

CHAPTER 8

STORAGE-IN-TRANSIT (SIT)

1. Reference is made to the following documents:

A. Domestic Personal Property Rate Solicitation, Item 316, Storage-In-Transit (SIT); Item 317, Pickup or Delivery at Commercial Warehouse; Item 403, Labor Charges; Item 424, SIT and Warehouse Handling Charges; Chapter 4, Appendices A, B, C, D, or E, Pickup or Delivery Transportation Rates Applying on SIT Shipments

B. International Personal Property Rate Solicitation, Item 427, Storage-In-Transit (SIT) – HHG; Item 428, Storage-In-Transit (SIT) - UB

2. Definitions:

A. Carrier Accepts Shipment: Accepts responsibility to place shipment in a DOD-approved facility or warehouse when SIT is ordered by PPSO.

B. PPSO Orders SIT: PPSO cannot direct carrier to place in a particular warehouse; however, the carrier's nearest DOD-approved agent facility to destination (block 18 of BL) is the point charges will be based on. Should the carrier use a more distant facility for convenience, SIT and related charges will be based on the carrier's nearest available DOD-approved facility. That carrier's agent facility, which has DOD approval, has space for the shipment, and is accepting DOD traffic from the carrier. If the agent refuses to accept a shipment, e.g., because of the carrier's poor payment history, the agent's facility shall be considered "available" for purpose of determining charges irrespective of what destination warehouse the carrier uses.

3. Carrier Places Shipment in SIT:

A. When a carrier accepts a shipment, that carrier also accepts the responsibility for placing the shipment in a DOD-approved storage facility whenever SIT is ordered by the PPSO. While the PPSO cannot direct the carrier to use a particular designated warehouse, the PPSO must approve placing the shipment in storage and the carrier should use the carrier's DOD-approved facility located nearest the destination city or installation shown in block 18 of the BL.

NOTE: If the carrier does not have an agent in the PPSO's area of responsibility (AOR), the PPSO does not have discretionary authority to require the carrier to store the shipment inside the AOR. If the carrier does have an agent in the destination PPSO's AOR or close to the destination shown in block 18 of the BL and chooses to store shipment elsewhere, then the DD Form 619 should be noted where the shipment is stored and it is for "carrier's convenience."

B. Carrier's Local Agent Full. With knowledge of the PPSO, carrier places shipment in nearest available warehouse facility, rate percentage based to block 18 of BL and mileage used is to SIT warehouse.

4. Problems at Destination SIT:

A. Local SIT Facilities Become Saturated. PPSO notifies Personal Property Operations Team, DSN 328-3495 or 703-428-3495, so a saturation message can go out. PPSO should assist carrier to try locating local agents that have available space.

B. PPSO should stress to the carrier its responsibility to make payments to the warehouse, which provides SIT. PPSO should note in TOPS that carrier and local (the closest available) warehouse facility would have accepted the shipment, if there wasn't a payment problem and that the carrier will only be reimbursed according to block 18 of the BL.

C. Both Origin and Destination Areas' Warehouses are Saturated. Both PPSOs should work together to point out the nearest available warehouse facilities to carrier (should be located along regular carrier route).

5. Deliveries:

A. Domestic. For delivery distances beyond 30 miles, the following note applies:

Note: For rates to apply when points are not within the same municipality or not within a distance of 30 miles or less, apply rates in Appendix A, B, C, or D of this chapter [Domestic Rate Solicitation, Chapter 4], whichever is applicable, except when the rate in Appendix E is higher according to the appropriate PPSO delivery location. **In this note, 'rate' refers to overall charges.

B. International. Distance beyond 50 miles is a long delivery from SIT for HHG and beyond 30 miles for UB.

DELIVERY OUT OF SIT

1. The following information is provided to properly certify services in connection with SIT performed by household goods carriers.
2. Delivery of a shipment from the SIT facility will be considered “Delivery Out of SIT” regardless of whether the movement is cross-country or within the prescribed 30 (50)-mile radius of the facility for domestic (international) shipments. Long delivery out of SIT will be authorized by the TO by exercising a “Certificate of Delivery from SIT” in accordance with DTR, Chapter 406 paragraph A.8.c.
3. Situations regarding delivery out of SIT include:
 - A. Local SIT facilities become saturated.
 - B. Local agents hesitate to accept shipments from carriers because they have no agency agreement.
4. These situations are minimized when PPSOs take the following actions, as appropriate:
 - A. Notify Personal Property Operations Team when SIT facilities become saturated. As agents and/or carriers notify you that their facilities reached storage capacity, notify HQSDDC Personal Property Operations Team. Personal Property Operations will forward the information to all concerned. Subsequent notices of status changes should be made promptly.
 - B. Origin PPSOs should use SDDC SIT saturation messages to make notations on applicable TDRs to the areas where destination SIT facilities are saturated. When booking shipments to these areas, advise the carrier/agent that storage space at destination may not be available and should ensure storage availability. When storage cannot be arranged at destination, and the carrier requests storage at origin, the PPSO will advise the member. The refusal of agents at destination to accept shipments because the carrier has poor payment practices is not a reason to authorize storage at origin.
 - C. When both destination and origin facilities are saturated, the PPSOs involved should work together to determine the nearest available DOD-approved facility and advise the carrier accordingly. This facility should be located along the carrier’s regular route.
5. Provisions for proper billing and application of rates are covered in the Domestic and International Rate Solicitations. Billing will be based on the carrier’s nearest available DOD-approved storage facility. The DD Form 619 will contain either the points actually used or those constructed for computing applicable rates. If stored for carrier's convenience, all charges including the transportation line haul rates, SIT, warehouse handling, and delivery out will be based on rates applicable to the destination shown on the BL or the carrier’s nearest available DOD-approved warehouse to the destination and not on the actual point of storage.

