



DEPARTMENT OF THE NAVY
 NAVAL SEA SYSTEMS COMMAND
 WASHINGTON, D.C. 20362

10/27/82
 R.H.

IN REPLY REFER TO
 NAVSEAINST 4600.1A CH-1
 05L213/AN
 Ser 373
 21 September 1982

NAVSEA INSTRUCTION 4600.1A CHANGE TRANSMITTAL 1

From: Commander, Naval Sea Systems Command
 To: All Offices Reporting Directly to COMNAVSEA
 Distribution List

Subj: Material Transportation Program

Encl: (1) Revised Page 4 and 5 and New Enclosure (5) to Basic Instruction

1. Purpose. To provide procedures for reporting accidents/incidents involving shipments of non-explosive material.
2. Background. A recent railroad fire which destroyed critical NAVSEA equipment was not reported to SEA 05L213, because the basic instruction contains no requirements to report accidents/incidents involving non-explosive material. This change transmittal implements a reporting requirement for incidents/accidents involving NAVSEA controlled non-explosive material.
3. Action
 - a. On page 1 enclosure heading add "(5) Transportation Accident/ Incident Reporting Procedures Involving Shipments of Non-Explosive Material".
 - b. Add enclosure (5) to basic instruction.
 - c. Throughout instruction, change "SEA 05M13" to read "SEA 05L213".

M. V. Ricketts
 M. V. RICKETTS
 Deputy Commander for
 Ship Design and Engineering

Distribution: (2 copies each)
 SNDL FKP Activities under the Command of COMNAVSEA

Copy to: (2 copies each unless otherwise shown)
 SNDL C37E4 NPPSDO, NDW
 C37F3 NAVMATDATASYSRU
 FKA1A COMNAVAIRSYSCOM
 FKA1B COMNAVELEXSYSCOM
 FKA1C COMNAVFACENGCAM

(Cont)

NAVSEAINST 4600.1A CH-1

21 September 1982

Copy to: (2 copies each unless otherwise shown) (Cont.)

SNDL	FKA1F	COMNAVSUPSYSCOM
	FKM13	SPCC
	FKM18	NAVMTO
	FKM22	NAVPUBFORMCEN (300 and negatives)
	FT88	EDOSCOL

NAVSEA Special List Y3

SEA 99634 (100)

99642 (2)

6 July 1981

(3) Incurring excessive transportation costs often involves review by higher authority; specifically, the post-audit conducted by Military Traffic Management Command (MTMC), Navy Material Transportation Office (NAVMTO), and General Accounting Office (GAO).

d. Although cost is a major factor in the selection of a mode of transportation, it is not necessarily the overriding factor. The method of transportation employed will depend upon the priority designator and the required delivery date, and will normally employ the most economical mode consistent with urgency of need. Abuses of the Uniform Material Movement and Issue Priority System (UMMTPS) generally occur in the improper selection of priority designators and required delivery dates for the sole purpose of speeding up delivery of the material ordered, rather than on the basis of bona fide mission impairment.

6. Responsibility. The Deputy Commander for Ship Systems (SEA 05) is assigned Command responsibility for matters involving transportability, traffic management, and transportation safety. Execution of this responsibility is further delegated to the Director, Material Management Programs Office (SEA 05M). Point of contact is the Material Transportation Section (SEA 05M13). Execution of matters concerning engineering for transportability is assigned to SEA 62C2, transportability agent for weapons systems and to SEA 05E3, transportability agent for ship systems, in accordance with reference (d). SEA 05M13 performs the following services, as required:

a. Provides transportation assistance and guidance to NAVSEA headquarters elements such as, but not necessarily limited to Financial, Project, Planning, Acquisition and Inventory Managers.

b. Performs technical supervision over NAVSEA headquarters and shore activities involved in the movement of all material and over all Navy and Marine Corps activities involved in the movement of hazardous materials.

c. Conducts special transportation studies and analyses in support of NAVSEA responsibilities in the management of material transportation.

d. Initiates recommendations for, coordinates the development of, and reviews instructions or procedures originating within the Command, when such instructions or procedures significantly affect or influence transportation.

e. Conducts reviews and analyses of NAVSEA distribution patterns to assure that consideration is given to appropriate transportation factors in order that transportation cost control is effected without impairing operational requirements.

f. Evaluates the effectiveness of existing NAVSEA procedures in acquisition and inventory control and recommends corrective action which may reduce transportation costs.

g. Collects, reviews, analyzes, and monitors total NAVSEA transportation program requirements (land, sea and air) for the purpose of correlating continuing program and progress analyses in conjunction with approved transportation policy.

