MILITARY SURFACE DEPLOYMENT AND DISTRIBUTION COMMAND

MILITARY FREIGHT TRAFFIC UNIFIED RULES PUBLICATION-1 (MFTURP-1)

NOTICE: This publication is available digitally on the SDDC website at:

http://www.sddc.army.mil/GCD/default.aspx

This publication establishes policy, prescribes rules, and describes responsibilities for motor, rail, water, pipeline, air and tank-truck Transportation Service Providers (TSP). These rules will assist TSP in providing safe, reliable and "Best Value" service to Department of Defense (DoD) Shippers.

POC: SDDC-G9/AMC-A4TC

Issue Date: 23 September 2011	Effective Date: 26 September 2011
Military Surface Deployment and Distribution Command	
1 Soldier Way	
Scott Air Force Base, IL 62225	

SUMMARY OF CHANGES FROM PREVIOUS VERSION, DATED 1 APRIL 2011

1. **Section A.II.D.6** – Updated to state TSP safety requirements must be in accordance with the FMCSA scoring system.

2. **Item 111, Satellite Motor Surveillance (SNS) -** Updated to define SNS requirements when transporting DoD cargo through Canada.

TABLE OF CONTENTS

SUBJECT	SECTION	PAGE
Transportation Service Provider General Rules	A	8
Motor Transportation Service Provider Rules	B	78
Rail Transportation Service Provider Rules	C	153
Water Transportation Service Provider Rules	D	193
Pipeline Transportation Service Provider Rules	E	209
Air Transportation Service Provider Rules	F	219
Types of Equipment Codes (Appendix A)	G	235
Commodity Codes (Appendix B)	H	240
Codes for Accessorial Services (Appendix C)	I	249
Definitions (Appendix D)	J	252
Explanation of Abbreviations (Appendix E)	K	271
Websites (Appendix F)	L	273
References (Appendix G)	M	274
Transportation Forms/Documentation (Appendix H)	N	281

PARAGRAPH	SUBJECT	CHANGE	PAGE
I. GENERAL ADMINISTRATIVE INFORMATION			
A	Purpose	O	8
B	Application	O	8
C	Supersedes and Replaces	O	8
D	Scope	O	8
E	Precedence	O	9
F	Successive Regulations	O	9
G	Definitions	O	9
H	Acronyms	O	9
I	Publication Updates	R	9
II. BECOMING A DEPARTMENT OF DEFENSE TRANSPORTATION SERVICE PROVIDER			
A	Basic Transportation Service Provider Requirements	O	11
B	SDDC or AMC Approved Transportation Service Provider General Requirements	O	12
C	Brokers/Freight Forwarders/Logistics Companies	O	14
D	Transportation Protective Service (TPS) for Sensitive Conventional Arms, Ammunition, and Explosives (AA&E)	R	16
E	Transportation Service Provider Brokering and Leasing	O	17
F	Remedies for Non-Compliance	O	18
III. CONDUCTING BUSINESS WITH DEPARTMENT OF DEFENSE			
A	Third Party Pay Systems (TPPS)	O	19
B	Electronic Commerce (EC)/Electronic Data Interchange (EDI)	O	19
C	Alternative Government Bidding Processes for Transportation Service Providers	O	19
D	Alternation of Rates	O	21
E	Transportation Facilities Guide (TFG)	O	22
IV. COMPLETING A SDDC 364-R TENDER			
	Completing a SDDC 364-R Tender	R	23
V. TRANSPORTATION SERVICE PROVIDER PERFORMANCE			
A	Carrier Performance Program (CPP)	O	62
B	Service Elements and Standards	O	62
C	Transportation Service Provider Notification	R	63
D	Penalties of Service Failures	O	63
E	Transportation Service Provider Appeal	O	63

VI. TERMS AND CONDITIONS APPLICABLE TO ALL MODES			
A	Advancing Charges (045)	R	65
B	Transportation Protective Services Compatibilities	O	65
C	Assistance by Government Personnel to Transportation Service Provider	O	65
D	Non Applicable Charges/Transportation Service Provider Liability	O	66
E	Transportation Service Provider Cargo Liability (LIE)	O	67
F	Emergency Mode Substitution	O	67
G	Stop-Off in Transit (SOC)	O	68
H	Reconsignment or Diversion (RCC)	O	69
I	Storage (SRG)	O	70
J	Government Cargo Recovery Effort (GOCARE) Program for Astray Freight	O	71
K	Maximum Charge	R	71
L	Weight Limitations	O	71
M	Weight Verification	O	72
N	Fuel Surcharge	R	73
O	Shipments in Continuous Movements	O	74
P	Shipment Status	O	74
Q	Transportation Service Provider Movement of DoD Vehicles	O	74
VII. CLAIMS AND DISPUTES			
A	Claims	O	75
B	Dispute Resolution	O	75
VIII. EMERGENCY NOTIFICATION INFORMATION			
	Table 1 and Table 2	R	76

I. GENERAL ADMINISTRATIVE INFORMATION

A. Purpose

This publication prescribes the procedures and requirements applicable to Transportation Service Providers (TSP) providing commercial transportation and related services to the Department of Defense (DoD) and other authorized users of the Defense Transportation System (DTS). Services contained in this publication will not be interpreted as a guarantee by DoD or other authorized users of the DTS of any particular volume of traffic.

B. Application

Where reference is made to the Military Freight Traffic Unified Rules Publication—1 (MFTURP-1) in a TSP tender or rate agreement, the conditions, requirements, rules and terms and conditions contained in this publication will govern the freight services of the TSP's tender, and will apply from, to, or between those points specified in the individual tender. This is not to be construed as a setting of rates, rules or charges by DoD. TSP's tenders cannot be made subject to any other publication for application of the rates or charges therein. If any TSP or bureau published line-haul, rules, terminal services tariff, service guide or other document is shown in a tender, the tender will be rejected and returned to the TSP. The MFTURP can be specifically incorporated in its entirety or in section(s) in Federal Acquisition Regulation contracts or agreements.

C. Supersedes and Replaces

This publication supersedes the AMC Air Freight Traffic Rules Publication No. 5 (AFTRP No. 5) and the previous version of the SDDC Military Freight Traffic Unified Rules Publication—1 (MFTURP-1), dated 26 October 2009.

D. Scope

This publication will not prevent different or additional requirements or terms or conditions to apply for a particular shipment if the TO, the TSP, and the governing command for the movement mode—AMC for domestic air shipments and SDDC for all other modes—agree to the specific change and the change is not prohibited by statute, regulation, executive order, case-law or other applicable legal authority. In those instances, the governing command for the movement mode shall negotiate with the TSP to clarify requirements, rates structure, answer questions and resolve discrepancies. The TSP will submit a negotiated 500,000 series tender.

1. It does not include the transportation of:

   a. Shipments moving in courier service

b. Perishable Subsistence Shipments (Perishable Subsistence TSP Rate Tenders and Service Agreements), administered by Defense Supply Center, Philadelphia (DSCP).

c. Federal Acquisition Regulation (FAR) contracts, to include the General Services Administration (GSA) and Defense Transportation Coordination Initiative (DTCI) contracts, unless the publication is specifically incorporated into the contract or agreement.

2. The words in this agreement shall be construed simply according to their fair and plain meanings, and not strictly for or against either party.

3. If any provision in this publication is capable of two constructions, one of which would make the provision void and the other of which would make the provision valid, then the provision shall have the meaning that makes it valid.

E. Precedence

When rules, charges or other requirements are negotiated (including FAR Based Contracts and Spot Bid) that differ from or conflict with this publication and the intent of the parties is to modify the requirements of this publication as they apply for a particular movement, the negotiated terms will apply to only the specific movement.

F. Successive Regulations

Tariffs, items, notes, or rules referenced in this publication will include supplements and successive issues. If any rule, regulation or provision is cancelled or becomes inapplicable, the last published regulation will govern.

G. Definitions

For definitions of certain terms referenced throughout this publication, see Appendix D.

H. Acronyms

For a listing of commonly used DoD acronyms, see Appendix E.

I. Publication Updates

1. This publication will be updated quarterly (if needed) and will be available on SDDC's website: http://www.sddc.army.mil/Public/Global%20Cargo%20Distribution/Domestic/Publications/. The publication can be downloaded and printed from the website. The sponsor and official

copy of this publication will be kept on file with SDDC, G9, Domestic Business Services Branch.

2. When issues arise pertaining to recommended changes or modifications to rules included in this publication, stakeholders will utilize the SDDC Docketing System, found on the SDDC website, to notify and justify requested changes. These changes will be posted on the SDDC website and, if validated by G9, opened for comment.

3. For additional information on this regulation, direct inquiries to:

   SDDC, G9, Strategic Business Office
   Global Distribution Domestic
   1 Soldier Way, Building 1900W
   Scott AFB, IL 62225
   (618) 220-6359
   Sddc.Ops.BusinessServices@us.army.mil

   For inquiries directly related to Section F, Air Transportation Service Provider Rules, contact

   HQ Air Mobility Command Domestic Air Tender Program Section
   402 Scott Drive, Unit 2A2
   Scott AFB, IL 62225
   (618) 229-4591
   AMC.A4TD@scott.af.mil

4. When this publication is updated, a notice will be posted on the website with all changes identified in the "Change" column of the Table of Contents for each section. An "N" means the item is new, an "R" means the item has been updated, and an "O" means no update."

5. Any change that results in a significant effect, significant cost or administrative impact will be published in the Federal Register in accordance with 41, U.S.C. §418. The effective date of the change will be published on the SDDC's website and if a significant change, it will be published in the Federal Register. On the effective date, all changes will become effective and bind the TSP. They are incorporated automatically into a carrier's tender(s) and bills of lading issued from that date forward. TSP not canceling a tender prior to the effective date of the change is considered as concurring and accepting of the change in their tender.

II. BECOMING A DEPARTMENT OF DEFENSE TRANSPORTATION SERVICE PROVIDER

A. Basic Transportation Service Provider Requirements

1. This item describes basic requirements a TSP must have in order to become SDDC and/or AMC (air) approved to transport DoD freight.

    a. TSP must have current valid legal operating authority to provide commercial transportation services as offered and as provided to DoD.

    b. The common law implied covenant of acting in good faith and fair dealing applies to TSP seeking or performing business with DoD.

    c. Part of the screening process will verify the owner, company, corporate official(s) or anyone in its employ are not prohibited from conducting business with the federal government through the Excluded Parties List System (EPLS) at http://www.epls.gov/.

    d. TSP must not be in nonuse or disqualification status to transport DoD freight.

    e. TSPs shall at all times comply with all applicable federal statutes, federal regulations and all other applicable law existing at the time of the shipment award.

2. Registration requirements include:

    a. Register in the Freight Carrier Registration Program (FCRP) for each mode of service it will use to transport freight (i.e., motor, rail, water TSP, pipeline, tank truck, air) at http://www.sddc.army.mil/sddc/Content/Pub/14712//welcomingletter.pdf.

    b. Company employees must comply with the requirements, contractual terms, conditions and rules of this publication.

    c. Comply with the National Debt Reduction Act in order to receive payments for goods and services. Register in the Central Contractor Register (CCR) at http://www.ccr.gov/ or call 703-428-2915 for further information.

    d. Certify that owner(s), company, corporate official(s), agents or employees are not debarred, suspended or disqualified by SDDC/AMC or any outside review agency; or placed in nonuse status by SDDC/AMC at the time of registration.

    e. Notify SDDC electronically (SDDC.OPS.CarrReg@us.army.mil) or AMC electronically for air shipments (AMC.A4TDR.CarrReg@scott.af.mil) of any changes

in ownership, affiliations, legal name or other changes affecting FCRP registration within 30 calendar days.

3. Terms of the FCRP will be in effect from the date of approval and can only be terminated after removal from program. Removal from program can be accomplished by various means to include, but not limited to, DoD-wide disqualification, self-termination, suspension or debarment.

B. SDDC or AMC Approved Transportation Service Provider General Requirements

These requirements apply to all TSP:

1. TSP cannot submit Transportation Protective Service (TPS) tenders for AA&E commodities until they have served DoD in an approved status for 12 continuous months. Application does not guarantee authorization to provide TPS. Granting of TPS authorization is based on the Government's best interests.

2. After initial approval, follow-up evaluations will be conducted at any time to confirm continued eligibility as a DoD approved TSP.

3. Valid operating certificates and insurance for its scope of operations will be maintained by TSP.

4. All TSP who receive shipment awards shall be required to move and accept cargo under a non-negotiable standardized DoD generated commercial BL that conforms to the Defense Transportation Regulation (DTR) 4500.9R Part II, Cargo Movement, Chapter 206 and the U.S. Federal Bill of Lading Act. TSPs will utilize their own commercial BLs as a substitute document only during times when transportation systems are inoperable, during holiday or weekends when there is no access to transportation offices, or upon approval of SDDC, G9, or AMC/A4TC for domestic air shipments. DoD personnel other than authorized SDDC, or AMC for domestic air shipments, personnel lack actual or apparent authority to execute or otherwise agree to any TSP commercial BL differing from the DoD standard BOL terms

5. Insurance

   a. Motor TSP shall at all times maintain minimum public liability insurance as required in 49 CFR, Part 387, for the specific type of motor carriage applicable to the shipment. The applicable schedule of limits for minimum public liability insurance are specifically set forth in 49 CFR, Part 387.9 and can be referenced directly at http://edocket.access.gpo.gov/cfr_2003/octqtr/pdf/49cfr387.9.pdf

b. Motor tank truck TSPs are required to maintain $1 million liability for Government freight (see 32 CFR, Part 619.4). Schedule of limits provided in 49 CFR 387.9 at http://edocket.access.gpo.gov/cfr_2003/octqtr/pdf/49cfr387.9.pdf

c. Intrastate TSP will be required to hold public liability insurance equal to interstate TSP. Proof of insurance will be provided when requested by SDDC.

d. Bulk Fuel TSP must maintain a minimum of $5 million in public liability insurance and $5 million in pollution liability insurance.

e. Rail TSP shall not be required to list any insurance company with SDDC; however, the insurance underwriter must continuously have a policyholder's rating in the Best's Insurance Guide and be listed in the Fiscal Service Treasury Department Circular 570 (see http://www.fms.treas.gov/c570/c570.html). Rail TSPs shall provide sufficient self-insurance in order to comply with the Carmack Amendment liability standard for loss or damage to government property moving as government traffic.

f. Insurance information will be updated regularly by TSP through DOT's Licensing and Insurance website at http://www.fmcsa.dot.gov/registration-licensing/registration-licensing.htm. Any change or modification of a TSP's insurance information shall be promptly reported to SDDC, Carrier Services Division.

g. A minimum cargo insurance of $150,000 for loss and damage of government freight per vehicle and/or $20,000 per vehicle transported (e.g., automobile transporters or vehicles in driveaway service) must be maintained. Perishable goods TSP will maintain, as a minimum, cargo insurance in the amount of $80,000 and bulk motor petroleum TSP will maintain $25,000. Rail TSP that meet the self-insurance requirements as stated in 49 CFR will not be required to list any insurance company with SDDC.

h. A valid Bodily Injury and Property Damage (BIPD) and cargo insurance policy will be maintained by the TSP at all times while a tender is in effect and must cover all equipment used to transport DoD freight. Insurance policies will include a provision that states insurers will notify SDDC prior to any service changes (i.e., renewals, cancellations) at least 30 days prior to expiration of insurance.

6. Safety.

a. Interstate TSP must maintain a satisfactory safety rating with the Federal Motor Carrier Safety Administration (FMCSA). Intrastate TSP must maintain a satisfactory safety rating with applicable state agency. Unannounced safety inspections of TSP facilities, terminals, equipment, employees, TSP records and procedures will be conducted by DoD civilian, military personnel, and/or DoD contract employees. In

transit surveillance and inspection of vehicles and drivers will be conducted in coordination with local police or other authorities. TSP shall not disclose any information to unauthorized persons concerning the nature, kind, quantity, destination, consignee, or routing of any protected commodities tendered to them. When requested, proof of compliance with 49 CFR, Parts 390 thru 396 will be provided by TSP.

b. TSP must implement and certify that they have in place company-wide safety management programs that comply with applicable federal, state and local statutes or requirements. Safety programs will be subject to review and evaluation by DoD representatives.

7. Cargo will be delivered in the same condition as received at origin after shipment is loaded, secured, inspected and cleared for movement. Any damage or loss will be the responsibility of the TSP and will be settled promptly (see Section A, VII, Claims). To avoid liability for loss and damage to cargo, a TSP must show that it is free from negligence and that the loss or damage was due to a *force majeure* situation. Notification of cargo loss, damage, or unusual delay will be made by TSP within 24-hours to the consignor and consignee, except as designated in Section A, VIII, Table 1 and 2. Report information will include origin and destination, BL number, shipping paper information, time and place of occurrence, and other important details. Accident reports submitted to DOT will be provided to SDDC upon request.

8. Trip leasing (see Definitions, Appendix D) permitted only with DoD approved TSP. A copy of the appropriate lease/contract or detailed pick-up sheets (for the specific load and truck) will be included in all leased/contracted vehicles and available for inspection. Shipper may reject vehicles without stated documentation. A list of DoD approved TSP can be found at www.sddc.army.mil. Failure to follow these requirements can result in TSP suspension or non-use status for the TSP. For further trip-leasing requirements, reference Section A.II.E, Transportation Service Provider Brokering and Leasing.

C. Brokers/Freight Forwarders/Logistics Companies

This item sets forth the minimum requirements for brokers/surface freight forwarders/logistic companies to maintain their SDDC qualifications to transport DoD freight.

1. Brokers, freight forwarders and logistics companies will maintain a current electronic listing of all subcontracted TSP who may be used to transport DoD freight. Listings will be maintained at the corporate office and available to send via email upon SDDC request and viewed by SDDC personnel only.

2. Brokers, freight forwarders, or logistics companies who submit tenders and receive awards of government traffic agree to assume full liability for a shipment under the Carmack

Amendment, unless the terms and conditions of the BL establish that a SDDC released valuation rate applies to that shipment. Brokers, freight forwarders, or logistics companies must also comply with all applicable provisions of 49 United States Code and 49 Code of Federal Regulations, including 49 CFR 371 and 387. Brokers shall be required to fully comply with all other requirements that are required of other TSPs under the circumstances applicable to each shipment.

3. Subcontracted TSP will provide sufficient documentation for the shipper to verify and confirm that they have been engaged by the broker, freight forwarder or logistics company named on the BL. TSP contractors shall provide the subcontracted TSP with the required documentation, such as BLs, prior to pick up. In emergencies only, the required information may be emailed and/or faxed to the shipping activity prior to pickup during normal operating hours.

4. Brokers, freight forwarders, or logistics companies who exercise their option to subcontract transportation services to another TSP are advised that the government lacks privities of contract with any subcontracted TSP acting on behalf of its principal. Therefore, the government is not liable contractually to any subcontracted TSP as a matter of law. Brokers, freight forwarders, or logistics companies will ensure that subcontracted TSP shall not hold DoD freight "hostage" due to failure, inability or refusal of the broker, freight forwarder, or logistics company as a principal to pay sums lawfully owed to their subcontracted TSP(s). Brokers, freight forwarders, or logistics companies are responsible to pay directly any charges or sum certain amounts lawfully owed to their subcontracted TSP. In no event shall the broker, freight forwarder, or logistics company or any subcontracted TSP be permitted to exercise any state law lien on government property. Brokers, freight forwarders, or logistics companies shall be held responsible for any consequential damages incurred by the government resulting from a hostage freight situation that results from the failure of a broker, freight forwarder, or logistics company to pay its subcontracted TSP promptly.

5. Brokers, freight forwarders and logistics companies are not authorized to handle or accept any shipments moving with CIS, DDP, PSS, SNS, DCS, and/or 675. Handling and solicitation of DoD sensitive conventional AA&E, classified (SECRET and Confidential), sensitive and controlled cryptographic items, Class 1 Division 1.1 thru 1.6, sensitive munitions are also prohibited. Clearing documentation through customs may be permitted.

6. Brokers, freight forwarders, or logistics companies will carry minimum public liability insurance required under 49 CFR, Part 387.

7. Cargo will be delivered in the same condition as received at origin after shipment is loaded, secured, inspected and cleared for movement. Any damage or loss will be the responsibility of the broker, freight forwarder, or logistics company and will be settled promptly (see Section A, VII, Claims). To avoid liability for loss and damage to cargo, a

TSP must show that it is free from negligence and that the loss or damage was due to a *force majeure* situation. Notification of cargo loss, damage, or unusual delay will be made by the broker, freight forwarder, or logistics company within 24-hours to the consignor and consignee, except as designated in Section A, VIII, Table 1 and 2. Report information will include origin and destination, BL number, shipping paper information, time and place of occurrence, and other important details. Accident reports submitted to DOT will be provided to SDDC upon request.

8. The status of any shipment tendered to a broker, freight forwarder, or logistics company will be provided within 24 hours upon SDDC's request to the broker, freight forwarder or logistics company's designated POC.

D. <u>Transportation Protective Service (TPS) for Sensitive Conventional Arms, Ammunition, and Explosives (AA&E), Classified (Secret and Confidential), and Controlled Cryptographic Items.</u>

This item sets forth the minimum requirements for TSPs transporting DoD shipments that can only be performed by DoD-approved munitions TSPs.

1. Only DoD approved TSP will be permitted to transport TPS shipments of sensitive conventional AA&E, classified (Secret and Confidential) and controlled cryptographic items, designated tactical vehicles or other hazardous materials as defined in 49 CFR, Part 172. TSP who have not received prior approval by SDDC for TPS are not authorized to accept delivery of, or otherwise transport TPS cargo.

2. TSP shall demonstrate capability of complying with federal, state, municipal and other local laws and regulations governing safe transportation of AA&E to include 49 CFR, Parts 172, 177 and 382 through 397. Provisions for exempt intracity operations as defined in 49 CFR will not apply to transportation of AA&E.

3. Insurance Requirement:

   a. Prior to receiving authorization to transport any quantity of Division 1.1, 1.2, or 1.3 material, as defined in 49 CFR 173.50; any quantity of Division 2.3, Hazard Zone A, as defined in 49 CFR 173.115, Division 6.1, Packing Group I, Hazard Zone A material, as defined in 49 CFR 173.132; or highway route controlled quantities of Class 7 material as defined in 49 CFR 173.403, TSP must demonstrate it has $5 million in public liability insurance. TSP will provide information on their insurance provider to allow verification. TSP must maintain the required insurance coverage as long as it has authorization to move these shipments.

   b. Prior to receiving authorization to transport any quantity of Class 1, Division 1.4, 1.5, or 1.6 as defined in 49 CFR 173.50, TSP must demonstrate it has $1 million in public

liability insurance. TSP will provide information on their insurance provider to allow verification. TSP must maintain the required insurance coverage as long as it has authorization to move these shipments.

4. Brokerage (as defined in 49 CFR, Part 371.2) of AA&E will not be permitted.

5. Trip leasing of any TPS shipments will not be permitted.

6. Safety Requirements for Carriers Providing Dual Driver Protective Service (DDP) and Protective Security Service (PSS).

   a. Motor Carriers holding Facility Clearances and authorized by SDDC to provide DDP or PSS are required to maintain score averages below the established thresholds for safety performance as tracked by the U.S. Department of Transportation's (DOT) Federal Motor Carrier Safety Administration (FMCSA). Safety performance will be evaluated using the FMCSA's Compliance, Safety, and Accountability (CSA) Program. CSA utilizes seven Behavior Analysis Safety Improvement Categories (BASICs), which include Unsafe Driving, Fatigued Driving (hours of service), Driver Fitness, Controlled Substances/Alcohol, Vehicle Maintenance, Cargo-Related, and Crash Indicator.