6. For shipments moving on rates filed using the Domestic Rate Solicitation as basis for long deliveries out of SIT (distances beyond the 30 miles), the following rates will apply:

A. The carrier's stated percentages of applicable line haul will apply from origin to SIT warehouse, unless origin SIT is ordered.

B. Apply rates in Appendix A, B, C, or D of chapter four of the Domestic Solicitation, whichever is applicable, except when the overall charges in Appendix E are higher according to the appropriate PPSO delivery location.

C. If origin SIT is ordered, the reverse of (A) and (B) above, will apply.

7. Situations are provided for guidance on application of rates and certification of DD Form 619-1 for "Delivery Out of SIT."

NOTE 1: For the purpose of this document, drayage is defined as movement of household goods within the 30 (50)-mile radius of the warehouse.

NOTE 2: **Nearest available DOD approved storage** facility is defined as follows: A facility having DOD approval, having space for the shipment, and accepting DOD traffic for other than their representative carriers. If, due to the carrier's poor payment history, the agent refuses to accept a shipment, then the agent's facility will be considered "available" for purpose of determining charges, irrespective of what destination warehouse the carrier uses.

NOTE 3: All questions regarding saturation should be directed towards the HQSDDC Personal Property Operations Team, DSN 328-3495.

In the following domestic situations below (1 thru 9), the linehaul is subject to the percentage rate filed by the carrier, while all destination SIT related charges (including delivery out) are calculated at 100% of the domestic solicitation -- see Item 430 of the domestic solicitation.

DOMESTIC TRAFFIC: SITUATION 1

Destination residence is 30 miles or less from the carrier's nearest DOD-approved and available SIT facility and carrier used this facility.

FACTS:

1. Origin or destination PPSO orders SIT at destination.
2. PPSO advises, upon request of the carrier, which DOD approved and available SIT facility is nearest to the actual or anticipated residence. Use of this facility is at the carrier's option.
3. Carrier actually uses this facility.
4. Destination residence is 30 or less miles from SIT facility. Residence is anywhere inside a circle, with a 30 mile radius with this SIT facility at the circle's center.

APPLICABLE CHARGES:

1. Line haul rate is based on weight of shipment and actual mileage from origin residence to this destination SIT facility. See Domestic Rate Solicitation, Appendices 4A, 4B, 4C, and 4D as applicable.
2. Drayage rate from this SIT facility to destination residence is based a weight of shipment and rate applicable to the area of responsibility in which the SIT facility is physically located. See Domestic Rate Solicitation, Appendix E.

NOTE: Based upon interstate rates, drayage rate application is the same whether or not a shipment crosses a state line in moving from the actual SIT facility used to the destination residence.

DOMESTIC TRAFFIC: SITUATION 2

Destination residence is 31 or more miles from the carrier's nearest DOD-approved available SIT facility and carrier uses this facility.

FACTS:

1. Origin or destination PPSO orders SIT at destination.
2. PPSO advises, upon request of carrier, which DOD-approved and available SIT facility is nearest to the actual or anticipated destination residence. Use of this facility is at the carrier's option.
3. Carrier actually uses this SIT facility.
4. Destination residence is 31 or more miles from this SIT facility. Residence is anywhere outside of a circle with a 30-mile radius and with this SIT facility at the circle's center.

APPLICABLE CHARGES:

1. Line haul rate is based on the weight of shipment and actual mileage from origin residence to this destination SIT facility.
2. Delivery rate from this SIT facility to destination residence is based on the weight of the shipment and the actual mileage from this facility to destination residence. For rates to apply when points are not within the same municipality or with a distance of 30 miles or less, apply rates in Domestic Rate Solicitation, Appendix 4A, 4B, 4C, or 4D, whichever is applicable, except when the overall charges in appendix 4E are higher according to the appropriate PPSO delivery location.

NOTE: Determination of line haul and delivery rates is two separate applications of the appropriate line haul rate tables.

DOMESTIC TRAFFIC: SITUATION 3

Destination residence is 30 or less miles from the carrier's nearest DOD-approved and available SIT facility but carrier uses another DOD-approved facility for the carrier's convenience

FACTS:

1. Origin or destination PPSO orders SIT at destination.
2. PPSO advises, upon request of carrier, which DOD-approved and available SIT facility is nearest to the actual or anticipated destination residence. Use of this facility is at the carrier's option.
3. Carrier does not use nearest DOD-approved and available facility. For the carrier's convenience, carrier uses another DOD-approved SIT facility, which is a further distance (31 or more miles) from the destination residence.

APPLICABLE CHARGE:

1. Line haul rate is based on weight of shipment and actual mileage from origin residence to destination SIT facility available and nearest to the destination residence. This is the facility identified by the PPSO as being approved, available, and nearest to the residence in paragraph (2) above. See Domestic Rate Solicitation, Appendix 4A, 4B, 4C, or 4D, as applicable.
2. Drayage rate from this SIT facility to destination residence is based a weight of shipment and rate applicable to the area of responsibility in which the nearest SIT facility is physically located. See Domestic Rate Solicitation, Appendix E.

NOTE: Determination of line haul and delivery rates is two separate applications of the appropriate line haul rate tables.

DOMESTIC TRAFFIC: SITUATION 4

Destination residence is 31 or more miles from carrier's nearest DOD-approved and available SIT facility but carrier uses another DOD-approved facility at a further distance for the carrier's convenience

FACTS:

1. Origin or destination PPSO orders SIT at destination.
2. PPSO advises, upon request of carrier, which DOD-approved and available SIT facility is nearest to the actual or anticipated destination residence. Destination residence is 31 or more miles from nearest DOD-approved and available SIT facility. Use of this facility is at the carrier's option.
3. Carrier does not use nearest DOD-approved and available facility but uses, for the carrier's convenience, another DOD-approved SIT facility which is a further distance from the destination residence.

