



Transportation Community Newsletter

Defense Transportation Tracking System (DTTS) Not In System (NIS)

The primary mission of the Defense Transportation Tracking System is to ensure the safe and secure transport of DOD Arms, Ammunition, and Explosives (AA&E) and Other Sensitive Material (OSM) moving by commercial trucks or barges in North America. To do this, DTTS uses satellite/cellular technology and 24 hour oversight to facilitate rapid emergency response to in-transit accidents and incidents, minimizing the impact of these events and helping to keep the public, the cargo, and first responders safe. All shipments requiring Satellite Motor Surveillance (SNS) are monitored by DTTS.

Shippers did you know.....?

To execute its mission effectively, DTTS uses the Transportation Geospatial Information System (TGIS) DTTS Module to match information sent from the SNS-enabled truck with shipment information received from the shipper system. When shipment information is not resident within the TGIS DTTS Module and the truck departs the installation, the shipment is considered "Not In System (NIS)". This means DTTS is monitoring the shipment without knowledge of the cargo.

In the event of an emergency involving an NIS shipment, DTTS personnel are unable to provide critical shipment information to authorities that directly impacts response, rescue, firefighting, security and cleanup activities. NIS shipments seriously hinder emergency response and increase risk to the shipment, property, and the public.

To ensure that DTTS receives vital shipment information and to limit occurrences of NIS, shippers must verify that shipment information is present within TGIS. Timelines for verification are identified in the Defense Transportation Regulation Chapter 205.

Shippers should register for a TGIS account at <https://tgis.sddc.army.mil/TGIS>. For assistance with accounts, shippers can contact the DTTS office by phone at (618) 220-5305 or by email at usarmy.scott.sddc.mbx.dtts@mail.mil.

DTTS also offers periodic training through scheduled SDDC Shipper Sessions. See the SDDC website for upcoming Shipper Session topics. Individual or group training is also available upon request. Please contact DTTS at 1-800-826-0794 or usarmy.scott.sddc.mbx.dtts@mail.mil with general questions or to schedule a training session.

The DTTS PMO reminds all Transportation Officers to ensure they have sufficient personnel within their transportation office with TGIS/DTTS accounts to execute DTR requirements. NIS shipments are easily avoidable and will ensure DTTS personnel are able to rapidly facilitate emergency response when required. Ref: DTR Part II, Ch 205 Paragraph C.2.c.(12) and Paragraph O.5.c.

DoD Government Cargo Recovery Efforts (GOCARE) Program

SDDC serves as the program manager for the GOCARE program. Committee Members are assigned based on geographical area and report their astray freight findings to their Agency Chairperson. Committee Members serve as a primary POC between Transportation Service Provider (TSP) representatives and the DoD for astray freight issues. The Agency Chairperson is responsible for monitoring and executing the program within their respective agencies and ensuring the program sustains adequate geographical coverage to support the program's intent.

The GOCARE program provides the DoD with a method to recover lost and astray freight. The program is intended to be non- adversarial. While the government has the obligation and right to independently verify the existence of astray freight, it also recognizes that the TSP industry is law-abiding, ethical, and conscientious. The program is administered in accordance with Chapter 209 of the Defense Transportation Regulation (DTR), Part II.

Astray freight shipments are costly to the TSP and the DoD. In addition, astray freight impacts the men and women serving in the Armed Forces by causing delays in receipt of supplies. One of the most common causes of astray freight is incorrect marking and labeling of packages. Some errors include:

1. Missing label or incorrect address information.
2. Incorrect Transportation Control Number.
3. Missing or incorrect weight and dimensions.
4. Missing total number of pieces or incorrect unit of issue.
5. No barcodes on label for NSN, TCN, PO#, or Mark for DODAAC.

These errors are avoidable by ensuring all personnel involved in handling, repackaging, and loading operations are properly trained and understand marking and labeling requirements. The Defense Transportation Regulation (DTR) Part II, Chapter 208, provides general guidance on packaging and handling requirements.

Loss and Damage prevention is the responsibility of all DoD shipping and receiving activities. Correctly marking and labeling cargo is one key to preventing loss. It should also be noted that IAW DTR Part II Chapter 209 Paragraph D.1.a states: "Designated receiving personnel will accept all government shipments. The TO will not refuse delivery of government cargo at their

facility. Accept the load and place the trailer in a designated area until a determination can be made as to how to handle the off-loading of the freight.”

For FY17, GOCARE Committee Members recovered 17,738 pcs of astray freight with an estimated value of \$4,045,816.89. By maintaining a strong and cooperative link between the TSP industry and the DoD, the program will continue to be successful.

If you are interested in learning more about the GOCARE program, check out our SDDC website at www.sddc.army.mil. Information on the program is located under the Domestic Transportation heading.



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