7. Motor Carriers authorized to provide DDP and PSS:

   a. All DDP and PSS carriers will follow the HAZMAT standard. FMCSA requires CSA carrier scores in Unsafe Driving, Crash Indicator, and Fatigued Driving BASICs to be 60 or lower. The remaining BASICs—Driver Fitness, Controlled Substances/Alcohol, Vehicle Maintenance, and Cargo-Related—require scores of 75 or lower. SDDC will review the BASICs quarterly and will request an explanation from any carrier whose score is above the standard in any BASIC. Failure to provide an adequate explanation or to show improvement may result in the carrier's placement into non-use status for DDP and PSS shipments.

   b. During annual corporate inspections, SDDC or its contractor may examine all of the Carrier's safety performance history, to include all BASIC scores and DOT incident and enforcement histories.

E. <u>Transportation Service Provider Brokering and Leasing</u>

This item describes TSP requirements regarding the brokering and leasing of vehicles to transport DoD freight. This section applies only to those with motor carrier authority.

1. Trip leasing or long-term leasing (see Definitions, Appendix D) of non-AA&E shipments with another TSP/owner-operator is permitted and are subject to conditions in this publication.

2. Trip lease or long-term lease TSPs are not authorized to sublease with other TSPs.

3. Double Brokering of any DoD freight is not permitted.

4. A copy of the appropriate lease/contract and detailed pick-up sheets or emailed load confirmations (for the specific load and truck) will be included in all leased/contracted vehicles and available for inspection. Shipper may reject vehicles without stated documentation.

F. Remedies for Non-Compliance

A TSP, their agent's, subcontractor or employee's failure to comply with any of the applicable terms and conditions could be a basis for taking administrative or judicial action against the TSP. The following is not an all inclusive list of possible actions:

1. Cancellation of a TSP's approval to move DoD cargo;

2. Placement in nonuse status;

3. Placement disqualified status;

4. Government-wide debarment or suspension from future procurements;

5. Criminal or civil proceedings by the Department of Justice.

III. CONDUCTING BUSINESS WITH DEPARTMENT OF DEFENSE

A. Third Party Payment System (TPPS)

1. A requirement to conduct business with DoD as a TSP will be Third Party Payment System (TPPS) capable. Even if otherwise qualified, TSP that are not TPPS certified will not be eligible to transport DoD freight. TPPS is an electronic freight transaction tracking and payment system.

2. The currently authorized TPPS is Syncada, a service of US Bank. TSP should contact US Bank at 612-973-6597 or 1-800-417-1844 or on the web at https://network.syncada.com/usbank. Payment of freight services within the United States, Worldwide Express movements, and sealift intermodal container service will be paid through the currently authorized TPPS. A fee is required to participate in the program.

3. Prior to submitting an invoice (e-bill) the TSP must have proof of delivery such as a copy of the bill of lading (a signed bill of lading by the destination government representative). If they only have a verbal confirmation from the driver, then the TSP can call the destination verify delivery occurred and the cargo was delivered in good condition as proof of delivery. Delivery date entered into the currently authorized TPPS must be the actual date property was delivered to consignee, and the TSP will invoice based on this date, not the contracted delivery date.

4. Rail TSP are required to submit Shipment Pickup Notification to the currently authorized TPPS after departure of last rail car from origin. Rail TSP are prohibited from filing certification of actual pickup before the shipment is actually delivered to the TSP by the shipper. Filing the Shipment Pickup Notification prior to actual pickup may result in disqualification or disbarment. Additionally, TSP will also submit Shipment Delivery Notification to the currently authorized TPPS after delivery of last rail car and should be made within three business days after delivery of last rail car.

B. Electronic Commerce (EC)/Electronic Data Interchange (EDI)

TSP will be Electronic Commerce (EC)/Electronic Data Interchange (EDI) program capable and agree to the terms of the EC/EDI Trading Partner Agreement (TPA). The EC/EDI Trading Partner Guide for Defense Transportation is available on SDDC's website at http://www.sddc.army.mil/sddc/Content/Pub/2494/tpa_041607.pdf

C. Alternative Government Bidding Processes for Transportation Service Providers

This item describes the alternative methods the government can utilize (other than the tender offer process) for TSP to offer transportation services to DoD and other authorized agencies.

1. Negotiation:

   a. TSPs are provided terms and conditions for a movement via a written solicitation. A verbal negotiation may be used in an emergency but must be converted to written form within three (3) business days.

   b. When terms and conditions for a shipment are negotiated, the non-alternation of rates concerning that specific shipment shall take precedence over any alternation provision contained within this publication.

   c. Negotiations may only be conducted when at least one of the following criteria is met:

      1) No voluntary tenders exist on file to satisfy specific requirements of a shipment.

      2) Movement occurred without applicable tender on file with SDDC/AMC.

      3) Voluntary tenders are insufficient to satisfy requirements.

      4) The entire movement exceeds 25 truck/carloads or weighs over 500,000 pounds.

      5) The shipment is for overdimensional or overweight freight (to include AA&E shipments).

      6) When a service is required for a movement that is not identified in this publication or covered by the TSP's tender (rates published in TSP's tariffs and/or other TSP publications will not apply).

2. Spot Bid on the Web:

   a. "Spot Bid on the Web" is used for one-time only, unique (including overdimensional and overweight, as defined in Section B, Item 119) shipments using any mode of transportation that is adequate to meet the specific requirements of the shipment. The "spot bid on the web" for this shipment shall remain as the cost on file for the movement for that particular shipment. Spot bids on the Web may be used in the absence of standard tenders to generate a BL, and when utilizing that spot bid on the web, the bid for the total cost of the shipment shall be considered as all-inclusive.

   b. In the case where a "spot bid on the web" is used to procure transportation services, the spot bid on the web rate shall take precedence, as described in subparagraph a, except in circumstances where movements are negotiated movements. Under these circumstances, the spot bid on the web rate shall not take precedence over the negotiated movement, nor shall it remain as the cost on file for the particular shipment at issue in the event that future requirements become necessary. Contact the Domestic Business Development

section for further information or assistance concerning the use and application of the spot bid on the web process.

c. Online interactive training module for Spot Bid is provided by the Global Freight Management (GFM) Help desk. Training is also provided on tender entry.

d. The GFM TSP Training Plan is available on the GFM Distance Learning Program (DLP) web page, by clicking the Training link on https://mustang.eta.sddc.army.mil:8080/spotbid/index.htm. A valid GFM production or training simulator user ID and password are required before accessing the web page. Instructions for obtaining a user ID and password are also included in the training plan. For more information, contact SDDC.SAFB.GFMHD@us.army.mil.

e. If a requirement for any additional accessorial/protective service(s) is identified:

1) After solicitation but before pick-up: the solicitation (and award, if applicable) will be canceled, and the shipment resolicited to include the additional services.

2) During/after pick-up: charges for additional requirements will be negotiated by SDDC or AMC (for air modes K, L, or M).

f. Driveaway and Driveaway/Towaway shipments can be offered under Spot Bid.

g. Shipments will be available to approved TSPs (with logins) for bidding and will remain on the Open Bid list through the bid close date/time. Time to submit bids will remain open for a minimum of four hours. TSP may not change a bid once it has been submitted; however, TSP are permitted to cancel a previous bid and resubmit another bid. TSP are prohibited from submitting a bid on a closed shipment. Connectivity problems, system problems, or other Internet and Local Area Network (LAN) issues will not be considered an acceptable reason for late bid submissions after a solicitation has closed. A TSP shall be notified of shipment award after the solicitation has closed.

h. If the event that a specific shipment is canceled, an approved TSP with login capabilities will have the ability to view the canceled shipment list for informational purposes only.

D. Alternation of Rates (Not Applicable to Negotiated Tenders)

1. Tender rates/charges (regardless of rate qualifier) that apply between same points of origin and destination will alternate to produce the lowest charge to DoD.

2. Rates that pertain to a specific commodity, to include DPM commodities 100250 and 100251, will not alternate with FAK rates.

3. In no event shall charges submitted under any tender be in excess of charges based on the TSP's lowest rate available to the general public in either common or contract rates, except 500,000 series tenders, or be in excess of charges based on rates otherwise tendered to the Government by the Contractor for the same type of service..

4. Alternation of rates does not apply between Mode T—Towaway and Mode B—Motor tenders.

E. Transportation Facilities Guide (TFG)

1. TSP will review the TFG for installation policies regarding the minimum requirements for normal operating hours, installation closures, or any other important information. TSP can access the TFG at the ETA website https://eta.sddc.army.mil/.

2. Failure to review the TFG for installation policies may result in non-payment of detention, demurrage and/or storage charges.

3. Failure to review the TFG for installation operating hours may result in late shipments.

IV. COMPLETING A SDDC 364-R TENDER

This item governs use and application of the DoD Standard Tender of Freight Services, MT Form 364, unless otherwise indicated in this publication. This format will be used by all TSP, including surface freight forwarders, water, shipper associations, shipper agents, air TSP, and air freight forwarders, subject to the following exceptions.

This item also includes guidance for TSP that wish to file certain Less-Than-Truckload (LTL) and Truckload (TL) rates previously published in the MCRP No. 100A, Class 100 Rates. The baseline Class 100 rates and minimum charges contained in this publication shall serve as a basis for TSP's actual rates and charges for DoD shipments in intrastate commerce, and shipments from to and between those points in the CONUS, Alaska and/or Canada specified in the individual TSP tenders. Class 100 Rates may only be used in connection with Rate Qualified "PQ", in the DoD tender.

1. Shipments excluded from the Standard Tender format are courier; package express Mode R; Driveaway, Driveaway/Towaway, unaccompanied baggage to or from Alaska; and privately-owned mobile homes or vehicles.

2. The Standard Tender format shall be used for DoD, DoD-sponsored, and other authorized DTS users for intrastate and interstate shipments from, to and between CONUS, Canada, Hawaii, Puerto Rico, Alaska and Mexico. The Standard Tender format for domestic air shipments shall be used for DoD, DoD-sponsored, and other authorized DTS users for intrastate and interstate shipments from, to and between CONUS only.

3. Tenders submitted in response to SDDC/AMC solicitations, and other negotiated actions will be published in the Standard Tender format, unless otherwise instructed by the terms and conditions specific solicitation or negotiated action.

   a. TSPs for Air Mode K, L and M shipments with inquiries concerning application of this Standard Tender Format should contact Headquarters Air Mobility Command, Air Transportation Division, Cargo Policy Branch, (HQ AMC/A4TC), telephone (618) 229-4591.

   b. All other modes except those set forth in subparagraph a above who have inquiries concerning application of the Standard Tender format should contact SDDC, telephone (800) 526-1465.

<u>Part I</u>

This Part sets forth the procedures TSP shall follow to complete the SDDC 364-R tender or Optional Form (OF) 280 tender.

1. Any Tender that omits any required data containing special annotations or exceptions will be considered inapplicable and have no effect to any contract for carriage. Tenders inadvertently accepted and distributed by SDDC or AMC, which are subsequently determined to not meet or comply with the DoD tender filing instructions, or the applicable rules and/or rate publication, shall be subject to immediate removal. The issuing TSP will be advised when tenders are removed under these circumstances.

2. This publication shall be considered the governing publication in Section B of the tender. No other publication for application of rates and charges, unless otherwise noted in this publication, will apply. Inclusion of an inapplicable publication in Section B of the tender shall be deemed non-compliant, and shall be rejected.

3. Publications (and any reissues) listed below will be considered part of this publication, but shall not be specifically listed in Section B of the tender. Any potential conflict between the terms of the publications listed below and this publication shall be resolved in favor of the express terms in this publication.

   a. National Motor Freight Classification (NMFC), Tariff Surface Transportation Board (STB) National Motor Freight (NMF) 100 series published by the National Motor Freight Traffic Association, Inc., Agent 2200 Mill Road, Alexandria, VA 22314 (commodity item numbers, descriptions, packing and packaging only).

   b. Defense Table of Distance (DTOD), official mileage guide for DoD.

   c. ATA Hazardous Materials Tariff, ICC ATA 111-series, published by the American Trucking Associations, Agent.

   d. Continental Directory of Standard Point Location Codes (SPLC), STB NMF l02-Series, published by the National Motor Freight Traffic Association, Inc., Agent.

   e. Directory of Standard Multi-Modal TSP and Tariff Agents Codes (SCAC/STAC), STB NMF 101-Series, published by the National Motor Freight Traffic Associations, Inc., Agent.

   f. Closed Circuit Television (CCTV) Guidelines: Field Manual 3-19.30, Physical Security, Chapter 6, January 2001, published by US Army Publications Distribution Center, Cross Service, 2800 East Boulevard, Baltimore, MD 21220-2893.

   g. Standard Transportation Commodity Code (STCC) Tariff 1-G, STB STCC 6001-C

   h. International Civil Aviation Organization Technical Instructions (ICAO).

   i. International Air Transport Association (IATA).

j. Transportation Security Administration Security and Safety Regulations and Guidelines

4. TSP will ensure that all allotted spaces in each of the character fields in the SDDC 364-R tender or Optional Form (OF) 280 tender are filled in properly.

5. SDDC/AMC will apply the mileage computed by the DTOD system for cost evaluation and TSP selection. Information pertaining to the current version of DTOD can be found at https://dtod.sddc.army.mil/. See Section B, Item 87, for guidance on hazardous miles. See Section B, Item 119, for guidance regarding practical mileage. Also, see Section B, Part I, for guidance regarding short-line mileage.

6. Use of Uniform Tenders of Freight Services (UTFS), Optional Form (OF) 280 (tenders of international freight services for air, water or surface movements) requires one copy forwarded to the address below for the mode used: (not applicable to modes K, L, and M):

SDDC
ATTN: SDDC, G9
1 Soldier Way, Building 1900W
Scott AFB, IL 62225

Part II

This part provides general tender information not addressed elsewhere within this publication.

1. Tenders for rail TSP may be negotiated.

2. TSP are cautioned not to file duplicate freight service tenders for the same rate channels, i.e., similar origins, destinations, commodities, equipment codes, etc., in more than one tender.

3. Application Of Rate Qualifiers

Rate Qualifier & Description	X12 Code	Section (See NOTE) D	E-Table	E-1	G&H	Rate Quotation Left/Right (1)
BB Per Barrel	BR	X(2)(5)				$/w, or $/wf, or /wf
DH Per CWT Per Drom Shipment	HD	X(2)	B(2)&F(2)			$/w

DL Per Drom Service Shipment	DR	X	B&F			$/w
DZ Per CWT Per Mile Per Drom Shipment (4)	DS		B(2)&F(2)(3)			w/f
PC Per Rail Car Used	VR	X	E			$/w
PG Per Gallon (4)	PG	X(2)	B(8)&E(8)			$/wf
PH Per CWT(8)	CW		B(2)&E(2)		(9)	$/w
PJ Per Mile Per Vehicle Moved	MV		A&B(2)			$/w
PL Per Vehicle Used	VH	X	E			$/w
PM Per Mile Per Vehicle (Car) Used(8)	VU		A	X (6)		$/w
PQ Percent of Class Rates	AV		D			Whole %
PV Per Vehicle Moved	VA	X(2)				$/w
PY Per Gallon Per Mile (4)	PY		B(2)&E(2)(3)			w/f
PZ Per CWT Per Mile (4)(8)	HM		B&E(8)	X (6)		w/f
ST Per Short Ton	ST	X	C(2)			$/w
PS Per Shipment	PS		SECTION I only		(9)	$/w

(1) Left of Decimal/Right of Decimal: $ = dollars; w = whole cents (first two places to left or right of decimal dependent on Rate Qualifier); wf = whole cents (first two places to the right of decimal) & fractions of a cent (next two places to the right of decimal); f = fraction of a cent (to four places to the right of decimal).

(2) Rates/charges must regress from left to right as minimums (Pounds/Gallons/Quantities) increase.

(3) Rates must regress as mileage blocks increase.

(4) See Section E, paragraph 8 of these instructions.

(5) In Section D, per barrel rates (BB), may be stated as follows: For example, $1.50 ($/w) per barrel is entered as 0001.5000; or $1.5025 ($/wf) per barrel is entered as 0001.5025; or 50.25 cents (/wf) per barrel is entered as 0000.5025.

(6) See Section E-1, paragraph 5.

(7) Different rate qualifiers may be used in the same tender provided they are used in different sections. A tender, however, with rates in only one section can have only one rate qualifier.

(8) Rates must be lower or same rates for higher minimum weights and lower mileage groups (blocks) for rate qualifiers PH and PZ, and rates must be lower or same rates for high mileage group (blocks) for rate qualifier PM.

(9) For lower levels of service, the rates must be the same or decrease in value. Rates must be the same or decrease in value as the weight level increases in pounds.

NOTE: In Section E, Table B, the fifth entry to the right of the decimal must be "0".

4. Electronic Data Interchange (EDI)

EDI tender supplements may be used only to update the administrative data in Sections A, B, and C of MT Form 364-R. The GFM System will assign to each accepted tender a distribution date and a distribution number and electronically transmit to the TSP through Transaction Set 994, Administrative Message this Information. For rejected tenders, GFM will transmit electronically to the TSP through Transaction Set 994 the reason for rejection.

Part III

To prevent the submission of duplicating or conflicting rates in the same tender, the following guidelines must be followed when submitting different rate sections in the same tender:

1. Section D - Interstate Point-to-Point Rates. May be submitted with either Section E or Section E-1, but not both.

2. Section D - Intrastate Point-to-Point Rates. May be submitted with Section E (Intrastate Application Only). May not be submitted with Section E-1.

3. Section E - Interstate Territorial Rates. May be submitted with Section D (Interstate Application Only). May not be used when submitting rates in Section E-1.

4. Section E - Intrastate Territorial Rates. May be submitted with Section D (Intrastate). May not be submitted with Section E-1.

5. Section E-1 - State-to-State Rate Matrix. May be submitted with Section D (Interstate Application Only). May not be used when submitting rates in Section E.

6. Section G - Point to Point Air Rates. May be submitted with Section H (Territorial Air Rates) and Section I (CONUS to CONUS Small Package Air Rates).

7. Section H - Territorial Air Rates. May be submitted with Section G (Point to Point Air Rates) and Section I (CONUS To CONUS Small Package Air Rates).

8. Section I - CONUS to CONUS Small Package Air Rates. May be submitted with Section G (Point to Point Air Rates) and Section H (Territorial Air Rates).

Part IV – Specific Instructions for Completing Sections A, B and C

This part provides step-by-step instructions to complete and submit a 364-R tender on the ETA website via Tender Entry on the Web.

Section A. Transportation Service Provider Information

To begin the tender process, enter the tender number as follows:

1. Tender Number

   a. Enter the tender number assigned by the TSP. The six-position space allowed for tender numbers must be completely filled in. Alphabetical prefixes, suffixes, and hyphens are not permitted. For example, if a TSP assigned number One to its tender, it would be shown as 000001. If a supplement is being filed, use the two-character field provided to identify the supplement. For example, Supplement No. 1 would be shown as 01.

   b. Recommend tender and supplement numbers be consecutively numbered.

   c. Alphabetical prefixes and suffixes may not be used to establish or continue a tender series. For example, if a TSP wishes to supplement tender 000100, it may be supplemented to retain the tender number, but not the alphabetical suffix. Tender number 004000 (for air only) is reserved for fuel surcharge submission. These tenders must contain only Section A, B, and C and apply to all tenders offered by the SCAC. If tender number 004000 is rejected, the reissued tender will use the same number. No other tender will be assigned these numbers.

d. Except as provided above for tenders 004000, rejected tenders and supplements do not have to be cancelled.

e. TSP filing Tenders in the 004000 series will revert to their regular series for numbering other tenders. Series 4000 tenders are applicable to air only.

f. Negotiated tenders must be numbered in the 500,000-series (500000 through 599999, inclusive).

2. Supplements In Effect

a. Only one supplement to a specific tender may be in effect at any one time. For voluntary tenders, a supplement can only be used to change Section A (TSP Information). However, the SCAC, Mode, Application, Commodity Classification, and Section designations cannot be changed. When a change in SCAC code occurs, cancellation supplement must be issued to each tender filed under the old SCAC and new tenders must be issued under the new SCAC. Each time a new supplement is issued, all unchanged Section A data must be brought forward. Section A data not brought forward in the next consecutively numbered supplement to a specific tender will automatically be cancelled. In addition to Section A, Section B (General Terms and Conditions), and Section C (TSP's Offer and Instructions) of the tender supplement will be completed.

b. When changing other than Section A, B, or C information, it is recommended that the new tender number be consecutive, cancelling the tender being replaced. Data not brought forward in the new tender will automatically be cancelled.

The following paragraphs correspond to the fields in Section A of the tender.

1. Mode. Enter the single character code from the following list that describes the mode of service offered by the tender. For each type of service offered, the TSP must provide a unique SCAC applicable to their authority to operate and for the mode transportation offered For example, if a TSP offers to provide indirect air carrier and indirect motor carrier service, then they will need at least two SCACs: one for the air and a different SCAC for the motor. If a TSP will only provide motor service under their carrier authority and property freight forwarder authority, then they will also need two SCACs: one for the direct carrier service offered and another SCAC for indirect carrier services offered. .

MODES

Bus	A	Water	O
Truck	B	Shipper Association	P
Pipeline	D	Shipper Agent	Q
Rail	E	Package Express	R

Rail TOFC/COFC Door-to-Door.....F
Rail TOFC/COFC Plan 3.....G
Rail TOFC/COFC Plan 4.....H
Air Freight.....K
Air Freight Forwarder.....L
Air Taxi.....M
Surface Freight Forwarder.....N
*Driveaway Service.....S
Towaway Service.....T
*Driveaway/Towaway Service.....U
*Water/Pipeline Intermodal Movements.....V
Shipper Agent (Truck/Rail/Truck).....W
Shipper Agent (Truck).....X

*Movements via these modes will utilize the Spot Bid on the Web process.

2. Telephone. TSP may submit up to 20 telephone numbers that will be available to arrange movements under this tender. Numbers for arranging moves are to be manned during the hours of 9:00 a.m. to 5:00 p.m. local time Monday through Friday. Appendix A will show the city and state where the telephone number is located if it is not a toll free number. Toll free numbers will indicate if any locations are restricted against their use. Appendix B may also be used to list various information as provided elsewhere in these instructions.

3. Cancellation of Tender/Supplement

   a. If the tender or tender supplement being issued cancels any tender or supplement, list the cancelled tender(s) in this item. To cancel an entire tender, enter the 8-digit tender number, including the latest supplement.

   b. TSP filing Optional Form 280 will be required to submit a manual cancellation.

   c. TSP may cancel up to 20 tenders with a single tender that will carry forward rates.

4. Action. Indicate what the tender will do. Supplements to extend expiration dates must be received at SDDC, or in the case of modes K and L received at Air Mobility Command, at least five working days prior to the scheduled expiration date of the tender. Expired tenders cannot be reinstated retroactively.