APPLICABLE CHARGES:

1. Line haul rate is based on weight of shipment and actual mileage from origin residence to destination SIT facility available and nearest to the destination residence. This is the facility identified by the PPSO as being approved, available, and nearest to the destination residence in paragraph (2) above. See Domestic Rate Solicitation, Appendix 4A, 4B, 4C, or 4D, as applicable.
2. Delivery rate from SIT facility to destination is based on the weight of shipment and actual mileage from the nearest available SIT facility (recommended by the PPSO) to the destination residence. Carrier is not to be paid for actual mileage from the actual storage facility used to the destination residence. See Domestic Rate Solicitation and apply rates in Domestic Rate Solicitation, Appendix 4A, 4B, 4C, or 4D, whichever is applicable, except when the overall charges in appendix 4E is higher according to the appropriate PPSO delivery location.

NOTE: Determination of line haul and delivery rates is two separate applications of the appropriate line haul rate tables.

DOMESTIC TRAFFIC: SITUATION 5

Origin residence is 30 miles or less from carrier's nearest DOD-approved and available SIT facility and carrier uses this facility.

FACTS:

1. Origin PPSO orders SIT at origin.
2. Carrier uses local agent's facility. Carrier will not be expected to use an agent other than his own agent's facility.
3. Origin residence is 30 miles or less from the SIT facility. Residence is anywhere inside a circle with a 30-mile radius and with this SIT facility at the circle's center.

APPLICABLE CHARGES:

1. Drayage rate from the origin residence to this facility is based on weight of shipment and area of responsibility in which the SIT facility is physically located. See Domestic Rate Solicitation, Appendix 4E.
2. Line haul rate is based on weight of shipment and actual mileage from origin SIT facility to the destination residence. See Domestic Rate Solicitation, Appendix 4A, 4B, 4C, or 4D, as applicable.

DOMESTIC TRAFFIC: SITUATION 6

Origin residence is 31 miles or more from carrier's nearest DOD-approved and available SIT facility and carrier uses this facility.

FACTS:

1. Origin PPSO orders SIT at origin.
2. Carrier uses local agent's facility. Carrier will not be expected to use an agent other than his own agent's facility in origin area.
3. Origin residence is 31 miles or more from this SIT facility. Origin residence is anywhere outside a circle with a 30-mile radius and with this SIT facility at the circle's center.

APPLICABLE CHARGES:

1. Delivery rate from origin to this SIT facility is based on the weight of the shipment and the actual mileage from the origin to SIT facility. For rates to apply when points are not within the same municipality or with a distance of 30 miles or less, apply rates in Domestic Rate Solicitation, Appendix 4A, 4B, 4C, or 4D, whichever is applicable, except when the overall charges in appendix 4E are higher according to the appropriate PPSO delivery location.
2. Line haul rate is based on the weight and actual mileage from SIT facility to the destination residence. See Domestic Rate Solicitation, Appendix 4A, 4B, 4C, or 4D, as applicable.

NOTE: Determination of line haul and delivery rates is two separate applications of the appropriate line haul rate tables.

DOMESTIC TRAFFIC: SITUATION 7

Both origin and destination SIT facilities are saturated. PPSO orders SIT en route. PPSO and carrier agree on location of SIT facility.

FACTS:

1. In both the origin and destination areas of responsibility, all DOD-approved SIT facilities are saturated.
2. Origin PPSO is aware that the destination area, as well as its own area, is saturated and that the member will need SIT.
3. PPSO negotiates with carrier to place shipment in DOD-approved and available SIT facility somewhere en route.
4. SIT facility should be the DOD-approved and available facility closest to the normal travel route of the carrier. PPSO and carrier agree on a SIT facility en route.
5. Carrier uses the agreed upon facility.

APPLICABLE CHARGES:

1. Line haul is based on the weight and actual mileage from the origin residence to the SIT facility. See Domestic Rate Solicitation, Appendix 4A, 4B, 4C, or 4D, as applicable.
2. Delivery from this SIT facility to destination residence is based on the weight and actual mileage from this SIT facility to the destination residence. See Domestic Rate Solicitation, Appendix 4A, 4B, 4C, or 4D, as applicable.

NOTE: Determination of line haul and delivery rates is two separate applications of the appropriate line haul rate tables.

DOMESTIC TRAFFIC: SITUATION 8

Destination SIT facilities are saturated. Destination PPSO orders SIT delivered to nearest SIT facility outside of destination area of responsibility. PPSO and carrier agree on location of SIT facility.

FACTS:

1. In the destination area of responsibility, all DOD-approved SIT facilities are saturated.
2. Destination PPSO is aware that the member will need SIT.
3. PPSO negotiates with carrier to place shipment in nearest DOD-approved and available SIT facility outside the area of responsibility.
4. SIT facility should be the DOD-approved and available facility closest to the normal travel route of the carrier. PPSO and carrier agree on a SIT facility.
5. Carrier uses the agreed upon facility.

APPLICABLE CHARGES:

1. Line haul is based on the weight and actual mileage from the origin residence to the SIT facility. See Domestic Rate Solicitation, Appendix 4A, 4B, 4C, or 4D, as applicable.
2. Delivery from this SIT facility to destination residence is based on the weight and actual mileage from this SIT facility to the destination residence. See Domestic Rate Solicitation, Appendix 4A, 4B, 4C, or 4D, as applicable, except when the overall cost in Appendix E is higher according to the appropriate PPSO delivery location.

NOTE: Determination of line haul and delivery rates is two separate applications of the appropriate line haul rate tables.

INTERNATIONAL TRAFFIC (CONUS DESTINATION): SITUATION 9 (HHG)

Destination residence is 51 miles, or more from carrier's nearest DOD-approved and available SIT facility and carrier uses this facility.

FACTS:

1. Destination PPSO orders SIT at destination.
2. PPSO advises, upon request of the carrier, which DOD-approved and available SIT facility is nearest to the actual or anticipated destination residence. Use of this facility is at the carrier's option.
3. Carrier actually uses this facility.
4. Destination residence is 51 miles, or more from the SIT facility. Residence is anywhere outside of a circle, with a 50 mile radius and with this SIT facility at the circle's center.

