



DEFENSE SECURITY COOPERATION AGENCY
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WASHINGTON, D.C. 20301-2800

11 FEB 2026

MEMORANDUM FOR COMMANDERS OF THE COMBATANT COMMANDS

DEPUTY ASSISTANT SECRETARY OF THE ARMY FOR
DEFENSE EXPORTS AND COOPERATION

DEPUTY ASSISTANT SECRETARY OF THE NAVY FOR
INTERNATIONAL PROGRAMS

DEPUTY UNDER SECRETARY OF THE AIR FORCE FOR
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DIRECTOR, DEFENSE INFORMATION SYSTEMS AGENCY

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AGENCY

DIRECTOR, DEFENSE LOGISTICS INFORMATION SERVICE

DIRECTOR, DEFENSE LOGISTICS AGENCY DISPOSITION

DEPUTY DIRECTOR FOR INFORMATION ASSURANCE,
NATIONAL SECURITY AGENCY

SUBJECT: Defense Security Cooperation Agency Policy Memorandum 25-62, Building Partner Capacity Transportation and Delivery Updates to Include Section 333 Specific Instructions (Samm E-Change 766)

This memorandum updates the Security Assistance Management Manual (Samm) with transportation and delivery updates for [Chapter 15](#), [Chapter 15-Legacy](#), [Appendix 6](#), and Appendix 8, [Section 333](#) for clarification purposes and deletes redundant information. The policy in the attachment is incorporated into the DSCA Samm at <https://samm.dsca.mil>.

If you have any questions concerning this guidance or questions relating to the Samm, please contact DSCA (Office of Strategy, Plans, and Policy, Execution Policy and Analysis Directorate (SPP/EPA)), dsca.ncr.spp.mbx.epa@mail.mil.

A handwritten signature in black ink, appearing to read "Hussam Bader", is located below the text.

Hussam H. Bader
Acting Assistant Director
Strategy, Plans, and Policy

Attachment:

SAMM E-Change - 766 - SAMM Appendix 8, Building Partner Capacity Transportation and Delivery Updates to Include Section 333 Specific Instructions

Attachment: Security Assistance Management Manual E-Change 762
Building Partner Capacity Transportation and Delivery Updates to Include Section 333
Specific Instructions

1. Delete Section C15.3.11., Section C15.3.11.1., and Section C15.5.6.2.1.1.1. (including subsections) per below:

~~C15.3.11. Transportation. The IA will plan for transportation of materiel from the earliest stages of BPC case development in order to ensure delivery of materiel and services meets the RA's RDD. Estimated costs for transportation will be calculated and tracked to allow for adequate resources if transportation costs will be paid by a separate BPC transportation case, because multiple organizations will be requesting use of these transportation funds.~~

~~C15.3.11.1. Above the line Transportation. Funds for shipping defense articles that are placed as above the line transportation costs, such as Arms, Ammunition, & Explosives (AA&E), are obligated when transportation is contracted or when a manifest is received from the United States Transportation Command (USTRANSCOM). A manifest is issued after the materiel has been loaded on the Defense Transportation System (DTS) conveyance. The IA will confirm with the SCO that shipment delivery information provided in the MOR, TEL, etc. (e.g. Military Assistance Program Address Code (MAPAC), Port of Debarkation (POD), and RDD) is complete and valid. The IA will then submit the shipping data to the Procuring Agency, along with any other specific transportation guidance. When the materiel is ready for shipment, the DoD entity responsible for ensuring DTS transportation will enter the shipment requirements into the DTS booking system.~~

~~C15.3.11.1.1. Premium Transportation. An above the line direct charge that must be used during the POA is added to the BPC case if a line will be transported via a Special Assignment Airlift Mission (SAAM) or other premium transportation.~~

~~C15.3.11.1.1.1. Prime Vendor Transportation. For system sales and more complex acquisition and sustainment efforts, the IA may request approval from DSCA (Office of Strategy, Plans, and Policy, Execution Policy and Analysis (SPP/EPA)) for the prime vendor to transport and make delivery of materiel to the Benefitting Partner's designated location; this request must be submitted prior to BPC case development. DSCA approval is required when the prime vendor is transporting USG titled materiel. DSCA (SPP/EPA) will review the request and coordinate with the United States Maritime Administration (MARAD) and USTRANSCOM to determine if the mandatory use of DTS for BPC shipments will be waived. The prime vendor's contract price will include a cost for transportation and ORC A and DTC 4 will be cited against the line. The IA will include a note in the BPC case to describe the transportation and delivery arrangements.~~

2. Add Section C15.3.11. and Section C15.3.11.1. (including subsections):

C15.3.11. Transportation. The IA will plan for transportation of BPC case materiel. Include the transportation plan during the initial phase of case development to ensure delivery of materiel and services complies with the RA's RDD.

C15.3.11.1. Types of Transportation.

C15.3.11.1.1. Program Wide Transportation Case. Multiple organizations will be requesting use of program wide transportation cases. The IA will estimate costs for transportation to ensure adequate funds are available.

C15.3.11.1.2. Case Specific Transportation (Transportation Line or Part of Vendor Contract). If program wide transportation cases are not advantageous, transportation charges may be included on the BPC case (or case related to the program) providing the articles. IAs will include the Appendix 6 “Transportation Charges Included - Building Partner Capacity” note on the BPC case for Defense Transportation System (DTS) transportation line charges and premium transportation (to include prime vendor transportation).

C15.3.11.1.2.1. Transportation via the Defense Transportation System. Funds for shipping defense articles via the DTS that are on a BPC case (the BPC case providing the articles, not a program wide transportation case), are obligated when transportation is contracted or when a manifest is received from the United States Transportation Command (USTRANSCOM). An example item is Arms, Ammunition, and Explosives. A manifest is issued after the materiel has been loaded on the DTS conveyance. The IA will confirm with the SCO that shipment delivery information provided in the MOR (e.g. Military Assistance Program Address Code (MAPAC), Port of Debarkation (POD), and RDD) is complete and valid. The IA will then submit the shipping data to the Procuring Agency, along with any other specific transportation guidance. When the BPC materiel is ready for shipment, the DoD entity responsible for ensuring DTS transportation will enter the shipment requirements into the DTS booking system.

C15.3.11.1.2.2. Premium Transportation. A direct charge (either on the article line or standalone) may be added to the BPC case (or case related to the program) if an article line will be transported via a Special Assignment Airlift Mission (SAAM) or other premium transportation.

C15.3.11.1.2.2.1. Prime Vendor and Vendor Small Parcel Package Transportation. For system sales, complex acquisition and sustainment efforts, and small parcel packages shipped directly from a vendor, it may be more beneficial for the prime vendor to transport and make delivery of materiel to the Benefitting Partner’s designated location. The prime vendor’s contract price will include a cost for transportation and ORC Y and DTC 4 will be cited against the defense articles line.

3. Add the below to Chapter 15 and renumber tables as appropriate:

C15.5.6.2.2.1. Estimated Shipment Information and Shipment Control Numbers. Once estimated shipment information is available, DSCA (IOPS) may request that the IA have a Shipment Control Number (SCN) created in the Transportation Forecast schedule in the SCIP/Security Cooperation Management Suite (SCMS). Each SCN will reflect a distinct shipment of defense articles (at a specific point in time and to a specific location) for each case. This guidance ensures end use accountability for transported defense articles and advance shipping notification to the SCO and Benefitting Partner.

C15.5.6.2.2.1.1. Individual Shipment Control Numbers for Each Transportation Movement. Each request for delivery seeks support for a single, discreet, specific movement of a defense article (i.e., a truck, etc.), or a consolidated movement of multiple defense articles to a specific destination (i.e., various types of munitions, JCP deliveries, etc.). In both cases, the

defense articles have a common origin and destination. The SCN is the digital record repository and mechanism for a delivery to appear on the Transportation Delivery Forecast Dashboard (see [Table C15.T4.](#)).

C15.5.6.2.2.1.2. Transportation Delivery Forecast Schedule and Shipment Control Numbers.

Any requests for equipment delivery to the Benefitting Partner must be endorsed by the respective USG RA and DSCA (IOPS/GCD) Global Portfolio Director (GPD), Regional Portfolio Director (RPD), or Country Portfolio Director (CPD) per written communication (email or memo). Each endorsed request will be included on the Transportation Delivery Forecast schedule (located in SCIP/SCMS) and reviewed (bi-weekly and before being forwarded for transportation movements). Program Offices should submit and/or update forecasted delivery information via the IA for inclusion in the bi-weekly transportation update. When definitive (not estimated, see [Section C15.5.6.2.2.1.](#)) shipment information is available, the IA has an SCN created in SCIP under the SCMS screen. These tracking tools were established to ensure transparency of BPC execution and end use accountability for defense articles and enable the DoD to provide advanced shipping notification to the SCO & Benefitting Partner; the tracking tools also create a repository for storing documents related to the custody transfer of defense articles.

Table C15.T4. - Information Required for Creating Shipment Control Numbers

Included Information
<ul style="list-style-type: none"> • Shipment details: Estimated delivery date, description, points of contact (POCs), and requisition(s)/case(s) of articles, etc. • Transportation booking details: Mode, award value, carrier, agent, shipment reference numbers, etc. • Shipment completion: Date shipped, arrival date, transfer of title date, delivery survey rating and actual total transportation costs. • Remarks • Document upload: Transfer of title documentation, signature and tally, proof of delivery, photos, delivery marking briefs, and related shipping, booking, and financial documentation.

C15.5.6.2.3.2. Advance Notice of Delivery and the DoD Foreign Clearance Guide. The IA will coordinate the shipment delivery timelines based on the Benefitting Partner specific DoD Foreign Clearance Guide (FCG) (restricted access site) entry. As part of coordination, documents must match each article line on a BPC case (see [Section C15.3.5.](#)). The IA will coordinate with the SCO to ensure items is ready to be received and include USG RA and DSCA (IOPS/GCD) GPD, RPD, or CPD.

C15.5.6.5.5.1. Shipment Control Numbers and Title Transfer Document Reporting. The SCO will provide a copy of the signed Transfer and Receipt document to DSCA (IOPS/GCD) GPD, RPD, or CPD and IA, by uploading the document(s) to the respective SCN (if used) within SCIP/SCMS. If used, the SCN will appear on other SCIP reports for easy cross-reference.

4. Update Chapter 15 sections per below:

- Current:

C15.5.6.1. Materiel Accountability Prior to Shipment. The IA will provide a monthly delivery record with serial numbers of Enhanced End Use Monitoring (EEUM) items to DSCA (Office of International Operations, Global Execution Directorate, End Use Monitoring Division (IOPS/GEX/EUM)) (dsca.eumhelpdesk@mail.mil) in advance of shipment of EEUM-designated items for input into the Security Cooperation Information Portal (SCIP)-EUM (SCIP-EUM) database (see [Table C8.T2.](#)).

C15.5.6.2.1.1.2. Arms, Ammunition, and Explosives. Arms, Ammunition, and Explosives (AA&E) cannot be sent via the Joint Consolidation Point (JCP) (see [Section C15.5.6.2.1.1.3.](#)) and must be shipped directly to the Benefitting Partner. All AA&E items should use an executable DTC for the MILDEP. DTC options may include but are not limited to DTC 7 (delivery to an inland point in the recipient Benefitting Partner) or DTC 9 (delivery to an overseas Point of Debarkation (POD)).