5. Kind of Change. Provide a brief but specific narrative of the nature of the amendment, e.g., “Extend Expiration Date.”

6. Issue Date. Enter the date of issue in the format requested. Issue date must be at least one day before the effective date when the TSP’s intention is to lower its rates. The issue date must be at least 15 days before the effective date, if it is the TSP’s intention to raise its rates. If it is the TSP’s intent to extend the tender, then issue date must be at least 5 days before the effective date.

7. Effective Date. Enter the effective date of the tender in the format requested. If a tender increases rates or charges, or cancels a service in that tender, the effective date must allow at least 15 days advance notice, computed from date of receipt by AMC/SDDC. If a tender

reduces rates, only one-day notice is required. Otherwise, the date must be current, unless agreed to by AMC/SDDC prior to filing of the tender. Unlike voluntary tenders, negotiated 500,000 series tenders dates can be retroactive.

8. Expiration Date. Enter the expiration date in the format requested. For voluntary tender submissions, the expiration date may not be less than 90 days, or no more than two years from the effective date. An expiration date is mandatory on all tenders and supplements. A change in the expiration date stated in a supplement changes the expiration date for the tender.

9. Application (not applicable on modes K, L or M). If a tender applies to interstate shipments, indicate by placing an "X" in the appropriate space. Interstate tenders will not contain any intrastate rates. If the tender applies to intrastate shipments, insert the U.S. Postal Service Standard State Abbreviation in the space provided. Intrastate tenders will not contain any interstate rates, and only one state per tender is permitted.

10. Operating Authority. Motor TSP must list their appropriate DOT common TSP operating authority numbers or appropriate intrastate operating authority numbers. If the service offered is exempt, enter the word "EXEMPT." This item shall not apply to rail TSP. The TSP's SCAC must be in agreement with the mode of service offered. In other words, TSP assigned a surface freight forwarder SCAC may not use that same SCAC for air freight forwarder service. At all times, TSP shall ensure that any shipment moved, or any portion thereof, is transported pursuant to proper and lawful operating authority required pursuant to 49 United States Code, federal regulations, or other applicable authority.

11. Equipment. This field also applies to domestic modes K, L or M. Indicate the code for the type(s) of equipment to be used on a specific tender. Up to 16 equipment codes may be shown on a tender. Equipment codes and descriptions are indicated on a drop down menu. TOFC/COFC TSP will indicate the motor equipment provided. No rail equipment codes will be entered on the tender.

12. Commodity Classification. Indicate whether NMFC, UFC, DoD or STCC.

13. Commodity.

    a. Up to 16 commodities may be shown on a single tender.

    b. Commodities not assigned DoD unique commodity codes will be given a Rail STCC. A Uniform Freight Classification (UFC) will be utilized only if a STCC is not available. National Motor Freight Classification (NMFC) will be utilized for motor shipments**.** Only one type classification tariff may be used on any single tender. DoD unique codes, however, may be used in conjunction with commodities shown in either the STCC, NMFC or UFC.

c. List the classification numbers of all commodities to be moved under this tender unless, as explained below, a DoD unique code has been assigned to the commodity. When applicable, the STCC/NMFC/DoD Unique item sub number contributing to the specific description will be shown. TOFC/COFC TSP will enter Rail STCC/DoD Unique commodity number(s)/code(s) covering material to be transported. No exception to the commodity description published in the classification will be accepted.

d. TSP may identify commodities individually by DoD Unique, NMFC, or STCC. For example, Aircraft Group: NMFC item 011750 or STCC. If a TSP elects to use a group heading, it will apply to all commodities listed under that group heading, with no exceptions. If a TSP wishes to limit the application to one or more individual commodities listed under a group heading, only the DoD Unique code numbers(s), sub number(s), and descriptions(s) for those individual commodities will be entered in item 14. Other than those commodities included in generic groups, groups of commodities will not be accepted. Those commodities must be listed individually. STCCs do not have group codes.

e. Freight All Kinds (FAK) consists of those commodities that TSP offer to transport at one inclusive rate or charge regardless of their classification rating in the NMFC, STCC or UFC, or differing transportation characteristics. These commodities are described in this publication. TSP filing FAK rates may not restrict the application of such rates by imposing any further commodity, density, or classification exclusions. The identification of one FAK commodity code in a tender precludes the listing of any other FAK commodity code in the same tender.

f. Because of the unusual transportation needs of DoD material, DoD unique codes shown below must be used in the Standard Tender of Freight Services to describe the commodities listed. Released values shown for these commodities have also been assigned by DoD and apply to movements by both rail and other than rail. For explanation of the classification of explosives, see 49 CFR, Part 173.50.

g. STCCs covering army tracked vehicle groups and individual tracked vehicles will replace all entries covering these commodities in the UFC and NMFC.

h. Direct Procurement Method (DPM) shipments of crated household goods and unaccompanied baggage can move under 100250 and 100251. DoD unique items replace the corresponding item and sub in NMFC and TSP may not require a BL endorsement. Because the DPM contractor's warehouse usually is not located at a military installation having responsibility for DPM shipment, origin must not be a military installation but should be either a City, State section, or State.

14. Released Value Rate: The following applies to the assignment of released valuation (agreed level of liability assumed by the TSP in transporting a shipment in the event of loss or damage)

when shipments are moved via tenders. Any conflict between this item and statements inserted by TSP in DoD tender will be resolved by giving precedence to this Item

a. In the cases where the shipment has a released value, in the event of loss and/or damage to a DoD shipment, amount recoverable will be: (1) the applicable released value (when stated in dollars and cents per pound in the Released Value field of the tender) multiplied by the gross weight of the item; or (2) the declared value of the vehicle(s) and/or item when stated on the BL; or (3) the released value of the vehicle(s) identified in Tender section of this publication, but no more than the loss or damage actually sustained in each incident stated above.

b. No exceptions or changes may be made to released value assigned to DoD unique commodity codes or released value assigned to commodities in either the NMFC or STCC. In addition, release values cannot be applied to perishable subsistence. TSP using NMFC must ensure that both proper item and sub number containing desired released value amount are shown. Rail TSP must ensure that proper Item is shown. When commodity descriptions include released value as described in this paragraph, no entries will be made.

c. Except as otherwise provided in these instructions, tenders containing other than DoD unique commodity descriptions for which no released value is provided in the NMFC or STCC, will be subject to full TSP liability, unless the filing TSP completes the released value field. If a TSP wishes to limit its liability by completing the released value field, in no event shall the amount be less than $2.50 per pound, or $1.00 per pound for air shipments.

d. For all FAK shipments containing crated HHG or personal effects, as well as unique commodity codes 100250 and 100251, described in Appendix D, TSP liability for lost and/or damaged cargo is $5,000 per shipment, or $4.00 times the net weight of the household goods shipment or, the gross weight of the unaccompanied baggage shipment, not to exceed $50,000, whichever is greater. Under the new Full Replacement Value (FRV) program, the TSP will be liable for the full replacement value of HHG and personal effects transported as FAK. For HHG or personal effects items that are lost or destroyed while in the custody of the TSP for transportation as FAK, the TSP's liability will not be for the depreciated replacement value (i.e., fair market value) of the item but the full replacement value, without depreciation.

e. Domestic air tender released value for lost and/or damaged cargo (excluding crated household goods and personal effects, i.e., commodity codes 100250 and 100251) shall not exceed $1.00 per pound per piece or $100 per piece, whichever is greater, but not to exceed actual value of articles lost or damaged plus the amount of applicable transportation charges.

f. When using driveaway or towaway service, specific vehicles identified in the motor section of this publication will always be subject to a released value not exceeding $20,000 for each vehicle in the shipment. When these commodities are identified, no entries will be made in the released value field.

g. Subject to the provisions of sub paragraphs 14b, 14d, and 14e above, commodities released in value may be published in the same tender with commodities not released in value.

Section B. General Terms and Conditions

1. Section B contains general terms and conditions which cannot be modified, deleted, or otherwise altered by the TSP. In “Governing Publications,” TSP tenders list this publication as the only governing publication. If a TSP lists another governing publication in the tender submission, then the tender is subject to removal by SDDC/AMC as an improper tender.

2. TSP must annotate the appropriate block(s) if the rates or charges in the tender may be used to construct combination rates or proportional rates. If none of the blocks are annotated, the rates and charges will not be used to construct combination rates or proportional rates.

Section C. Transportation Service Provider's Offer and Instructions

Section C must be completed by the authorized officer or agent. The Printed Name, Title, Address, and Telephone Number of the authorized representative is required in Section C. Section C must include a telephone number that AMC/SDDC personnel can use to contact the TSP if they have any questions about the tender's contents. TSP representatives are authorized to correct errors in tenders and will be contacted by SDDC.

A completed Section B and C must be part of each tender and supplement filed with AMC/SDDC.

Part V – Rate Sections

Section D Point-To-Point Rates

This section is used to quote rates for transportation from, to, or between specific cities or military installations. Additional instructions applicable only to TSP offering point-to-point dromedary service are shown in paragraph 6 below.

1. Indicate the two-character code for the rate qualifier to be used in this section. Only one rate qualifier may be used in each tender. The weight/volume/quantity fields of this section will be used to show the minimum weight, volume, or quantity. If the rate qualifier selected is PH or DH, show the minimum weight in pounds. If the rate qualifier selected is PG, show the minimum volume in gallons. If the rate qualifier is ST, PL, PC, DL, PV, or BB show the minimum quantity in number of short tons, number of trailers, number of rail cars, number of dromedary loads, number of vehicles, or number of barrels, respectively. Tank truck TSP can only use rate qualifier PG in this Section. Rail TSP offering TOFC/COFC service may use either rate qualifier PL or PH. Other restrictions that apply to rate qualifiers are:

   a. PV: For vehicles including tank vehicles on rail flat, bi-level, and tri-level cars or in motor driveaway or towaway service. (This applies to the number of shipper's vehicles loaded on TSP equipment).

   b. BB: For pipeline and water TSP only.

   c. PG: For TSP of bulk liquid commodities, other than pipeline or water TSP.

2. Less-than-truckload (LTL) shipments may be included in this section and are restricted to rate qualifier PH. Dromedary service TSP for LTL shipments will use rate qualifiers DH and DL. TSP have the option of submitting LTL rates in Section D, or in Table B or Table D (percent of class rates) of Section E (Territorial Rates).

3. The fields listed as Columns A, B, C, and D will match the columns indicated Section D. Examples of how to use this section are as follows:

   a. Minimum Weight, Volume, or Quantity:

Rate Qualifier	Column A	Column B	Column C	Column D
PH	000500	001000	002000	005000
ST	000001	000005	000010	000020
PL, PC, or DL	000001	000002	000003	000004

PG	002500	003500	005000	007000
PV	000001	000002	000003	000004
BB	000001	100000	500000	999999
DH (AD)	002500	005000	XXXXXX	XXXXXX
DH (A10)	007500	010000	XXXXXX	XXXXXX

b. Rates:

Rate Qualifier	Column A	Column B	Column C	Column D
PH	0030.0000	0025.0000	0020.0000	0015.0000
ST	0040.0000	0036.0000	0035.0000	0030.0000
PL, PC, or DL	3000.0000	2900.0000	2800.0000	2700.0000
PG	0000.0525	0000.0498	0000.0400	0000.0325
PV	0900.0000	0800.0000	0700.0000	0600.0000
BB	0000.7500	0000.5000	0000.4000	0000.2500
DH (AD)	0019.2500	0018.2500	XXXX.XXXX	XXXX.XXXX
DH (A10)	0022.0000	0021.0000	XXXX.XXXX	XXXX.XXXX

4. All minimum weights, volumes and quantities shall be listed in ascending order when more than one is used. Any minimum amounts shown on the tender shall be limited to the lawful weight, volumes and quantities for the type of equipment specified in Section A.

5. TSP may use all eight columns and add pages as needed. For example, page 1 of Section D might show the minimum weights as follows: Column A: 000500; Column B: 002500; Column C: 005000; Column D: 010000 Column E: 012500; Column F: 015000; Column G: 020000; Column H: 025000. Minimums of less than 15,000 pounds will be considered LTL and minimums of 15,000 pounds and greater will be considered TL.

6. Dromedary Service Only. No other types of equipment will be shown in Equipment field of Section A. Four types of dromedary service are recognized (see Section B, II, Item 25 for definitions):

a. Dromedary without mechanical restraining device equipment code AD, and Dromedary with mechanical restraining device equipment code AD6. If either of these services are offered on a per hundredweight per dromedary service shipment basis (rate qualifier DH), alternating rates between the lower and higher minimum weights of 2,500 and 5,000 must be used. TSP must enter 002500 in Column A, and 005000 in Column B. Then both Columns A and B must be completed with the applicable rate for each minimum. If offering this service on a per dromedary basis (Rate Qualifier DL), show minimum quantity of dromedaries. Column A must be 000001. No minimum weights may be entered. In Column A, the flat charge per dromedary service shipment will be listed.

b. 410 dromedary without mechanical restraining device equipment code A10, and 410 dromedary with mechanical restraining devices equipment code A16 will be offered in the same manner explained in paragraph 6a above. Minimum weights will be 7,500 and 10,000 pounds in lieu of the 2,500 and 5,000 pounds for regular dromedaries.

c. Tender Use

1) Rate Qualifiers:

DH (Per Hundredweight Per Dromedary Service Shipment)

DL (Per Dromedary Service Shipment)

DZ (Per Hundredweight Per Mile Per Dromedary Service Shipment)

2) Tender Sections. The chart which follows provides the information necessary for use of the Dromedary Service Equipment Types in preparation of a Standard Tender:

Section D (Columns A and B)

Section A Type Equipment	Alternate Equipment Section A *	Minimums	Minimum Regression **	Mileage Regression **
	Rate Qualifier DH			
AD	AD or AD6	2,500 & 5,000	Yes	N/A

AD6	AD6 or AD	2,500 & 5,000	Yes	N/A
A10	A10 or A16	7,500 & 10,000	Yes	N/A
A16	A16 or A10	7,500 & 10,000	Yes	N/A
		Rate Qualifier DL		
AD	AD or AD6	***	Yes	N/A
AD6	AD6 or AD	***	Yes	N/A
A10	A10 or A16	***	Yes	N/A
A16	A16 or A10	***	Yes	N/A

* Equipment listed may be shown on the same tender as long as rates and provisions are the same for either type of equipment. No other type equipment may be included in tender.

** Rate must be lower, not same or higher, as minimum/mileage increases.

*** Minimum quantities in number of dromedary service shipments, e.g., one dromedary service shipment would be stated as 000001, two as 000002, etc.

Section E, Table B or F (See also Section E, Territorial Rates for further instructions.)

Rate Qualifier DH - same as DH above except mileage regression applies in Table F.

Rate Qualifier DL - same as DL above except only 00001 (one Dromedary) may be used. Enter in first column of Table F.

Rate Qualifier DZ - same as DH for these Tables.

7. Table of Rates

a. All rates are to be regressive. A TSP may not offer the same rate or a higher rate for a higher minimum weight, volume, or quantity. List rates or charges in spaces provided for each pair of points for each service. TSPs choosing to offer either same or varying rates or charges from origin up to three destinations will enter applicable rate or charge in the appropriate column(s).

b. If service is offered from same origin to more than three destinations, origin SPLC must be entered in each origin field provided in Section D. In other words, a single page Section D submission can accommodate rates from one origin to 15 destinations. The origin SPLC must be reentered in the second, third, fourth, and fifth origin SPLC fields. If this structure is used, TSP choosing to offer either the same or varying rates or charges from the origin to all of the up to 15 destinations will enter that applicable rate under the appropriate column(s) on the same line as each of the up to 15 destinations.

c. In appropriate columns, list rates or charges for the service offered as described in Paragraph 3 of this Section. Only "Per Gallon" and "Per Barrel" rates may be quoted in fractions of a cent. Rates quoted in fractions of a cent using any other rate qualifier will be rejected. In the columns provided, rail TSP may offer incentive rates when using qualifier PH (per hundredweight) or PG (per gallon). Incentive rates will apply to freight loaded in the same rail car and will be applicable to any weights/gallons which are greater than the highest minimum weight/gallon per rail car shown in Paragraph 3, Columns A, B, C, or D. Rates must be lower than the per hundredweight or per gallon rate applicable to the highest minimum weight/gallon per car shown in Paragraph 3, and serves as an incentive for loading heavier weights/gallons on rail cars. Procedures for completing incentive rates are the same as described in the first two paragraphs of this item.

d. Rail TSP has the option of entering route numbers in rail route column that corresponds to route numbers listed in Appendix A. Rail TSP must ensure that rates or charges for given origin/destination combinations are the same, regardless of route traveled, for the same weight.

Section E Territorial Rates

1. This section provides instructions on SPLC use. Rates from, to, or between geographic areas, or between geographic areas and specific points will be quoted in Section E.

2. Specific SPLC origins and destinations used in a tender will be obtained from the Continental Directory of Standard Point Location Codes, NMF 102H, issued by the National Motor Freight Traffic Association, Inc. Region and zone construction is explained below and will take priority over the instructions in the SPLC directory.

3. Rates require a nine-digit SPLC for each specific origin and destination. An alphabetical arrangement of sub-code locations is published in the SPLC directory. Origins or destinations not found in the sub-code locations will be found in the motor TSP section of the SPLC directory. Motor TSP codes are assigned a six-digit number and three zeros will be added to the end of the six-digit code to establish the required nine-digit SPLC. DoD installations and activities are assigned a specific nine-digit SPLC. Do not use six-digit SPLCs with text description "Military Facility." Rail TSP will use the specific DoD

installation nine-digit SPLC when serviced either directly or through an interchange with a Government railroad. Railhead SPLCs will not be used.

4. Tenders showing the SPLC of a city will apply to all DoD activities within the city limits of the named city. If a TSP elects to serve only one activity, the nine-digit SPLC of the activity must be used. A narrative description is to follow the SPLC numbers; however, some locations have to be condensed [see below] because the narrative must not exceed the allotted form space.

Examples of Condensed Locations

LOCATION (CONDENSED)	SPLC	LOCATION
Naval Weapons Station, Earle (Colts Neck), NJ	195244290	NWS Earle, NJ
Marine Corps Base, Camp Pendleton, CA	889513280	MCB Cmp Pendleton, CA

5. Origins and Destinations.

   a. Section E is used for quoting rates to/from/between geographic locations expressed in any of the four methods, which follow. Section E is not applicable to point-to-point SPLCs.

   b. Service to all points in the CONUS will be indicated by 9C in the first two positions of the SPLC field, followed in the location column by the narrative CONUS.

   c. Service to all points in SPLC regions will be indicated by using the appropriate alpha-numeric code from the following list, followed in the location column by a narrative description:

Regional Grouping	**Code**	**Narrative Description**
Region 0	0 R	(Canada; NF & PE, NS, NB, PQ, ON, MB, SK, AB, BC, NT, YT)
Region 1	1 R	(ME, VT, MA, RI, CT, NY, NJ, NH)
Region 2	2 R	(PA, DE, MD, DC, VA, WV, KY)
Region 3	3 R	(MI, WI, OH, IN, IL,)
Region 4	4 R	(NC, TN, SC, GA, AL, MS, FL)

Region 5	5 R	(MN, ND, SD, IA, NE, MO, KS)
Region 6	6 R	(AR, OK, LA, TX)
Region 7	7 R	(MT, WY, CO, UT, NM, AZ)
Region 8	8 R	(ID, WA, OR, NV, CA [not Alaska or Hawaii])

d. Service to all points in a state will be indicated by the two-letter U.S. Postal Service Standard State Abbreviation in the first two positions of the SPLC field, followed in the location column by a narrative description. Do not use the SPLC numeric designation for state application.

e. Service to all points within a section of a state will be indicated by using the appropriate alpha-numeric code from the list in Section E-1, paragraph 5a, followed in the location column by a narrative description. For example, Texas Northeast Section will be shown as follows:

CODE	LOCATION
66Z	Texas, Northeast Section

f. The alpha or numeric designation of the specific point or geographic area (CONUS, Region, State, or Zone) will take precedence over the narrative description in the location space.

g. Use of a code, which indicates a geographic area rather than a specific point, implies service to all points in that area. TSP wishing to exclude certain locations will list the SPLC in the “Exceptions SPLC” field.

h. Rail TSP also have the option of entering route numbers in the rail route column that correspond with the rail route numbers listed in Appendix A. This field is provided for the convenience of rail TSP.

i. When rail TSP offer territorial rates, which includes given point pairs, rail TSP must ensure that rates or charges are the same, regardless of the route traveled, for the same weight.

6. If the service to be offered is to apply in both directions, annotate the “Between Flag” field.

7. TSP may exclude up to a maximum of 16 specific points from the territorial application of Section E in each tender. Exclusions will only be shown on the first page of Section E and will apply to the entire Section. Only points published in the SPLC Directory may be excluded. When a city SPLC is used, the exclusion applies to all DoD installations having

the same first six digits followed by a three-digit installation designator. In the spaces provided, the excluded nine-digit SPLC and accompanying narrative locations must be shown. TSP must indicate whether the points are excluded as origins and/or destinations by annotating Origin and/or Destination fields. If multiple pages are required to express the territorial application in a tender, each individual page of origins and destinations will stand alone for rate application. If, for example, there are six pages (E-1 through E-6) of territorial applications, rates will not apply from origins on page E-1 to and/or between destinations on any of the other five pages.

8. Rate Qualifier. Rates for transportation services offered in this section may be expressed in any of 13 different ways (see Part II, Para. 3, Application of Rate Qualifiers, in these tender instructions). Only one Rate Qualifier may be used in Section E of each tender. Limitations exist on certain rate qualifiers. PG or PY are required for bulk liquid commodities, other than pipeline or water TSP. PQ applies to both less-than-truckload and truckload shipments. PJ rates apply only to vehicles on rail flat, bi-level, or tri-level cars, or in driveaway or towaway service. DL, DH and DZ are subject to the specific instructions shown for Tables B and F, below.

   a. When rate qualifiers DZ, PZ, or PY are used, the rate will be expressed by up to four numbers to the right of the decimal point, in fractions of a cent. Only in rare instances would rates be equal to or greater than one whole cent. Computation of per hundredweight per mile charges will be performed in the following manner. For example, assume a TSP offers a rate of 00.2650 cents per hundredweight per mile on 43,231 pounds at a distance of 500 miles. GFM will first convert this charge to a fraction of one dollar, or .00265 per hundredweight per mile. Then the computation will be 43,231 pounds/100 = 432.31 cwt. units; 432.31 cwt. units x .00265 = $1.1456215 per mile; $1.1456215 per mile x 500 miles = $572.81 charge. All per hundredweight per mile, and per hundredweight per mile per dromedary service shipment charges will be computed in the same manner. For example, a "PY" rate (per gallon per mile) of .0365 cents per gallon per mile, stated in Table B as 0.0365, or in Table E as 0.0365, would be converted by GFM to .000365. Therefore, the charge on a shipment of 5,000 gallons moving 200 miles is computed as: .000365 x 5,000 gallons = $1.8250 per mile x 200 miles = $365.00. (Rounding to the nearest whole cent will not occur until total line-haul cost is computed.)

   b. When rate qualifier PG is used, TSP must express their rates as follows: If rate is 5.25 cents per gallon, TSP would enter 0.0525 in Table B. In Table E, the entry would be 0.0525. 6. Rate Tables. Only one of the Rate Qualifiers authorized for each Table in Section E may be used to quote rates for that Table in an individual tender. In addition, only one type Table (A through F) may be used in an individual tender. Any number of Tables A through D may be included, e.g., three Table Bs but not one Table B and one Table C. Only one Table E or Table F may be used. In all Tables all rates must regress, i.e., must not be the same or higher, from left to right as minimum

pounds/gallons/quantities increase. If using Table E, Rate Qualifier PY or PZ, or Table F, Rate Qualifier DZ, rates must also regress as mileage blocks increase.