APPLICABLE CHARGES:

1. Single factor rate applies from origin point to this SIT facility.
2. Delivery rate from this SIT facility to destination residence is based on the weight of the shipment and actual distance from the SIT facility to the destination residence. See International Rate Solicitation, Chapter 4, Item 427 and Chapter 5, Item's 500 and 520.

INTERNATIONAL TRAFFIC (CONUS DESTINATION): SITUATION 10 (HHG)

Destination residence is 50 or fewer miles from carrier's nearest DOD-approved and available SIT facility, but carrier uses another DOD-approved facility for the carrier's convenience.

FACTS:

1. Destination PPSO orders SIT at destination
2. PPSO advises, upon request of the carrier, which DOD-approved and available SIT facility is nearest to the actual or anticipated destination residence. Use of this facility is at the carrier's option.
3. Carrier does not use nearest approved and available facility but uses, for carrier's convenience, another DOD-approved SIT facility at a further destination (51 or more miles) from the destination residence.
4. Destination residence is 50 or less miles from nearest and approved and available SIT facility. Residence is anywhere inside a circle with a 50 mile radius and with the nearest approved and available SIT facility at the circle's center.

APPLICABLE CHARGES:

1. Single factor rate applies from origin to destination SIT facility available and nearest to the destination residence. This is the facility identified by the PPSO as being approved, available, and nearest to the residence in paragraph 2 above.
2. Drayage rate from SIT facility to destination residence is based on the nearest available SIT facility (originally identified by the PPSO) and the weight of the shipment. Carrier is not to be paid for where the SIT facility used is physically located. See International Rate Solicitation, Chapter 4, Item 427 and Chapter 5, Item's 500 and 520.

INTERNATIONAL TRAFFIC (CONUS DESTINATION): SITUATION 11 (HHG)

Destination residence is 51 or more miles from carrier's nearest DOD-approved and available SIT facility, but carrier uses another DOD-approved facility at a further distance, for the carrier's convenience.

FACTS:

1. Destination PPSO orders SIT at destination.
2. PPSO advised, upon request of the carrier, which DOD-approved and available SIT facility is nearest to the actual or anticipated destination residence. Use of this facility is at the carrier's option.
3. Carrier does not use nearest approved and available facility but uses, for the carrier's convenience, another DOD-approved SIT facility at a further distance from the destination residence.
4. Destination residence is 51 or more miles from nearest approved and available SIT facility. Residence is anywhere outside a circle with a 50-mile radius and with the nearest approved and available SIT facility at the circle's center.

APPLICABLE CHARGES:

1. Single factor rate applies from origin to destination SIT facility available and nearest to the destination residence. This is the facility identified by the PPSO as being approved, available, and nearest to the residence in paragraph 2 above.
2. Delivery rate from this SIT facility to destination residence is based on the weight of the shipment and whichever is of the following is greater:
 - A. Constructive mileage from the nearest available SIT facility (originally identified by the PPSO) to the destination residence. Carrier not to be paid for the actual mileage from the actual SIT facility used to the destination residence. See International Rate Solicitation, Chapter 4, Item 427 and Chapter 5, Item 500.
 - B. County application in which the SIT facility is physically located. See International Rate Solicitation, Chapter 5, Item's 500 and 520.

WITHDRAWAL AND DELIVERY OF PARTIAL LOTS OF
HOUSEHOLD GOODS (HHG) FROM SIT

1. Reference is made to the following documents:

A. Domestic Personal Property Rate Solicitation, Item 316, Storage-In-Transit (SIT); Item 403, Labor Charges; Geographic Application of Rates and Schedules for the Additional Service Items, Warehouse Handling; Item 410, Partial Delivery Weighing and Reweigh Charges; Item 424, SIT and Warehouse Handling Charges; Chapter 4, Appendix E, Pickup or Delivery Transportation Rates Applying on SIT Shipments

B. International Personal Property Rate Solicitation, Item 427, Storage-In-Transit (SIT) – HHG; Item 428, Storage-In-Transit (SIT) – UB; Item 503, Labor Charges; Item 517, SIT and Warehouse Handling Charges – HHG; Item 518, SIT and Warehouse Handling Charge – UB; Item 520, Pickup or Delivery Transportation Rates to Apply on SIT Shipments – HHG; Item 521, Pickup or Delivery Transportation Rates to Apply on SIT Shipments – UB; Item 531, Partial Delivery Weighing

2. Charges are applied as follows:

A. Labor rates are expressed in dollar and cents per person per hour.

B. SIT charges are expressed in dollars and cents per hundredweight (cwt). SIT charges for storage in CONUS are based on daily application for domestic shipments. Minimum charge for SIT is 1000 lbs for domestic, 500 lbs for international HHG, and 100 lbs for international UB. SIT charges for international HHG stored in overseas locations are based on 30-day application and SIT charges for international UB are based on a 15-day application.

C. Warehouse handling (W/H) charges are expressed in dollars and cents per cwt. W/H charges apply once each time property is placed into SIT. W/H charge for HHG is subject to a 1,000 lb. minimum for domestic shipments, a 500 lb. minimum for international shipments, and a 100 lb. minimum for international UB shipments.

D. Delivery out of SIT charges are expressed in dollars and cents per cwt. Charges for HHG shipments are subject to a 500 lbs. minimum. Charges for UB shipments are subject to 100 lbs. minimum.

E. The day out of SIT is counted on domestic shipments (codes 1 and 2) and on shipments stored in CONUS on international shipments (codes 4, 5, 6, and T). The day out of SIT is not counted on overseas locations for international shipments (codes 4, 5, 6, and T). The day out of SIT is counted on UB shipments.