C15.5.6.2.1.1.3. Joint Consolidation Point. Equipment and materiel from a continental United States (CONUS) vendor can be consolidated at a JCP. Typically, the JCP is used for small items that need to be collected from various vendors to enhance the efficiency of transportation and delivery coordination. The JCP is not typically used for large items that may be more appropriately sent direct from the vendors. The JCP does not handle weapons, ammunition, or certain types of hazardous materiel. IAs that are unsure whether use of the JCP is appropriate for an item should coordinate with DSCA PMs prior to shipments. DTC 2 and 7 will be indicated on the equipment lines on the BPC case with associated notes when a consolidation point is used. DSCA IOPS works with the consolidation point team to provide current timelines for contacting the SCO to coordinate shipment no less than 30 days prior to arrange transportation and confirm the delivery address or Military Assistance Program Address Code (MAPAC), POD, RDD and any special delivery requirements. Exceptions must be coordinated by DSCA, the MILDEP, the SCO, and the JCP. The coordination will provide the SCO or appointed U.S.-designated officials proper time to prepare the transfer of equipment to the appropriate Benefitting Partner unit and/or representative prior to delivery or make arrangements for another USG representative to perform these functions. The current year BPC transportation case will support the consolidation of equipment and materiel, as well as onward movement of equipment to the Benefitting Partner. IAs will calculate and track estimated costs for transportation to allow for adequate request of resources.

C15.5.6.5. Title Transfer. Items are considered delivered when the materiel and title is transferred to a representative of the Benefitting Partner. The SCO is encouraged to hold a handover ceremony to publicly reinforce the deepening bilateral relationship between the United States and the Benefitting Partner. The SCO will conduct a joint inventory, prepare the Transfer and Receipt document, have the document signed by the Benefitting Partner representative, and provide a copy to the IA along with the signed document and attachments.

- Revised:

C15.5.6.1. Materiel Accountability Prior to Shipment. The IA will provide, **on a monthly basis, serial** numbers of Enhanced End Use Monitoring (EEUM) items **anticipating delivery** to DSCA (Office of International Operations, Global Execution Directorate, End

Use Monitoring Division (IOPS/GEX/EUM)) (dsca.eumhelpdesk@mail.mil) in advance of shipment of EEUM-designated items for input into the Security Cooperation Information Portal (SCIP)-EUM (SCIP-EUM) database (see [Table C8.T2.](#)).

C15.5.6.2.1.1.2. Arms, Ammunition, and Explosives. Arms, Ammunition, and Explosives (AA&E) cannot be sent via the Joint Consolidation Point (JCP) (see [Section C15.5.6.2.1.1.3.](#)). AA&E must be shipped directly to the Benefitting Partner. All AA&E items should use an executable DTC for the MILDEP. DTC options may include but are not limited to DTC 7 (delivery to an inland point in the recipient Benefitting Partner) or DTC 9 (delivery to an overseas Point of Debarkation (POD)).

C15.5.6.2.1.1.3. Joint Consolidation Point. Equipment and materiel from a continental United States (CONUS) vendor can be consolidated at a JCP. **The intent of a JCP is for small items that need to be collected from various vendors to enhance the efficiency of transportation and delivery coordination.** The JCP is not typically used for large items that may be more appropriately sent **directly** from the vendors. The JCP does not handle weapons, ammunition, or certain types of hazardous materiel. IAs **may consult** with DSCA PMs prior to shipments **if there are questions on JCP use**. DTC 2 and 7 will be indicated on the equipment lines on the BPC case with associated notes when **the JCP** is used. DSCA (IOPS) works with the **JCP** team to provide current timelines **for the SCO and coordinates** shipment no less than 30 days prior **in order** to arrange transportation and confirm the delivery address or Military Assistance Program Address Code (MAPAC), POD, RDD and any special delivery requirements. Exceptions **to the timeline provided** must be coordinated by DSCA, the MILDEP, the SCO, and the JCP. The coordination will provide the SCO or appointed U.S.-designated officials proper time to prepare the transfer of **equipment**. **The current year BPC transportation case will support the consolidation of equipment and materiel, as well as onward movement of equipment to the Benefitting Partner. IAs requesting funds from the BPC transportation case will calculate and track estimated costs for transportation to allow for adequate request of resources, and the IA executing the BPC transportation case will ensure adequate funds are available.**

C15.5.6.5. Title Transfer. Items are considered delivered when the materiel and title is transferred to a representative of the Benefitting **Partner**. **The SCO will conduct a joint inventory, prepare the Transfer and Receipt document, have the document signed by the Benefitting Partner representative, and provide a copy to the IA along with the signed document and attachments. The SCO is encouraged to hold a handover ceremony to publicly reinforce the deepening bilateral relationship between the United States and the Benefitting Partner.**

5. Update C15.T3A. row 5f per below:

#	Item	Use
5f	Offer Release Code (ORC) Field	<p>Enter “Z” For all materiel being shipped directly to the Benefitting Partner.</p> <p>Enter “A” for items going to the Joint Consolidation Point (JCP) or for services.</p> <p>Leave blank for service, including training, lines.</p> <p>Any deviations must be approved by the RPD or CPD.</p>

6. Delete Section C15-Legacy.C3.13 per below:

~~C15-Legacy.3.13. Transportation. The IA will plan for transportation of BPC case materiel from the earliest stages of case development in order to ensure delivery of materiel and services meets the RA's Required Delivery Date (RDD). Estimated costs for transportation will be calculated and tracked to allow for adequate resources if transportation costs will be paid by a separate BPC transportation case, since multiple organizations will be requesting use of these transportation funds.~~

~~C15-Legacy.3.13.1. Above the line Transportation. Funds for shipping defense articles that are placed as above the line transportation costs, such as Arms, Ammunition, & Explosives (AA&E), are obligated when transportation is contracted or when a manifest is received from the United States Transportation Command (USTRANSCOM). A manifest is issued after the materiel has been loaded on the Defense Transportation System (DTS) conveyance. The IA will confirm with the SCO that shipment delivery information provided in the MOR (e.g. MAPAC, Port of Debarkation (POD), and RDD) is complete and valid. The IA will then submit the shipping data to the Procuring Agency, along with any other specific transportation guidance. When the BPC materiel is ready for shipment, the DoD entity responsible for ensuring DTS transportation will enter the shipment requirements into the DTS booking system.~~

~~C15-Legacy.3.13.6. Premium Transportation. An above the line direct charge that must be used during the POA is added to the case if a line will be transported via a Special Assignment Airlift Mission (SAAM) or other premium transportation.~~

~~C15-Legacy.3.13.6.1. Prime Vendor Transportation. The IAs are required to use DTS to ship BPC materiel unless USTRANSCOM provides a waiver. For system sales and more complex acquisition and sustainment efforts, the IA may request approval from DSCA (Office of Strategy, Plans, and Policy (SPP)) for the prime vendor to transport and make delivery of materiel to the Benefitting Partner's designated location and this request must be submitted prior to BPC case development. DSCA approval is required when the prime vendor is transporting USG titled materiel. DSCA (SPP/EPA) will review the request and coordinate with the United States Maritime Administration (MARAD) and USTRANSCOM to determine if the mandatory use of DTS for BPC shipments will be waived. The prime vendor's contract price will include a cost for transportation and ORC A and DTC 4 will be cited against the line. The IA will include a note in the BPC case to describe the transportation and delivery arrangements.~~

7. Add Section C15-Legacy.3.13 per below:

C15-Legacy.3.13. Transportation. The IA will plan for transportation of BPC case materiel. Include the transportation plan during the initial phase of case development to ensure delivery of materiel and services complies with the RA's Required Delivery Date (RDD).

C15-Legacy.3.13.1. Types of Transportation.

C15-Legacy.3.13.1.1. Program Wide Transportation Case. Multiple organizations will be requesting use of program wide transportation cases. The IA will estimate costs for

transportation to ensure adequate funds are available. Program wide transportation cases are not used for shipments of cases funded on an IAA.

C15-Legacy.3.13.1.2. Case Specific Transportation (Transportation Line or Part of Vendor Contract). If program wide transportation cases are not advantageous, transportation charges may be included on the BPC case (or case related to the program) providing the articles. IAs will include the Appendix 6 “Transportation Charges Included - Building Partner Capacity” note on the BPC case for Defense Transportation System (DTS) transportation line charges and premium transportation (to include prime vendor transportation).

C15-Legacy.3.13.1.2.1. Transportation via the Defense Transportation System. Funds for shipping defense articles via the Defense Transportation System (DTS) that are on a BPC case (the BPC case providing the articles, not a program wide transportation case), are obligated when transportation is contracted or when a manifest is received from the United States Transportation Command (USTRANSCOM). An example item is Arms, Ammunition, and Explosives. A manifest is issued after the materiel has been loaded on the DTS conveyance. The IA will confirm with the SCO that shipment delivery information provided in the MOR (e.g. Military Assistance Program Address Code (MAPAC), Port of Debarkation (POD), and RDD) is complete and valid. The IA will then submit the shipping data to the Procuring Agency, along with any other specific transportation guidance. When the BPC materiel is ready for shipment, the DoD entity responsible for ensuring DTS transportation will enter the shipment requirements into the DTS booking system.

C15-Legacy.3.13.1.2.2. Premium Transportation. A direct charge (either on the article line or standalone) is added to the BPC case (or case related to the program) if an article line will be transported via a Special Assignment Airlift Mission (SAAM) or other premium transportation.

C15-Legacy.3.13.1.2.2.1. Prime Vendor and Vendor Small Parcel Package Transportation. For system sales, complex acquisition and sustainment efforts, and small parcel packages shipped directly from a vendor, it may be more beneficial for the prime vendor to transport and make delivery of materiel to the Benefitting Partner’s designated location. The prime vendor’s contract price will include a cost for transportation and ORC Y and DTC 4 will be cited against the defense articles line.

8. Renumber C15-Legacy.5.6 to C15-Legacy.5.5. and renumber C15-Legacy.5.7. to C15-Legacy.3.11.7.

9. Delete Sections C15-Legacy.5.5., 5.8., and 5.9. (including all subsections) per below:

~~C15-Legacy.5.5. Transportation and Delivery of Materiel and Services. The IA has overall responsibility for transportation and delivery of BPC case materiel and services. The IA will make its best efforts to deliver BPC equipment and training/services within the period of performance for case implementation or prior to the Required Delivery Date (RDD). FAA Section 632(b) MOA documents may specify an RDD (included as part of the MOA’s period of performance limitations) that is earlier than the end of the funds availability period. The IA will ensure that transportation requirements and schedules are communicated appropriately to the procuring activity and the SCO. The SCO will provide shipping documents (e.g. bills of lading or manifests) to the Benefitting Partner representative to allow~~

for arrangement of materiel off-load, customs clearance, security, staging, storage, onward movement, and integration. The IA will confirm that the SCO or other USG representative and Benefitting Partner are able to receive the materiel and that proper arrangements have been made to move the cargo to a secure location before delivery.

C15-Legacy.5.5.1. Continental United States Shipments.

C15-Legacy.5.5.1.1. Small Parcel Package Direct from Vendor. Use of Delivery Term Code (DTC) 4 (shipping by the vendor) is rare and requires DSCA (Office of Business Operations, Financial Policy & Regional Execution Directorate (OBO/FPRE)) to approve an exception to policy prior to developing the BPC case. The IA should consult DSCA (Office of International Operations, Global Capability Development Directorate (IOPS/GCD)) or the CPD prior to case development.