TABLE A

Use Table A to publish a single rate and minimum charge (if desired) to apply for Rate Qualifier PM or Rate Qualifier PJ.

TABLE B

1. Use this table to quote rates for Rate Qualifiers PJ, PH, PG, PZ, PY, DL, DH, or DZ. Four minimum quantities (expressed in pounds, gallons, or vehicles) may be used. Minimums for shipments weighing less than 10,000 pounds may be included, provided PH or PZ are used. If using PJ, four minimum numbers of vehicles may also be shown. Tank truck TSP may also use this table, but are restricted to the use of PG or PY. Only rates for PZ, DZ, PY, and PG can be expressed in fractions of a cent. The minimum quantity for DL will be "1" shipment.

2. Charges for DL are the only charges that can use all four positions to the left of the decimal point in the rate spaces. Offering dromedary rates and service under this Table (i.e., Regular and 410 Dromedary Service) using DH or DL will be as prescribed in Section D of these instructions. Offering dromedary service using DZ will be as prescribed for PZ, except that only two minimums may be used for DZ. A minimum charge may only be submitted for PZ, DZ, PY, or PJ.

3. Minimum charge applicable to PJ rates under this Table will apply per vehicle used rather than per vehicle moved. If two vehicles are moving on a flat bed, the minimum charge is applicable to that flat bed (per vehicle used), not to each of the two vehicles moved on the flat bed.

4. Rail TSP may offer incentive rates when using PH, PZ, PY, or PG. Incentive rates will apply to freight loaded in the same rail car and will be applicable to any weight/gallons, which are greater than the highest minimum weight/gallon shown in the table. Rates must be lower than the per gallon rate, per hundredweight rate, per hundredweight per mile, or per gallon per mile rate applicable to the highest minimum weight/gallon shown and thus serve as an incentive for loading heavier weights on rail cars.

5. Procedures for computing PZ, PY, and DZ charges are explained in Section E, paragraph 5 and these instructions must be followed in order for the charges based on rates in this table to be accurate.

6. Up to eight minimum quantities are allowed in Table B. If this procedure is followed and minimums of less than 20,000 pounds and 20,000 pounds and greater are used, the

minimums of 20,000 pounds and greater will be considered truckload minimums. One minimum charge will apply to all minimum quantities if this procedure is used, and may only be used for PY, PJ, PZ, and DZ.

7. Heavy haulers may restrict a minimum weight to one specific type of equipment by submitting a tender with only that equipment code listed Section A, Equipment field.

TABLE C

This table is used to quote rates for a minimum number or quantity of short tons (2,000 pounds), Rate Qualifier ST. Three minimums may be expressed.

TABLE D

This table quotes rates as a percentage of the SDDC baseline Class 100 rates and minimum charges. Rate Qualifier "PQ" applies. Pricing under this table is for shipments in all weight categories. In the minimum charge block, TSP must enter an across-the-board percentage, which is above, below, or equal to the minimum charges specified Class 100 Rates in this section. TSP also have the option of entering in the block provided a percentage which is above/below/equal to the baseline Class 100 rates for either FAK or Specific NMFC or DoD Unique Commodities. Be sure to show the applicable commodity codes in Section A, Commodity Code field. Keep in mind that the words "Less Than Truckload" have no application in Table D of Section E.

TABLE E

1. This table is used to quote rates for PC, PL, PH, PZ, PG, or PY in a matrix format. When minimums are expressed in pounds, PH and PZ will be used. When minimums are expressed in gallons, PG and PY will be used. Tank truck TSP may use this Table, but are restricted to the use of PG or PY. PC and PL do not require minimums. Mileages are indicated in four columns next to weight fields that require completion.

2. Fields in Table E allows rail and motor TSP to offer flat charges regardless of the weight of shipment. No other rate qualifier can be used in conjunction with this Table. Each rate qualifier has its own designated rate table format. Rail TSP when offering TOFC/COFC service, have the option of using motor rate qualifiers PH, PZ or PL. Tank truck TSP offering equipment code AT2 (Tank over 8,000 gallons) will use the 8,000 gallon column.

3. Procedures for computing charges for Rate Qualifiers PZ and PY are explained in Paragraph 5 of this section and must be followed in order for charges to be accurate.

4. Rate Qualifier PH rates will be expressed in whole dollars and cents. For example, if a TSP offers a rate of 01.5000 ($1.50) per hundredweight on 43,231 pounds at a distance of

500 miles (distant bracket 451-500), the computation will be: 43,231 pounds/100 = 432.31 cwt units, 432.31 cwt units x 1.50 = $648.47 charge.

5. Minimum weight, gallon or mileage columns will not be altered. TSP are free to provide rates for any or all minimums, limited only by their ability to perform. TSP must ensure rates are provided in every field, from the lowest to the highest mileage bracket, covered in tender's territorial application. For example, if service is offered from VA to MD, the mileage bracket reflecting the maximum possible distance between points in these two states must be completed. Rates must be included for the same minimum columns on each mileage line used. Per hundredweight rates cannot be stated in fractions of cents.

6. Rail TSP may offer incentive rates when using Rate Qualifiers PH, PZ, PY or PG. Incentive rates will apply to freight loaded in the same rail car and will be applicable to any weight/gallon greater than the highest minimum weight/gallon shown in the Table. Rates must be lower than rate applicable to highest minimum weight/gallon shown.

TABLE F

This table will only be used for dromedary service expressed on a territorial basis. Offering dromedary service, rates, and minimum weights (i.e., Regular and 410 Dromedary Service) will be as indicated in Section D. No change to mileage is permitted. Procedures for computing charges for Rate Qualifier DZ is explained in Paragraph 5 in this Section must be followed. TSP must ensure rates or charges are provided in every field, from lowest to highest mileage bracket, to the extent of the tender's territorial application. For example, if service is offered under this Table from PA to MD, mileage reflecting the maximum possible distance between points in these two states must be completed. Rates must be included for same minimum columns on each mileage line used.

Section E-1 State To State Rate Matrix (Interstate only)

1. This section contains a matrix for expressing rates, from and to states and/or state zones. Rates will only apply from Origins listed in the "FROM" portion across the top, to destinations listed in the "TO" portion along the left hand side.

2. Only rates for PM and PZ may be used in Section E-1. Indicate in the space provided whether PM or PZ (see item 5 below) is being used. Only rates for PZ may be expressed as a fraction of a cent. The procedure for computing PZ charges is explained in Section E, Paragraph 5.a of these instructions and must be followed.

3. Minimum charge may be indicated in field provided. Only one minimum charge per tender will be allowed.

4. Rate Qualifier PZ requires a minimum weight. Indicate applicable minimum weight in field provided. Only one minimum weight per tender will be allowed. Do not include a minimum weight if PM is used.

5. The Matrix

   a. List origins in the top row of the matrix designated "FROM." List destinations in the left-hand column designated "TO." List only one origin in each "FROM" field and only one destination in each "TO" field. TSP have the option of using states or zones. TSP cannot quote rates for an entire state and individual zones within the state in the same matrix. To identify states, use appropriate two-letter USPS Standard State Abbreviation. To identify zones, use only appropriate alpha-numeric code from the following list:

ZONE	CODE	ZONE	CODE
New York, East Section	17Z	Kansas, East Section	58Z
New York, West Section	18Z	Kansas, West Section	59Z
Pennsylvania, East Section	20Z	Arkansas, North Section	60Z
Pennsylvania, West Section	21Z	Arkansas, South Section	61Z
Virginia North Section	25Z	Oklahoma, East Section	62Z
Virginia, South Section	26Z	Oklahoma, West Section	63Z
Kentucky, North Section	28Z	Louisiana, East Section	64Z
Kentucky, South Section	29Z	Louisiana, West Section	65Z
Michigan, North Section	30Z	Texas, Northeast Section	66Z
Michigan, South Section	31Z	Texas, Northwest Section	67Z
Wisconsin, North Section	32Z	Texas, Southeast Section	68Z
Wisconsin, South Section	33Z	Texas, Southwest Section	69Z
Ohio, North Section	34Z	Montana, East Section	70Z
Ohio, South Section	35Z	Montana, West Section	71Z
Indiana, North Section	36Z	Wyoming, East Section	72Z
Indiana, South Section	37Z	Wyoming, West Section	73Z
Illinois, North Section	38Z	Colorado, East Section	74Z
Illinois, South Section	39Z	Colorado, West Section	75Z
North Carolina, East Section	40Z	Utah	76Z
North Carolina, West Section	41Z	New Mexico, East Section	77Z
Tennessee, East Section	42Z	New Mexico, West Section	78Z
Tennessee, West Section	43Z	Alaska, South Section	80Z
Georgia, North Section	45Z	Alaska, Central Section	81Z
Georgia, South Section	46Z	Alaska, North Section	82Z
Iowa, East Section	53Z	California, North Section	87Z
Iowa, West Section	54Z	California, South Section	88Z
Missouri, North Section	56Z		
Missouri, South Section	57Z		

b. List rates from or to points by entering rate in block where the column headed by the applicable "From" point and the row headed by applicable "TO" point intersect.

6. Format allows up to sixteen exception SPLCs from Section E-1. Only points that are assigned SPLCs may be excluded. When a city SPLC is used, exception applies to all DoD installations having the same first six digits followed by a three-digit installation designator. To exclude a point, enter nine-digit DoD Installation SPLC or nine-digit city SPLC and narrative description of the point in "SPLC" and "LOCATION" fields. Annotate whether exception is origin, destination or both.

Section G Point To Point Air Rates

Shipments in Section G and Section H apply on weights in excess of 150 pounds. Shipments less than 150 pounds must move in accordance with the GSA express small package contract (DoD Blanket Purchase Agreement (DoD BPA)) in effect or Section I of the standard tender.

This section is used to quote rates for air transportation from, to, or between specific cities, military installations or airport to airport. Rates from, to, or between geographic areas, or between geographic areas and specific points will be quoted in Section H.

1. Indicate the level of service, which is applicable for this tender by placing annotating one, two, three or all four of the levels. Definitions of the levels; Priority Service (SG), Overnight Service (D1), Second Day Service (D2) and Deferred Service (D3), will be found in Appendix E.

2. Indicate type of service applicable for this tender by annotating the appropriate block for AA-Airport To Airport or DD- Door To Door.

3. Origins and Destinations. Since this section only applies from, to or between specific points or airports, enter nine digit SPLC in the "Origin SPLC" column for origin installation or airport. Enter the nine digit SPLC of the destination in the "Destination SPLC" column and if the service applies in either direction, annotate the "Between Flag" field. If service is offered from same origin to more than three destinations at the same level of rates, the origin SPLC must be entered in each origin field provided in Section G. In other words, a single page Section G submission can accommodate rates from one origin SPLC field or more than one original SPLC to as many as 15 destinations as long as the rates are the same from and to all points.

4. Table of Point to Point Rates. All rates in this table will be shown in dollars and cents and apply per hundredweight starting at a weight of 151 pounds. Any shipment less than 151 pounds must move under the provisions of Section I of the applicable tender. Place the rate in

dollars and cents per 100 pounds for each weight break underneath the applicable level of service. Rates must regress from the highest to the lowest level of service and from the lowest to the highest weight break. Each level of service indicated on the previous page must contain at least one rate.

a. Fractions of a cent resulting from independently established rates and accessorial charges, shown in Sections D, E, and F of its tender, shall be disposed of as follows:

(1) Fractions of less than one-half of one cent shall be omitted.

(2) Fractions equal to or greater than one-half of one cent shall be increased to the next whole cent.

b. Fractions of a pound resulting from the application of a carrier's independently-established rates and accessorial charges shall be rounded to the next higher pound.

Section H Territorial Air Rates

Note shipments in section G and section H apply on weights in excess of 150 pounds. Shipments less than 150 pounds must move in accordance with the GSA small shipment contract in effect or Section I of the standard tender.

This section is used for quoting rates from, to, or between broad geographic locations. Although specific SPLCs may be used for either origins or destinations, rates quoted in this Section will not be used for shipments from a specific SPLC origin to a specific SPLC destination.

1. Indicate the level of service, which is applicable for this tender by annotating one, two, three or all four of the levels. Definitions of the levels SG, D1, D2 and D3 will be found in Appendix E.

2. Type of service for this section is always Door To Door (DD).

3. Origins and Destinations.

   a. Service to all points in the CONUS will be indicated by “9C” in the first two positions of the SPLC field, followed in the location column by the narrative “CONUS.” **Should it be decided to use matrix from and to all CONUS locations, "9C" will be placed in the SPLC column of both the origin and destination, and the narrative "CONUS" will be shown as the location in item 3 and 4. See Section H Territorial Air Rates Matrix (A) for further explanation.**

b. Service to all points in SPLC regions will be indicated by using the appropriate alpha-numeric code from the following list, followed in the location column by a narrative description:

Regional Grouping	Code	Narrative Description
Region 1	1 R	(ME, VT, MA, RI, CT, NY, NJ, NH)
Region 2	2 R	(PA, DE, MD, DC, VA, WV, KY)
Region 3	3 R	(MI, WI, OH, IN, IL,)
Region 4	4 R	(NC, TN, SC, GA, AL, MS, FL)
Region 5	5 R	(MN, ND, SD, IA, NE, MO, KS)
Region 6	6 R	(AR, OK, LA, TX)
Region 7	7 R	(MT, WY, CO, UT, NM, AZ)
Region 8	8 R	(ID, WA, OR, NV, CA [not Alaska or Hawaii])

c. Service to all points in a state will be indicated by the two-letter U.S. Postal Service Standard State Abbreviation in the first two positions of the SPLC field, followed in the location column by a narrative description. Do not use the SPLC numeric designation for state application.

d. Service to all points within a section of a state will be indicated by using the appropriate alpha-numeric code from the list in Section E-1, paragraph 5a, followed in the location column by a narrative description. For example, Texas Northeast Section will be shown as follows:

CODE LOCATION 66Z Texas, Northeast Section

e. The alpha or numeric designation of the specific point or geographic area (CONUS, Region, State, or Zone) will take precedence over the narrative description in the location space.

f. Use of a code, which indicates a geographic area rather than a specific point, implies service to all points in that area. If a TSP is not prepared to offer services to all points or SPLCs, then the SPLC for the specific point or points to which service is offered must be used.

5. If service to be offered applies in both directions, annotate the “Between Flag” field.

6. TSP may exclude up to a maximum of six specific points from the territorial application of Section H in each tender. Only points assigned a SPLC in the SPLC Directory may be excluded. When a city SPLC is used, exclusion applies to all DoD Installations having the same first six digits followed by a three-digit installation designator. TSP must indicate whether the points are excluded as origins and/or destinations annotating the origin or destination field.

a. When more than one page of Section H, Territorial Locations, is included in a tender, TSP are still limited to a maximum of six origin and/or destination SPLC exclusions in each tender. Exclusions will only be shown on the first page of Section H and will apply to the entire Section.

b. If multiple pages are required to express territorial application in a tender, each individual page of origins and destinations will stand alone for rate application. If, for example, there are six pages (H-1 through H-6) of territorial applications, rates will not apply from origins on page H-1 to and/or between destinations on any of the other five pages.

Section H Territorial Air Rates Matrix (A)

This matrix contains the regions and zones, which must be used when showing rates in section H of a tender. These regions are hard wired into the GFM system and may not be changed. The regions are the same as shown in the NMF 102 SPLC, with elimination of Alaska and Hawaii from region 8. This page will always remain the same with the regions and the zones remaining the same.

1. Regions are made up of specific states, which include all SPLC codes within each state. First determine the regions for all origins; installation, city, state, region or 9C (CONUS), as shown in item 3 (origins) on the previous page which is the Service Area. Determine the regions for all destinations as shown in item 4.

2. Match the origin regions with the destination regions on the zone matrix to determine the zones, which will apply on the tender.

3. Examples:

a. Origins

SPLC	Location	Region to select from matrix page
12712000	Portsmouth, NH	region - 1
PA	Pennsylvania	region - 2
3R	MI, WI, OH, IN, IL	region - 3
5R	MN, ND, SD, IA, NE, MO, KS	region - 5

b. Destinations

GA	Georgia	region - 4
7R	MT, WY, CO, UT, NM, AZ	region - 7
8R	ID, WA, OR, NV, CA	region - 8

Origin region	Destination region	Correct zone
Region 1	region 4	-c-
Region 1	region 7	-d-
Region 1	region 8	-e-
Region 2	region 4	-b-
Region 2	region 7	-d-
Region 2	region 8	-e-
Region 3	region 4	-b-
Region 3	region 7	-d-
Region 3	region 8	-e-
Region 5	region 4	-c-
Region 5	region 7	-b-
Region 5	region 8	-c-

c. If the origin is 9C and the destination is 9C, this would include all regions 1 through 8, therefore, all zones A through E would be used.

Section H Territorial Air Rates, Rate Tables (A)

1. This item contains four rate tables to be used for quoting rates in section H Territorial Air Rates. There is a separate table for each level of service, which was selected in Section H; Table H-1, SG; Table H-2, D1; Table H-3, D2; and Table H-4, D3. All rates are PH and weight breaks start at 151 pounds. For weights less than 151 pounds, see Section I.

   a. Fractions of a cent resulting from independently established rates and accessorial charges, shown in Sections D, E, and F of its tender, shall be disposed of as follows:

      (1) Fractions of less than one-half of one cent shall be omitted.

      (2) Fractions equal to or greater than one-half of one cent shall be increased to the next whole cent.

   b. Fractions of a pound resulting from the application of a carrier's independently-established rates and accessorial charges shall be rounded to the next higher pound.

2. After selecting origins and destinations as shown in Section H, select applicable zones from Section H Territorial Air Rates Matrix, then insert the desired rate in each table for the proper zones and weight breaks. There must be at least one rate for each level of service requested, and at least one rate for each combination of origin, destination zone, which has been selected by use of the service areas and matrix.

Section I CONUS-To-CONUS Express Small Package (DoD BPA) Air Rates (A)

1. Shipments weighing between 1 and 150 pounds must move in accordance with the GSA small package contract's DoD BPA for express small package service with the exception of freight requiring a TPS. This exception is in accordance with each individual military services policy message on the shipment of TPS. A TSP awarded traffic under the DoD BPA wishing to publish rates for SG, D3, D1 and D2 for exceptions of the DoD BPA express small package contract will use this section.

2. This section contains rates on small packages weighing from 1 to 150 pounds, which have a movement via air, apply between all points in the CONUS and apply on a Door-To-Door (DD) basis. The rates in this section are published in dollars and cents per shipment and only apply on SG and D3. This section will apply on D1 and D2 when the GSA Contract does not apply. Rates can only be submitted for CONUS to CONUS movement. This section cannot be altered to a specific point of origin or destination.

Section F Security and Accessorial Services

1. Quotation of charges for security and accessorial services will be expressed as a flat charge, a per mile charge, a per hundredweight charge, a per hour charge, or a per barrel charge, as described in this publication. Each service is defined in this publication and provides an ANSI code to be used in this section of the tender. Pipeline TSP will use Section F-3. To simplify the submission of these services, the optional standard alpha/numeric codes taken from this publication will be entered in disciplined "Service" fields in Section F. Any service provided must be in accordance with the definition contained in the rules publication.

2. Section F is divided into three items. F-1 deals exclusively with Protective Security Services and F-2 deals with Accessorial Services. Accessorial Services for pipeline are contained in F-3. Broker, Freight forwarders, and logistics companies, refer to Part II, Paragraph B.5 for prohibitions on providing TPS.

3. When completing Section F, a TSP must list in alphabetical order services and charges separately on indicated pages and in no instance will F-1, F-2 or F-3 be combined on the same page.

4. When quoting security and/or accessorial service charges, a TSP must publish charges for mileage and/or weight listed in the rule, which are necessary to cover the territorial application of line-haul rates governed by the rule.

5. TSPs have the option to furnish services described in an individual accessorial service rule without charge. Rail TSP have the option to furnish protective security services without charge (See Section C, IV in this publication). To implement this action, enter in Section F the ANSI code for that service in "SERVICE" field and fill all fields to immediate right under "CHARGE" and "MINIMUM/MAXIMUM CHARGE" columns with zeros.

EXAMPLE: Stop-off in Transit (SOC)

SERVICE	CHARGE	MINIMUM/MAXIMUM CHARGE
SOC	0 0 0 0 . 0 0	0 0 0 0 . 0 0

6. Some services require entry of minimum weights in the accessorial service section of the tender format. Minimum weights will be listed under the "MINIMUM/MAXIMUM CHARGE" field with leading zeros and decimal disregarded. Certain rules (e.g., Redelivery, Item 63) have a maximum charge in addition to minimum charges. When assessing maximum charges, maximum charge code will be entered under the "SERVICE" field followed by the maximum charge under the "MINIMUM CHARGE/WT" field in the same manner described for minimum charges in this paragraph. TSP should offer only security and/or accessorial services they are authorized and able to provide. TSP intending to offer transportation protective services are directed to Section A, Part II, Paragraph A of this publication.

Appendix A Rail Routes

This appendix is used to list rail routes for joint-line applications. It will be maintained as a text file only and routing decisions will be based on the rates contained in the Sections of the tender. Rail TSPs will ensure Rail routes are shown on BL. Submission of this appendix is optional. If used, a TSP shall list for each route only those TSPs who have agreed to participate in service at rates offered. Route numbers assigned in this appendix should correspond to origins/destinations shown in Section D and/or Section E.

CLASS 100 RATES

1. The rates and charges shown in this section are established at a Class 100 baseline level. This is not to be construed, in any way, as the setting of rates or charges by SDDC. TSP must independently establish their own levels of rates and charges on less than 10,000 pounds and 10,000 pounds or greater shipments of FAK or specific class-rates commodities by utilizing the percentage of class provisions in the DoD tender.

2. This section is designed to be used only in conjunction with Item 1, Section D-1 (Intrastate Point to Point Rates) or Table D, Section E, of the tender, which enables TSP to show their actual rates and charges for FAK and specific class-rated commodities as percentages of the baseline Class 100 rates and minimum charges. For example, to use Table D, Section E of the tender, TSP must ensure their tenders are completed in the following manner:

Section	Item	Instructions
A	14	Check the appropriate "Classification used" field. (If the tender applies only to commodities covered by the DoD-unique codes and descriptions shown in Appendix B of this publication, check the appropriate field). Then indicate, either by classification number or description, the articles that rates shown in

Table D of Section E will apply.