NAVSEAINST 4600.1A CH-1

21 September 1982

h. Consults with or provides assistance to NAVSEA personnel on transportation matters involving costs, operations, terms, rules and regulations, delivery transit time, and other transportation matters.

7. Policy

a. The value of the material in its existing condition shall be sufficient to warrant the transportation cost.

b. Movement of material shall be limited to that quantity which is required at destinations unless other considerations govern. For example, when the need exists to ship larger than required quantities such as during shore establishment realignment or for system back-up, the shipping activity's transportation records shall document the justification for the movement.

c. Cannibalization shall be performed at point of origin wherever possible to eliminate the shipping cost of the useless carcass.

d. Where practicable, inductions for repair or rework shall be planned with adequate lead time for utilization of least costly modes of transportation.

e. Redistribution of system stocks shall be minimized; attrition shall normally be used as the method of clearing critical storage locations.

f. Use of air transportation shall be limited to those instances where no other mode will meet the operational requirement. Individuals requesting air shipment must submit complete and detailed justification to the cognizant transportation officer.

8. Procedures. Enclosure (1) establishes specific requisites for headquarters staff coordination with the Material Transportation Section (SEA 05M13). Enclosure (2) provides guidance in the selection of Defense Acquisition Regulations (DAR) transportation clauses to be included in NAVSEA solicitations and contracts and defines applicable DAR transportation clauses and their application. Enclosure (3) provides procedures on volume movement reporting and air transportation requests. Enclosure (4) contains detailed guidance regarding the assignment of Transportation Account Codes (TAC) to first destination, second destination, foreign military sales, and grant aid shipment. Enclosure (5) provides procedures for Transportation Accident/Incident reporting involving shipment of non-explosive NAVSEA material.

9. Report

a. Report symbol MTMC-88 has been assigned to the Volume Movement Report required by enclosure (3).

NAVSEAINST 4600.1A CH-1
21 September 1982

b. Report symbol 4600-1 is assigned to the Transportation Accident/Incident Report Involving Shipment of Non-Explosive NAVSEA Material. This report is approved for two years from the date of this change.



M. V. RICKETTS
Deputy Commander for
Ship Design and Engineering

Distribution: (2 copies each)
SNDL FKP Activities under the Command of COMNAVSEA

Copy to: (2 copies each unless otherwise shown)
SNDL C37E NPPSDO, NDW
C37F NAVMATDATASYSGRU
FKA1A COMNAVAIRSYSYSCOM
FKA1B COMNAVELEXSYSYSCOM
FKA1C COMNAVFACENGCYSCOM
FKA1F COMNAVSUPSYSYSCOM
FKM13 SPCC
FKM18 NAVMTO
FKM22 NAVPUBFORMCEN (300 and negatives)
FT88 EDOSCOL

NAVSEA Special List Y3
SEA 99634 (100)
99642 (2)

TRANSPORTATION ACCIDENT/INCIDENT REPORT PROCEDURES INVOLVING SHIPMENT OF
NAVSEA CONTROLLED NON-EXPLOSIVE MATERIAL

1. When a NAVSEA Headquarters or Shore Activity is notified of an incident or accident involving a shipment of non-explosive material being transported by motor vehicle, rail or air, a report of the incident or accident shall be forwarded by the most expeditious means to the Commander, Naval Sea Systems Command (SEA 05L213). If the report is made by telephone, a follow-up report shall be made in writing. Report symbol NAVSEA 4600-1 is assigned to the report of Transportation Accident/Incident Involving Shipment of Non-Explosive Material. This report is approved for a period of two years from the date of this change. The following information shall be included in the report:

- a. Reporting activity.
- b. Full name of carrier.
- c. Type of commodity, weight and number of packages.
- d. Origin and destination of shipment.
- e. Requisition number and bill of lading.
- f. Vehicle or railcar initials and numbers.
- g. New vehicle or railcar number if load was transferred.
- h. Transfer supervised by.
- i. Original seal number(s).
- j. New seal number(s).
- k. Traffic control number.
- l. Date, time and place of accident.
- m. Personnel injuries or fatalities.
- n. Nature of accident and how it occurred.
- o. Estimate of damage to cargo or loss of property.
- p. Estimate of damage to carrier's equipment.
- q. Action taken by reporting activity.
- r. Signature of reporting official.