C15-Legacy.5.5.1.2. Arms, Ammunition, & Explosives. Arms, Ammunition, & Explosives (AA&E) cannot be sent via the Joint Consolidation Point (JCP) (see Section C15-Legacy.5.5.1.3.) and must be shipped directly to the Benefitting Partner. All AA&E items should use an executable DTC for the MILDEP. DTC options may include but are not limited to DTC 7 (delivery to an inland point in the recipient Benefitting Partner) or DTC 9 (delivery to an overseas Point of Debarkation (POD)).

C15-Legacy.5.5.1.3. Joint Consolidation Point. Equipment and materiel from a continental United States (CONUS) vendor can be consolidated at a JCP. Typically, the JCP is used for small items that need to be collected from various vendors to enhance the efficiency of transportation and delivery coordination. The JCP is not typically used for large items that may be more appropriately sent direct from the vendors. The JCP does not handle weapons, ammunition, or certain types of hazardous materiel. IAs that are unsure whether use of the JCP is appropriate for an item should coordinate with DSCA Program Managers (PMs) prior to shipments. DTC 2 and 7 will be indicated on the equipment lines on the case with associated notes when a consolidation point is used. A consolidation point team will contact the SCO to coordinate shipment within 30-45 days prior to arrange transportation and confirm the delivery address or Military Assistance Program Address Code (MAPAC), POD, RDD and any special delivery requirements. The coordination will provide the SCO proper time to prepare the transfer of equipment to the appropriate Benefitting Partner unit and/or representative prior to delivery or make arrangements for another USG representative to perform these functions. The current year transportation BPC case will support the consolidation of equipment and materiel, as well as onward movement of equipment to the Benefitting Partner. IAs will calculate and track estimated costs for transportation to allow for adequate request of resources.

C15-Legacy.5.5.2. Outside of the Continental United States Shipments. The vendor is responsible for outside the continental United States (OCONUS)-sourced materiel movement. All packing, crating, export license, marking, certification, and/or documentation pertaining to hazardous materiel must be included in the contract. OCONUS-sourced procurements do not ship through a consolidation point. The vendor is also responsible for providing the IA with detailed documentation, including but not limited to export license, packing lists, detailed invoices, and photos (if deemed necessary). MILDEPs will use the applicable and executable DTC with associated case notes.

C15-Legacy.5.8. Materiel Accountability. The IA will enter serial numbers, Vehicle Identification Numbers (VINs), and partner of origin (for those defense articles that have

them) into the Security Cooperation Management Suite (SCMS) in the Security Cooperation Information Portal (SCIP) prior to the materiel shipment. For radios with serial numbered components the IA should enter the serial number of the receiver and transmitter. SCMS should be referenced during case planning to identify the status of already programmed BPC cases by Benefitting Partner. See Section C13.3.5.1.

C15-Legacy.5.9. Materiel Preparation. The IA and SCO should use the Enhanced Freight Tracking System (EFTS) in SCIP to track transportation of all BPC materiel. Deliveries by vendors will not likely appear in EFTS. The IA will ensure that specific requirements for materiel packing and shipping are properly addressed, and that necessary plans have been made for Enhanced End Use Monitoring (EEUM), and classified or sensitive material. This duty cannot be delegated by the SCO to another USG representative.

C15-Legacy.5.9.1. Title Transfer. Typically, BPC defense articles and defense services are transported to the Benefitting Partner as USG-owned materiel and delivered to the SCO (or USG representative) in the Benefitting Partner's territory. The defense articles will remain USG-owned materiel until they pass through the Benefitting Partner Customs and are physically transferred to the Benefitting Partner. The International Traffic in Arms Regulations (ITAR), 22 Code of Federal Regulations (CFR) 126.4(a)(4), requires the USG to obtain appropriate end-use and retransfer assurances from the Benefitting Partner before transferring a defense article or defense service to the Benefitting Partner for a DoD security cooperation (SC) activity. See Section C15-Legacy.1.7.3. Contractors that execute BPC cases are required to comply with the ITAR in their dealings with the USG and Benefitting Partner.

C15-Legacy.5.9.2. Advance Notice of Delivery. The IAs must provide advance notice to the SCO, geographic CCMD, and DSCA Office of Primary Responsibility (OPR) for that program approximately 45 days prior to materiel delivery. The SCO will provide the Benefitting Partner MoD (or other government ministry, as appropriate) with a written notice of the pending delivery. The notice should state what materiel or service is arriving for the Benefitting Partner, when (if known) and where the materiel will be delivered, and which unit is to receive the materiel or service. The materiel shipment information should be attached to the notice, which may be used by the Benefitting Partner to facilitate Customs processing. See Figure C15-Legacy.F3.

C15-Legacy.5.9.3. Office of Security Cooperation Delivery Process for Joint Consolidation Point Commercial Air Deliveries:

C15-Legacy.5.9.3.1. Advanced Notification. The SCO is responsible for confirming to the United States Army Security Assistance Command (USASAC) Global Train and Equip Delivery Team (GTE DT): the USG point of contact for the shipment; the MAPAC; the physical address for delivery; the materiel handling requirements at airport and destination; and of any blackout dates including holidays, weekends, and hours of arrival once the 45-day notification is provided. The SCO will provide a copy to DSCA and upload the Transfer and Receipt Documentation and Annex A to SCIP to create a central point of reference.

C15-Legacy.5.9.3.2. 1149 Packet. The GTE DT will provide the SCO (or USG representative) an 1149 Packet, which will include a list of EEUM articles' serial numbers, a Handover Receipt Annex A (Delivery Report), and a tentative delivery date 25 days prior to delivery.

~~C15 Legacy 5.9.3.3. Carrier and Shipping Agent. The GTE DT will provide the SCO (or USG representative) carrier and shipping agent contact information, to include name, phone number, and email address 18-20 days prior to delivery.~~

~~C15 Legacy 5.9.3.4. Local Coordination. The SCO will coordinate with Airport/Police Security, Benefitting Partner customs agents, contracted shipping agents, and Benefitting Partner military leadership for sufficient ground handling, transportation, and security from airport to the final destination, and storage, as applicable 18-20 days prior to delivery. In addition, the SCO will coordinate with Persistent Engagement Teams for Support as applicable/available, confirm Secure Storage for End Use Monitoring (EUM) articles, and coordinate for any delivery assist team.~~

~~C15 Legacy 5.9.3.5. Final Documentation. The GTE DT will provide an airway bill, invoice, and packing list to the SCO or USG representative 14-18 days prior to delivery. The GTE DT will provide a delivery marking brief to the SCO, including EUM skid's tamper proof seal serial number(s) seven days prior to delivery.~~

~~C15 Legacy 5.9.3.6. Delivery Movement Notification. GTE DT will confirm shipment pickup at the JCP (Shipment en route) two to seven days prior to delivery. The Carrier/Shipping Agent will confirm aircraft departure one to two days prior to delivery. The Carrier/Shipping Agent will confirm aircraft arrival to SCO and GTE DT.~~

~~C15 Legacy 5.9.3.7. Security Cooperation Organization Delivery Day Requirements. The SCO (or USG representative) will sign Form 1907 "Signature and Tally Record," upon skid count verification on the day of arrival. The SCO (or USG representative) will verify each skid has no obvious signs of tampering. The SCO (or USG representative) will confirm EUM skid's tamper seal is intact and serial number cross checks with advanced documentation. The SCO (or USG representative) will provide for continuous monitoring of materiel from airport to the final destination. The SCO (or USG representative) will ensure that EUM articles are delivered and secured per EUM requirements.~~

~~C15 Legacy 5.9.3.8. Receipt Inventory. The SCO (or USG representative) will conduct an inventory of all articles received in the shipment on the day of arrival or the next day. The SCO (or USG representative) will reconfirm skid count and that each skid has no obvious signs of tampering. The SCO will reconfirm EUM skid's tamper seal is intact and serial number is correct. The SCO (or USG representative) will conduct joint serial number inventory of EUM articles against advanced shipping documentation with Benefitting Partner recipient unit representative, as applicable. The SCO (or USG representative) will conduct joint inventory with Benefitting Partner recipient unit representative of remaining articles. Verification of skid contents by external documentation is sufficient unless there is evidence of tampering or damage. For damaged or tamper evident skids, the SCO (or USG representative) will conduct a 100% inventory of articles, then photograph and document any damage, discrepancies, or evidence of tampering.~~

~~C15 Legacy 5.9.3.9. Record of Inventory. The SCO will provide a record of inventory and discrepancies to the GTE DT no later than seven days after delivery. This will include any photographic documentation.~~

~~C15 Legacy 5.9.3.10. Delivery Survey. The SCO will provide the GTE DT Delivery Survey no later than seven days after delivery.~~

C15 Legacy.5.9.3.11. Handover of Delivered Articles. The SCO will transfer articles to Benefitting Partner and provide Transfer and Receipt Documentation with Annex A within 30 days after delivery. At a minimum, one copy is provided to the Benefitting Partner, one copy is provided to the SCO Office, and one copy is provided to GTE DT. The SCO is still responsible for ensuring the Transfer and Receipt Documentation is provided even if another USG representative transferred the articles to the Benefitting Partner.

C15 Legacy.5.9.4. Arrival. BPC case materiel will be delivered to the Mark For address on the contract (or text address) available at the time of booking. The SCO will provide the IA with any corrections to this information, if a change is possible. BPC materiel will normally be processed through Customs by Benefitting Partner officials upon arrival and before being released into the SCO's custody. The Benefitting Partner Customs Office approves release of materiel to the SCO's custody in advance of Customs procedures if that will facilitate processing. The SCO will enter the receipt date of BPC materiel in the EFTS even if another USG representative transferred the materiel and report the receipt date to the DSCA OPR and the DSCA OPR will enter the receipt date in the EFTS. Charges related to detention and demurrage will be funded with current year BPC program funds, either as a separate line on the BPC case or under a BPC transportation case. Contact DSCA OPR for resolution options if there are concerns or issues over storage costs and/or customs fees.

C15 Legacy.5.9.5. Receipt Reporting. The SCO will sign Form 1907 "Signature and Tally Record" upon skid count verification on the day of arrival. The SCO will verify each skid has no obvious signs of tampering. SCOs must report the delivery and receipt of BPC materiel within 30 days. The SCO is encouraged to hold a handover ceremony to publicly reinforce the deepening bilateral relationship between the United States and the Benefitting Partner. Items are considered delivered when the materiel and title is transferred to a representative of the Benefitting Partner. The SCO will provide an explanatory memo to the IA, along with the unsigned document and attachments if the Benefitting Partner representative does not sign the Transfer and Receipt document. The IA then posts the shipment in their systems. The SCO and the Benefitting Partner will track and conduct EUM inspections as required by the DoD Golden Sentry program and guidance in Chapter 8, maintaining appropriate records of EEUM items within the SCIP EUM community. Table C15 Legacy.T4 provides options for reporting shipment receipts. At least one of the methods listed in Table C15 Legacy.T4 should be used to report receipt.

C15 Legacy.5.9.6. Joint Inventory. The SCO (or authorized USG representative) and the Benefitting Partner representative will conduct a joint materiel inventory using the shipper's manifest while the materiel remains in the custody of the SCO. The SCO will inform the IA of any materiel suspected to be missing, to verify that it has not been included in a subsequent delivery. The initial operator training is responsible for providing initial equipment testing. The SCO will advise the Benefitting Partner that the Benefitting Partner has a limited time window to notify the SCO if equipment is not functioning as intended.

C15 Legacy.5.9.7. Discrepancy Reporting. The SCO will report on a Transportation Discrepancy Report (TDR) BPC materiel that is confirmed to be missing or damaged during transportation.