F. No further service may be ordered under the BL once property is delivered to residence.

3. The following information applies to partial withdrawal from SIT:

A. Proper counseling at origin can prevent unnecessary costs. Members should be advised that items should be indicated at the time of packing for either a stop-off delivery or partial withdrawal from SIT.

B. Only complete cartons or item numbers on the inventory may be withdrawn. Individual cartons will not be opened to withdraw an article.

C. Inventory item number(s) will be furnished by the member to the PPSO ordering the service. Delivery will be ordered verbally by the PPSO by inventory item number(s).

D. Delivery is limited to the residence from which the member commutes daily to assigned duty station.

E. Certification by the PPSO is required. The DD Form 619-1 will be used for BL shipments; the invoice will be certified for DPM shipments. Carriers must furnish copies of all DD Forms 619-1 to the PPSO. Carrier is responsible for obtaining weight of portion withdrawn.

F. If the carrier delivers the wrong item(s), the carrier is responsible for return of the item(s) and delivery of the correct item(s). No additional charge will be applied. Weight will be adjusted accordingly.

G. The carrier will not be responsible for pickup of items ordered out in error by either the member or PPSO.

H. Containerized shipments (Codes 2, 4, 5, and T) will be sorted and resealed at the carrier's storage facility. The member's agent shall have the right to be present at the carrier's facility during sorting of property. Items identified at origin as 'hold front' or 'partial withdrawal' shall be loaded in container number 1 (or 2, 3, etc., if additional containers are needed) and the inventory shall reflect such. Containerized shipments will not be delivered to residence for partial withdrawal. Once a shipment is delivered to the residence, the carrier has fulfilled its obligation. Additional storage under the BL is not authorized.

I. Delivery may be made by the carrier, or the member has the option to pick up the property at the storage facility.

J. Transportation line haul charges will be based on total weight of all portions of the shipment. Carrier will provide weight ticket for each portion of the shipment in accordance with DTR.

K. Withdrawal and delivery of additional partial lots may be authorized provided the member bears any cost in excess of what would have been incurred by the Government had the remaining property been withdrawn and delivered in one lot.

The following situations provide guidance for determining the proper charges associated with withdrawal and delivery of partial lots of HHG from SIT. In all situations, labor charges must first be authorized by the TO, and then certified by the TO on the DD Form 619 and 619-1.

DOMESTIC TRAFFIC: SITUATION 12

CODE 1

Member knows which 10 items will be needed at destination and designates items during the counseling session.

FACTS:

1. Carrier packs, inventories, and stores items separately.
2. Member contacts PPSO for withdrawal.
3. PPSO orders the specified 10 items withdrawn.
4. Member picks up 600 lbs. of the 5,000 lb. shipment at carrier's warehouse.
5. SIT charges, based on lower weight (4,400 lbs), become effective 22 Nov 02.
7. Minimum weight involved.

APPLICABLE CHARGES FOR PARTIAL WITHDRAWAL:

Storage -- day in and day out count in computing domestic storage period.

600 lbs. (actual)/1000 lbs. (minimum) x SIT 1st day cost
600 lbs. (actual)/1000 lbs. (minimum) x SIT ea addl day (20 days)
600 lbs. (actual)/1000 lbs. (minimum) x warehouse handling

Labor: None. Items were prearranged to be delivered in advance by carrier

Delivery: None. Member picked up shipment at carrier's facility.

Other Accessorial Charges: As required and approved by PPSO.

DOMESTIC TRAFFIC: SITUATION 13

CODE 1

Member knows which five items will be needed at destination and designates items during the counseling session.

FACTS:

1. Carrier packs, inventories, and stores these five items separately.
2. Member contacts PPSO for withdrawal and delivery of items.
3. PPSO orders these five items delivered to member's destination residence.
4. Carrier delivers 300 lbs of a 5,000 lb shipment to member's destination residence.
5. Remaining SIT charges, based on lower weight (4,700 lbs), become effective 16 Nov 02.
6. Minimum weight involved.

APPLICABLE CHARGES FOR PARTIAL WITHDRAWAL:

Storage -- day in and day out count in computing domestic storage period.

300 lbs. (actual)/1000 lbs. (minimum) x SIT 1st day cost
300 lbs (actual)/1000 lbs. (minimum) x SIT ea addl day (14 days)
300 lbs. (actual)/1000 lbs. (minimum) x warehouse handling

Labor: None. Items were prearranged to be delivered in advance by carrier

Delivery: 300 lbs. (actual)/500 lbs. (minimum) x SIT delivery out rate.

Other Accessorial Charges: As required and approved by PPSO.

DOMESTIC TRAFFIC: SITUATION 14

CODE 1

Member decides that 20 items are needed upon arrival at destination. No preplanning was done at origin.

FACTS:

1. No plans for partial withdrawal were made at origin.
2. Member provides inventory item numbers to the PPSO.
3. PPSO orders these 20 items delivered to the member's destination residence.
4. Carrier must unstack/restack shipment as well as sort cartons for items ordered out.
5. Carrier delivers 700 lbs of a 1,500 lb shipment to members' destination residence.
6. Remaining SIT charges, based on lower weight (800 lbs), became effective 21 Nov 02.
8. Minimum weight of 1,000 lbs applies for 800 lbs remaining in SIT.
9. Minimum weight involved.

APPLICABLE CHARGES FOR PARTIAL WITHDRAWAL:

Storage -- day in and day out count in computing domestic storage period.

700 lbs. (actual)/1000 lbs. (minimum) x SIT 1st day cost

700 lbs. (actual)/1000 lbs. (minimum) x SIT ea additional day (15 days)

700 lbs. (actual)/1000 lbs. (minimum) x warehouse handling

Labor: Two persons, 1 hour 32 minutes each for unstacking/restacking and sorting.

2 people x 1 $\frac{3}{4}$ hours x labor rate

Delivery: 700 lbs x SIT delivery out rate.

Other Accessorial Charges: As required and approved by PPSO.