DEPARTMENT OF THE NAVY
NAVAL SEA SYSTEMS COMMAND
WASHINGTON, D.C. 20382

04C
049

IN REPLY REFER TO
NAVSEAINST 4600.1A
05M/PM
Ser 250
6 July 1981

NAVSEA INSTRUCTION 4600.1A

From: Commander, Naval Sea Systems Command
To: All Offices Reporting Directly to COMNAVSEA
Distribution List

Subj: Material Transportation Program

- Ref:
- (a) Defense Acquisition Regulations (DAR)
 - (b) DOD Regulation 4500.32R, Military Standard Transportation and Movement Procedures (MTLSTAMP)
 - (c) NAVSUPINST 4600.70 of 19 March 1970; Subj: Military Traffic Management Regulation
 - (d) OPNAVINST 4600.22B of 1 September 1978; Subj: DOD Engineering for Transportability
 - (e) NAVSEA OP 2165 - Navy Transportation Safety Handbook for Hazardous Materials
 - (f) NAVSEAINST 7800.1A of 11 January 1980; Subj: Transportation of Things, Navy; procedures for funding of

- Encl:
- (1) Coordination Requirements for NAVSEA Headquarters
 - (2) Transportation Requirements for Solicitations and Contracts - All NAVSEA
 - (3) Procedures for Volume Movement Reporting and Air Shipment Requests - All NAVSEA
 - (4) Transportation Account Codes (TAC) - All NAVSEA
 - (5) *Transportation Accident/Incident Reporting Procedures for NAVSEA Material*

1. Purpose. To promulgate policies and procedures governing the material transportation program for NAVSEA headquarters and shore activities.
2. Cancellation. This instruction cancels NAVSEAINST 4600.1 of 17 November 1975.
3. Scope. This instruction applies to all headquarters elements and shore activities generating shipments of NAVSEA material. This instruction does not apply to material which is under the management cognizance of the Deputy Commander for Nuclear Propulsion (SEA 08).

4. Discussion

a. Reference (a) establishes uniform policies and procedures relating to the acquisition of supplies and services on behalf of the Department of Defense. Sections II, VII and XIX thereof, specifically pertain to transportation matters. Reference (b) provides policy and procedures required to manage and control the movement of material through the Defense Transportation System. Reference (c) is

6 July 1981

a joint regulation promulgating policy and procedures applicable to the performance of traffic management functions by the military services and other Department components. Reference (d) promulgates policy, assigns responsibility and delineates procedures for conducting the engineering for transportability program within the Navy. Reference (e) sets forth regulations governing transportation, handling and marking of hazardous materials. Reference (f) contains information on procedures for funding NAVSEA transportation costs.

b. Since transportation costs are based on many individual decisions, each person obligating transportation funds must be vigilant to ensure that decisions are cost-effective. Consequently, all movements of material must be considered in light of their financial impact.

c. The guidance contained herein is applicable to the transportation and financial management of NAVSEA material movements within the Defense Transportation System. Transportation is an essential and integral part of logistics. It is that vital link of the NAVSEA distribution system that controls the movement of material between the supply source and the ultimate user.

5. Background

a. Budgeted transportation costs generally include costs resulting from the following actions:

- (1) Responses to requisitions for material for use by a ship or shore activity.
- (2) Production contracts requiring placement of material at an installation, activity or storage point.
- (3) The need to induct material into an overhaul, repair, rehabilitation or disposal cycle.

b. Unbudgeted costs may arise as a result of unnecessary or unplanned movement of material. Higher costs of premium transportation may often be avoided by allowing sufficient transport time to permit selection of a less costly mode. The maximum potential for avoidance of premium transportation costs is dependent upon the expertise exercised by transportation personnel. Rising fuel and transportation costs emphasize the need for a vigorous program to maximize use of least fuel-consumptive carriers affording the lowest possible rates.

c. Shipping instructions originated by inventory and program managers have contained instructions such as "ship via commercial air," "ship via special air-lift," "ship via dedicated truck," or some other similar provision. The cognizant transportation officer who receives such instructions is confronted with conflicting requirements, in that:

- (1) Mode of shipment has been designated by the requesting activity.
- (2) Regulations require selection of the mode of transportation which will respond to the requirement at the lowest possible cost.