C15 Legacy.5.9.8. Title Transfer Procedures. Equipment, services, and training may only be transferred to the Benefitting Partner unit that was included in the Congressional Notification (CN). No equipment, services, or training may be received by a unit that was not specifically listed on the CN.

~~C15-Legacy.5.9.9. Transfer and Receipt of Materiel.~~ The SCO will retain title and custody of the BPC equipment until the Benefitting Partner is ready to receive the equipment. A Transfer and Receipt document, or a comparable form established for this purpose, is used to record the title transfer and serves as a reminder to the Benefitting Partner of their obligations regarding the use, disposition, and security of the defense articles and services in accordance with the FAA Section 505 Agreement. See ~~Figure C15-Legacy.F4.~~

~~C15-Legacy.5.9.10. Preparation.~~ The SCO will prepare the Transfer and Receipt document.

~~C15-Legacy.5.9.10.1.~~ The format for Transfer and Receipt document in ~~Figure C15-Legacy.F4.~~ will not be used for Coalition Readiness Support Program (CRSP) equipment because CRSP equipment is loaned to the Benefitting Partner and title is not transferred. See ~~Section CRSP.2.~~ The documentation to record the transfer of physical custody of the loaned equipment will be accomplished but the content of this transfer document would be different than ~~Figure C15-Legacy.F4.~~

~~C15-Legacy.5.9.11. Attachments.~~ The SCO will attach a materiel inventory list to the Transfer and Receipt document, similar in content and format to the template provided in ~~Figure C15-Legacy.F5.~~

~~C15-Legacy.5.9.12. Presentation.~~ The SCO (or authorized USG representative) and the Benefitting Partner representative will sign the Transfer and Receipt document, acknowledging that the Benefitting Partner is assuming title, custody, and responsibility for the items or services being transferred when appropriate or when defense services are ready to begin. An authorized USG representative that presented the articles and services to the Benefitting Partner must provide the SCO with the Transfer and Receipt document.

~~C15-Legacy.5.9.13. Documentation.~~ The SCO will provide a copy of the signed Transfer and Receipt document within 30 days of receipt of materiel to IA and DSCA Regional Portfolio Director (RPD) and will input the document into SCIP. The SCO will provide an explanatory memo to the IA, along with the unsigned document and attachments when the Benefitting Partner representative does not sign the Transfer and Receipt document. The SCO and the Benefitting Partner will track and conduct EUM inspections as required by the DoD Golden Sentry program and guidance in ~~Chapter 8,~~ maintaining appropriate records of EEUM items within the SCIP EUM community.

10. Add the below to Chapter 15-Legacy and place figures as noted:

C15-Legacy.5.6. Transportation and Delivery of Materiel and Provision of Services. The IA has overall responsibility for transportation and delivery of BPC case materiel and provision of services. The IA will make its best efforts to deliver BPC equipment and provide training/services within the number of months allowed for case implementation or prior to the Required Delivery Date (RDD). Foreign Assistance Act (FAA) Section 632(b) Memorandum of Agreement (MOA) documents may specify an RDD (included as part of the MOA's months (MOS) limitations) that is earlier than the end of the funds availability period. The IA will ensure that transportation requirements and schedules are communicated appropriately to the procuring activity and the SCO. The SCO will provide shipping documents (e.g. bills of lading or manifests) to the Benefitting Partner representative to allow for arrangement of materiel off-load, customs clearance, security, staging, storage, onward movement, and integration. The IA will confirm that the SCO or

appointed U.S.-designated officials and the Benefitting Partner are able to receive the materiel and that proper arrangements have been made to move the cargo to a secure location before delivery.

C15-Legacy.5.6.1. Materiel Accountability Prior to Shipment. The IA will provide a monthly delivery record with serial numbers of Enhanced End Use Monitoring (EEUM) items anticipating delivery to DSCA (Office of International Operations, Global Execution Directorate, End Use Monitoring Division (IOPS/GEX/EUM)) (dsc.eumhelpdesk@mail.mil) in advance of shipment of EEUM-designated items for input into the Security Cooperation Information Portal (SCIP)-End Use Monitoring (EUM) (SCIP-EUM) database (See [Table C8.T2.](#)).

C15-Legacy.5.6.2. Shipment and Tracking of Materiel Before and During Delivery.

C15-Legacy.5.6.2.1. Initial Location of Shipment.

C15-Legacy.5.6.2.1.1. Continental United States Shipments.

C15-Legacy.5.6.2.1.1.1. Arms, Ammunition, & Explosives. Arms, Ammunition, & Explosives (AA&E) cannot be sent via the Joint Consolidation Point (JCP) (see [Section C15-Legacy.5.6.2.1.1.2.](#)). AA&E must be shipped directly to the Benefitting Partner. All AA&E items should use an executable Delivery Term Code (DTC) for the MILDEP. DTC options may include but are not limited to DTC 7 (delivery to an inland point in the recipient Benefitting Partner) or DTC 9 (delivery to an overseas Point of Debarkation (POD)).

C15-Legacy.5.6.2.1.1.2. Joint Consolidation Point. Equipment and materiel from a continental United States (CONUS) vendor can be consolidated at a JCP. The intent of a JCP is for small items that need to be collected from various vendors to enhance the efficiency of transportation and delivery coordination. The JCP is not typically used for large items that may be more appropriately sent directly from the vendors. The JCP does not handle weapons, ammunition, or certain types of hazardous materiel. IAs may consult with DSCA Program Managers (PMs) prior to shipments if there are questions on JCP use. DTC 2 and 7 will be indicated on the equipment lines on the case with associated notes when the JCP is used. DSCA IOPS works with the JCP team to provide current timelines for the SCO and coordinates shipment no less than 30 days prior in order to arrange transportation and confirm the delivery address or Military Assistance Program Address Code (MAPAC), POD, RDD and any special delivery requirements. Exceptions to the timeline provided must be coordinated by DSCA, the MILDEP, the SCO, and the JCP. The coordination will provide the SCO or appointed U.S.-designated officials proper time to prepare the transfer of equipment. The current year BPC transportation case will support the consolidation of equipment and materiel, as well as onward movement of equipment to the Benefitting Partner. IAs requesting funds from the BPC transportation case will calculate and track estimated costs for transportation to allow for adequate request of resources, and the IA executing the BPC transportation case will ensure adequate funds are available.

C15-Legacy.5.6.2.1.2. Outside of the Continental United States Shipments. The vendor is responsible for outside the continental United States (OCONUS)-sourced materiel movement. All packing, crating, export license, marking, certification, and/or documentation pertaining to hazardous materiel must be included in the contract. OCONUS-sourced procurements do not ship through a consolidation point. The vendor is also responsible for providing the IA with detailed documentation, including but not limited to export license,

packing lists, detailed invoices, and photos (if deemed necessary). MILDEPs will use the applicable and executable DTC with associated case notes.

C15-Legacy.5.6.2.2. Transportation Visibility and the Security Cooperation Information Portal. The IA and SCO should use SCIP to track transportation of all BPC materiel.

Deliveries by vendors may not appear in SCIP. The IA will ensure that specific requirements for materiel packing and shipping are properly addressed, and that necessary plans have been made for EEUM, and classified or sensitive material. This duty cannot be delegated by the SCO to appointed U.S.-designated officials.

C15-Legacy.5.6.2.2.1. Estimated Shipment Information and Shipment Control Numbers.

Once estimated shipment information is available, DSCA (IOPS) may request that the IA have a Shipment Control Number (SCN) created in the Transportation Forecast schedule in the SCIP/Security Cooperation Management Suite (SCMS). Each SCN will reflect a distinct shipment of defense articles (at a specific point in time and to a specific location) for each case. This guidance ensures end use accountability for transported defense articles and advance shipping notification to the SCO and Benefitting Partner.

C15-Legacy.5.6.2.2.1.1. Individual Shipment Control Numbers for Each Transportation Movement.

Each request for delivery seeks support for a single, discreet, specific movement of a defense article (i.e., a truck, etc.), or a consolidated movement of multiple defense articles to a specific destination (i.e., various types of munitions, JCP deliveries, etc.). In both cases, the defense articles have a common origin and destination. The SCN is the digital record repository and mechanism for a delivery to appear on the Transportation Delivery Forecast Dashboard (see [Table C15-Legacy.T4.](#)).

C15-Legacy.5.6.2.2.1.2 Transportation Delivery Forecast Schedule and Shipment Control Numbers.

Any requests for equipment delivery to the Benefitting Partner must be endorsed by the respective USG RA and DSCA (IOPS/GCD) Global Portfolio Director (GPD), Regional Portfolio Director (RPD), or Country Portfolio Director (CPD) per written communication (email or memo). Each endorsed request will be included on the Transportation Delivery Forecast schedule (located in SCIP/SCMS) and reviewed (bi-weekly and before being forwarded for transportation movements). Program Offices should submit and/or update forecasted delivery information via the IA for inclusion in the bi-weekly transportation update. When definitive (not estimated, see [Section C15-Legacy.5.6.2.2.1.](#)) shipment information is available, the IA has an SCN created in SCIP under the SCMS screen. These tracking tools were established to ensure transparency of BPC execution and end use accountability for defense articles and enables the DoD to provide advanced shipping notification to the SCO & Benefitting Partner; the tracking tools also create a repository for storing documents related to the custody transfer of defense articles.

Table C15-Legacy.T4. - Information Required for Creating Shipment Control Numbers

Included Information
<ul style="list-style-type: none">• Shipment details: Estimated delivery date, description, POCs, and requisition(s)/case(s) of articles, etc.• Transportation booking details: Mode, award value, carrier, agent, shipment reference numbers, etc.• Shipment completion: Date shipped, arrival date, transfer of title date, delivery survey rating and actual total transportation costs.

- Remarks
- Document upload: Transfer of title documentation, signature and tally, proof of delivery, photos, delivery marking briefs, and related shipping, booking and financial documentation.

C15-Legacy.5.6.2.3. Advance Notice of Delivery by Shipping Activities. The shipping activity must provide advance notice to the SCO, geographic CCMD, and DSCA Office of Primary Responsibility (OPR) for that program no less than 30 days prior to materiel delivery. Exceptions must be coordinated by DSCA, MILDEP, SCO, JCP. The SCO will provide the Benefitting Partner MoD (or other government ministry, as appropriate) with a written notice of the pending delivery. The notice should state what materiel or service is arriving for the Benefitting Partner, when (if known) and where the materiel will be delivered, and which unit is to receive the materiel or service. The materiel shipment information should be attached to the notice, which may be used by the Benefitting Partner to facilitate Customs processing. See [Figure C15-Legacy.F3.](#)

Figure C15-Legacy.F3. Example Notice of Delivery

C15-Legacy.5.6.2.3.1. Advance Notice of Delivery and the DoD Foreign Clearance Guide. The IA will coordinate the shipment delivery timelines based on the Benefitting Partner specific DoD Foreign Clearance Guide (FCG) (restricted access site) entry. As part of coordination, documents must match each article line on a BPC case (See [Section C15-Legacy.3.6.](#)). The IA will coordinate with the SCO to ensure items is ready to be received and include USG RA and DSCA (IOPS/GCD) GPD, RPD, or CPD.

C15-Legacy.5.6.3. Arrival of Shipment.