	15	If the rates offered in Table D are to be based on a released value, read Part IV, Section A, Paragraph 14-Released Value in this section, before completing this item.
	16	Place an X in the "Section E" field.
	§17	Check the "Less than 10,000 pounds" field and/or the "10,000 pounds or greater" field. This is to designate DoD routing authority only, and will not restrict the application of less-than-truckload rates or rates above 10,000 pounds.
B		TSP must enter this publication as the governing publication.
E	1	Enter the territorial SPLC codes and locations from which the rates and charges in Table D will apply.
	2	Enter the territorial SPLC codes and locations to which the rates in Table D will apply.
	3	If the rates in Table D are to apply between the territorial locations specified in Items 1 and 2, an "X" must be entered in this field.
	5	Select Rate Qualifier "PQ". Tables A, B, and C may not be used to show percent of class rates-but alternatively, carrier may select a different Rate Qualifier ("PH" or "PZ") and use Table B to express a rate not related to percent of class rates.
	6	Table D. All TSP utilizing this table must enter in the "Minimum Charges" field a percentage above, below, or equal to the baseline minimum charges shown in Paragraph 8 of this publication, which they wish to be applied to the movements covered by the tender. If a TSP is offering rates to apply on movements of FAK (as defined in ITEMS 39, 41, 43, or 45 of Section B, Motor TSP Rules, in this publication), the percentage above, below, or equal to the level of Class 100 baseline rates shown in Paragraph 8 must be entered in the "Freight All Kinds" (FAK) field.

Section	Item	Instructions
		Table D. If a TSP is offering rates on specific commodities, the percentage above, below, or equal to the level of Class 100 baseline rates shown in Paragraph 8 must be shown in the "Specific NMFC or DoD Unique Commodities" field. A TSP may offer rates on FAK and specific commodities in the same tender, provided that the codes and descriptions for both FAK and the specific commodities covered are listed in Item 14, Section A of the tender.
F	1-2	TSP using Table D of Section E must enter in the three-character field, the two-character alpha codes and sub-items charge number of the security and

accessorial services which they wish to provide, together with their individually established charge for each accessorial and security service offered.

3. Examples.

a. FAK. If a TSP wishes to file percent of class rates applying on all FAK shipments subject to a released value of $1.75 per pound per article from, to, and between all points in the CONUS, the tender fields would be completed as follows:

Section	Item	Instructions
A	14	Since FAK is covered by the DoD Unique codes and descriptions shown in the motor section of this publication, the "DoD Unique" field would be checked. Enter "999912" under "Number" column and "Freight All Kinds" or "FAK" under the "Description" column, and include the released value as part of the commodity description.
	15	Do not make any entry in the RELEASED VALUE box or in the four-position field.
	16	Place an "X" in the "Section E" field.
	§17	Check both the "Less than 10,000 pounds" and "10,000 pounds or greater" fields. This is to designate DoD routing authority, and will not restrict the application of either less-than-truckload.
B		Enter "MFTURP-1" as the governing publication in the fields provided.
E	1	Enter "9C' in the first two positions of the first field of the SPLC column. Enter "CONUS" or Continental U.S." in the first field of the "LOCATION" column.
	2	Enter "9C" in the first two positions of the first field of the SPLC column. Enter "CONUS" or "Continental U.S." in the first field of the "LOCATION" column.
	3	Enter an "X" in the BETWEEN field.
	5	Enter "PQ" (for percent of class) in the RATE QUALIFIER field.

Section	Item	Instructions
E	6	Table D. "Minimum Charges" field: Fill in the field with the appropriate percentage of the baseline minimum charges shown in this section. For example, if the TSP wishes to access the same minimum charges shown in this publication, this field would be completed as follows: Minimum Charges: 1 0 0 Percent If the TSP wished to charge only 80 percent of the baseline minimum charges shown in this publication, this field would be completed as follows:

Minimum Charges: 0 8 0 Percent

"Freight All Kinds (FAK)" field: Fill in the three fields on this line with the percentage above, below, or equal to the level of Class 100 baseline rates, shown in Paragraph of this section, that the TSP selects to base its FAK rates on. For example, if the TSP decides to charge 125 percent of the Class 100 baseline rates, these fields would be completed as follows:

Freight All Kinds (FAK): 1 2 5 Percent of Class 100 Rates.

If the TSP decides to charge 50 percent of the Class 100 baseline rates, the field would be completed as follows:

Freight All Kinds (FAK): 0 5 0 Percent of Class 100 Rates.

NOTE: Only whole percentages may be shown in Table D, and all positions of each field used must be completed. This means that all one-digit figures must be preceded by two zeroes, and all two-digit figures must be preceded by one zero.

Specified Commodities. If a TSP wishes to file percent of class rates applying on crated household goods and personal effects from all points I the State of Virginia to all point s in the states of Montana, Wyoming, Colorado, Utah, New Mexico, and Arizona, the tender fields would be completed as follows:

Section	Item	Instructions
A	14	Check the "DoD Unique" field. Enter 100250 or 100250 Sub 01 in the eight positions of the first two fields under the NUMBER column. Enter the appropriate description of the commodity opposite its number in the first two fields under the DESCRIPTION column. The released value statement "Released to a value $5,000 per shipment, or $4.00 times the net weight of the HHG shipment or the unaccompanied baggage shipment, in pounds, not to exceed $50,000, whichever is greater" will be made part of the commodity description.

Section	Item	Instructions
	15	Do not make any entry.
	16	Place an "X" in the SECTION E field.
	§17	Check the "Less than 10,000 pounds" and "10,000 pounds or greater" fields. This is to designate DoD routing authority only, and will not restrict the application of rates.
B		See instruction for FAK example.
E	1	Enter VA in the first two positions of the first field of the SPLC column, then enter "Virginia" in the LOCATION column.

2 Enter “7R” in the left two of the first five positions of the first field of the SPLC column. Next, enter “Region 7” in the LOCATION column, or list the states individually in the LOCATION column by U.S. Postal Service Standard State Abbreviations.

3 Do not place an “X” in the between field. This means that the rates apply only from Virginia to Region 7.

5 Enter “PQ” (percent of class) in the RATE QUALIFIER field.

6 Table D
“Minimum Charges” field: See instructions for FAK example.
“Specific NMFC or DoD Unique Commodity(ies)” field: Enter the selected percentage of the Class 100 rate applicable to the commodities shown in Item 14 of Section A. In this instance, both crated household goods and personal effects are assigned a Class 100 rating in the NMFC when they are released to a value not exceeding $50,000 per shipment; or $4.00 times the net weight of the HHG/unaccompanied baggage shipment, in pounds, not to exceed $50,000, whichever is greater. The figure entered in this field should reflect the TSP’s selected percentage of the baseline Class 100 rate shown in this publication. For example, 150 percent would be entered as 150; 100 percent as 100; 75 percent as 075, etc.

F See instructions for FAK example.

4. To determine the applicable baseline Class 100 rates or minimum charge for distances exceeding 3,500 miles, add $0.50 to the applicable 3,500-mile baseline rate or charge for each 100 miles or fraction thereof that the distance exceeds 3,500 miles.

5. Class 100 Rates Explanation. The Class 100 baseline rates and minimum charges have been constructed by SDDC. It is suggested the TSP filing tenders based on Rate Qualifier “PQ” construct individual tenders according to the territorial applications of the various motor rate bureaus. Filing in this manner will permit the TSP to protect appropriate LTL and TL class rate levels in various bureau territories.

6. Rating Multiple Shipments. All shipments tendered to one TSP on one calendar day by one consignor consigned to the same consignee at the same delivery site will be considered as one shipment for rating purposes. To receive the benefit of reduced charges applicable to multiple shipments, shipper shall cross-reference the bills of lading of individuals shipments to a single bill of lading, or further identify all multiple shipments tendered to the same TSP on one calendar day which are consigned to the same consignee at the same delivery site.

7. Less-Than-Truckload Rates. Reference to “less than 10,000 pounds” and “10,000 pounds or greater” in the tender is to identify shipment routing authority designated to the Installation Transportation Officer (ITO), and SDDC respectively. This reference will not restrict or prevent the application of all rates in the Class 100 from applying to LTL shipments weighing more than 9,999 pounds, nor will such reference restrict or prohibit the alternation

of rates between LTL rates and all truckload rates and/or charges. Minimum weights of 20,000 pounds and greater are considered TL minimums.

8. Baseline Class 100 Rates in Cents Per Hundred Pounds. To use the below table, follow this example: An FAK shipment weighing 2,639 pounds at a distance of 362 miles, would fall into weight bracket (2,000-4,999) and mileage bracket (351-374) resulting in a baseline rate of 1308 cents per hundred pounds (cwt). The TSP rates are published in Section E, Table D, of the tender as a percentage of class e.g., 47 percent. This indicates that the TSP is offering to move this shipment at a rate, which is 47 percent of the applicable baseline rate. Using these shipment parameters, GFM automatically calculates the charges as follows:

1308 cwt X .47 (5) = 615 (614.76 rounded) X 26.39 (2,639 lbs./100) = $162.30 (16229.85/100 rounded)

Mileage Base	Minimum Charge	Minimum Weights								
		0-499	500-999	1000-1999	2000-4999	5000-9999	10000-19999	20000-29999	30000-39999	40000+
0-50	$36.00	**1179**	**943**	**802**	**696**	**607**	**519**	**466**	**407**	**383**
51-75	$36.00	**1284**	**1028**	**873**	**758**	**661**	**565**	**507**	**444**	**417**
76-100	$36.00	**1373**	**1098**	**933**	**810**	**707**	**604**	**542**	**474**	**446**
101-125	$36.00	**1536**	**1229**	**1044**	**906**	**791**	**621**	**557**	**487**	**458**
126-150	$36.00	**1596**	**1277**	**1085**	**942**	**822**	**646**	**579**	**507**	**477**
151-175	$36.00	**1680**	**1344**	**1142**	**991**	**865**	**680**	**610**	**534**	**502**
176-200	$36.00	**1819**	**1455**	**1237**	**1073**	**937**	**736**	**660**	**578**	**543**
201-225	$36.00	**1895**	**1516**	**1289**	**1118**	**976**	**833**	**747**	**654**	**615**
226-250	$36.00	**1956**	**1565**	**1330**	**1154**	**1007**	**860**	**771**	**675**	**635**
251-275	$36.00	**2003**	**1603**	**1362**	**1182**	**1032**	**881**	**790**	**692**	**650**
276-300	$36.00	**2049**	**1639**	**1393**	**1209**	**1055**	**901**	**808**	**707**	**665**
301-325	$36.00	**2135**	**1708**	**1452**	**1259**	**1099**	**939**	**842**	**737**	**693**
326-350	$36.00	**2177**	**1741**	**1480**	**1284**	**1121**	**958**	**859**	**752**	**707**
351-375	$36.00	**2217**	**1773**	**1507**	**1308**	**1142**	**975**	**875**	**765**	**720**
376-400	$39.00	**2364**	**1891**	**1607**	**1395**	**1217**	**1040**	**933**	**816**	**768**
401-425	$39.00	**2443**	**1954**	**1661**	**1441**	**1258**	**1075**	**964**	**844**	**793**
426-450	$39.00	**2483**	**1986**	**1688**	**1456**	**1279**	**1093**	**980**	**858**	**807**
451-475	$39.00	**2520**	**2016**	**1714**	**1487**	**1298**	**1110**	**996**	**871**	**819**
476-500	$42.00	**2558**	**2046**	**1739**	**1509**	**1317**	**1126**	**1010**	**884**	**831**
501-525	$42.00	**2630**	**2104**	**1788**	**1552**	**1355**	**1157**	**1038**	**908**	**854**
526-550	$42.00	**2666**	**2133**	**1813**	**1573**	**1373**	**1173**	**1052**	**921**	**866**
551-575	$42.00	**2701**	**2160**	**1836**	**1593**	**1391**	**1188**	**1066**	**933**	**877**
576-600	$45.00	**2860**	**2288**	**1945**	**1687**	**1473**	**1258**	**1128**	**988**	**928**
601-625	$45.00	**2930**	**2344**	**1993**	**1729**	**1509**	**1289**	**1154**	**1012**	**951**
626-650	$45.00	**2965**	**2372**	**2016**	**1749**	**1527**	**1304**	**1170**	**1024**	**962**
651-675	$45.00	**2998**	**2398**	**2039**	**1769**	**1544**	**1319**	**1183**	**1035**	**973**

676-700	$47.00	**3033**	**2426**	**2062**	**1789**	**1562**	**1334**	**1197**	**1047**	**984**
701-725	$47.00	**3098**	**2478**	**2107**	**1828**	**1596**	**1364**	**1224**	**1071**	**1007**
726-750	$47.00	**3130**	**2504**	**2129**	**1847**	**1612**	**1378**	**1236**	**1082**	**1017**
751-775	$47.00	**3163**	**2530**	**2151**	**1866**	**1629**	**1392**	**1249**	**1093**	**1027**
776-800	$50.00	**3332**	**2666**	**2266**	**1966**	**1716**	**1467**	**1316**	**1152**	**1083**
801-825	$50.00	**3370**	**2696**	**2291**	**1988**	**1735**	**1472**	**1320**	**1156**	**1086**
826-850	$50.00	**3410**	**2718**	**2319**	**2012**	**1756**	**1489**	**1336**	**1169**	**1099**
851-875	$50.00	**3450**	**2760**	**2346**	**2036**	**1777**	**1508**	**1353**	**1184**	**1113**
876-900	$52.00	**3490**	**2792**	**2373**	**2059**	**1797**	**1525**	**1368**	**1197**	**1125**
901-925	$52.00	**3528**	**2822**	**2399**	**2082**	**1817**	**1553**	**1393**	**1219**	**1146**
926-950	$52.00	**3566**	**2853**	**2425**	**2104**	**1837**	**1569**	**1407**	**1232**	**1158**
951-975	$52.00	**3605**	**2884**	**2451**	**2127**	**1856**	**1586**	**1423**	**1245**	**1170**
976-1000	$54.00	**3642**	**2914**	**2477**	**2149**	**1876**	**1603**	**1438**	**1258**	**1183**
Mileage Base	Minimum Charge	Minimum Weights								
		0-499	500-999	1000-1999	2000-4999	5000-9999	10000-19999	20000-29999	30000-39999	40000+
1001-1050	$54.00	**3716**	**2973**	**2527**	**2193**	**1914**	**1607**	**1441**	**1261**	**1186**
1051-1100	$54.00	**3790**	**3032**	**2577**	**2236**	**1952**	**1639**	**1470**	**1287**	**1210**
1101-1150	$54.00	**4095**	**3276**	**2785**	**2416**	**2109**	**1771**	**1589**	**1390**	**1307**
1151-1200	$58.00	**4166**	**3333**	**2833**	**2458**	**2146**	**1802**	**1616**	**1415**	**1330**
1201-1250	$58.00	**4238**	**3390**	**2882**	**2500**	**2182**	**1865**	**1673**	**1464**	**1376**
1251-1300	$58.00	**4265**	**3412**	**2900**	**2516**	**2196**	**1876**	**1683**	**1473**	**1384**
1301-1350	$58.00	**4306**	**3445**	**2928**	**2541**	**2218**	**1895**	**1700**	**1488**	**1399**
1351-1400	$61.00	**4375**	**3500**	**2975**	**2581**	**2253**	**1925**	**1727**	**1511**	**1421**
1401-1450	$61.00	**4443**	**3554**	**3021**	**2621**	**2288**	**1954**	**1753**	**1534**	**1442**
1451-1500	$61.00	**4509**	**3607**	**3066**	**2660**	**2322**	**1983**	**1779**	**1557**	**1463**
1501-1550	$61.00	**4575**	**3660**	**3111**	**2699**	**2356**	**2012**	**1805**	**1579**	**1485**
1551-1600	$64.00	**4640**	**3712**	**3155**	**2738**	**2390**	**2041**	**1831**	**1602**	**1506**
1601-	$64.00	**4704**	**3763**	**3199**	**2775**	**2422**	**2069**	**1856**	**1624**	**1527**

1650										
1651-1700	$64.00	**4768**	**3814**	**3242**	**2813**	**2455**	**2098**	**1882**	**1647**	**1548**
1701-1750	$64.00	**4830**	**3864**	**3284**	**2850**	**2487**	**2125**	**1906**	**1668**	**1568**
1751-1800	$65.00	**4891**	**3913**	**3326**	**2886**	**2519**	**2152**	**1930**	**1689**	**1588**
1801-1850	$65.00	**4953**	**3962**	**3368**	**2922**	**2551**	**2179**	**1955**	**1711**	**1608**
1851-1900	$65.00	**5014**	**4011**	**3409**	**2958**	**2582**	**2206**	**1979**	**1732**	**1628**
1901-1950	$65.00	**5073**	**4058**	**3449**	**2993**	**2612**	**2232**	**2002**	**1752**	**1647**
1951-2000	$65.00	**5133**	**4106**	**3490**	**3028**	**2643**	**2258**	**2025**	**1773**	**1666**
2001-2100	$65.00	**5250**	**4200**	**3570**	**3098**	**2704**	**2310**	**2072**	**1813**	**1705**
2101-2200	$69.00	**5364**	**4291**	**3647**	**3165**	**2762**	**2360**	**2117**	**1853**	**1742**
2201-2300	$69.00	**5464**	**4371**	**3715**	**3224**	**2814**	**2404**	**2156**	**1887**	**1774**
2301-2400	$69.00	**5575**	**4460**	**3791**	**3289**	**2871**	**2453**	**2200**	**1926**	**1810**
2401-2500	$69.00	**5684**	**4574**	**3865**	**3353**	**2927**	**2501**	**2243**	**1963**	**1846**
2501-2600	$74.00	**5791**	**4633**	**3938**	**3417**	**2982**	**2548**	**2286**	**2000**	**1880**
2601-2700	$74.00	**5898**	**4718**	**4010**	**3480**	**3037**	**2595**	**2328**	**2037**	**1915**
2701-2800	$74.00	**6003**	**4802**	**4082**	**3541**	**3091**	**2641**	**2369**	**2073**	**1949**
2801-2900	$74.00	**6106**	**4885**	**4152**	**3603**	**3145**	**2687**	**2410**	**2109**	**1983**
2901-3000	$76.00	**6209**	**4967**	**4222**	**3663**	**3198**	**2732**	**2451**	**2145**	**2016**
3001-3100	$76.00	**6309**	**5047**	**4290**	**3722**	**3249**	**2776**	**2490**	**2179**	**2049**
3101-3200	$76.00	**6409**	**5127**	**4358**	**3781**	**3301**	**2820**	**2530**	**2214**	**2081**
3201-3300	$76.00	**6508**	**5206**	**4425**	**3839**	**3351**	**2863**	**2568**	**2247**	**2113**
3301-	$76.00	**6605**	**5284**	**4491**	**3897**	**3402**	**2906**	**2607**	**2281**	**2145**

3400										
3401-3500	$76.00	**6701**	**5361**	**4557**	**3954**	**3451**	**2949**	**2645**	**2315**	**2176**

V. TRANSPORTATION SERVICE PROVIDER PERFORMANCE

A. Carrier Performance Program (CPP)

The CPP establishes specific elements of service, creates performance levels, and sets forth procedures for denial of DoD cargo shipments to any TSP that fails to provide satisfactory service.

B. Service Elements and Standards

The Service elements and standards listed below refer to specific unsatisfactory performance factors:

1. No-show: failure of TSP to pick up a shipment on the agreed date and time. Two occurrences within a 45-day period shall be deemed to be are unsatisfactory.

2. Improper/inadequate equipment: failure by TSP to provide equipment as requested or providing unsafe equipment for a shipment. Two occurrences within a 45-day period shall be deemed unsatisfactory.

3. A combination of one no-show and one improper/inadequate equipment within a 45-day period shall be considered unsatisfactory.

4. Shipment refusal: Failure of TSP to accept or decline a shipment within one hour of the offer. Shipments will be offered at least 24 hours in advance or 48 hours when TPS is required. Three refusals within a 30-day period by a TPS shall be considered unsatisfactory. Shorter response time for high-priority shipments can be specified, but a TSP will not be charged with a refusal if that shipment is declined.

5. Excessive transit time: TSP fails to deliver shipments IAW established transit times referenced in Defense Transportation Regulation (DTR) 4500.9 R, Part II, Chapter 202. Two late deliveries in a 45-day period shall be considered unsatisfactory. Each BL is considered one shipment regardless of the number of deliveries. Exceptions to this general rule will be made for circumstances directly causing excessive transit time that was due to a *force majeure* situation.

6. Any documented incident involving the use of severe, vulgar, or abusive language; drug or alcohol abuse; or engaging in offensive conduct.

7. Failure to provide a service requested on the BL (e.g., not providing tarps upon request).

8. Failure to follow tender provisions, agreements, contracts or defense transportation directives/regulations.

9. Improper placarding or other handling of a vehicle, rail car or vessel for transporting AA&E shipments under an exemption; other hazardous material does not agree with regulations or guidelines set forth by DOT, a foreign government or other directive(s); or improper loading, stowing, handling, blocking, lashing, or bracing is involved but no freight loss or damage.

10. TSP falsification of a delivery in the currently authorized Third Party Payment System (TPPS).

11. Double Brokering is prohibited. Brokers awarded DoD freight are responsible for ensuring their underlying TSP handle and deliver the freight without the underlying TSP contracting out the shipment to another TSP. One instance of double brokering shall be considered unsatisfactory.

C. Transportation Service Provider Notification

1. Letters of warning may precede a notice of nonuse.

2. Nonuse notification letters will advise TSP of the period of nonuse, the reinstatement date, and appeal procedures.

3. TSP will be reinstated on the day following the last day of the nonuse period unless reinstated sooner on appeal.

D. Penalties of Service Failures

Failure to comply with the above service elements and standards will result in the one or more of the following:

1. Nonuse: a TO may suspend a TSP for 90 days on shipments originating from their activity followed by a 90 day probationary period.

2. Suspension: a disciplinary action levied by SDDC that places a TSP in nonuse for all DoD/contractor facilities.

3. Disqualification: the act by a TSP review board of excluding a TSP from participation in DoD transportation program.

4. Disbarment: an action taken by a debarring official excluding a contractor from government contracting and government-approved subcontracting for a specified period.

E. Transportation Service Provider Appeal

1. A TSP may appeal a nonuse action to the TO of the nonuse action.

2. If the TO denies the appeal, the TSP may appeal those decisions via United States Postal Service Registered Mail to the further appeal authority decided upon by the TO, either the installation commander, SDDC, or AMC (for air TSP nonuse actions). The TO will select the further appeal authority based on the severity of the TSP's infraction.

3. If the TO selected the installation commander as the further appeal authority and the installation commander denies the appeal, the TSP may appeal those decisions via United States Postal Service Registered Mail to either SDDC or AMC (for air TSP nonuse actions). SDDC and AMC are the final appeal authorities for all appeals.

   If appealing to SDDC, send the appeal to :

   SDDC, G9
   Chief, Quality Assurance
   1 Soldier Way, Building 1900W
   Scott AFB, IL 62225-5308

   If appealing to AMC, send the appeal to:

   HQ AMC/A4T
   402 Scott Drive, Unit 2A2
   Scott AFB, IL 62225-5308

VI. TERMS AND CONDITIONS APPLICABLE TO ALL MODES

This part provides terms, conditions and services that are common to TSP of all modes of transportation.

A. Advancing Charges (045)

1. Carriers shall advance, for subsequent collection from the Government, the lawful charges incurred for pier, wharf, or stevedore service; for custom house and in bond service; and for special bonds or tolls required by state or other governmental authority for transportation of a shipment, which because of its size, shape, or weight, requires such bonds or tolls for movement over the streets or highways.