6 July 1981

(3) Incurring excessive transportation costs often involves review by higher authority; specifically, the post-audit conducted by Military Traffic Management Command (MTMC), Navy Material Transportation Office (NAVMTO), and General Accounting Office (GAO).

d. Although cost is a major factor in the selection of a mode of transportation, it is not necessarily the overriding factor. The method of transportation employed will depend upon the priority designator and the required delivery date, and will normally employ the most economical mode consistent with urgency of need. Abuses of the Uniform Material Movement and Issue Priority System (UMMIPS) generally occur in the improper selection of priority designators and required delivery dates for the sole purpose of speeding up delivery of the material ordered, rather than on the basis of bona fide mission impairment.

6. Responsibility. The Deputy Commander for Ship Systems (SEA 05) is assigned Command responsibility for matters involving transportability, traffic management, and transportation safety. Execution of this responsibility is further delegated to the Director, Material Management Programs Office (SEA 05M). Point of contact is the Material Transportation Section (SEA 05M13). Execution of matters concerning engineering for transportability is assigned to SEA 62C2, transportability agent for weapons systems and to SEA 05E3, transportability agent for ship systems, in accordance with reference (d). SEA 05M13 performs the following services, as required:

a. Provides transportation assistance and guidance to NAVSEA headquarters elements such as, but not necessarily limited to Financial, Project, Planning, Acquisition and Inventory Managers.

b. Performs technical supervision over NAVSEA headquarters and shore activities involved in the movement of all material and over all Navy and Marine Corps activities involved in the movement of hazardous materials.

c. Conducts special transportation studies and analyses in support of NAVSEA responsibilities in the management of material transportation.

d. Initiates recommendations for, coordinates the development of, and reviews instructions or procedures originating within the Command, when such instructions or procedures significantly affect or influence transportation.

e. Conducts reviews and analyses of NAVSEA distribution patterns to assure that consideration is given to appropriate transportation factors in order that transportation cost control is effected without impairing operational requirements.

f. Evaluates the effectiveness of existing NAVSEA procedures in acquisition and inventory control and recommends corrective action which may reduce transportation costs.

g. Collects, reviews, analyzes, and monitors total NAVSEA transportation program requirements (land, sea and air) for the purpose of correlating continuing program and progress analyses in conjunction with approved transportation policy.

6 July 1981

h. Consults with or provides assistance to NAVSEA personnel on transportation matters involving costs, operations, terms, rules and regulations, delivery transit time, and other transportation matters.

7. Policy

a. The value of the material in its existing condition shall be sufficient to warrant the transportation cost.

b. Movement of material shall be limited to that quantity which is required at destinations unless other considerations govern. For example, when the need exists to ship larger than required quantities such as during shore establishment realignment or for system back-up, the shipping activity's transportation records shall document the justification for the movement.

c. Cannibalization shall be performed at point of origin wherever possible to eliminate the shipping cost of the useless carcass.

d. Where practicable, inductions for repair or rework shall be planned with adequate lead time for utilization of least costly modes of transportation.

e. Redistribution of system stocks shall be minimized; attrition shall normally be used as the method of clearing critical storage locations.

f. Use of air transportation shall be limited to those instances where no other mode will meet the operational requirement. Individuals requesting air shipment must submit complete and detailed justification to the cognizant transportation officer.