C15-Legacy.5.6.3.1. Arrival Procedures for Mark for Address and Customs. BPC case materiel will be delivered to the Mark For address on the contract (or text address) available at the time of booking. The SCO will provide the IA with any corrections to this information, if a change is possible. BPC materiel will normally be processed through Customs by Benefitting Partner officials upon arrival and before being released into the SCO's custody. The Benefitting Partner Customs Office approves release of materiel to the SCO's custody in advance of Customs procedures if that will facilitate processing. The SCO will enter the receipt date of BPC material in SCIP even if appointed U.S.-designated officials transferred the materiel and report the receipt date to the DSCA OPR. Charges related to detention and demurrage will be funded with current year BPC program funds, either as a separate line on the BPC case or under a BPC transportation case. Contact DSCA OPR for resolution options if there are concerns or issues over storage costs and/or customs fees.

C15-Legacy.5.6.3.2. Receipt Reporting Upon Arrival. Upon arrival, the SCO or appointed U.S.-designated officials will check skid count and verify each skid has no obvious signs of tampering. SCOs must report the delivery and receipt of BPC materiel within 30 days. The SCO or appointed U.S.-designated officials will document this initial verification using [DD Form 1907 "Signature and Tally Record"](#) and subsequently report the delivery using an option in [Table C15-Legacy.T5.](#)

Table C15-Legacy.T5. Security Cooperation Organization Receipt of Delivery Reporting Options

#	Method	Description
1	Direct Data Entry into SCIP (On-line Single Receipt)	This reporting capability allows the user to confirm receipt directly and then print a bar-coded Issue Release Receipt Document (DD1348) for single shipments in SCIP. This method of reporting uses information already resident in SCIP and is most useful when shipping documentation is missing but required for follow-on functions such as bar code scanning, inventory management, and stock issue.
2	Manual Entry into SCIP (On-line Multiple Receipts)	The manual data entry capability allows information already resident in SCIP to be used to report deliveries. SCIP will pre-populate proper data fields and SCOs will confirm receipt of a specific shipment at a given time and location. This method is quick and useful for users who do not need a coded Issue Release Receipt Document (DD1348) or who do not maintain a separate spreadsheet to track deliveries.
3	Shipment Delivery Report Upload	The Shipment Delivery Report allows a single Excel spreadsheet (XLS file) to be loaded directly to SCIP. Receipt data entered in the spreadsheet is saved as a file on the user's personal computer or laptop and should be loaded directly into SCIP the next time the SCO accesses to SCIP. This reporting method is intended for users with limited access to SCIP and allows the SCO to maintain a local copy of receipt information.
4	Shipment Delivery Report E-mail (Off-line Reporting)	The Shipment Delivery Report provides an off-line method to maintain a single XLS file and submit reports to SCIP by email to usn.philadelphia.navsupwssphil.mbx.n5231-efts-pm@us.navy.mil as shipments are received. The template for the spreadsheet can be found in SCIP and on Resources page of the Defense Security Cooperation University (DSCU) web page.
<p>Other formats for reporting must be approved by DSCA (Office of Strategy, Plans, and Policy, Execution Policy and Analysis Directorate (SPP/EPA)) and DSCA (IOPS/GCD).</p> <p>Instructions and forms for direct and manual reporting in SCIP can be found at the SCIP Tab located in the Case Execution Community of SCIP (https://scip.dsca.mil/) and on the Publications page of the DSCU web page.</p>		

C15-Legacy.5.6.4. Retention of Title Before Transfer and Receipt of Materiel. The SCO will retain title and custody of the BPC equipment until the Benefitting Partner is ready to receive the equipment. BPC defense articles and defense services are transported to the Benefitting Partner as USG-owned materiel and delivered to the SCO or appointed U.S.-designated officials in the Benefitting Partner's territory. The defense articles will remain USG-owned materiel until they pass through the Benefitting Partner Customs and are physically transferred to the Benefitting Partner. The [International Traffic in Arms Regulations \(ITAR\), 22 Code of Federal Regulations \(CFR\) 126.4\(a\)\(4\)](#), requires the USG to obtain appropriate end-use and retransfer assurances from the Benefitting Partner before transferring a defense article or defense service to the Benefitting Partner in execution of a DoD SC activity. See

[Section C15-Legacy.1.7.3.](#) Contractors that execute BPC cases are required to comply with the ITAR in their dealings with the USG and Benefitting Partner.

[C15-Legacy.5.6.5. Title Transfer.](#) Items are considered delivered when the materiel and title is transferred to a representative of the Benefitting Partner. The SCO will conduct a joint inventory, prepare the Transfer and Receipt document, have the document signed by the Benefitting Partner representative, and provide a copy to the IA along with the signed document and attachments. The SCO is encouraged to hold a handover ceremony to publicly reinforce the deepening bilateral relationship between the United States and the Benefitting Partner.

[C15-Legacy.5.6.5.1. Joint Inventory for Transfer and Receipt of Materiel.](#) When the Benefitting Partner is ready to receive the delivery, the SCO or appointed U.S.-designated officials) and the Benefitting Partner representative will conduct a joint materiel inventory using the shipper's manifest while the materiel remains in the custody of the SCO. The SCO will inform the IA of any materiel suspected to be missing, to verify that it has not been included in a subsequent delivery. The initial operator training is responsible for providing initial equipment testing. The SCO will advise the Benefitting Partner that the Benefitting Partner has a limited-time window to notify the SCO if equipment is not functioning as intended.

[C15-Legacy.5.6.5.2. Transfer Document Preparation.](#) After joint inventory, the SCO or appointed U.S.-designated officials will prepare the Transfer and Receipt document. A Transfer and Receipt document, or a comparable form established for this purpose, is used to record the title transfer, must be signed before physical transfer occurs (unless DSCA (IOPS) provides written direction to transfer defense articles due to urgency of need), and serves as a reminder to the Benefitting Partner of their obligations regarding the use, disposition, and security of the defense articles and services in accordance with the Foreign Assistance Act (FAA) Section 505 Agreement. See [Figure C15-Legacy.F4.](#)

Figure C15-Legacy.F4. Transfer & Receipt Document

[C15-Legacy.5.6.5.2.1.](#) The format for Transfer and Receipt document in [Figure C15.F3.](#) will not be used for Coalition Readiness Support Program (CRSP) equipment because CRSP equipment is loaned to the Benefitting Partner and title is not transferred. See [Section CRSP.2.](#) The documentation to record the transfer of physical custody of the loaned equipment will be accomplished but the content of this transfer document will be different than [Figure C15-Legacy.F4.](#)

[C15-Legacy.5.6.5.2.2. Transfer and Receipt Document Attachments.](#) The SCO or appointed U.S.-designated officials will attach a materiel inventory list to the Transfer and Receipt document, similar in content and format to the template provided in [Figure C15-Legacy.F5.](#)

Figure C15-Legacy.F5. Materiel Inventory

[C15-Legacy.5.6.5.3. Transfer Document Presentation.](#) The SCO or appointed U.S.-designated officials and the Benefitting Partner representative will sign the Transfer and Receipt document, acknowledging that the Benefitting Partner is assuming title, custody, and responsibility for the items or services being transferred when appropriate or when defense services are ready to begin. Appointed U.S.-designated officials that presented the articles and services to the Benefitting Partner must provide the SCO with the Transfer and Receipt document.

C15-Legacy.5.6.5.3.1. Discrepancy Reporting. The SCO will report on a Transportation Discrepancy Report (TDR) BPC materiel that is confirmed to be missing or damaged during transportation.

C15-Legacy.5.6.5.3.2. If the Benefitting Partner representative does not sign the Transfer and Receipt document, the SCO will provide an explanatory memo to the IA along with the unsigned document and attachments.

C15-Legacy.5.6.5.4. Title Transfer to the Congressionally Notified Unit. Equipment, services, and training may only be transferred to the Benefitting Partner unit that was included in the Congressional Notification (CN). No equipment, services, or training may be received by a unit that was not specifically listed on the CN.

C15-Legacy.5.6.5.5. Title Transfer Document Reporting. The SCO will provide a copy of the signed Transfer and Receipt document within 30 days of receipt of materiel to IA and DSCA GPD, RPD, or CPD and will input the document into SCIP. The SCO will provide an explanatory memo to the IA, along with the unsigned document and attachments when the Benefitting Partner representative does not sign the Transfer and Receipt document. The IA then posts the shipment in its systems. The SCO and the Benefitting Partner will track and conduct EUM inspections as required by the DoD Golden Sentry program and guidance in [Chapter 8](#), maintaining appropriate records of EEUM items within the SCIP EUM community.

C15-Legacy.5.6.5.5.1. Shipment Control Numbers and Title Transfer. The SCO will provide a copy of the signed Transfer and Receipt document to DSCA GPD, RPD, or CPD and IA, by uploading the document(s) to the respective SCN (if used) within SCIP/SCMS. If used, the SCN will appear on other SCIP reports for easy cross-reference.

C15-Legacy.5.6.6. Additional Responsibilities for Joint Consolidation Point Commercial Air Deliveries.

C15-Legacy.5.6.6.1. Security Cooperation Organization Responsibilities.

C15-Legacy.5.6.6.1.1. Advanced Notification. The SCO is responsible for confirming the USG point of contact (POC) for the shipment to the shipping activity (see advance notice of delivery section); the MAPAC; the physical address for delivery; the materiel handling requirements at airport and destination; and of any blackout dates including holidays, weekends, and hours of arrival once the 45-day notification is provided. The SCO will provide a copy to DSCA and upload the Transfer and Receipt Documentation and Annex A to SCIP to create a central point of reference.

C15-Legacy.5.6.6.1.2. Local Coordination. The SCO will coordinate with Airport/Police Security, Benefitting Partner customs agents, contracted shipping agents, and Benefitting Partner military leadership for sufficient ground handling, transportation, and security from airport to the final destination, and storage, as applicable 18-20 days prior to delivery. In addition, the SCO will coordinate with Persistent Engagement Teams for Support as applicable/available, confirm Secure Storage for EUM articles, and coordinate for any delivery assist team.

C15-Legacy.5.6.6.1.3. Security Cooperation Organization Delivery Day Requirements. The SCO or appointed U.S.-designated officials will sign Form 1907 "Signature and Tally Record," upon skid count verification on the day of arrival. The SCO or appointed U.S.-designated officials will verify each skid has no obvious signs of tampering. The SCO or

appointed U.S.-designated officials will confirm EUM skid's tamper seal is intact and serial number cross checks with advanced documentation. The SCO or appointed U.S.-designated officials will provide for continuous monitoring of materiel from airport to the final destination. The SCO or appointed U.S.-designated officials will ensure that EUM articles are delivered and secured per EUM requirements.

C15-Legacy.5.6.6.1.3.1. Receipt Inventory. The SCO or appointed U.S.-designated officials will conduct an inventory of all articles received in the shipment on the day of arrival or the next day. The SCO or appointed U.S.-designated officials will reconfirm skid count and that each skid has no obvious signs of tampering. The SCO or appointed U.S.-designated officials will reconfirm EUM skid's tamper seal is intact and serial number is correct. The SCO or appointed U.S.-designated officials will conduct joint serial number inventory of EUM articles against advanced shipping documentation with Benefitting Partner recipient unit representative, as applicable. The SCO or appointed U.S.-designated officials will conduct joint inventory with Benefitting Partner recipient unit representative of remaining articles. Verification of skid contents by external documentation is sufficient unless there is evidence of tampering or damage. For damaged or tamper evident skids, the SCO or appointed U.S.-designated officials will conduct a 100 percent inventory of articles, then photograph and document any damage, discrepancies, or evidence of tampering.

C15-Legacy.5.6.6.1.4. Post Delivery Requirements.

C15-Legacy.5.6.6.1.4.1. Record of Inventory. The SCO or appointed U.S.-designated officials will provide a record of inventory and discrepancies to the IA no later than seven days after delivery. This will include any photographic documentation.

