment. Combined Transportation Movements Center (CTMC). A USFK and ROKA combined staff agency operating under the supervision of the ACS, C4. It is the planning and coordinating element for movements within the ROK during exercises or contingencies.

Commercial Travel Office (CTO). A contracted travel agency that provides official and leisure travel.

Commitment. The allocation of transportation line haul assets for the movement of cargo.

Common User Land Transportation. Land transportation assets managed by a single agency in support of a command (Division through Army), joint geographic command, or joint task force.

Consignee. The recipient (unit, depot, or person) to whom cargo is addressed or consigned for final delivery. Activity that receives the shipment.

Consignor. The individual, unit, or activity that is the supplier or shipper of the product.

Container. A standardized, demountable receptacle used for transporting cargo on a chassis rail car or vessel.

a. Dromedary. A container that can be mounted behind the power unit of a truck, carried on a flatbed trailer or in a van that can be used to transport less-than-truckload shipments of AA&E, SECRET, CONFIDENTIAL, CCI, or sensitive material.

b. Flat-Rack. Open sided and top International Standards Organization (ISO) containers with two removable/adjustable ends.

c. Half-Height. Standard ISO containers with one end door and an open top.

d. MILVAN. A military owned demountable container that conforms to U.S. and international standards and operates in a centrally controlled fleet for movement of military cargo.

e. SEAVAN. Commercial or government owned or leased shipping containers that are moved via ocean transportation without bogey wheels attached.

f. Military Sealift Command Van. A SEAVAN leased and controlled by the Military Sealift Command.

Contracting Officer. Any officer or civilian employee authorized to enter into or administer contracts and to make determinations and findings with respect thereto.

Contracting Officer Representative. Any officer, noncommissioned officer, or civilian authorized by the contracting officer to represent the contracting officer.

Daily Installation Situation Report (DISR). Daily status of reportable loaded or empty transportation equipment (for example, rail, SEAVAN, and commercial and military equipment) located at each receiving or shipping installation. This report includes multi-stop conveyances transiting a facility.

Defense Transportation System (DTS). That portion of the worldwide transportation infrastructure that supports DoD transportation needs in peace and war. DTS consists of those military and commercial assets, services and systems organic to, contracted for, or controlled by the DoD, except for those that are Service-unique or theater assigned.

Demurrage. A charge made on a carrier conveyance held by or for a consignor consignee beyond the allowable free time for loading or unloading, for forwarding directions, or for any other purpose authorized and documented by the consignor or consignee. Charges for demurrage are in addition to all other lawful transportation charges. Demurrage charges typically are associated with rail and water port operations.

Detention. A charge made on a carrier conveyance held by or for a consignor consignee beyond the allowable free time for loading or unloading, for forwarding directions, or for any other purpose authorized and documented by the consignor or consignee. Charges for detention are in addition

to all other lawful transportation charges. Detention charges typically are associated with container operations.

Diversion. A change in route, consignee, destination, or other billing instructions while the shipment is en route.

Document Identifier Code. DIC is used on all MILSTAMP data records. It is a means of identifying the functional area system (transportation, supply, etc.), to which the document relates and the intended purpose of the document (TCMD, manifest, tracer, etc.).

Drayage. See Local Haul/Drayage.

Dunnage. Material used to protect or support freight in or on the carrier's equipment (for example, bracing, stakes, or blocks).

International Movements. The movement of personnel and supplies across international boundaries.

Intertheater. Freight movements from command elements of Pacific Command and other theaters, including the continental United States.

Intratheater. Freight movements within Korea.

Less-than-Carload. A shipment which does not use the marked carrying capacity of a rail car.

Less-than-Truckload (LTL). A shipment which does not use the full weight or cubic carrying capacity of a truck.

Line-haul Transportation Service. The transportation of cargo over a distance greater than 40 miles or more than 2 hours travel times one way. It includes transportation to or from a port installation regardless of actual distance or travel time.

Local Haul/Drayage. It is defined as the transportation of cargo 10 miles or less, or less than 1 hours travel time one way.

Main Supply Route. A road designated by USFK to serve as the principal or alternate ground line of communication to and from an area or activity.

Miles in the Hour. Refers to distance traveled in an hour. Miles per hour refers to vehicular rate of speed including planned and unplanned halts.

Military Sealift Command. Single manager-operating agency for military sealift service. A command of the Department of the Navy under the U.S. Transportation Command.

Military Standard Requisitioning and Issue Procedures (MILSRTIP). Uniformed procedures established by the DoD to govern requisition and issue of materiel within standardized procedures.

Military Standard Transportation and Movement Procedures (MILSTAMP). Uniform standard transportation data, documentation, and control procedures applicable to all freight traffic movements in the Defense Transportation System (DTS).

Military Traction. The movement of imported commercial SEAVANS leased from an ocean carrier containing DoD cargo and pulled by military tractors.

Military Van (MILVAN). See container.

Mixed Shipment. Any transportation conveyance such as a railcar, truck, or pallet loaded with small lot shipments consigned to two or more consignees located in the same geographical area.