8. Procedures. Enclosure (1) establishes specific requisites for headquarters staff coordination with the Material Transportation Section (SEA 05M13). Enclosure (2) provides guidance in the selection of Defense Acquisition Regulations (DAR) transportation clauses to be included in NAVSEA solicitations and contracts and defines applicable DAR transportation clauses and their application. Enclosure (3) provides procedures on volume movement reporting and air transportation requests. Enclosure (4) contain detailed guidance regarding the assignment of Transportation Account Codes (TAC) to first destination, second destination, foreign military sales, and grant aid shipmen

Enclosure (5) provides procedures for Accident/Incident reporting involving shipment of non-explosive NAVSEA material.
 9. Report. Report symbol MTMC-88 has been assigned to the Volume Movement Report required by enclosure (3).

b. Report symbol 4600-1 report assigned to the transportation accident/incident involving shipment of non-explosive NAVSEA material. This report is approved for two to happen the date of this change years from

T. M. HOPKINS
Deputy Commander for
Ship Systems

Distribution: (2 copies each)
SNDL FKP Activities under the Command of COMNAVSEA

Copy to:
(See page 5)

NAVSEAINST 4600.1A
6 July 1981

(Copy to: (2 copies each unless otherwise shown)

SNDL C37E NPPSDO, NDW
C37F NAVMATDATASYSGRU
FKA1A COMNAVAIRSYSCOM
FKA1B COMNAVELEXSYSCOM
FKA1C COMNAVFACENCOM
FKA1F COMNAVSUPSYSCOM
FKM13 SPCC
FKM18 NAVMTO
FKM22 NAVPUBFORMCEN (300 and negatives)
FT88 EDOSCOL

NAVSEA Special List Y3.

SEA 99634 (100)

99642 (2)

COORDINATION REQUIREMENTS FOR NAVSEA HEADQUARTERS

1. Procurement Requests (PRs). The PR originator shall, concurrently with release of the PR to SEA 02, provide a copy to SEA 05M13 whenever:

a. Total value of the procurement exceeds \$500K

or

b. A single unit weighs in excess of 10,000 lbs.

or

c. Such unit is outsize (exceeds L 40 ft. or W 8 ft. or H 11 ft., 6 in.)

or

d. Any of the material is hazardous as defined in Department of Transportation (DOT) Hazardous Materials Regulations.

2. Bids, Proposals and Quotations. When transportation costs will be a factor likely to influence the award, the program manager shall refer the PR to SEA 05M13 for computation of estimated shipping costs prior to forwarding to SEA 02. These estimates will then be used by the SEA 02 contract negotiator during the evaluation of bids and proposals.

3. Contract Modifications Containing Shipping Instructions. If action is by Standard Form 30, letter or message, the originator of such document shall provide SEA 05M13 with a copy of such modification.

4. Stock Transfers and All Other Intra-Navy Shipments. Coordinate with SEA 05M13 prior to issuing MILSTRIP, letter, message or phone call if transportation instructions are in the clear or if transaction establishes issue priority designator (IPD) 01 through 08. Furnish copy of documented transaction to SEA 05M13.

5. Material Acquisition Meetings. When transportation support requirements will be a subject of discussion or planning in integrated logistics support (ILS) or other type meetings, personal attendance of a NAVSEA transportation officer is recommended.

6. Procedures for Tracing Shipments

a. Initiate tracer action on overdue shipments by contacting the shipping activity, who will take follow-up action to locate the missing shipment and expedite its delivery. The following information is needed for tracing purposes:

- (1) Date of shipment and mode.
- (2) Shipper and consignee (full name).

Enclosure (1)

NAVSEAINST 4600.1A
6 July 1981

- (3) Origin and destination.
- (4) Commodity with National Stock Number, if available.
- (5) Originating carrier, including waybill or freight bill numbers, if available.
- (6) Bill of lading or document number.
- (7) Number of pieces, weight and cube.

b. Personnel unsuccessful in tracing overdue shipments should contact SEA 05M13 for assistance.