C15-Legacy.5.6.6.1.4.2. Delivery Surveys. The SCO will provide any requested delivery surveys no later than seven days after delivery.

C15-Legacy.5.6.6.1.4.3. Handover of Delivered Articles. The SCO or appointed U.S.-designated officials will transfer articles to Benefitting Partner and provide Transfer and Receipt Documentation with Annex A within 30 days after delivery. At a minimum, one copy is provided to the Benefitting Partner, one copy is provided to the SCO Office (who uploads the document SCIP). The SCO is still responsible for ensuring the Transfer and Receipt Documentation is provided even if appointed U.S.-designated officials transferred the articles to the Benefitting Partner.

C15-Legacy.5.6.6.2. Global Train and Equip Delivery Team Responsibilities.

C15-Legacy.5.6.6.2.1. 1149 Packet. The Global Train and Equip Delivery Team (GTE DT) will provide the SCO or appointed U.S.-designated officials an 1149 Packet, which will include a list of EEUM articles' serial numbers, a Handover Receipt Annex A (Delivery Report), and a tentative delivery date 25 days prior to delivery.

C15-Legacy.5.6.6.2.2. Carrier and Shipping Agent. The GTE DT will provide the SCO or appointed U.S.-designated officials carrier and shipping agent contact information, to include name, phone number, and email address 18-20 days prior to delivery.

C15-Legacy.5.6.6.2.3. Final Documentation. The GTE DT will provide an airway bill, invoice, and packing list to the SCO or USG representative 14-18 days prior to delivery. The GTE DT will provide a delivery marking brief to the SCO, including EUM skid's tamper proof seal serial number(s) seven days prior to delivery.

C15-Legacy.5.6.6.2.4. Delivery Movement Notification. GTE DT will confirm shipment pickup at the JCP (Shipment en route) two to seven days prior to delivery. The Carrier/Shipping Agent will confirm aircraft departure one to two days prior to delivery. The Carrier/Shipping Agent will confirm aircraft arrival to SCO and GTE DT.

11. Update Section S333.2.8.3.1. per below:

- Current:

S333.2.8.3.1. Transportation and Packing, Crating & Handling. Starting October 1, 2020, all defense article cases funded with Section 333 authority funds and with an appropriate Delivery Term Code (DTC) 2, 5, 7 or 9 will use a current year transportation case. Until the process for establishing a transportation/packing, crating, and handling (PC&H) case is finalized, requestors will send Transportation Account Code (TAC) requests to the following email address: usarmy.belvoir.usasac.list.gte-trans-appvl-fund-req@army.mil.

- Revised:

S333.2.8.3.1. Transportation and Packing, Crating & Handling. Starting October 1, 2020, all defense article cases funded with Section 333 authority funds and with the Delivery Term Codes (DTC) 2, 5, 7 or 9 will use a current **Program Wide** transportation case. ~~Until the process for establishing a transportation/packing, crating, and handling (PC&H) case is finalized, requestors will send Transportation Account Code (TAC) requests to the following email address: usarmy.belvoir.usasac.list.gte-trans-appvl-fund-req@army.mil.~~

12. Delete S333.2.8.3.1.1., S333.2.8.3.1.2., S333.6.10.8. through S333.6.10.13., and Table S333.T8.

~~S333.2.8.3.1.1. Upon DSCA (Office of International Operations (IOPS)) direction, the Army and the Navy will each prepare necessary actions (e.g., develop a Title 10 BPC case) to accommodate for Title 10 PC&H services. The Air Force will request a TAC from the Army managed case to ship Air Force sourced defense articles or material on Section 333 cases, with the applicable DTC. The Army case will fund costs associated with consolidating materials at the DSCA-recognized Joint Consolidation Point (JCP) in Mechanicsburg, PA. The case will also fund the Delivery Assistance Team services as required.~~

~~S333.2.8.3.1.2. Once the estimated shipment information is available, IAs will create a Shipment Control Number (SCN) in the Transportation Forecast schedule in the Security Cooperation Information Portal (SCIP)/Security Cooperation Management Suite (SCMS). Each SCN will reflect a distinct shipment of defense articles (at a specific point in time and to a specific location). The SCN will appear on the transportation delivery forecast schedule located on SCIP/SCMS home page. The SCN will provide the details needed to authorize the use of the TAC as well as the automated tool for submitting a TAC request (self-contained on the SCN screen). This guidance ensures end use accountability for transported Section 333 defense articles and advance shipping notification to the Benefitting Partner.~~

~~S333.6.10.8. Transportation & Deliveries. Requests for equipment delivery to the Benefitting Partner must be endorsed by the respective USG RA and DSCA (IOPS/GCD) RPD for inclusion on the Transportation Delivery Forecast schedule (located in SCIP/SCMS) and reviewed bi-weekly in the Monday virtual meetings. Program Offices should submit~~

~~forecasted delivery information via the IA for inclusion in the bi-weekly transportation update. When sufficient shipment information is available, stakeholders will create a Shipment Control Number (SCN) in SCIP under the SCMS screen to populate the needed field. Once an SCN is issued, USASAC WFO will provide the Transportation Account Code (TAC) request and issue the TAC to the appropriate transportation office (e.g., Defense Contract Management Agency (DCMA) Transportation). USASAC WFO then updates the CN to LOA crosswalk. Requests not endorsed by the respective USG RA and DSCA (IOPS/GCD) RPD will not be granted a TAC for funding transportation movements.~~

~~S333.6.10.8.1. A request for delivery of cargo seeks support for a single, discreet, specific movement of an article (i.e., a truck, etc.), or a consolidated movement of multiple articles to a specific destination (i.e., various types of munitions, JCP deliveries, etc.). In both cases, the cargo has a common origin and destination. Multiple transportation movements of different cargo from or to multiple locations should all be detailed and tracked separately by an individual SCN in SCIP/SCMS.~~

~~S333.6.10.8.2. The SCN is the digital record repository and mechanism for a delivery to appear on the Transportation Delivery Forecast Dashboard. A SCN will be updated to include the following pieces of information shown in Table S333.T8.~~

~~Table S333.T8.—Shipment Control Number Information~~

- | |
|--|
| <ul style="list-style-type: none">● Included Information● Shipment details (i.e., estimated delivery date, description, POCs, and requisition(s)/case(s) of articles, etc.)● TAC request (i.e., shipment Military Assistance Program Address Code (MAPAC), weight, value and estimated transportation cost)● Transportation booking details (i.e., mode, award value, carrier, agent, shipment reference numbers, etc.)● Shipment completion (i.e., date shipped, arrival date, transfer of title date, delivery survey rating and actual total transportation costs)● Remarks● Document upload (i.e., transfer of title documentation, signature and tally, proof of delivery, photos, delivery marking briefs, and related shipping, booking and financial documentation) |
|--|

~~S333.6.10.8.3. These web-based tools for tracking transported cargo and guidance were established to ensure transparency of BPC execution and end-use accountability for Section 333 and MSI defense articles. This tracking resource enables DoD to provide advanced shipping notification to the Benefitting Partner and also creates a repository for storing documents related to the custody transfer of defense articles to the Benefitting Partner.~~

~~S333.6.10.8.4. As a general rule, all materiel going through the JCP must be received at the JCP 30 days prior to the estimated or desired ship date to Benefitting Partner. The JCP provides a commitment to provide SCOs no less than 30-day advance notice of upcoming deliveries. Depending on the Benefitting Partner's clearance requirements the lead-time could be longer. Deliveries to the Benefitting Partner drive training and installation schedules. Proper lead-time must be factored in for solicitation and award timelines to~~

~~transportation carriers, to allow carriers to meet all the Benefitting Partner specific requirements for cargo entry.~~

~~S333.6.10.8.5. Benefitting Partner training, equipment installation, and other requirements must be coordinated at least six months in advance to enable synchronized equipment deliveries in support of the training event.~~

~~S333.6.10.8.6. For any reason, Implementers seeking a TAC for any Continental United States (CONUS) and/or Outside the Continental United States (OCONUS) transportation costs outside of the SCIP/SCMS SCN request tool should submit a non-standard request form to the following email address: usarmy.belvoir.usasac.list.gte.trans.appvl.fund.req@army.mil. USASAC WFO typically requires the Case ID, requisitions, MAPAC, shipping dimensions (e.g., length, width, height, weight), and a cost estimate. The JCP should not be contacted directly to request equipment deliveries or request for TAC codes, all requests must go to the USASAC WFO email address.~~

~~S333.6.10.8.7. Transportation. Section 333 materiel is delivered to the Benefitting Partner via JCP arranged shipments, direct vendor arranged shipments, or shipments arranged by a freight forwarder (for Mexico only). Shipments are delivered by one of the following primary transportation modes:~~

- ~~• Special Assignment Airlift Mission (SAAM) flights for arms, ammunitions, and explosives;~~
- ~~• Commercial airlift for general cargo and limited non-standard weapons;~~
- ~~• Surface (ocean vessel) for vehicles, large and oversized items (e.g., rolling stock).~~
- ~~• Also, various items including hazardous material may be restricted from certain modes of shipment (e.g., certain types of lithium batteries).~~

~~S333.6.10.8.7.1. These restricted items will be shipped in accordance with the United States Transportation Command (USTRANSCOM) guidance, policies, and procedures. Requests for equipment delivery to the Benefitting Partner must be made through the respective CCMD, RA, and DSCA RPD after LOA development for inclusion on the Transportation Forecast schedule and to be eligible for JCP logistical support.~~

~~S333.6.10.8.7.2. Equipment Shipment Management. The CCMDs will use the U.S. Army Security Assistance Command (USASAC) produced Transportation Forecast spreadsheet to manage defense article deliveries. The CCMDs are responsible to ensure that the SCO Officers and Staff as appropriate are aware of incoming shipments and have the necessary documents to clear customs and other relevant documents. The CCMDs need to provide assistance as appropriate for the ground movement of articles to their final destination. The CCMDs will also ensure that the SCOs know what congressionally approved unit is to receive the defense articles. SCOs are responsible for preparing the receipt and title transfer documents and the CCMDs will provide support as appropriate.~~

~~S333.6.10.8.7.3. Transportation Charges. Additional reference information for selecting the correct Delivery Term Code (DTC) is found below.~~

~~S333.6.10.8.7.4. Transportation to Joint Consolidation Point. For items that are consolidated at the JCP, the IA must show DTC 2/7 on the BPC LOA. Below the line charges only apply to DTC 2, not to DTC 7 (in accordance with DSCA Policy Memorandum 20-47, this change only applies to LOAs implemented before 14 August 2020). The IA will inform their billing~~

office to override the DTC rate calculation in DSAMS during case development to fund only transportation to the consolidation point at the time of delivery booking. The LOA must show the delivery address of the final destination, even if the equipment goes to a consolidation point first.

S333.6.10.8.7.5. Separate Transportation. If the DSCA RPD has agreed that a separate transportation case or a line will fund transportation of materiel to the Benefitting Partner, the IA should not include a transportation charge on the BPC LOA for this leg of transportation. The IA will include a case note that identifies the lines that will be transported via a separate case and provide, if possible, that case's identification. This information will also be entered when the Transportation Bill Code (TBC) is selected. The requests for TAC should be addressed via the following email address: usarmy.belvoir.usasac.list.gte-trans-appvl-fund-req@army.mil. The IA should not contact the JCP directly to request equipment deliveries or request TACs.