2. TSP will identify charges listed above which require reimbursement on the BL or EDI transaction submitted via TPPS. The TSP will retain valid receipts and any other documentary evidence to support these claims for three (3) years.

The charge for advancing monies will be 045(1) $_____ per advance.

B. Transportation Protective Service Compatibilities

TSP providing compatible protective services will be paid for both services. TSP performing two incompatible services will be paid for the more expensive service as requested by the TO.

If requesting . . .	Do not request the following services:	The following services can be requested:
CIS	675, DDP, PSS	SNS, SEV
DDP	675, CIS, PSS	SNS, SEV
PSS	675, CIS, DDP	SNS, SEV
SEV	NONE	ALL
SNS	NONE	CIS, DDP, PSS, SEV, DCS
DCS	NONE	CIS, DDP, PSS, SEV, SNS

C. Assistance by Government Personnel to Transport Service Providers

1. For the purpose of promoting safety, expediting transportation, and delivering shipments of explosives and other dangerous articles, the military services may extend any technical assistance and aid considered necessary in connection with moving, salvage, demolition, neutralization, or other disposition of such Government-owned shipments being transported or stored by TSP.

2. Upon a TSP's request for assistance by government, employees may be provided in unusual or emergency circumstances for the benefit of the TSP. However, the TSP may be held

financially responsible for all actual costs and expenses incurred by DoD (including salaries and wages paid by DoD) that inure to the benefit of the TSP. DoD personnel act and perform in these instances as government employees in an advisory capacity to directly benefit the TSP. DoD personnel assigned to assist TSP will retain their status as employees of the United States Government and, as such, are entitled to all of the benefits afforded U.S. government employees as provided by law. In no event shall DoD recognize or submit to any action for property damage in connection with such assistance furnished By DoD employees, when actual labor supervision or other services are performed at the TSP's request. It is not the intention of this provision that DoD employees shall compete with private industry where services can be readily provided by the private sector.

3. When a TSP determines to request DoD personnel to provide assistance, the TO will prepare a self-addressed letter in the form of a request for DoD service that must be signed by an authorized representative of the TSP. The letter will state that the TSP acknowledges responsibility for performance of the services requested from DoD, and that performance of the services by DoD personnel does not relieve the TSP of liability. When assistance is given under emergency conditions in which delay might contribute to further hardships or possible disaster, the letter will be prepared and signed after the service is performed.

4. A TSP will not be billed or held responsible for any service performed by DoD personnel that was not specifically requested by the TSP, such as dispatching of representatives to observe transfer of loadings or to suggest corrective measures in connection with seal breakage, shifting of loads or braces, accidents, or other adjustments. Collection of sums of money for services actually rendered under this ITEM will be in accordance with user charges of the DoD Financial Management Regulations.

5. Motor TSP will find suitable Secure Holding Area from the Transportation Facility Guide (TFG). However, during an emergency, the TSP can coordinate with SDDC DTTS to locate a Secure Holding Area. For more information regarding Secure Holding, see Item 91.

D. <u>Non-Applicable Charges/ Transportation Service Provider Liability</u>

1. The TSP shall not charge any detention, demurrage or storage charges against any DoD sponsored shipment when the delay is caused by acts or omissions beyond DoD's, its contractor's, or its agent's control.

2. Freight will be delivered in the same condition as received at origin. Any damage or loss will be the responsibility of the TSP unless due to a *force majeure* situation.

3. Shortages in outturn, undue delays, misdeliveries, damage or loss of cargo arising or resulting from factors stated above will not be held against the TSP.

4. Rail TSPs shall be subject to full liability as provided in Title 49, Subtitle IV, part A, Section 11707 of the USC, Annotated (USCA), except where the shipment is released at an agreed upon value based upon a released rate as noted on the BL.

E. <u>Transportation Service Provider Cargo Liability</u> (LIE)

The cargo liability guidance set forth below shall apply to motor TSP. For all other modes, see Released Value paragraph in Part IV, Completing a SDDC 364-R Tender in this section.

1. Freight All Kinds (FAK)—Except Crated Household Goods (HHG) or personal effects:

   a. For all FAK shipments as defined in Items 39, 41, 43, and 45 (see Appendix D for further definition of FAK) weighing less than 15,000 pounds, TSP liability for lost and/or damaged cargo will be limited to $50,000 or the actual amount of the loss and/or damage to the article(s), whichever is less. TSP will provide increased liability coverage for LIE (l) $_____ for each $100 increase in loss and/or damaged cargo liability over the maximum liability.

   b. For all FAK shipments weighing 15,000 pounds or more, TSP liability for lost and/or damaged cargo will be limited to $150,000 or the actual amount of the loss and/or damage to the cargo. TSP will provide increased liability coverage for LIE (2) $_____ for each $100 increase in loss and/or damaged cargo liability over the maximum liability.

For all FAK shipments containing crated HHG or personal effects as described in Appendix D, TSP liability for lost and/or damaged cargo is $5,000 per shipment, or $4.00 times the net weight of the household goods shipment or, the gross weight of the unaccompanied baggage shipment, not to exceed $50,000, whichever is greater. Under the new FRV program, the TSP will be liable for the full replacement value of HHG and personal effects transported as FAK. For HHG or personal effects items that are lost or destroyed while in the custody of the TSP for transportation as FAK, the TSP's liability will not be for the depreciated replacement value (i.e., fair market value) of the item but the full replacement value, without depreciation.

2. FAK shipments governed by this publication are subject only to the released liabilities stated above.

3. Seventy-two (72) hours notice will be given to the TSP prior to expected pick-up date for shipments that require additional cargo liability insurance.

F. <u>Mode Substitution</u>

1. Multi-modal service is transportation of a shipment by a mode (motor, rail, air, water) other than that used to pick up the shipment. This service is to be provided at the option of the

TSP, with TO concurrence, when multi-modal service is necessary due to circumstances set forth in paragraph 2 below. However, in no event shall any TSP be permitted under this provision to utilize multi-modal service that will:

a. Result in additional charges to the government,

b. Be used to procure any person or company that does not have lawful operating authority for the mode selected, or

c. Operate to reduce or eliminate the level of liability of the TSP under the original terms and conditions of the BL.

2. TSP shall be permitted to substitute trucks for other modes of shipment when situations such as severe weather, mechanical failure, or other causes exist that are beyond the shipper's or TSP's control. The TSP shall remain primarily liable for any loss or damage to the shipment. In no event may motor TSP, freight forwarders, rail TSP, or water TSP utilize multi-modal service in order to avoid application of the Carmack Amendment or the terms and conditions set forth on the BL, or to otherwise circumvent the legal requirement that all TSP have proper operating authority for the shipment or the leg of the shipment at issue.

3. Multi-modal service may not be used for DoD shipments when:

a. The shipment contains Class 1, Division 1.1, 1.2, 1.3, or 1.4 explosives, ammunition, or fireworks, or;

b. The "VIA" space on the BL has been annotated: "Multi-modal service not to be used."

G. <u>Stop-Off In Transit (SOC)</u>

1. Stop-off in transit service (SOC) can consist of up to three stops between origin and destination. Stop-off service will apply only on shipments subject to truckload rates.

2. Charges

a. Line-haul

1) When rate qualifiers are based on weight or volume (e.g. PG, PH, ST), the line-haul charges in Section D or Tables B or C in Section E of the DoD tender, will be based on the actual or minimum weight or volume (whichever is greater) applying from point of origin to final destination, subject to the excess mileage charge described in paragraph 2a(4) below for out-of-route mileage.

2) When rate qualifiers are based on distance (e.g. PM), and the mileage through the stop-off point(s) exceeds the direct mileage from origin to destination, the line-haul charges will be based on applicable mileage from point of origin via the stop-off point(s) to final destination.

3) When rate qualifiers are based on both (i) weight, volume or other measurement unit, and (ii) distance (e.g. PJ, PY, PQ, PZ), the line-haul charges will be based on the actual or minimum weight, volume or other measurement unit (whichever is greater), and the applicable mileage from point of origin via the stop-off point(s) to final destination.

4) When line-haul charges are determined under any of the following:

a) Paragraph 2.a.1 above

b) Rate Qualifiers DL, PL or PV in Section D of the DoD tender

c) Rate Qualifier DL in Table B of Section E of the DoD tender and the applicable mileage from point of origin via the stop-off point(s) exceeds the direct applicable mileage from origin to destination, all excess mileage will be subject to an added charge of SOC(1) $_____ per mile.

b. Charges. The charge for stop-off service will be SOC(1) $_____ for each stop, excluding the initial pickup and final delivery.

H. Reconsignment or Diversion (RCC)

1. Reconsignment or Diversion service will be provided by the TSP subject to the following:

a. Reconsignment and Diversion are considered similar terms, and the use of either term will mean:

1) Change in the place of delivery within the original destination;

2) Change in the original destination; or

3) Any other change in delivery, which requires an additional movement of the shipment.

b. Only entire shipments may be reconsigned.

1) TSP will charge RCC(1) $_____ when shipment does not involve a change in original destination.

2) TSP will charge RCC(1) $_____ per shipment when changed from original destination. TSP will also be entitled to the applicable published accessorial and line-haul rates from origin to new destination via the interception point.

3) Rates will be negotiated when TSP do not have an applicable tender on file to or from the interception point.

2. Payment of all charges for Reconsignment/Diversion will be the responsibility of the requestor.

3. When a shipper or consignee refuses, rejects or requests a shipment be returned to origin, return movement will be subject to rate of original inbound movement or to the rate applicable for return movements, whichever is lower. TSP will obtain a BL from the party requesting return. Charge for returned freight will be applicable to return/refusal/rejected shipment rate of $_____. Returning a shipment to the point of origin will not be interpreted as a continuous movement.

4. For tank truck, the TSP shall receive a minimum return charge subject to a minimum of half the amount (in gallons) that was transported.

5. Time waiting for return paperwork after expiration of free time is considered unloading time and subject to detention charges.

I. <u>Storage (SRG)</u>

1. DoD freight that is held in possession of the TSP by reason of an act or omission of the consignor, consignee or owner, or for customs clearance or inspection or for any reason not the fault of the TSP, will be considered stored, subject to the following conditions and charges:

   a. Storage charges on freight in TSP's possession awaiting line haul transportation will begin at 8:00 a.m. the day after the freight is received by the TSP.

   b. No charges will be assessed if freight is delivered within 24 hours of arrival notification.

   c. Non applicable charges, as referenced in this part, Paragraph F.2.

   d. Free time will begin at 8:00 a.m. on the next business day.

   e. In instances of "hostage freight," TSP, and their subcontractors, shall be prohibited from exercising state warehousemen's liens, other any other liens arising under state law, or from selling U.S. government property to satisfy accrued storage or other transportation

charges. TSP shall at all times be responsible for the acts of their subcontractors, and will ensure that subcontractors are fully paid according to the terms of any subcontract for storage or transportation charges in order to eliminate "hostage freight situations, and the unlawful exercise of a state lien on federal property by subcontractors. Hostage freight situations may also be reviewed by a TSP review board to administratively determine whether a TSP is financially responsible, where a TSP fails to pay justly owed sums to one of its subcontractors. SDDC shall also have the option to conduct TSP review boards to determine whether a TSP should be held liable for damages caused to the government in a "hostage freight" situation, and file any claims as required.

2. After free time has expired, shipments will be subject to the following charges:

a. Shipments weighing less than 10,000 pounds will be subject to Storage charges of SRG(1) $_____ per day, per shipment.

b. Shipments weighing 10,000 pounds or more will be subject to Storage charges of SRG(2) $_____ per day, per shipment.

J. Government Cargo Recovery Effort (GOCARE) Program for Astray Freight

1. A TSP who is unable to obtain delivery instructions shall follow these procedures set forth below:

a. Freight without identifying marks or those bearing conflicting marks will be opened by TSP to ensure contents are DoD owned.

b. TSP will contact GOCARE at telephone number referenced in Section A, VIII, Emergency Notification Information, Table 1, of this publication.

2. Information on identifying and forwarding GOCARE Program (astray) freight is available at: http://www.sddc.army.mil/Public/Global%20Cargo%20Distribution/Domestic/GOCARE

K. Maximum Charge

In no case shall the charge for any shipment of lesser quantity from or to the same place at the same time requiring the same level of service and in the same shipping form be greater than the charge for a greater quantity of freight at the rate and minimum weight applicable to a greater quantity of the same freight. Rates will be calculated according to deficit weight rating. Rates may differ depending on the equipment, commodity, or services provided.

L. Weight Limitations

A TSP will inform the shipper of weight limitations and verify that the weight on any vehicle loaded by or on behalf of DoD does not exceed limitations imposed by any state or municipality in which the shipment will be transported.

M. Weight Verification (WTV)

1. When scales for weight verification are available and furnished by requesting shipper or consignee, no charges for Weight Verification shall apply.

2. If TSP verifies weight of a shipment at scales not located at origin or destination upon request of shipper or consignee, a flat fee charge of WTV(1) $____ per vehicle will apply.

   a. Upon weight verification not located at origin or destination, if shipment must be returned to origin for weight correction, TSP may submit charges for return mileage via an eBill through the currently authorized Third Party Payment System (TPPS).

   b. When a TSP verifies weight and discovers a discrepancy between the verified weight and the weight shown on the BL, the TSP will be responsible for obtaining a BL correction notice.

3. In circumstances where it appears that there may be a weight discrepancy between the information contained on the BL and a TSP's review of the actual freight at origin, the TSP shall have the option, at their convenience and personal expense, to reweigh the shipment at a certified weight scale any time prior to delivery.

   a. In cases where the reweigh ticket indicates that the actual weight of the shipment differs from the weight contained on the BL, the TSP shall present the reweigh ticket to authorized personnel at destination in order for the government to make a copy for destination records.

   b. If the revised shipping weight varies by more than 10 percent from the estimate of the shipping activity, the TSP is required to notify the shipper of the new weight or dimensions prior to actual delivery.

   c. A copy of certified weight tickets must be provided to shipper within 10 business days.

   d. If the TSP fails to meet the notification requirements outlined above, the TSP will not be paid for the extra weight and/or size.

4. If a TSP is fined for being overweight on shipments loaded by DoD at the first weigh scale not located at a weigh station, TSP may issue an eBill through the currently authorized TPPS for an amount equal to the fine. It will be the responsibility of the TSP to issue supporting documentation to origin TO prior to payment of fine through the currently authorized TPPS. It

will be the responsibility of the driver to ensure obvious discrepancies in weight are resolved prior to departure at origin.

5. If a TSP does not verify weight of the shipment, DoD will not be responsible for any fines or penalties associated with excess gross vehicle weights.

6. Rail TSP will verify weight of any shipment upon request by shipper while shipment is still in the custody of TSP and scales are available. TSP may apply charge of WTV (1) $_____ per shipment, or per railcar.

7. If railroad verifies weight, a TSP may only charge the difference between billed weight and actual weight if the actual weight exceeds the billed weight by greater than two percent.

N. <u>Fuel Surcharge</u>

1. Section 884 of the 2009 National Defense Authorization Act requires any government paid fuel rate adjustment, also known as a fuel related surcharge (FS), arising from a DoD transportation contract and funded by government funds be paid, to the maximum extent practicable, to the cost bearer of the fuel. The cost bearer is the person who actually incurred the cost of providing the fuel used for the motor transportation.

2. The use of the terms motor carrier, freight forwarder, and broker in this Item have the same definition as those provided in 49 U.S.C. 13102.

3. Each TSP must provide all drivers, owner operators, motor carriers, freight forwarders, or brokers notice that the cost bearer who transports cargo is entitled to any FS charge paid with government funds. The TSP must identify any shipment that is entitled to a federally funded FS payment.

4. The TSP has the responsibility to ensure the FS payment goes to the cost bearer. The TSP shall insert a flow-down clause requiring the pass-through of the FS payment to the cost bearer in all its transportation subcontracts and agreements with motor carriers, freight forwarders, or brokers who provide or arrange for motor carriage for DoD authorized shippers. Include the flow-down clause in all contract tiers. The clause will require paying the FS to the cost bearer within thirty business days of the receipt of the FS payment. If there is more than one cost bearer, then the TSP pays each cost bearer his or her share of the FS payment based on the motor transportation miles provided by each cost bearer.

5. The TSP must include and require a flow-down clause in all its contracts, subcontracts, and agreements with motor carriers, freight forwarders, or brokers who provide or arrange for motor carriage for DoD authorized shippers. The contracts, subcontracts and agreements must state the TSP has the sole responsibility and duty to ensure the FS payment goes to the cost bearer. All subcontractors and cost bearers must agree and acknowledge they have no

privity of contract with the DoD or USG prior to accepting any shipments. The cost bearer must agree he or she has no right of legal recourse or legal standing to assert a claim against DoD or the USG for payment under 31 U.S.C. 3726. The clause will state all parties acknowledge that a BL listing a DoD agency, military service, other USG agency, or other authorized DTS user, as the shipper, consignee, or consignor on the BL makes the BL a non-negotiable BL. All parties agree they cannot delay delivery of cargo or demand the FS payment or any other payment as a precondition for timely delivery of a shipment.

6. TSP's who fail to comply with the requirements of this provision may be subject to an administrative determination to place the TSP in non-use or suspension status.

O. Shipments in Continuous Movement

For shipments in continuous movement that travel by multiple modes, security and other applicable accessorial services required will be IAW modal requirements established in DTR 4500.9R, Chapter 205.

P. Shipment Status

Status of any shipment tendered within 24 hours will be provided upon request.

Q. Transportation Service Provider Movement of DoD Vehicles

Once DoD vehicles are tied down or otherwise secured in place on the conveyance, the TSP may not move the loaded vehicles without consent of shipper, unless in the event of an emergency. This provision does not prohibit TSP from loading additional freight and will not constitute a request for Exclusive Use of Trailer/Dromedary (EXC).

VII. CLAIMS AND DISPUTES

A. Claims

1. A TSP will process claims for loss and damage IAW regulations in 49 CFR, Part l005.2, Filing of Claims; and, if applicable, 41 CFR, Parts 101-40 and 101-41.
2. A TSP will process claims for overcharges/undercharges through the issuing TO.
3. If issuing TO denies claims of overcharges/undercharges, the TSP may appeal this decision to the issuing installation Commander.

B. Dispute Resolution

4. When unable to resolve a claim or dispute, TSP will take the dispute to the following:

   HQ, SDDC
   ATTN: G9,Quality Assurance
   1 Soldier Way, Building 1900W
   Scott AFB, IL 62225
   SDDC.OPS.CostQuest@us.army.mil

   a. Information provided by SDDC will not constitute a binding judgment.
   b. SDDC can assist in providing the government's position on the dispute and offer a written decision to TO and TSP.

5. TSP can appeal SDDC's position to General Services Administration (GSA):

   General Services Administration
   Board of Contract Appeals
   1800 F. St. NW
   Washington, D.C. 20405

6. **BULK FUEL COMMODITIES:** TSP may submit an appeal in writing within 60 days regarding any dispute rendered by the DoD to:

   Defense Energy Support Center (DESC)
   ATTN: DESC-BI
   8725 John J. Kingman Road, Suite 2946
   Fort Belvoir, VA 22060-6222.

   DESC can respond in writing to this appeal and forward its decision with supporting documents within 60 days.

VIII. EMERGENCY NOTIFICATION INFORMATION

1. Depending on the issue, TSP should contact the following:

Table 1 – Contact Information

Issue	Point of Contact	Telephone
GOCARE (astray) freight, hours of operation, 0800-1630, M-F	SDDC GOCARE	1-800-631-0434
Surface Freight All Kinds (FAK) accidents, incidents, delays in transit—any damage, signs of pilferage, or theft must be reported immediately.	SDDC Command Operations Center (COC)	618-220-4262
Air Freight All Kinds (FAK) accidents, incidents, delays in transit--any damage, signs of pilferage, or theft must be reported immediately.	AMC, Domestic Air Tender Program Section	618-229-4591
Accidents, incidents, or other emergencies involving placarded DoD hazardous cargo other than munitions, explosives, or radioactive materials	DoD Hazardous Material (HAZMAT) Hotline	1-800-851-8061
Radioactive Materials	Army Operations Center (AOC)	(703) 697-0218/0219
Radioactive Materials	Navy/USMC	Use 24-hour emergency response number provided by activity.
Radioactive Materials	Air Force	(202) 767-4011
Radioactive Materials	DLA	1-800-851-8061/804-279-3131
Radioactive Materials (Rail)	Naval Reactors Laboratory Field Office	(412) 476-5000
Hazardous Material Spills	National Response Center	1-800-424-8802 and (202) 267-2675
National Agency Check Verification	Defense Security Service	(703) 428-3248
For general questions, policy interpretation, waivers, hours of operation are 0700-1730	SDDC Customer Service	1-800-526-1465
Arms, Ammunition and Explosives accidents, secure holding, emergencies and incidents, call AOC prior to calling SDDC DTTS.	SDDC DTTS	1-800-826-0794

2. For emergency bulk fuel issues, contact the following:

Table 2 – Bulk Fuel Contact Information

Defense Energy Support Center (DESC)	Telephone
DESC-AME (Houston, TX)	(713) 718-3883
DESC-AMW (San Pedro, CA)	(310) 241-2800
If unable to reach the regional office, contact HQ DESC Command Control Center	1-800-286-7633

I. GENERAL MOTOR TRANSPORTATION SERVICE PROVIDER INFORMATION

ITEM	SUBJECT	CHANGE	PAGE
1	Transportation Service Provider Security Clearance Requirements	R	81
3	Trailer Security Requirement	O	81
5	DoD Standard Transit Time Guide-Single and Dual Driver Shipments and Categorized AA&E Shipments	O	82
7	Driver Identification/Qualification Requirements	O	84
9	Driver Instructions	O	85
11	Inspection of Vehicles	O	85
13	Sealing of Vehicles	O	85
15	Transporting Animals/Pets and Unauthorized Passengers	O	86

II. GENERAL MOTOR TRANSPORTATION SERVICE PROVIDER RULES

ITEM	SUBJECT	CHANGE	PAGE
17	Capacity Loads	O	87
19	Chains and Binders (CHN)	O	88
21	Detention: Vehicle with Power Units (DEP)	R	88
23	Detention: Vehicle without Power Units (DET)	R	91
25	Dromedary Boxes	O	92
27	Empty Movement of Equipment (EMT)	O	94
29	Equipment, Empty Trailers-Return of (ERS)	O	94
31	Exclusive Use of Trailer or Dromedary (EXC)	O	94
33	Exceptions to Exclusive Use Service	O	95
35	Expedited Service (EXP)	O	95
37	Extra Driver (EXD)	O	96
39	Freight All Kinds - DoD Unique Number 999912	O	96
41	Freight All Kinds - DoD Unique Number 999912, Sub No. 1	O	97
43	Freight All Kinds - DoD Unique Number 999913	R	97
45	Freight All Kinds - DoD Unique Number 999913, Sub No. 1	O	98
47	Furnishing of Vehicles and Equipment	O	98
49	Handling Freight At Positions Not Immediately Adjacent To Vehicle (HHB)	O	99
51	Loading/Unloading by Transportation Service Provider (URC)	O	99
53	Overages and Shortages (Drop Trailers)	O	99
55	Pickup/Delivery on Saturdays (SAT) Sundays or Holidays (HOL) Normal Business Days before/after Normal Operating Hours (PUD)	O	100
57	Prelodging (PRL)	O	100
59	Prearranged Scheduling of Vehicle Arrival for Loading or Unloading	O	101
61	Protective Tarping Service (PTS)	O	101