Enclosure (1)

TRANSPORTATION REQUIREMENTS FOR SOLICITATIONS AND CONTRACTS - ALL NAVSEA

1. Purpose. This enclosure establishes the requirements for and provides guidance in the selection of Defense Acquisition Regulations (DAR) transportation clauses and related provisions to be included in NAVSEA solicitations and contracts for the acquisition of materials.
2. Authority. DAR II, VII and XIX.
3. Determining Freight on Board (FOB) Delivery Provisions. The scope and extent of the total transportation requirement and its related cost impact are major considerations in the determination of FOB delivery terminology to be used in solicitations. Of equal importance are those peculiar features associated with both FOB origin and FOB destination procurements.
 - a. FOB Origin offers the following particular advantages:
 - (1) The solicitation may omit destinations, thus enabling timely procurement action to be taken to assure availability of materials when needed.
 - (2) A change in the destination may be made after contract award without a price revision.
 - (3) Use may be made of special routings, handling methods, and specialized Department of Defense rail equipment required for heavy or bulky and odd-configured material.
 - (4) The use, when necessary, of premium transportation (airlift) is facilitated and government control is retained during transportation. Such control is mandatory for classified materials and is essential for hazardous and dangerous shipments.
 - (5) Reduction in freight rates is made possible when volume movements occur.
 - (6) General Accounting Office audits of carriers' freight bill vouchers assure accuracy of charges.
 - b. FOB destination is required when the Government must accept material at destination and normally affords advantages:
 - (1) When the supplies are uniformly priced throughout the United States (national pricing), regardless of the point at which the Government accepts delivery.
 - (2) When established freight rates available to the public are lower than Section 22 schedules available to Government agencies.
 - (3) When, by reason of the small volume of the procurement, savings in transportation costs would be offset by increases in administrative effort and lead time.

c. Contracting officers shall determine the delivery provisions of the solicitation in light of the enumerated advantages associated with the two methods provided in paragraphs 3a and 3b. It is important to note that solicitations cannot be made on an FOB destination basis unless firm destinations are included.

4. DAR Clause Requirements. The particular clauses required depend upon whether destinations (firm or tentative) are included, whether an evaluation of freight transportation costs is or will be required, and whether a number of other special situations requirements exist. The contract negotiator is responsible for selection of appropriate transportation clauses to be included in solicitations and contracts. In doubtful cases, SEA 05M13 should be contacted for assistance.

5. Permits and Responsibilities. In FOB destination solicitations covering items which have transportation characteristics exceeding those allowed by highway officials, the following shall be included in such solicitations:

"PERMITS AND RESPONSIBILITIES:

The contractor shall, without additional expense to the government, be responsible for obtaining any necessary licenses and for complying with any applicable Federal, State and municipal laws, codes and regulations in connection with the movement over the public highways of overweight and/or overdimensional materials."

Enclosure (2)

PROCEDURES FOR VOLUME MOVEMENT REPORTING AND AIR SHIPMENT REQUESTS
ALL NAVSEA

1. Volume Movement Reports

a. Shore activities shall submit a report on all anticipated volume movements aggregating 25 carloads or 25 truckloads or weighing 500,000 pounds or more to the Military Traffic Management Command headquarters with copy to NAVSEA O5M13 at least 30 days prior to the date of movement or up to 60 days when the time frame permits in accordance with the provisions of paragraph 201004 through 201006 of reference (c) (RCS MTMC-88). If the movement develops within a shorter time frame, the information shall be submitted as soon as possible. Volume movement reporting applies equally to first and second destination transportation shipments.

b. Headquarters personnel shall submit above information to SEA O5M13 for assistance in filing the volume movement report.

2. Air Shipment Requests

a. The activity requesting air transportation must submit written justification to the cognizant transportation officer citing the applicable force activity designator (FAD), issue priority designator (IPD), required delivery date (RDD) and impact on the receiving activity if air transportation is disallowed. The determination of the mode of transportation is the responsibility of the cognizant transportation officer. Requesting activities will not specify the mode of transportation.

b. All special assignment airlift mission (SAAM) requests must be signed by a Group Director, Project Manager or higher authority certifying that no other mode of transportation will permit accomplishment of the operational requirement. A SAAM involves exclusive use of an entire aircraft.

c. NAVSEA does not have unilateral authority to approve air shipments. This prerogative belongs to the Navy Single Manager for Transportation - The Naval Supply Systems Command or as delegated by them to the Navy Material Transportation Office. Air shipments exceeding \$7500 in cost are automatically challenged.