S333.6.10.8.7.6. An executable DTC, such as DTC 0 or 4 (shipping by the prime vendor) requires DSCA (Office of Business Operations, Financial Policy & Regional Execution Directorate, Financial Policy Division (OBO/FPRE/FP)) and DSCA (Office of Strategy, Plans, and Policy, Execution Policy and Analysis Directorate (SPP/EPA)) approval prior to developing the LOA. These are rarely used DTCs. The IA should consult DSCA (SPP/EPA) to approve prime vendor transportation requests prior to case development (see Section C15.3.12.6.1. (for FY24 appropriations and before, see Section C15 Legacy.3.13.6.1.)).

S333.6.10.8.7.6.1. For Mexico only, the applicable DTC code is 5. This indicates a special approval to ship items to Mexico via their freight forwarder. The IA should consult the DSCA RPD when developing a case for Mexico deliveries.

S333.6.10.8.7.6.2. An executable DTC, such as DTC 7, is used to ship items directly to the Benefitting Partner. This includes Arms, Ammunition, & Explosives (AA&E).

S333.6.10.8.7.6.3. There may be limited instances based on the transportation plan where DTC 9 (port of debarkation (POD)) is more appropriate for the Benefitting Partner. The IA should coordinate with the DSCA RPD if this is the case.

S333.6.10.8.8. In accordance with the procedures outlined in Section C15.5.9.2. (for FY24 appropriations and before, see Section C15 Legacy.5.9.2.), the IA will provide advance delivery notification to DSCA and the SCO at least 30 to 45 days prior to anticipated delivery to ensure SCO and the Benefitting Partner are prepared to receive the material and advise about the material handling requirements at airport and destination, and any blackout dates including holidays, weekends, and hours of arrival.

S333.6.10.8.9. Transportation Forecast Dashboard. The Section 333 transportation forecast can be found in SCIP/SCMS/JCP Home. The JCP and IA will manage delivery details for shipments via this web tool. The CCMDs and SCOs are responsible for reviewing the Transportation Forecast Dashboard and providing the JCP and IA with all necessary in-country or on-island requirements for shipment clearance. The CCMDs need to provide assistance, as appropriate, for the ground movement of articles to their final destination. The CCMDs may request a JCP DAT to assist with equipment delivery and transfer to the Benefitting Partner. The CCMDs will ensure that the SCOs see the relevant CN tables and know which Benefitting Partner unit was notified and approved to receive the equipment and

training. Equipment may only be delivered, and training may only be provided to a Benefitting Partner unit that was included on the associated CN.

~~S333.6.10.9. Joint Consolidation Point.~~ Current implemented transportation case(s) fund (within the period of availability) consolidation of material and onward shipment movement to the Benefitting Partner. All materiel going through the JCP must be received at least 30 days prior to the estimated ship date. Engagements and events, including but not limited to, training events and installation visits must be coordinated with the JCP, IA, CCMD, DSCA, and other stakeholders at least six months in advance to enable synchronized equipment deliveries in support of the training event. The JCP will work directly with the appointed USG official, usually the SCO, to make the necessary delivery arrangements.

~~S333.6.10.9.1. Pre-Shipment Coordination.~~ The JCP, will coordinate the shipment delivery timelines based on the partner specific DoD Foreign Clearance Guide (FCG) (restricted access site). At least seven days prior to delivery, will provide the appointed USG official a Defense Department (DD) Form 1149 packet, which will include a list of EUM articles' serial numbers, a Handover Receipt Annex A (Delivery Marking Brief) and a tentative delivery date.

~~S333.6.10.9.2. Carrier and Shipping Agent.~~ The JCP will provide the appointed USG official carrier and shipping agent contact information provided including name, phone number, and email addresses 18-20 days before delivery. The JCP will provide a delivery marking brief to the USG appointed official, including EUM skid's tamper proof seal and serial number(s) seven days prior to delivery. The Carrier/Shipping Agent will confirm aircraft departure one-two days prior to delivery and confirm aircraft arrival to the appointed USG official and JCP on the day of arrival.

~~S333.6.10.9.3. Local Coordination.~~ The appointed USG official will coordinate with Airport/Police Security, the Benefitting Partner customs agent, contracted shipping agent, and partner military leadership for sufficient ground handling, transportation, and security from airport to final destination, and storage, as applicable, 18-20 days prior to delivery. In addition, the appointed USG official will coordinate for any assistance required from the JCP Delivery Assistance Team (DAT).

~~S333.6.10.9.4. Delivery Day Requirements.~~ The appointed USG official will conduct a verification check to confirm skid count, no obvious signs of tampering, and will sign Form DD 1907 (Signature and Tally Record). The appointed USG official will provide for continuous monitoring of material from airport to final destination. The appointed USG official will ensure that EUM articles are delivered and secured per EUM requirements. The appointed USG official will provide a record of inventory and annotate any discrepancies to include photographic documentation no more than seven days after delivery.

~~S333.6.10.9.4.1. Receipt Inventory.~~ The appointed USG representative, usually the SCO, on the day of delivery or day after delivery, will conduct an inventory of all articles received in the shipment. The USG representative will reconfirm any EUM skid's tamper proof seal is intact and serial number is correct and will conduct joint serial number inventory of EUM articles against advanced shipping documentation with the Benefitting Partner recipient unit representative, as applicable. The SCO will conduct a joint inventory inspection of remaining articles with the Benefitting Partner recipient unit representative. Verification of skid contents by external documentation is sufficient unless there is evidence of tampering or damage. The SCO will, for damaged or tamper evident skids, conduct a 100 percent

~~inventory inspection of articles, then photograph and document any damage, discrepancies, or evidence of tampering.~~

~~S333.6.10.10. Material Delivery. With the support of the Implementer and/or JCP, the USG RAs must ensure SCOs are aware of incoming shipments and have the necessary documents to clear customs.~~

~~S333.6.10.10.1. The CCMDs should ensure SCOs review and understand the relevant CN tables and know which Benefitting Partner unit was notified and approved to receive the defense articles, training, services, supplies (including consumables), and small-scale construction associated with that program. This ensures equipment is delivered and training is provided only to a Benefitting Partner unit included in the CN. The USG RAs provide assistance, as appropriate, for the ground movement of articles to their final destination. Per Section C15.5.5. (for FY24 appropriation and before, see Section C15-Legacy.5.5.) the SCO will prepare the receipt and title transfer documents, and the USG RA will provide support as appropriate. USG RAs may request a DAT to assist with equipment delivery and transfer to the Benefitting Partner. The transportation process slides available on SCIP provide additional execution details.~~

~~S333.6.10.10.2. Upon DSCA (IOPS/GCD's) direction, the Army and the Navy will each establish a current year transportation case, to include a line for packing, crating, and handling (PC&H) services. The Air Force will request a TAC from the Army managed case to ship Air Force sourced defense articles or material on Section 333 cases, with the applicable DTC. The Army case will fund costs associated with consolidating materials at the DSCA-recognized JCP in Mechanicsburg, PA. The case will also fund the DAT services as required.~~

~~S333.6.10.10.3. Once the estimated shipment information is available, IAs will create a SCN in the Transportation Forecast schedule in SCIP/SCMS. The SCN will provide details to authorize the use of the TAC. This guidance is established to ensure that there is accountability for Section 333 defense articles and to provide advance shipping notification to the Benefitting Partner.~~

~~S333.6.10.11. Receipt of Goods and Services. Per Section C15.5.5. (for FY24 appropriation and before, see Section C15-Legacy.5.5.), the SCOs prepare the receipt and title transfer documents, and the CCMD will provide support as appropriate. The CCMD may request a DAT to assist with equipment delivery and transfer to Benefitting Partner. The transportation process slides available on SCIP provide additional execution details. Transfer documentation for materiel—posted in SCIP, JCP under the appropriate SCN. For training and services, SCO will confirm with the RPD when services and training are complete and provide any supporting documentation as evidence of completion.~~

~~S333.6.10.12. Title Transfer to Benefitting Partner.~~

~~S333.6.10.12.1. Title transfer procedures are outlined in Section C15.5.9.2. (for FY24 appropriations and before, see Section C15-Legacy.5.9.2.) all advance notice of delivery~~

~~must include which unit will receive the materiel or service. The materiel shipment information must be attached to the notice.~~

~~S333.6.10.12.2. The SCO will provide a copy of the signed Transfer and Receipt document to the DSCA, JCP and upload the documents under the appropriate SCN in SCIP/SCMS.~~

~~S333.6.10.12.3. Title Transfer. In accordance with the procedures outlined in Sections C15.5.9.8. through C15.5.9.10. (for FY24 appropriations and before, see Sections C15-Legacy.5.9.8. through C15-Legacy.5.9.10.), the SCOs prepare the receipt and title transfer documents and the CCMDs provide support as appropriate. The SCO will provide a copy of the signed Transfer and Receipt document to DSCA, IA, and the JCP, by uploading the document(s) to the respective SCN within SCIP/SCMS. The SCN will appear on other SCIP reports and be included on Congressional Notification to LOA crosswalks for easy cross-reference.~~

~~S333.6.10.13. Materiel may not be transferred to another unit without both prior DSCA and congressional approval. The IA must contact DSCA (IOPS/GCD) if the recipient unit expected to receive the equipment is not explicitly included within the applicable congressionally notified Section 333 program (see Re-Notification section).~~

13. Add Sections S333.6.10.8. and S333.6.10.9. and Table S333.T8. per below:

S333.6.10.8. Transportation and Delivery Information Specific to Section 333 Programs. In addition to guidance in [Chapter 15](#) And [Chapter 15-Legacy](#), [Section 333](#) transportation and deliveries have unique requirements.

S333.6.10.8.1. Transportation. [Section 333](#) materiel is delivered to the Benefitting Partner via JCP arranged shipments, IA arranged shipments, direct vendor arranged shipments, or shipments arranged by a freight forwarder (for Mexico only).

S333.6.10.8.1.1. Transportation Options. Shipments are delivered by one of the following primary transportation modes:

- | |
|---|
| <ol style="list-style-type: none">1. Special Assignment Airlift Mission (SAAM) flights for arms, ammunitions, and explosives (Global Heavyweight Services may be used for small arms and small arms ammunition),2. Commercial airlift for general cargo and limited non-standard weapons,3. Surface (ocean vessel) for vehicles, large and oversized items (e.g., rolling stock). |
|---|

S333.6.10.8.1.2. Various items including hazardous material may be restricted from certain modes of shipment (e.g., certain types of lithium batteries). The restricted items will be shipped in accordance with the United States Transportation Command (USTRANSCOM) guidance, policies, and procedures. Requests for equipment delivery to the Benefitting Partner must be made through the respective CCMD, the Requesting Authority (RA), and DSCA RPD after BPC LOA development for inclusion on the Transportation Delivery Forecast schedule and to be eligible for JCP logistical support.

S333.6.10.8.1.3. Types of Transportation on Building Partner Capacity Letters of Offer and Acceptance.

S333.6.10.8.1.3.1. Current Program Wide Transportation Cases. Upon DSCA (IOPS/GCD's) direction, the Army and the Navy will each establish a current program wide transportation

case, to include a line for packing, crating, and handling (PC&H) services. The Air Force will request a Transportation Account Code (TAC) from the Army managed case to ship Air Force sourced defense articles or material on [Section 333](#) cases, with the applicable Delivery Term Code (DTC) for the transportation costs. For costs associated with consolidating materials at the JCP in Mechanicsburg, PA and for Delivery Assistance Program services funding will be provided via direct manpower data call.