DOMESTIC TRAFFIC: SITUATION 15

CODE 2

Member knows which eight items will be needed at destination and designates items during the counseling session.

FACTS:

1. Carrier packs, inventories, containerizes, and stores items separately.
2. Member contacts PPSO for withdrawal of items.
3. PPSO orders these eight items withdrawn.
4. Member picks up 600 lbs of the 5,000 lb shipment at carrier's warehouse.
5. SIT charges, based on lower weight (4,400 lbs), become effective 22 Nov 02.
6. Minimum weight involved.

APPLICABLE CHARGES FOR PARTIAL WITHDRAWAL:

Storage -- day in and day out count in computing domestic storage period.

600 lbs. (actual)/1000 lbs. (minimum) x SIT 1st day cost

600 lbs. (actual)/1000 lbs. (minimum) x SIT ea addl day (20 days)

600 lbs. (actual)/1000 lbs. (minimum) x warehouse handling

Labor: None. Items were prearranged to be delivered in advance by carrier.

Delivery: None. Member picked up shipment at carrier's facility.

Other Accessorial Charges: As required and approved by PPSO

DOMESTIC TRAFFIC: SITUATION 16

CODE 2

Member knows which 10 items will be needed at destination and designates items during the counseling session.

FACTS:

1. Carrier packs, inventories, containerizes, and stores these 10 items separately.
2. Member contacts PPSO for withdrawal and delivery of items.
3. PPSO orders these 10 items delivered to member's destination residence.
4. Carrier delivers 300 lbs of a 5,000 lb shipment to member's destination residence.
5. Remaining SIT charges, based on lower weight (4,700 lbs), become effective 16 Nov 02.
6. Minimum weight involved.

APPLICABLE CHARGES FOR PARTIAL WITHDRAWAL:

Storage -- day in and day out count in computing domestic storage period.

300 lbs. (actual)/1000 lbs. (minimum) x SIT 1st day cost

300 lbs. (actual)/1000 lbs. (minimum) x SIT ea addl day (14 days)

300 lbs. (actual)/1000 lbs. (minimum) x warehouse handling

Labor: None. Items were prearranged to be delivered in advance by carrier.

Delivery: 300 lbs. (actual)/500 lbs. (minimum) x SIT delivery out rate.

Other Accessorial Charges: As required and approved by PPSO

DOMESTIC TRAFFIC: SITUATION 17

CODE 2

Member knows which five items will be needed at destination and designates items during the counseling session.

FACTS:

1. Carrier packs and inventories items separately.
2. Carrier containerizes items with other property to utilize container space.
3. Member contacts PPSO for withdrawal and delivery of these five items.
4. PPSO orders these five items delivered to member's destination residence.
5. Carrier must unstack, decontainerize, sort, recontainerize, and restack property.
6. Member or member's agent has the right to be present during sorting of container.
7. Carrier delivers 400 lbs of a 5,000-lb shipment to member's destination residence.
8. SIT charges, based on lower weight (4,600 lbs), become effective 24 Nov 02.
9. Minimum weight involved.

APPLICABLE CHARGES:

Storage -- day in and day out count in computing domestic storage period.

400 lbs. (actual)/1000 lbs. (minimum) x SIT 1st day cost
400 lbs. (actual)/1000 lbs. (minimum) x SIT ea addl day (14 days)
400 lbs. (actual)/1000 lbs. (minimum) x warehouse handling

Labor: Two persons, 1 hour 5 minutes each for decontainerizing, unstacking/restacking, sorting and containerizing.

2 people x 1 ¼ hours x labor rate

Delivery: 400 lbs. (actual)/500 lbs. (minimum) x SIT delivery out rate.

Other Accessorial Charges: As required and approved by PPSO.

DOMESTIC TRAFFIC: SITUATION 18

CODE 2

Member decides that 15 items are needed upon arrival at destination. No preplanning was done at origin.

FACTS:

1. No plans for partial withdrawal were made at origin.
2. Member provides inventory item numbers to PPSO.
3. PPSO orders these 15 items delivered to member's destination residence.
4. Carrier must unstack, decontainerize, sort, recontainerize, and restack shipment.
5. Member or member's agent has the right to be present during sorting.
6. Carrier delivers 700 lbs of the 1,600 lb shipment to member's destination residence.
7. Remaining SIT charges, based on lower weight (900 lbs.), become effective 24 Nov 02. Minimum weight of 1,000 lbs. applies to 900 lbs. remaining in SIT.
8. Minimum weight involved

APPLICABLE CHARGES FOR PARTIAL WITHDRAWAL:

Storage -- day in and day out count in computing domestic storage period.

700 lbs. (actual)/1000 lbs. (minimum) x SIT 1st day cost
700 lbs. (actual)/1000 lbs. (minimum) x SIT ea addl day (14 days)
700 lbs. (actual)/1000 lbs. (minimum) x warehouse handling

Labor: One person, 1 hour 20 minutes; one person, 46 minutes. Covers unstacking, decontainerizing, sorting, recontainerizing, restacking.

1 person x 1 ½ hour x labor rate
1 person x 1 hour x labor rate

Delivery: 700 lbs x SIT delivery out rate.

Other Accessorial Charges: As required and approved by PPSO.

INTERNATIONAL TRAFFIC: SITUATION 19

CODES 3, 4, 5, 6, AND T

Member knows which 10 items will be needed at CONUS destination and designates items during the counseling session.

FACTS:

1. Carrier packs, inventories, containerizes, and stores these 10 items separately.
2. Member contacts PPSO for withdrawal and delivery of these 10 items.
3. PPSO orders these 10 items to be delivered to member's destination residence.
4. Carrier delivers 300 lbs of a 3,700 lb shipment to member's destination residence.
5. Remaining SIT charges, based on lower weight (3,400 lbs), become effective 24 Sep 02.
6. Minimum weight involved.

APPLICABLE CHARGES FOR PARTIAL WITHDRAWAL:

Storage -- based on daily application when SIT occurs within CONUS; day in and day out count in computing domestic storage period.