TRANSPORTATION ACCOUNT CODES (TAC) - ALL NAVSEA

1. Navy TACs listed and defined in DOD Reg. 4500.32R, MILSTAMP, Volume II, identify management information and costs initially financed and paid for by the Navy Management Fund (NMF). TACs are used within the appropriation data to identify the appropriation or user ultimately responsible for paying the transportation costs incurred. The transportation officer (TO) or designated agent is responsible for the correct assignment of TACs. NAVSEA HQ personnel issuing shipping instructions, procurement requests, material requisitions, or otherwise generating material shipments are responsible for providing the TO with the data needed to determine the correct TAC. The Navy TAC system is maintained and controlled by the Navy Material Transportation Office, Norfolk. The NAVSEA TAC system point of contact is SEA 05M13.

2. First Destination shipments originate at a procurement source, identified and billed to the appropriation procuring the material. This is achieved by citation of the NAVSEA TAC associated with the fund appropriation, as follows:

<u>APPROPRIATION</u>	<u>SUBHEAD</u>	<u>TAC</u>
OMN 17_1804	.24__ or .8__	N853
OPN 17_1810	. 1__	N879
OPN 17_1810	. 2__	N880
OPN 17_1810	. 3__	N881
OPN 17_1810	. 4__	N883
RDTE 17_1319	.24__ or .8__	N818
RDTE 17_1319	.36__	N827
SCN 17_1611	ALL SUBHEADS	N841
WPN 17_1507	.31__ (TRIDENT)	N825
WPN 17_1507	.31__ (POLARIS/ POSEIDON)	N830
WPN 17_1507	ALL OTHER SUBHEADS	N832

3. Second Destination shipments involve subsequent distribution of material within the supply system after the completion of first destination. It includes shipments required to fill Navy requisitions; material redistribution; material destined for overhaul, rework, repair or disposal action. These shipments are

NAVSEAINST 4600.1A
6 July 1981

assigned TACs associated with the material cognizance or mission, as follows:

a. COGNIZANCE MATERIAL:

<u>COG SYMBOL</u>	<u>DESCRIPTION</u>	<u>TAC</u>
2F	Major Ship Electronics Equip	N_28
2J	Major Ordnance Equip Equip	N_26
2S	Hull, Mechanical & Electrical Equip	N_27
2T	Conventional Ammo	N_31
4T	Torpedoes & Components	N_42
6T	Underwater Mines & Components	N_32
8S	SUBROC Material	N_26
8T	Surface Launched Guided Missiles & Components	N_32

b. NON-COGNIZANCE MATERIAL: N049

c. SMALL BOATS AND CRAFT: N_35

d. GOVERNMENT FURNISHED PROPERTY (GFM/GFE) (including
cognizance material furnished as GFM/GFE): N_77

NOTE: The second digit (numeral) of the TACs listed in sub-
para a, c and d is derived as follows:

NUMERAL

- 1 = for shipments covered by requisition or other document number beginning with letter "N."
- 2 = for shipments covered by requisition or other document number beginning with letter "V."
- 3 = for shipments covered by requisition or other document number beginning with letter "R."
- 4 = for shipments made in response to redistribution orders as directed by material managers.

Enclosure (4)

- 5 = for shipments generated by orders involving return of material to inventory managers, retrograde of repairable carcasses, other retrograde actions.
4. The foregoing list constitutes the major TACs assigned to NAVSEA. It does not include unpublished or special project TACs. For assistance in determining TAC assignment, contact SEA 05M13, autovon 222-8808.
5. Security Assistance Program TAC assignments for Foreign Military Sales (FMS) and Grant Aid (GA) shipments are constructed as follows:
- a. FMS. The first position of the TAC is alpha (P=Navy) (K=Marine Corps) and appears in column 30 of DD 1348-1. The second, third and fourth positions of the TAC reflect the case number appearing in columns 48-49-50 of DD 1348-1.
- b. GA. The first position of the TAC is alpha (P=Navy) (K=Marine Corps) and appears in column 30 of DD-1348-1. The second and third positions of the TAC indicate the country code, reflected in columns 31 and 32 of DD 1348-1. The fourth position of the TAC indicates type of assistance, reflected in column 35 of DD 1348-1.
- c. Exception to the above method of construction FMS TACs has been granted to PMS 307, 376 and 399 in accordance with paragraph 7-26, DOD 4500.32R (MILSTAMP).

Enclosure (4)