S333.6.10.8.1.3.2. Separate Transportation. If the DSCA RPD has agreed that a separate case other than the current year program wide transportation case will be used, there are different options. If a line on the BPC case that the defense articles are being providing on will be used, the IA will include the “Transportation Charges Included - Building Partner Capacity” note. In special circumstances, another funding source may be used. If this occurs, provide the source and detailed information in a note on the defense articles case. This information will also be entered when the Transportation Bill Code (TBC) is selected. The requests for TAC should be addressed via the following email address: usarmy.belvoir.usasac.list.gte-trans-appvl-fund-req@army.mil. The IA should not contact the JCP directly to request equipment deliveries or request TACs.

S333.6.10.8.2. Transportation Timeliness and Coordination with Training. Benefitting Partner training, equipment installation, and other requirements must be coordinated at least six months in advance to enable synchronized equipment deliveries in support of the training event (See [Section S333.6.10.8.7.](#)).

S333.6.10.8.3. Transportation Delivery Term Code Information. Additional reference information for selecting the correct DTC is found below.

S333.6.10.8.3.1. Delivery Term Codes When Using the Joint Consolidation Point. For items that are consolidated at the JCP, the IA must show DTC 2/7 or 2/9 on the BPC LOA. Below the line charges only apply to DTC 2, not to DTC 7 (in accordance with DSCA [Policy Memorandum 20-47](#); this change only applies to LOAs implemented before 14 August 2020). The IA will inform their billing office to override the DTC rate calculation in DSAMS during case development to fund only transportation to the consolidation point at the time of delivery booking. The LOA must show the delivery address of the final destination, even if the equipment goes to a consolidation point first.

S333.6.10.8.3.2. For Mexico only, the applicable DTC code is 5. This indicates a special approval to ship items to Mexico via their freight forwarder. The IA should consult the DSCA RPD when developing a case for Mexico deliveries.

S333.6.10.8.3.3. An executable DTC, such as DTC 7, is used to ship items directly to the Benefitting Partner. This includes Arms, Ammunition, & Explosives (AA&E).

S333.6.10.8.3.4. There may be limited instances based on the transportation plan where DTC 9 (port of debarkation (POD)) is more appropriate for the Benefitting Partner. The IA should coordinate with the DSCA RPD if this is the case.

S333.6.10.8.4. Delivery Forecasting, Tracking, and Coordination.

S333.6.10.8.4.1. Transportation Delivery Forecast Dashboard. The [Section 333](#) transportation forecast can be found in SCIP Home. The JCP and IA will manage delivery details for shipments via this web tool. The CCMDs and SCOs are responsible for reviewing the Transportation Forecast Dashboard and providing the JCP and IA with all necessary Benefitting Partner in-territory requirements for shipment clearance. The CCMDs need to

provide assistance, as appropriate, for the ground movement of articles to their final destination. The CCMDs may request a JCP Delivery Assistance Program (DAP) to assist with equipment delivery and transfer to the Benefitting Partner.

S333.6.10.8.4.2. Equipment Shipment Management. The CCMDs are responsible to ensure that the SCO Officers and Staff as appropriate are aware of incoming shipments and have the necessary documents to clear customs and other relevant documents. The CCMDs need to provide assistance as appropriate for the ground movement of articles to their final destination.

S333.6.10.8.4.3. Shipment Control Numbers. A request for delivery of cargo seeks support for a single, discreet, specific movement of an article (i.e., a truck, etc.), or a consolidated movement of multiple articles to a specific destination (i.e., various types of munitions, JCP deliveries, etc.). In both cases, the cargo has a common origin and destination. Multiple transportation movements require individual SCNs for each movement. The SCN is the digital record repository and mechanism for a delivery to appear on the Transportation Delivery Forecast Dashboard. An SCN will be updated to include the following pieces of information shown in [Table S333.T8](#).

S333.6.10.8.4.4. Transportation Delivery Forecast Schedule and Shipment Control Numbers. Requests for equipment delivery to the Benefitting Partner must be endorsed by the respective USG RA and DSCA (IOPS/GCD) RPD for inclusion on the Transportation Delivery Forecast schedule (located in SCIP/SCMS) and reviewed bi-weekly in the Monday virtual meetings. Program Offices should submit forecasted delivery information via the IA for inclusion in the bi-weekly transportation update. When sufficient shipment information is available, stakeholders will create a Shipment Control Number (SCN) in SCIP under the SCMS screen to populate the needed field. Once an SCN is issued, USASAC-WFO will provide the TAC request and issue the TAC to the appropriate transportation office (e.g., Defense Contract Management Agency (DCMA) Transportation). Requests not endorsed by the respective USG RA and DSCA (IOPS/GCD) RPD will not be granted a TAC for funding transportation movements. These web-based tools for tracking transported cargo and guidance were established to ensure transparency of BPC execution and end use accountability for [Section 333](#) defense articles. This tracking resource enables DoD to provide advanced shipping notification to the Benefitting Partner and also creates a repository for storing documents related to the custody transfer of defense articles to the Benefitting Partner.

Table S333.T8. - Shipment Control Number Information

Included Information
<ul style="list-style-type: none"> • Shipment details (i.e., estimated delivery date, description, POCs, and requisition(s)/case(s) of articles, etc.) • TAC request (i.e., shipment Military Assistance Program Address Code (MAPAC), weight, value and estimated transportation cost) • Transportation booking details (i.e., mode, award value, carrier, agent, shipment reference numbers, etc.) • Shipment completion (i.e., date shipped, arrival date, transfer of title date, delivery survey rating and actual total transportation costs) • Remarks

Included Information

- Document upload (i.e., transfer of title documentation, signature and tally, proof of delivery, photos, delivery marking briefs, and related shipping, booking and financial documentation)

S333.6.10.8.4.5. Coordination for Non-Standard Transportation Account Codes. For any reason, Implementers seeking a TAC for any Continental United States (CONUS) and/or Outside the Continental United States (OCONUS) transportation costs outside of the SCIP/SCMS SCN request tool should submit a non-standard request form to the following email address: usarmy.belvoir.usasac.list.gte-trans-appvl-fund-req@army.mil. USASAC-WFO typically requires the Case ID, requisitions, MAPAC, shipping dimensions (e.g., length, width, height, weight), and a cost estimate. The JCP should not be contacted directly to request equipment deliveries or request for TAC codes, all requests must go to the USASAC-WFO email address.

S333.6.10.8.4.6. Coordination with the Joint Consolidation Point. Engagements and events, including but not limited to, training events and installation visits must be coordinated with the JCP, IA, CCMD, DSCA, and other stakeholders at least six months in advance to enable synchronized equipment deliveries in support of the training event. Depending on the Benefitting Partner's clearance requirements the lead-time could be longer. Deliveries to the Benefitting Partner drive training and installation schedules. Proper lead-time must be factored in for solicitation and award timelines to transportation carriers, to allow carriers to meet all the Benefitting Partner specific requirements for cargo entry.

S333.6.10.8.4.6.1. Pre-Shipment Coordination. The JCP, will coordinate the shipment delivery timelines based on the partner specific [DoD Foreign Clearance Guide \(FCG\) \(restricted access site\)](#). As part of coordination, documents must match each article line on a BPC LOA (see [Section C15.3.5.](#) and [Section C15-Legacy.3.6.](#)). The final list of equipment procured under a BPC LOA line will be provided to the program office and uploaded in SCIP/SCMS Non-Standard Requisition (NSR) Tool no later than 30 days prior to shipment.

S333.6.10.8.5. Shipment Control Numbers and Title Transfer. The SCO will provide a copy of the signed Transfer and Receipt document to DSCA, IA, and the JCP, by uploading the document(s) to the respective SCN within SCIP/SCMS. The SCN will appear on other SCIP reports for easy cross-reference.

S333.6.10.8.6. Congressionally Notified Benefitting Partner Units. The CCMDs should ensure SCOs review and understand the relevant CN tables and know which Benefitting Partner unit was notified and approved to receive the defense articles, training, services, supplies (including consumables), and small-scale construction associated with that program. This ensures equipment is delivered and training is provided only to a Benefitting Partner unit included in the CN.

S333.6.10.8.7. Retransfer to other Benefitting Partner Units. Materiel may not be transferred to another unit without both prior DSCA and congressional approval. The IA must contact DSCA (IOPS/GCD) if the recipient unit expected to receive the equipment is not explicitly included within the applicable congressionally notified [Section 333](#) program (see Re-Notification section).

14. Update the following Appendix 6 Note:

Transportation Charges Above the Line

Foreign Military Sales	Yes
Building Partner Capacity	No
Note Input Responsibility	IA
Date Range of Use	All
References	
N/A	
Note Usage Instructions for Documents	
Mandatory for Foreign Military Sales (FMS) and Building Partner Capacity (BPC) Letters of Offer and Acceptance (LOAs), Amendments, and Modifications that add/include transportation costs on a separate line (e.g., Special Assignment Airlift Mission (SAAM) or Air Mobility Command (AMC) line) on a case or when transportation costs are included in the above the line costs on materiel lines unless the latest version of the note is on the Implemented Version.	
Note Text	
"Any Continental United States (CONUS) and/or Outside CONUS (OCONUS) transportation costs for line(s) [insert line number(s)] are included in the above the line costs on line(s) [insert line numbers where the costs are being captured]."	

15. Add the following note to Appendix 6:

Transportation Charges Included - Building Partner Capacity (BPC)

Foreign Military Sales	No
Building Partner Capacity	Yes
Note Input Responsibility	IA
Date Range of Use	All
References	
Section C15.3.11.1.2. and Section C15-Legacy.3.13.1.2.	
Note Usage Instructions for Documents	
Mandatory for Building Partner Capacity (BPC) Letters of Offer and Acceptance (LOAs) and Amendments (and Modifications for programs developed using the Defense Security Assistance Management System (DSAMS) case module) that contain transportation funds (unless the latest version of the note or the "Transportation Charges Above the Line" note is on the implemented version). Use for Both Title 10 and Title 22 Programs.	
Note Text	
If transportation costs are included on the Building Partner Capacity (BPC) Letter of Offer and Acceptance (LOA): "[Line/s ###-### contain/s] transportation charges for [Line/s ###-###] of this Building Partner Capacity (BPC) Letter of Offer and Acceptance (LOA)." [Add transportation and delivery	

arrangements].

If transportation costs are included for another BPC LOA and this is not a Program Wide Transportation case:

“[Line/s ###-### contain/s] transportation charges for [Line/s ###-###] of Building Partner Capacity (BPC) Letter of Offer and Acceptance (LOA) [###-#-#### Lines/s ###-###].” [Add transportation and delivery arrangements].

16. Rename Appendix 6 Note “Transportation Charges Not Included - BPC” to “Use of Program Wide Transportation - Building Partner Capacity (BPC)” and update per below:

Use of Program Wide Transportation - Building Partner Capacity (BPC)

Foreign Military Sales	No
Building Partner Capacity	Yes
Note Input Responsibility	IA
Date Range of Use	All
References	
N/A	
Note Usage Instructions for Documents	
Mandatory for Building Partner Capacity (BPC) Letters of Offer and Acceptance (LOAs) and Amendments (and Modifications for programs developed using the Defense Security Assistance Management System (DSAMS) case module) using a Program Wide Transportation case (unless the latest version of the note is on the implemented version). Use for Both Title 10 and Title 22 Programs.	
Note Text	
“Any continental United States (CONUS) and/or outside CONUS (OCONUS) transportation costs will be funded by the current year [insert the authority] transportation Building Partner Capacity (BPC) Letter of Offer and Acceptance (LOA) . Contact [insert the group Email address for the Transportation Account Code (TAC) point of contact (POC)] for the applicable TAC .”	