300 lbs. (actual)/500 lbs. (minimum) x SIT 1st day cost

300 lbs. (actual)/500 lbs. (minimum) x SIT ea addl day (20 days)

300 lbs. (actual)/500 lbs. (minimum) x warehouse handling

Labor: None. Items were prearranged to be delivered in advance by carrier.

Delivery: 300 lbs. (actual)/500 lbs. (minimum) x SIT delivery out rate.

Other Accessorial Charges: As required and approved by PPSO.

INTERNATIONAL TRAFFIC: SITUATION 20

CODES 4, 5, AND T

Member decides that three items are needed at overseas destination. No preplanning was done at origin.

FACTS:

1. No plans for partial withdrawal were made at origin.
2. Member provides PPSO with inventory item numbers.
3. PPSO orders three items delivered to member's destination residence.
4. Carrier must decontainerize, unstack, sort, recontainerize, and restack shipment.
5. Member or member's agent has the right to be present for separation of containers.
6. Carrier delivers 200 lbs of 3,500 lb shipment to member's destination residence.
7. Remaining SIT charges, based on lower weight (3,300 lbs), become effective 4 Oct 02, overseas location (second 30-day period).
8. Minimum weight involved.

APPLICABLE CHARGES FOR PARTIAL WITHDRAWAL:

Storage -- day in but not day out count in computing storage in overseas location, based on 30-day period.

200 lbs. (actual)/500 lbs. (minimum) x SIT 1st day cost
200 lbs. (actual)/500 lbs. (minimum) x SIT ea addl day (20 days)
200 lbs. (actual)/500 lbs. (minimum) x warehouse handling

Labor: three persons, 2 hour 15 minutes. Covers unstacking, decontainerizing, sorting, recontainerizing, restacking.

3 persons x 2 ¼ hour x labor rate

Delivery: 200 lbs. (actual) 500 lbs. (minimum) x SIT delivery out rate.

Other Accessorial Charges: As required and approved by PPSO.

INTERNATIONAL TRAFFIC: SITUATION 21

CODES 4, 5, AND T

Member decides that 10 items are needed upon arrival at CONUS destination. No preplanning was done at origin.

FACTS:

1. No plans for partial withdrawal were made at origin.
2. Member provides PPSO with inventory item numbers.
3. PPSO orders these 10 items delivered to member's destination residence.
4. Carrier must unstack, decontainerize, sort, recontainerize, and restack shipment.
5. Member or member's agent has the right to be present for sorting of containers.
6. Carrier delivers 350 lbs of 3,400 lb shipment to member's destination residence.
7. Remaining SIT charges, based on lower weight (3,050 lbs), become effective 19 Sep 02.
8. Minimum weight involved.

APPLICABLE CHARGES FOR PARTIAL WITHDRAWAL:

Storage -- based on daily application in CONUS; day in and day out are computed on international shipments stored at CONUS locations.

350 lbs. (actual)/500 lbs. (minimum) x SIT 1st day cost
350 lbs. (actual)/500 lbs. (minimum) x SIT ea addl day (14 days)
350 lbs. (actual)/500 lbs. (minimum) x warehouse handling

Labor: two persons, 1 hour 5 minutes each. Covers unstacking, decontainerizing, sorting, recontainerizing, restacking.

2 persons x 1 ¼ hour x labor rate

Delivery: 350 lbs. (actual)/500 lbs. (minimum) x SIT delivery out rate.

Other Accessorial Charges: As required and approved by PPSO.

INTERNATIONAL TRAFFIC: SITUATION 22

CODES 7, 8, AND J

Member decides that four items are needed upon arrival at destination. No preplanning was done at origin.

FACTS:

1. No plans for partial withdrawal were made at origin.
2. Member provides PPSO with inventory item numbers.
3. PPSO orders these four items withdrawn.
4. Carrier must sort shipment to withdraw items.
5. Member picks up 60 lbs from a 300 lb shipment at carrier's facility.
6. Remaining SIT charges, based on lower weight (240 lbs), become effective 3 Oct 02.
7. Minimum weight involved.

APPLICABLE CHARGES FOR PARTIAL WITHDRAWAL:

Storage -- day in and day out are computed on unaccompanied baggage shipments and SIT is based on 15-day periods.

60 lbs. (actual)/100 lbs. (minimum) x SIT 1st day cost
60 lbs. (actual)/100 lbs. (minimum) x SIT ea addl day (21 days)
60 lbs. (actual)/100 lbs. (minimum) x warehouse handling

Labor: one person, 1 hour 43 minutes. Covers sorting.

1 person x 1 $\frac{3}{4}$ hour x labor rate

Delivery: None. Member picked up shipment at carrier's facility.

Other Accessorial Charges: As required and approved by PPSO.

INTERNATIONAL TRAFFIC: SITUATION 23

CODES 7, 8, AND J

FACTS:

1. No plans for partial withdrawal were made at origin.
2. Member provides PPSO with inventory item numbers.
3. PPSO orders these three items delivered to member's destination residence.
4. Carrier must sort shipment to withdraw items.
5. Carrier delivers 75 lbs of a 200 lb shipment.
6. Remaining SIT charges, based on lower weight (125 lbs), become effective 30 Sep 02.
7. Minimum weight involved.

APPLICABLE CHARGES FOR PARTIAL WITHDRAWAL:

Storage -- based on daily application in CONUS; day in and day out are computed on international shipments stored at CONUS locations.

75 lbs. (actual)/100 lbs. (minimum) x SIT 1st day cost

75 lbs. (actual)/100 lbs. (minimum) x SIT ea addl day 14 days)

75 lbs. (actual)/100 lbs. (minimum) x warehouse handling

Labor: two persons, 1 hour 5 minutes each. Covers unstacking, decontainerizing, sorting, recontainerizing, restacking.