Movement Control Center (MCC). An organization established for the purpose of managing all transportation movements within a given area. a. Bulk. Dry or liquid cargo, e.g., oil, grain, core, sulfur, or fertilizer, which is shipped un-packaged in large quantities.

Multi-mix Containers. Containers that contain items and equipment assigned to more than one Department of Defense Activity Address Code (DoDAAC).

Multi-mix Pallets. Pallets that contain items and equipment assigned to more than one Department of Defense Activity Address Code (DoDAAC).

Node Distribution Manager (NDM). The manger of a node that is at the end of the hub-and-spoke system spoke.

Pilferable Cargo. Items that are vulnerable to theft because of their ready resale potential, i.e., cigarettes, alcoholic beverages, cameras, electronic equipment, computers software, etc.

Pilferage. The act of stealing in small quantities. Used in reference to missing cargo that is easily converted to money; has intrinsic value or commercial use.

Port of Debarkation (POD). The geographic point, at which cargo or personnel are discharged from the mode of transportation. May be a sea port or air port. For unit requirements, it may or may not coincide with the destination.

Port of Embarkation (POE). The geographic point, sea port or air port, in a routing scheme from which cargo or personnel depart to eventually arrive at the POD. For unit and non-unit requirements, it may or may not coincide with the origin.

Port Terminal Movement Control Team (PMCT). The USFK representative at an aerial port providing liaison with the Army, ACA, and AMC to ensure coordination of logistical airlift actions, the safe and orderly flow of cargo into and out of air and sea ports, and the acceptance of USFK cargo movements into the airlift system.

Priority. Precedence for movement of cargo or traffic.

Pull Date. The date that transportation equipment, which has been loaded by an activity or installation, is scheduled to be moved.

Pure Containers. Containers that contain items and equipment assigned to one Department of Defense Activity Address Code (DoDAAC).

Pure Pallets. Those 463L pallets that contain only items assigned to one Department of Defense Activity Address Code (DoDAAC).

Request for Transportation. A request from the shipping activity, submitted to the local TMO to obtain the required transportation to complete a cargo or personnel movement.

Required Delivery Date (RDD). The calendar date when the requester requires the materiel. RDD field may contain 999, N--, 555 or 777 to indicate expedited handling required. A blank RDD field indicates routine handling.

Retrograde Cargo. Cargo moving in the reverse direction of the normal flow of material entering into the theater of operations.

ROK Defense Transportation Command (ROK DEFTRANSCOM). A ROK joint command established for the purpose of regulating and supporting movements within Korea during armistice and contingencies. During contingencies, combines with USFK to form the CTMC.

Safe Haven. Emergency assistance provided by an installation to a carrier's vehicle transporting division 1.1, 1.2, or 1.3 ammunition and explosives due to circumstances beyond a carrier's control (such as severe weather or vehicle breakdown). A primary consideration by the installation commander is whether the load poses an unacceptable hazard to personnel or operations. This involves an analysis of the quantity-distance factors and the ability to locate the vehicle away from populated areas. DoD uses the term "safe haven" in the transportation of explosives and hazardous items.

Sea Port of Debarkation (SPOD). An authorized port to clear and process cargo for entrance to the U.S. or foreign country.

Sea Port of Embarkation (SPOE). An authorized port departure from the U.S. or a foreign country where cargo is aggregated and processed for strategic sea lift. the shipment, and serves as the unique identifier of the movement requirement. The TMR is used to account for the transportation assets during movement much like the TCMD is used to account for the cargo during movement. The TMR number can be lengthened or shortened to meet the information needs of the theater. The codes for completing the TMR and commitment work sheep can be found in FM 55-10 (Movement Control in a Theater of Operations), Appendix F or in DoD Regulation 4500.32R (MILSTAMP).

Surface Deployment and Distribution Command (SDDC). Provides global surface deployment command & control and distribution operations to meet National Security objectives in peace and war. SDDC is a component command of U.S. TRANSCOM.

Transportation Management Officer (TMO). Person(s) designated or appointed IAW this regulation to perform traffic management functions for an Air Force unit or activity.

Transportation Officer (TO). Person(s) designated or appointed IAW this regulation to perform traffic management functions for an Army unit or activity.

Transportation priority (TP). A number assigned which designates the priority of movement through the transportation system.

Transportation Protective Services (TPS). A commercial carrier service performed according to DoD standards that provide in-transit physical security for shipments of SECRET, CONFIDENTIAL, or sensitive materiel.

Truckload. Any shipment of freight which completely uses the load carrying capacity of a highway vehicle.

Uniformed Material Movement and Issue Priority System (UMMIPS). DoD Directive 4140.1-R, Appendix 8, specifies incremental time standards for requisition, issue, and movement of materiel for the DoD. The time standards apply to all transportation modes in peace and war and vary according to the priority and ultimate destination of the shipment.

Unstuffing. The off-loading of cargo from a container.

USFK Distribution Working Group. The working group is comprised of distribution process owners from all the Service Components, and various units within the KTO. The distribution working group will address distribution issues and concerns within the KTO. Also, to identify future changes to the KTO distribution process.