63	Redelivery (RCL)	O	102
65	Release Value Rates	O	102
67	Relocation of Vehicles (RLS)	O	102
69	Signature and Tally Record Service (675)	O	102
71	Split Delivery (SDL)	O	104
73	Split Pickup (SPU)	O	104
75	Towaway Service (TOW)	O	104
77	Vehicles Furnished but not Used (VFN)	O	104

III. RULES FOR HANDLING, STORING AND TRANSPORTING ARMS, AMMUNITION AND EXPLOSIVES AND OTHER HAZARDOUS MATERIALS

ITEM	SUBJECT	CHANGE	PAGE
79	Arms, Ammunition, and Explosives (AA&E) Shipment Delivery (DEL)	R	106
81	Armed Guards	O	108
85	En Route Stops of Arms, Ammunition and Explosives (AA&E)	R	109
87	Hazardous Materials Routing Mileage	O	110
89	Pick Up of Transportation Protective Service (TPS) Shipments	O	110
91	Terminal Security Standards for Secure Holding of Arms, Ammunition and Explosives (AA&E)	O	110
93	Terminal Security Standards for Secure Holding of Non-Arms, Ammunition and Explosive (AA&E) Shipments	O	116
95	Terminal Safety Standards for Secure Holding of Arms, Ammunition and Explosives (AA&E)	O	117
97	Transloading Transportation Protective Service (TPS) Shipments	R	121
99	Transporting Class 1 (Explosives) on a Temperature Controlled Conveyance	O	123

IV. TRANSPORTATION PROTECTIVE SERVICES

ITEM	SUBJECT	CHANGE	PAGE
101	Constant Surveillance and Custody Service (CIS)	O	124
103	Dual Driver Protective Service (DDP)	R	126
105	Protective Security Service (PSS)	R	127
107	Trailer Tracking Service (DCS)	R	128
109	Security Escort Vehicle Service (SEV)	O	134
111	Satellite Motor Surveillance Service (SNS)	R	136

V. HEAVY AND SPECIALIZED MOVEMENTS

ITEM	SUBJECT	CHANGE	PAGE
113	Escort/Flagman/Telephone Service (MES/MEN/MET)	O	142
115	Extra Lights - Overdimensional Loads (ELS)	O	143
117	Impactographs (IMP)	O	143
119	Overdimensional Freight Service (520)/Overweight Permit Shipment (PER)	O	143
121	Overdimensional and Overweight Permit Charges	O	144
123	Restricted Speeds (RSS)	O	144
125	Special Services	O	145
127	Surveying Routes (SRS)	O	145

VI. GENERAL RULES FOR TANK TRUCK

ITEM	SUBJECT	CHANGE	PAGE
129	Advance Loading Service (ADL)	O	146
131	Allowances (SPA)	O	147
133	Cargo Liability	O	147
135	Transportation Service Provider Equipment	O	147
137	Circuitous Routing (CTR)	O	148
139	Cleaning (CLN)	O	148
141	Computation of Freight Charges	O	148
143	Expedited Service (EXP)	O	149
145	Fractions	O	149
147	Hose (EDD/EDO/HOS/HOX)	O	149
149	Minimum Loads/Gallons	O	150
151	Pickup and Delivery	O	150
153	Pickup/Delivery on Saturdays (SAT) Sundays, Holidays (HOL) or Before/After Normal Operating Hours (PUD)	O	151
155	Pumping Service (PAJ)	O	151
157	Redelivery (RCL)	O	151
159	Sealing of Tank Vehicles	O	151
161	Split Delivery (SDL)	O	151
163	Split Pickup (SPU)	O	151
165	Vehicles Furnished But Not Used	O	152
167	Waterfront Delivery (WDS)	O	152

I. GENERAL MOTOR TRANSPORTATION SERVICE PROVIDER INFORMATION

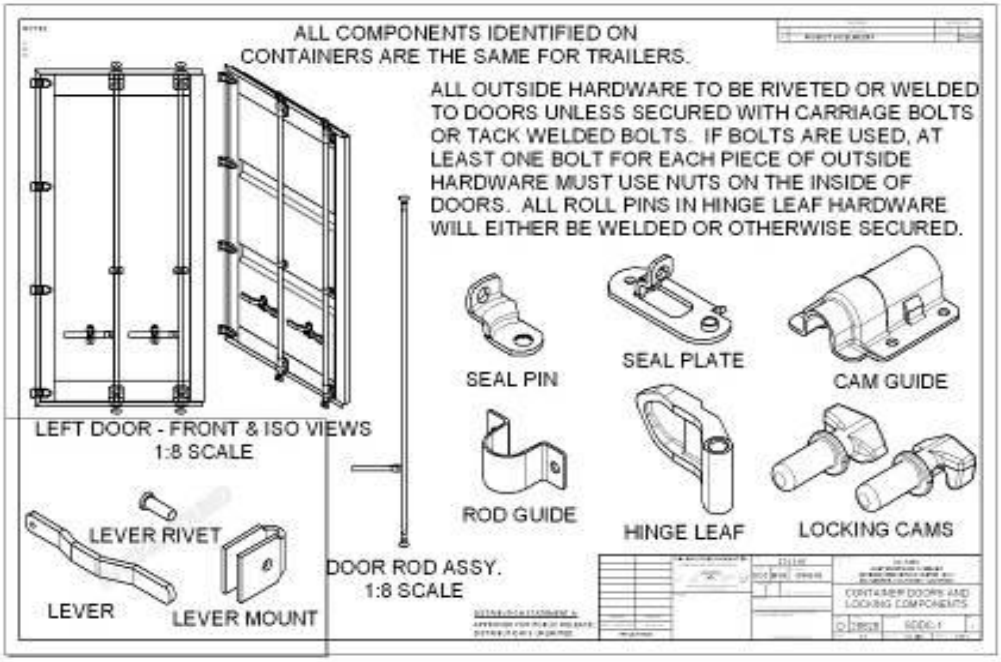
This part describes general requirements for a motor TSP transporting DoD freight. For rates based on distance, TSP charges are based on the applicable mileage calculated by DTOD's short-line miles, unless otherwise indicated in this publication. As a rule, any incident involving DoD cargo should be reported to the appropriate contact listed in Section A, VIII, Emergency Notification Information, Table 1.

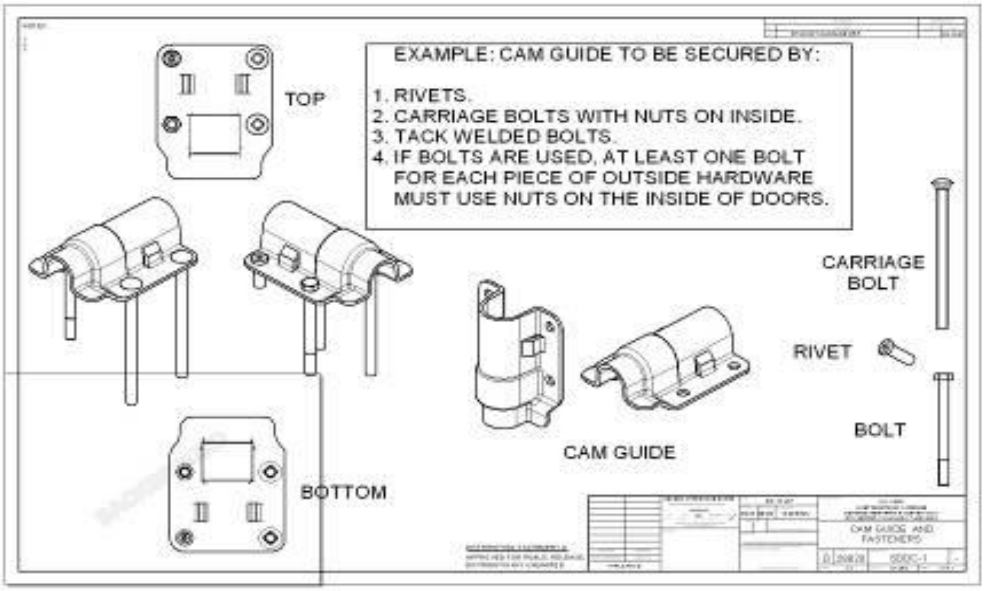
ITEM 1	TRANSPORTATION SERVICE PROVIDER SECURITY CLEARANCE REQUIREMENTS

Dual Driver Protective Service (DDP) and Protective Security Service (PSS) TPS can only be provided by a TSP holding a valid facility security clearance (FCL) at the level of SECRET or higher issued by the Defense Security Service (DSS). TSP employees (to include drivers, contractors and subcontractors) who have access to or handle Classified or AA&E shipments, or have advanced knowledge of the shipments' contents or transportation routes, will have either an Interim Secret eligibility determination along with an open investigation or a final SECRET eligibility determination showing in the Joint Personnel Adjudication System (JPAS).

ITEM 3	TRAILER SECURITY REQUIREMENT

1. In accordance with DoD 5100.76M, carrier-provided trailer door hinges and hasps used to haul AA&E will be installed to preclude removal when doors are closed and locked. Hinges and hasps shall be attached to doors by welding bolt nuts or by riveting.
2. Door Hinges: For each door hinge, a minimum of one bolt must be either welded or riveted in a manner to preclude easy removal. A bolt may also be turned inward with nut on inside as long as bolt is flush with nut. The use of cotter pin-type fasteners for hinge pins is not acceptable as this device is easily removed. A bolt/nut configuration that is welded offers a better alternative to cotter pins. This requirement applies to each hinge pin.
3. Door Locking Hardware: On each door lever handle, seal plate, pin, and the bottom cam guide to the lock shaft, a minimum of one bolt must be either welded or riveted in a manner to preclude easy removal. A bolt may also be turned inward with nut on inside as long as bolt is flush with nut.
4. The use of soft-side trailers can be used in lieu of flatbed (AF) equipment. Soft-side trailers will not be substituted for closed van (AV) equipment where security of AA&E can be compromised.
5. The following diagrams are provided for hinge/hasp arrangement and general reference:





ITEM 5	DoD STANDARD TRANSIT TIME GUIDE – SINGLE AND DUAL-DRIVER SHIPMENTS AND CATEGORIZED AA&E SHIPMENTS

DoD standard transit times are based on either 500 or 700 miles per day, depending on the type of shipment, as set forth in figure 5.1. Computation of transit times is as follows:

1. Transit times start the day after pick-up and ends on the day the shipment has been offered for delivery or delivered. The term "Delivery" does not include arrival at the destination secure holding locations prior to the shipment being offered to the consignee or delivery point.
2. Weekends and Federal holidays will not be counted as part of the transit time. A delivery date that falls on a non-business day (weekend/Federal holiday) will automatically be the next business day.
3. Exceptions to standard transit times:
   a. Remote sites, such as NAS Key West, FL., and any location/site accessible only by a ferry. Transit times will be determined as listed on the BL RDD.
   b. Operational necessity, as defined in the DTR, Chapter 202.
   c. RDD on the BL is less than the standard transit time (Expedited Service, Item 35, in this section, will apply).
   d. Oversize, overweight, or HAZMAT shipments that have movement constraints (i.e., daylight movement only).
   e. Shipments under FAR-based contracts.
   f. Truck Load (TL) service ordered (excluding SRC I and II) with one or more stop-offs on a BL. Each authorized stop-off on the BL will serve as a destination and subsequent origin when calculating transit times.

Figure 5.1—DoD Standard Transit Time Guide – Single & Dual-Driver Shipments

Total Transit Days -- Excluding CAT I and II Shipments				
Distance Miles	**Single Driver**		**Dual Driver**	
	TL	**LTL**	**TL**	**LTL/DROM**
< = 500	1	3	1	5
501 – 1000	2	4	2	5
1001 – 1500	3	5	3	6
1501 – 2000	4	6	4	7
2001 – 2500	5	7	5	8
> 2500	6	7	5	9

Figure 5.2—DoD Standard Transit Time Guide – Dual Drivers

Total Transit Days for CAT I and II Shipments	
DISTANCE MILES	**TL & LTL**
<= 700	**1**
701-1400	**2**
1401-2100	**3**
2101-2800	**4**
> 2800	**5**

ITEM 7	DRIVER IDENTIFICATION/QUALIFICATION REQUIREMENTS

1. All drivers transporting DoD shipments on behalf of a TSP will have in their physical possession positive identification that verifies their affiliation with the TSP named on the BL.

2. Drivers who transport any DoD freight will have in their physical possession a valid commercial driver's license, medical qualification card, employee record card or a similar document that contains the driver's photograph and complies with DOT regulations. All documents will be in English and tamper proof. TSPs are responsible for ensuring that any driver who transports DoD freight on their behalf is legally qualified, and possesses all necessary documentation.

3. Rules contained in the National Industrial Security Program Operating Manual DoD 5220.22-C, Section III will apply to TSP cleared to handle SECRET shipments. For more information, see Washington Headquarters Services Executive Services Directorate at: http://www.dtic.mil/whs/directives/corres/pdf/522022c.pdf

4. A TSP will ensure that only qualified and licensed drivers transporting FAK, AA&E, and HAZMAT operate a commercial motor vehicle. Any driver engaged in transporting DoD freight shall comply with all legal requirements, including federal statutes and regulations and DOT/State and Federal regulations. TSP will ensure drivers transporting AA&E comply with Title 18, USC, Part I, Chapter 44, Section 922.

5. TSP will not allow any driver in its employ to move DoD vehicles (e.g., HMMVs, trucks, etc.) unless individual has been properly trained and certified by DoD to drive the vehicle.

ITEM 9	DRIVER INSTRUCTIONS

A TSP will ensure drivers of commercial vehicles transporting explosives or other dangerous articles for military departments over public roads comply with instructions contained in 49 CFR, Part 397, Parking and Driving Rules.

ITEM 11	INSPECTION OF VEHICLES

TSPs will permit shipper/consignee to inspect vehicle prior to loading/unloading of DoD freight and annotate deficiencies on DD Form 626-Motor Vehicle Inspection. TSP must correct any deficiencies found at the time of inspection and take all steps considered necessary to safely transport the shipment. Vehicles determined to have deficiencies that are not correctable at the time of inspection will not be loaded.

For shipments of AA&E, consignor will inspect the motor conveyance according to DD Form 626, Motor Vehicle Inspection (Transporting Hazardous Materials) in accordance with 49 CFR.

ITEM 13	SEALING OF VEHICLES

1. Item 31, Exclusive Use of Trailer or Dromedary (EXC) shall apply to all shipments that prohibit loading of additional cargo.

2. Either conveyances sealed by shipper or TSP will not be interpreted as requiring Exclusive Use. When exclusive use or TPS is not ordered, seals applied by the shipper may be removed by the TSP and/or subsequent shippers, however in each instance new seal numbers must be annotated on the BL.

3. TSPs may remove seals in an emergency or at stop-off points only if authorized by TO, but those seals must be replaced with an equivalent seal. If stop off(s) is/are requested by shipper, the TSP will obtain additional seals from TO to replace seals broken at known stop off locations. When the seal is replaced, the TSP is required to use a DoD-approved seal and must annotate the new seal number on the BL.

4. TSPs will ensure vehicles utilized as AA&E conveyances are sealed with a serialized bolt seal (NSN: 5340-01-260-9935) at the bottom hasp by the shipper. That bolt seal shall meet the requirements of Federal Specification FF-S-2738, tested and approved by the DoD Lock Program. In addition, the 5/16-inch (NSN: 5340-01-542-7347) and the 3/8-inch (NSN: 5340-01-542-7359) World Bolt Container Seals, manufactured by Tyden Brammall have been tested and approved for use on conveyances used for shipping AA&E, or other manufacturer who is approved.

ITEM 15	TRANSPORTING ANIMALS/PETS AND PASSENGERS

1. Pets. TSPs transporting DoD freight will inform vehicle inspectors or military police of the presence of animals/pets in vehicle cab when entering a DoD installation. Animals/pets will be leashed, secured or caged prior to arrival at the installation as well as at vehicle inspection and animal/pets must meet all installation requirements, including up-to-date vaccinations.

2. Passengers. Passengers not in compliance with TSP Security Clearance Requirements, Item 1 in this part are not allowed in the vehicle cab while transporting DoD sensitive conventional AA&E or classified (SECRET or Confidential) shipments. For other types of shipments, passengers must meet all installation requirements for entry.

3. For security reasons, and when in agreement with TSP, a DoD employee may be allowed to ride in the cab of the vehicle.

II. GENERAL MOTOR TRANSPORTATION SERVICE PROVIDER RULES

This part addresses the general rule requirements for a Motor TSP when providing rates for services offered when handling, storing, or transporting any type of DoD freight. Rules contained in this part are mandatory in order for TSP to remain qualified as an SDDC approved TSP.

ITEM 17	CAPACITY LOADS

1. Shipments are considered capacity loads (also known as "loaded to full capacity", "loaded to capacity") when it occupies the full visible capacity of a vehicle is occupied (as more fully defined in paragraph 2 below). Shipments are to be considered as capacity loads if:

    a. It occupies 90 percent of the cargo carrying capacity, as defined by either volume or weight.

    b. Due to the unusual shape or dimensions of the cargo, or because the characteristics of the freight necessitates segregation or separation from other freight, the vehicle is filled so that no additional cargo cn be loaded.

    c. It fills a vehicle so that no additional cargo can be loaded.

2. For the purposes of this item, a "vehicle" is defined as:

    a. A van trailer of not less than 40-feet in length and not less than 2,700 cubic feet capacity:

    b. An open top trailer of not less than 40-feet in length, or:

    c. A flatbed, stepdeck, lowboy, or removeable gooseneck trailer of not less than 40-feet in length.

3. TSP are prohibited from billing a shipment as a capacity load if the equipment requested by the shipper, or provided by TSP, fails to meet the definitions shown in paragraph 2 above. In no event shall more than one vehicle per shipment be loaded to less than full capacity. Any vehicle loaded to less than full capacity will be assessed charges as if it were a separate shipment

4. Charges for each vehicle loaded to full capacity will be based on either the truckload charge, when Rate Qualifiers PL, PM, or PV (see Completing a SDDC 364-R Tender, Section A, in this publication for definitions of rate qualifiers) are used, or the highest truckload minimum weight and accompanying truckload rate applicable to the equipment ordered and loaded. Line haul charges will not be calculated using a minimum weight greater than 45,000 pounds. Shipments rated using line haul charges based upon Rate Qualifier PQ will be calculated using the greater of the actual weight or 40,000 pounds minimum weight.

5. This rule does not apply to charges based on the following rate qualifiers: DH, DL, DZ, PJ, PG, ST, and PY (see Completing a SDDC 364-R Tender, Section A, in this publication for definitions of rate qualifiers). Additionally, this rule does not apply to the following equipment types: AO1 – AO8 (assorted straight trucks), AD (Dromedary Box without mechanical restraining devices), AD6 (Dromedary Box with mechanical restraining devices), A10 (410 Dromedary Box without mechanical restraining devices), A16 (410 Dromedary Box with mechanical restraining devices), or A20 (Motor Vehicle Transport Trailer). In the event that additional dromedary rate qualifiers and/or dromedary equipment codes are developed, this rule shall not apply to them as well.

6. This rule shall not apply to charges based on the following equipment types: AA1, AF1, AY1, AY2, AV1, AG4 and AZ1. If shipper inadvertently tenders a shipment that exceeds 20,000 pounds or 28 linear feet of loading space on the above listed equipment, a TSP is entitled to bill a shipper using a minimum weight of 20,000 pounds or the actual weight whichever is greater. In no circumstances may a TSP substitute a vehicle that is smaller than what is requested by the shipper.

7. It is the responsibility of TSP (where practicable) to ensure the safe and efficient loading of freight (e.g. stacking items when appropriate, etc.) on the vehicle.

8. Capacity load will not restrict TSP from adding additional freight to equipment and will not be interpreted as a request for exclusive use of the trailer or dromedary.

ITEM 19	**CHAINS AND BINDERS (CHN)**

1. For shipments moving on flatbed and specialized types of equipment, tendered rates include TSP providing a 10-chain and binder set or 8-nylon strap set to protect and secure the cargo.

2. TSP shall provide chain and binder sets and/or nylon straps with fasteners as standard equipment on all vehicles. Charge of CHN(1) $_____ is authorized for each additional chain-and-binder set or nylon strap with fastener furnished above minimum requirements. TSP will ensure BL is annotated with additional number of chain-and-binder sets and/or nylon straps with fasteners.

3. For all shipments, TSP shall ensure that all cargo is properly fastened and secured in accordance with industry standards and DOT safety regulations.

ITEM 21	**DETENTION: VEHICLES WITH POWER UNITS (DEP)**

1. Vehicles equipped with power units that are delayed or detained by shipper or consignee for loading or unloading at shipper, consignee, or other customer approved location will be

allowed free time for loading/unloading depending on the classifications of the shipments set forth as follows (See Definitions, Appendix D for more on Detention):

	TYPE OF SHIPMENT(S)	FREE TIME
a.	Vehicles loaded on Motor Vehicle Transport Trailers (Equipment Code A20)	1 Hour
b.	Vehicles loaded on flat-bed equipment	3 Hours
c.	Fully palletized shipments, 20,000 lbs. and over	2 Hours (See para 9)
d.	TSP power-unit, driver and one towed vehicle	1 Hour
e.	Tank Truck (Equipment Code AT1/AT2)	2 Hours (See para 11)
f.	Non-palletized shipments, less than 3000 lbs	1 Hour (See para 9)
g.	Non-palletized shipments, 3,000 lbs. but less than 10,000 lbs	2 Hours (See para 9)
h.	Non-palletized shipments, 10,000 lbs. but less than 20,000 lbs.	3 Hours (See para 9)
i.	Non-palletized shipments, 20,000 lbs. and over	4 Hours (See para 9)

2. Free Time will commence once the TSP has notified the consignor or consignee that the trailer is positioned for loading or unloading. A trailer is considered positioned for loading or unloading when placed in a location with doors open so it can be immediately accessed for loading or unloading within the consignor's/consignee's normal operating hours or acceptance hours as annotated on the BL. If the shipping/receiving facility requires pickup and/or delivery appointments, wait time spent due to early or late arrivals will not count towards free time. If a TSP is prepared to position its trailer for loading or unloading, but due solely to government fault is prevented from doing so, free time will commence at that time. However, free time will never commence unless, and until, the TSP has notified the consignor or consignee that its trailer is at the shipping/receiving facility but is unable to position its trailer for loading or unloading due to a government-caused delay. All requests for additional detention payments based on government-caused delays must be submitted to SDDC, G9, for approval and must include sufficient information to establish entitlement to

these additional fees. TSPs and Shippers are required to keep separate record-keeping functions for detention purposes. In the event of a dispute between the TSP's and Shipper's records, the Shipper's records will prevail. Minimum data fields will include: date/time TSP arrived; date/time TSP available for load/discharge; date/time load/discharge complete; date/time TSP departed.

3. Computation of time in paragraph 1 will be made within normal operating hours at the place of pickup or delivery. If both the TSP or its representative and the receiving government personnel are permitted to work beyond normal operating hours, that working time will also be included. When loading or unloading is not completed by the close of business for that location, time will resume at the beginning of the next business day.