1 person x $\frac{1}{2}$ hour x labor rate

Delivery: 75 lbs. (actual)/100 lbs. (minimum) x SIT delivery out rate.

Other Accessorial Charges: As required and approved by PPSO.

INTERNATIONAL TRAFFIC: SITUATION 24

DPM HOUSEHOLD GOODS

Member decides that 10 items are needed upon arrival at destination. No preplanning was done at origin.

FACTS:

1. No plans for partial withdrawal were made at origin.
2. Member provides PPSO with inventory item numbers.
3. PPSO orders property delivered to members' destination residence.
4. Carrier must unstack, decontainerize, sort, recontainerize, and restack remaining property.
5. Member or member's agent has the right to be present when property is separated.
6. Contractor delivers property.

APPLICABLE CHARGES:

1. SIT charge for portion removed -- portion remaining will continue on storage period.
2. Labor charge for unstacking/restacking, decontainerization/recontainerization, and sorting cartons.
3. Delivery charge to residence.

4. NOTES:

A. Delivery/SIT charges contained in contract.

B. Labor charge may/may not be in contract. Options are:

- (1) Charge included in contract.
- (2) Contract directs use of tariff/tender charges.
- (3) PPSO negotiates charge on individual basis (purchase order).
- (4) PPSO initiates contract amendment to add labor charge.

INTERNATIONAL TRAFFIC: SITUATION 25

DPM UNACCOMPANIED BAGGAGE

Member decides that five items are needed upon arrival at destination. No preplanning was done at origin.

FACTS:

1. No plans for partial withdrawal were made at origin.
2. Member provides PPSO with inventory item numbers.
3. PPSO orders property withdrawn.
4. Member or member's agent picks up items from contractor's facility.

APPLICABLE CHARGES:

1. SIT charge for portion removed -- portion remaining will continue on storage period.
2. Labor charge for unstacking/restacking, decontainerization/recontainerization, and sorting cartons.
3. Delivery charge to contractor's dock.

4. NOTES:

A. Delivery/SIT charges contained in contract.

B. Labor charge may/may not be in contract. Options are:

- 1) Charge included in contract.
- 2) Contract directs use of tariff/tender charges.
- 3) PPSO negotiates charge on individual basis (purchase order).
- 4) PPSO initiates contract amendment to add labor charge

TERMINATION OF SIT

1. Reference is made to the following documents:

A. Domestic Personal Property Rate Solicitation, Item 424, SIT and Warehouse Handling Charges

B. International Personal Property Rate Solicitation, Item 518, SIT and Warehouse Handling Charges – HHG; Item 519, SIT and Warehouse Handling Charges - UB

2. The following rules apply to termination of storage period:

A. The carrier will deliver to residence on the date requested, if possible.

B. If prior commitments prevent delivery to that date, every effort should be made to deliver the shipment as soon as possible thereafter within five (5) working days after the requested delivery date. In any event, for domestic shipments and international HHG shipments in CONUS locations, storage charges shall cease to accrue on either of the following dates, whichever is earlier:

1) Requested delivery date or within five (5) working days following notification, whichever is later, or

2) The actual delivery date.

C. For international HHG shipments in overseas locations, the carrier will deliver to residence on the date requested, if possible. If prior commitments prevent delivery to that date, every effort should be made to deliver the shipment as soon as possible thereafter within five (5) working days after the requested delivery date. In any event, storage charges shall cease to accrue on either of the following dates, whichever is earlier:

1) Requested delivery date, or five (5) working days following notification to, whichever is later; or

2) Date immediately prior to the date of actual delivery.

However, SIT charges for HHG in overseas locations are based on 30-day increments, so usually there is an entire 30 day increment due the carrier.

3) For international UB shipments in overseas locations, delivery to residence will be made on the date specified by the PPSO provided the PPSO has given the carrier 3 working days notice. Carrier must deliver shipment no later than 3 working days after PPSO notification. If notification is given before noon of a working day, that day will be considered day one. If notification is given after noon of a working day, the following day will be considered day one. Storage charges will cease as shown below:

a) After day 3, when the shipment is delivered beyond the 3rd working day at the convenience of the carrier.

b) The day after the shipment is removed from storage, when the shipment is delivered beyond the 3rd working day at the PPSO's request.

c) Actual delivery date. If this date is earliest of the 3 days, then SIT charges will cease on this date. The day of delivery is included in the SIT charge. SIT charges are based on 15-day increments.

3. The maximum SIT period for any shipment is 90 days, unless a longer period is authorized. When a shipment remains in storage beyond the SIT entitlement period, carrier liability shall terminate at midnight of the last day of the SIT period, the PPGBL character of the shipment shall cease and the warehouse shall become the final destination of the shipment. The warehouseman becomes agent for the shipper (owner) and the property is subject to the rules, regulations, and charges of the warehouseman. Further storage and/or drayage, if entitlement exists, will be requested by the PPSO in accordance with service directives.

CERTIFICATION OF DD FORM 619

1. Services noted on the DD Form 619 must be certified by the TO prior to submission by carrier to finance center for payment.
2. Reweighs must be certified by the PPSO. The Government shall pay for an ordered reweigh when the reweigh net weight is greater than the initial net weight or when the difference between the initial weight and the reweigh weight is less than the tolerance specified in the solicitations.
3. All DD Form 619's for SIT must be certified by the destination TO regardless of storage period.
4. When partial removals from SIT are made, a DD Form 619 will be prepared covering the amount removed. The following notation will be placed in the remarks block of the DD Form 619: "This is an authorized partial withdrawal, _____ pounds remain in SIT." A separate DD Form 619-1 for the partial withdrawal provides a place for the member to note any loss or damage noted by the service member at the time of delivery. A second DD Form 619 will be prepared covering the remaining portion when it is delivered.
5. Accessorial services listed on the DD Form 619 must be ordered and certified by the PPSO – the member cannot certify services performed. Services must be verified prior to certification.