4. A shipment will be considered "fully palletized" when at least 90 percent of shipment weight (not including pallet weight) is loaded on pallets.

5. If loading or unloading extends beyond the allowable free time, then the carrier can assess a detention charge based on a charge of DEP(1)$_____ for each sixty minutes of delay that occurs during normal operating hours, which is known as detention time. If the delay is less than sixty minutes or exceeds sixty minutes, then the charge is prorated based on the actual minutes of detention time incurred.

6. Detention time starts when a vehicle is delayed by the shipper, consignor, destination or consignee beyond the allowable free time and ends when the vehicle is released by the shipper, consignor or consignee to either by notifying the driver or the TSP representative that the vehicle is ready for pickup.

7. Detention time only includes the time the vehicle is delayed during normal shipping and receiving hours. If the vehicle is delayed beyond the shipper's, consignee's or consignor's normal shipping or receiving hours, then the only delay time included in the detention time is the time occurring during normal shipping and receiving hours.

8. DEP charges will apply when the shipper or consignee:

   a) Requires that the tractor be disconnected from the trailer during loading or unloading and parked elsewhere on the shipper's or consignee's premises;

   b) Directs the trailer be left overnight, (except when loading/unloading is not completed as in paragraph 3.).

9. In circumstances where at least 90 percent of non-palletized material can be handled by pallet jack, fork lift, or other type of material handling equipment (MHE), then the calculation for free time allowed shall be one-half of the free time allowed for shipments not palletized.

Fully palletized shipments weighing less than 20,000 pounds will be allowed one-half the free time in 1(f), 1(g) or 1(h).

10. A TSP shall be required to submit an invoice for detention no later than one year from the date detention occurred. Supporting documentation submitted by the TSP shall at a minimum include evidence of the times the vehicle arrived, loading/unloading began, loading/unloading ended, and vehicle departure. TSP will retain documentation on file for one year after the time limit for submitting the invoice.

11. Carrier will allow the free time period of 2 hours to load and 2 hours to unload bulk fuel shipments.

ITEM 23	**DETENTION: VEHICLES WITHOUT POWER UNITS (DET)**

1. Subject to the availability of equipment and carrier's approval, carriers may spot vehicles without power units (empty or loaded trailers) for loading or unloading on the premises of the consignor or consignee, or on other premises designated by them.

2. When such trailers are delayed or detained for reasons attributed to the consignor or consignee, the shipment (or the combined weight of multiple shipments) being loaded or unloaded will be allowed 24 hours of Free Time, as follows:

    a. Free Time will commence once the TSP has notified the consignor or consignee that the trailer is positioned for loading or unloading. A trailer is considered positioned for loading or unloading when placed in a location with doors open so it can be immediately accessed for loading or unloading within the consignor's/consignee's normal operating hours or acceptance hours as annotated on the BL. If the shipping/receiving facility requires pickup and/or delivery appointments, wait time spent due to early or late arrivals will not count towards free time. If a TSP is prepared to position its trailer for loading or unloading, but due solely to government fault is prevented from doing so, free time will commence at that time. However, free time will never commence unless, and until, the TSP has notified the consignor or consignee that its trailer is at the shipping/receiving facility but is unable to position its trailer for loading or unloading due to a government-caused delay. All requests for additional detention payments based on government-caused delays must be submitted to SDDC, G9, for approval and must include sufficient information to establish entitlement to these additional fees. TSPs and Shippers are required to keep separate record-keeping functions for detention purposes. In the event of a dispute between the TSP's and Shipper's records, the Shipper's records will prevail. Minimum data fields will include: date/time TSP arrived; date/time TSP available for load/discharge; date/time load/discharge complete; date/time TSP departed.

b. When any portion of the free time extends into a Saturday, Sunday, or holiday, the computation of free time will resume at 12:01 a.m. on the next day which is not a Saturday, Sunday, or holiday.

c. Free time shall not begin on a Saturday, Sunday, or holiday, but at 8:00 a.m. on the next day which is not a Saturday, Sunday, or holiday.

3. When a trailer is both unloaded and reloaded, each transaction will be treated independently of the other. Free time for loading shall not begin until free time for unloading has elapsed.

4. DET will end when consignor or consignee notifies carrier by telephone that loading or unloading has been completed and that the trailer is available for pickup. Such notification shall constitute release of carrier's equipment; carrier shall then connect and pull the equipment in a timely manner.

5. DET will not apply if loading/unloading and carrier's being notified of same has not extended beyond the free time. Carrier's credits earned on equipment held cannot be used by the carrier to offset debits chargeable on equipment waiting to be moved.

6. Charges for detention of vehicles without power units will be:

a. For each of the first and second 24-hour periods or fraction thereof that vehicle is detained beyond the allowable free time, the charge will be DET(1) $_____ per 24-hour day or fraction thereof.

b. For each of the third and fourth 24-hour periods or fraction thereof that vehicle is detained beyond the allowable free time, the charge will be DET(2) $_____ per 24-hour day or fraction thereof.

c. For the fifth and each succeeding 24-hour period or fraction thereof that vehicle is detained beyond allowable free time, the charge will be DET(3) $_____ per 24-hour day or fraction thereof.

7. Certain Government installations have specific agreements for storing and relocating carrier equipment for loading and unloading and/or detention charges.

ITEM 25	**DROMEDARY BOXES**

1. When transporting DoD freight in a regular dromedary box or 410 dromedary container, the box/container will be:

a. securely fastened to the chassis of a truck, tractor or flat bed trailer,

b. demountable and capable of being handled with a forklift truck, and;

c. protected by a plymetal shield and equipped with doors that can be locked and sealed.

2. Exclusive use of Trailer or Dromedary, Item 31, shall be required for any shipments of:

a. White phosphorus or initiating or priming explosives, wet:

b. Diazodinitrophenol,

c. Mercury fulminate,

d. Guanyl,

e. Nitrosaminoguanylidene hydrazine,

f. Lead azide,

g. Lead styphnate,

h. Nitromannite,

i. Nitrosoguanidine,

j. Pentaerythrite tetranitrate,

k. Tetrazene,

l. Lead mononitroresorcinate.

3. Dromedary boxes must conform to one of the specifications in the following table:

Table 25—Type Dromedary Equipment

Type of Dromedary	Type of Equipment	Length (inches)	Width (inches)	Height (inches)	Volume (cubic feet)
Regular Dromedary	AD, AD6	82	52	53.5	132
		88	60	60	183
		96	55	66	202
		90	57.5	70	210
410 Dromedary	A10, A16	102	92	75.5	410

ITEM 27	EMPTY MOVEMENT OF EQUIPMENT (EMT)

1. A TSP may be requested to deadhead equipment immediately to a point of pickup. All deadhead miles traveled from point of dispatch to point of origin will be charged at a rate of EMT(1) $_____ per deadhead mile per vehicle. Charges for deadhead miles shall be approved in advance by requestor and indicated on the BL identifying point of dispatch and applicable SPLC. Deadhead mileage will be based on short route miles.

2. EMT will not exceed TSP's lowest line-haul charge for the same type of equipment in any tender filed with SDDC.

ITEM 29	EQUIPMENT, EMPTY TRAILERS – RETURN OF (ERS)

Upon TO approval, return of government owned or leased empty equipment from destination to origin will be subject to a charge of ERS(1) $_____ per mile for deadhead miles. Mileage will be the shortest route as determined by the DTOD. Under no circumstance shall ERS will not exceed TSP's lowest line-haul transportation charge for the same type of equipment in any tender filed with SDDC that, applies from destination back to original point of origin. Documentation relating to approval of ERS will be maintained by requesting TO.

ITEM 31	EXCLUSIVE USE OF TRAILER OR DROMEDARY (EXC)

1. When requested by shipper, a TSP will dedicate the entire motor vehicle or separate cargo-carrying transport vehicle exclusively for that shipment, without breaking seals or locks and without the transfer of any cargo for a TSP's convenience. Therefore, once EXC is required a TSP shall be prohibited from loading any additional cargo. However, application of this Rule shall not preclude the transfer of a dromedary box from one conveyance to another (see Item 97, Transloading Transportation Protective Service [TPS] Shipments). EXC can include a trailer, a dromedary attached to the power unit (tractor) or a single dromedary on a trailer (which can include several other dromedaries). The terms "transport vehicle" and "motor vehicle" shall be defined in accordance with 49 CFR, Part 171.8.
2. A TSP will verify and ensure that the BL is annotated in writing as follows:

   "Exclusive Use of Trailer or Dromedary requested by the Shipper. Do not break seals except in case of emergency or upon prior written approval of the shipper or consignee. If the seal is found broken, or if the seal is broken for emergency/security/inspection reasons, TSP to apply seals as soon as possible and immediately notify both the shipper and the consignee."

3. EXC is not a request for Expedited Service (see Item 35 in this section). Annotation of a RDD shall not constitute a request by the shipper for Exclusive Use.

4. If a seal or lock is removed by a TSP, the TSP will relock or reseal trailer or dromedary, annotate that fact on the BL and include the reason for removal of the original lock or seal. In no event shall additional freight will be added to the trailer or dromedary at that time, except upon express authorization of consignee or shipper.

5. When a shipment is not in EXC, the seal(s) applied to trailers or dromedaries may be removed for the purpose of adding additional freight, however the BL must be annotated with the new seal number(s).

6. Dromedary shipments requiring EXC will not be partitioned under any circumstances.

7. Line-haul charges for shipments in vehicles requiring Exclusive Use service shall be invoiced as a truckload, subject to truckload rates, minimum weights and/or minimum charges. Dromedary line-haul charges for shipments requiring Exclusive Use service will be paid at the highest minimum weight for the equipment.

8. Charge for Exclusive Use service will be EXC(1) $_____ per mile per trailer or dromedary.

9. See Item 33 below for exceptions to EXC.

ITEM 33	**EXCEPTIONS TO EXCLUSIVE USE SERVICE**

Charges for EXC will not be assessed under any of the following conditions:

1. When a vehicle is loaded to full visible capacity, per Item 17, Capacity Loads.

2. When line haul charge is based on a published rate in TSP tender for minimum weight of 45,000 pounds or the actual weight is 45,000 pounds or greater.

3. When tender rates are based on Rate Qualifiers DL, PG, PJ, PL, PM, PV, PY, or ST.

ITEM 35	**EXPEDITED SERVICE (EXP)**

1. EXP is an accessorial service shippers can request a carrier to guarantee delivery before the required Standard Transit Time (DTR, Chapter 202 and Item 5, DoD Standard Transit Times in this section), within legal parameters, such as speed, Hours of Service, etc. For Expedited Service, carriers are permitted to pick up additional cargo along the route, unlike EXC.

2. When the requested Delivery Date (DD) is less than standard transit time, EXP is required to be annotated on BL. Carrier must ensure BL is annotated with EXP request for charges to apply.

3. The use of Extra Driver (EXD) (see Item 37) shall not be requested in conjunction with EXP to meet a DD.

4. Charges:

   a. EXP(1) $_____ per mile per vehicle.
   b. EXP(2) $_____ percent of linehaul.

5. If the DD is less than the standard transit time and EXP has not been annotated on the BL, the carrier is relieved from meeting the DD and shall deliver the shipment IAW the standard transit time.

ITEM 37	**EXTRA DRIVER (EXD)**

1. When requested by shipper, TSP will provide an extra driver for continuous linehaul service within legal parameters. EXD will be used in conjunction with Constant Surveillance and Custody Service (CIS) shipments that exceed 150 miles.
2. TSP will verify that the shipper's request for extra driver is clearly and specifically annotated on the BL. Any charge for an extra driver will be EXD(1) $_____ cents per mile, subject to a minimum charge of EXD(2) $_____ per vehicle. This charge shall be in addition to all other lawfully owned transportation charges.

ITEM 39	**FREIGHT ALL KINDS - DoD UNIQUE NUMBER 999912**

1. FAK 999912 consists of those commodities which a TSP offers to transport at one inclusive rate or charge, regardless of their classification rating within the NMFC or the different inherent transportation characteristics or inherent nature of the commodity.

2. The following commodities shall not be included as FAK:

   a. Narcotics and dangerous drugs
   b. Ammunition/explosives, Class 1, Divisions 1.1, 1.2, 1.3, 1.4, 1.5, and 1.6
   c. Radioactive materials
   d. Etiologic agents
   e. Crated household goods or personal effects (See Item 41)
   f. Live animals
   g. Bulk commodities
   h. Corpses
   i. Currency
   j. Coins
   k. Precious metals
   l. Food, fresh, frozen, or requiring refrigeration
   m. Postage stamps or stamped envelopes
   n. Military tractor tanks and tracked vehicles

o. Vehicles, self-propelled
p. Hazardous materials
q. Vehicles in driveaway and/or towaway service
r. Any commodity assigned a DoD unique commodity code by SDDC
s. Aircraft parts loaded in other than boxcars or TOFC/COFC trailers or containers
t. Engines
u. Missiles or Rockets

3. A TSP who files FAK rates is prohibited from excluding any commodity other than those specifically ser forth in paragraph 2 above.

4. FAK shipments shall only be described as FAK unless otherwise required by regulation or by operation of law.

5. Any shipments that involves movement for both FAK and non-FAK on a single BL may only be billed at non-FAK rates.

6. Any sensitive item shipped in accordance with security standards set forth in DoD 5220.22-M, National Industrial Security Program Operating Manual (NISPOM), or any item listed in 49 CFR, Part 172.101, Hazardous Materials Table, is specifically excluded from being classified as FAK.

ITEM 41	**FREIGHT ALL KINDS - DoD UNIQUE NUMBER 999912, SUB No. 1**

1. FAK 999912, Sub 01, including crated household goods or personal effects, consists of those commodities which a TSP offer to transport at one inclusive rate or charge, regardless of their classification rating in the NMFC or their differing transportation characteristics.

2. Must comply with paragraphs 2-6 outlined in Item 39 above, except for crated household goods, which are excluded under Item 39.

ITEM 43	**FREIGHT ALL KINDS - DoD UNIQUE NUMBER 999913**

1. FAK 999913 consists of those commodities which TSP offer to transport at one inclusive rate or charge, regardless of their classification rating in the NMFC or their differing trasportation characteristics.

2. The following commodities are prohibited from being included or classified as FAK:

   a. Narcotics and dangerous drugs
   b. Ammunition/explosives, Class 1, Divisions 1.1, 1.2, 1.3, 1.4, 1.5, and 1.6. See exception in Paragraph 4 below.
   c. Radioactive materials

d. Etiologic agents
e. Crated household goods or personal effects (see Item 45)
f. Live animals
g. Bulk commodities
h. Corpses
I. Currency
j. Coins
k. Precious metals
l. Food, fresh, frozen, or requiring refrigeration
m. Postage stamps or stamped envelopes
n. Military tractor tanks and tracked vehicles
o. Vehicles, self-propelled
p. Vehicles in driveaway and/or towaway service
q. Any commodity assigned a DoD unique commodity code by SDDC
r. Aircraft parts loaded in other than boxcars or TOFC/COFC trailers or containers
s. Engines
t. Missiles or Rockets

3. FAK shipments must comply with paragraphs 3-6 that is outlined in Item 39 above.

4. FAK shipments may include non-sensitive ammunition and explosives, Class 1, Divisions 1.4, 1.5, and 1.6, where the combined weight is less than 1,001 pounds. FAK shipments must be in compliance with 49 CFR, Part 172.504, Table 2.

ITEM 45	**FREIGHT ALL KINDS - DoD UNIQUE NUMBER 999913, SUB No. 1**

1. FAK 999913 Sub 01, including crated household goods or personal effects, consists of commodities which a TSP offer to transport at one inclusive rate or charge, regardless of their classification rating in the NMFC or their differing trasportation characteristics..

2. Shipments under Item 45 must also comply with paragraphs 2-4 of Item 43 above, except for crated household goods which are excluded under Item 43.

ITEM 47	**FURNISHING OF VEHICLES AND EQUIPMENT**

1. A TSP will furnish vehicles with all necessary equipment to safely transport freight in conformity with applicable federal safety regulations for which shipper has requested transportation and shall be responsible to properly for securing the cargo and protecting from exposure to the elements.

2. A vehicle that exceeds the minimum specifications necessary to safely transport freight will be considered as furnished by the TSP for its own convenience. Consequently, charges will

be assessed on the basis of what the shipper ordered, not the actual equipment furnished by a TSP.

3. Shipper may reject equipment if considered unsafe to transport DoD freight if the shipper considers the equipment to be either unsafe and/or not in conformity with applicable federal safety regulations and annotated on DD Form 626-Motor Vehicle Inspection. VFN charges stated in Item 77 in this section will not apply.

ITEM 49	HANDLING FREIGHT AT POSITIONS NOT IMMEDIATELY ADJACENT TO VEHICLE (HHB)

1. When requested by the shipper, a TSP will move freight on shipments from or to a position that is not immediately adjacent to the vehicle. Vehicles will be considered "immediately adjacent" to a loading/unloading position when it is separated by an intervening sidewalk or walkway.

2. HHB will be provided at a charge of HHB(1) $_____ per hundred pounds, subject to a minimum charge of HHB(2) $_____ per shipment, and a maximum charge of HHB(3) $_____ per shipment.

3. Whenever a shipment involves Split Delivery (SDL), Item 71, Split Pickup (SPU), Item 73, and/or Stop-off In Transit (SOC), Section B, VII, Para. I, where accessorial services are also provided, HHB charges will apply separately at each location where HHB service is required to be performed by a TSP.

ITEM 51	LOADING/UNLOADING BY TRANSPORTATION SERVICE PROVIDER (URC)

1. Loading and/or unloading service performed by TSP, unassisted by shipper or consignee, will be subject to a charge of:

   URC(l) $_____ per hundredweight, subject to a minimum charge of URC(2) $_____.

2. Charges will be based on actual weight handled. TSP will obtain certification that the service was performed and indicate the amount of weight handled.

3. If TSP is unable to perform this service, no penalty will be assessed.

ITEM 53	OVERAGES AND SHORTAGES

1. For LTL shipments, a TSP will report overages and/or shortages to the shipper via telephone or email within 24 hours or less of accepting the shipment, at the first stop off, or at the first handling location, depending on the specific situation involved.

2. For all truckload shipments, a TSP will report overages and/or shortages to the shipper via telephone or email within 24 hours of the timeline delivery.

3. A TSP shall supplement the oral or e-mail notice requirement with written correspondence regarding a shipment discrepancy. See DTR 4500.9R, Ch. 210 and Appendix I for Transportation Discrepancy Report (TDR) instructions.

ITEM 55	PICKUP/DELIVERY ON SATURDAYS (SAT), SUNDAYS, HOLIDAYS (HOL) OR BEFORE/AFTER NORMAL OPERATING HOURS (PUD)

1. When a shipper requests, pickup or delivery service to be provided at times other than an installation's normal operating hours as indicated in the Transportation Facilities Guide (TFG), the shipment will be subject to the following charges:

   a. PUD(l) $_____ per hour or fraction per driver before or after installation's normal operating hours as indicated in TFG.

   b. SAT(1) $_____ per hour or fraction per driver on Saturdays, subject to a minimum charge of SAT(2) $_____ per driver.

   c. HOL(1) $_____ per hour or fraction per driver on Sundays and holidays, subject to a minimum charge of HOL(2) $_____ per driver.

2. Hourly charges shall commence when the TSP's driver reports to shipper/consignee/destination and consignee representative with the proper equipment ordered for loading or unloading, and terminates when driver(s) is/are released by the representative. The pickup and/or delivery time shall be annotated on BL by the representative, the consignor or consignee. .

ITEM 57	PRELODGING (PRL)

1. Prelodging is the hand delivery or data transmission of shipping documents by the delivering TSP 24-hours or more in advance of shipment delivery. Shipping documents shall at a minimum be marked with the permit number, date and time of delivery, and the delivering TSP's name. A charge for Prelodging is considered valid only if preloading is specifically requested by the shipper or consignee.

2. When a delivering TSP consolidates multiple shipments to the same consignee for delivery on the same date, and each shipment is subject to different DoD tenders filed with SDDC, the delivering TSP shall bill the lowest prelodge charge available.

3. Invoices submitted to the consignee for payment of prelodge charges shall at a minimum be cross-referenced with BL number(s), TSP pro number(s), permit number, and the date the prelodge service was provided.

4. The charge for Prelodging shall be PRL(1) $_____ per delivery vehicle.

ITEM 59	PREARRANGED SCHEDULING OF VEHICLE ARRIVAL FOR LOADING OR UNLOADING

When requested, a TSP will prearrange schedules for arrival of vehicles to load or unload shipments, per Detention: Vehicles with Power Units (DEP), Item 21 and Detention: Vehicles without Power Units (DET), Item 23 in addition, prearranged scheduling is subject to the following provisions:

1. Shipper requests for prearranged scheduling may be made either orally, in writing, or via the Internet (where appropriate).

2. Prearranged schedules for arrival of vehicle may be on a one-time, periodic, or continuous basis. In the event that a continuous prearranged scheduling agreement is made, that agreement may be terminated by any party providing notice either orally, in writing, or via the Internet within 24 hours to the other party.

3. In the event that an arrival time for unloading cannot be scheduled , storage charges will be assessed as provided in Storage, Section A, VI, Para. K in this publication.

4. In the event that a TSP vehicle arrives prior to appointment, free time shall not commence either until the scheduled arrival time, or at the time when actual loading or unloading begins.

ITEM 61	PROTECTIVE TARPING SERVICES (PTS)

1. All TSP will cover any shipment with tarpaulin(s) to avoid revealing the classified nature of the material, or where the shipper specifically request PTS due to the nature of the goods in question. When transporting AA&E by motor using a flat bed trailer, flat rack container, or similar open equipment, a TSP will ensure load is completely covered by a properly fitted tarpaulin. The tarpaulin must be both fire and water resistant. Battle damaged armored tactical vehicles shall be completely covered by a tarpaulin.

2. TSP will verify that the BL is annotated as follows:

   "TARPS AND TARPING REQUIRED."

3. Charges will be PTS(1) $_____ per shipment.

4. TSP may furnish Conestoga-type flatbed trailer in lieu of tarping.

ITEM 63	REDELIVERY (RCL)

1. When final delivery of a DoD shipment cannot be accomplished due to circumstances beyond the control of, and through no fault of the TSP, then a TSP will contact consignee for additional guidance within 24 hours of original delivery attempt.

2. A shipment shall not be considered late delivery if it involves circumstances that require a redelivery. If redelivery is not accomplished, or if forwarding instructions are not furnished by the shipper/consignee to the TSP within 24-hours of TSP's notification of the original delivery attempt, the shipment may be subject to Storage charges in Section A, VII, Para. K of this publication. Depending on the specific circumstances, see Section A, VII, Para. M for additional guidance on returned, refused or rejected shipments.

3. The redelivery charge will be RCL(1) $_____ per hundred pounds, subject to a minimum charge of RCL(2) $_____ per shipment, and a maximum charge of RCL(3) $_____ per shipment.

4. Redelivery charges shall not apply to any shipment if a consignee elects on its own to pick up a shipment at TSP terminal (not applicable to rail).

ITEM 65	RELEASE VALUE RATES

Section A, IV, Completing a SDDC 364-R Tender, in this publication provides additional guidance for a TSP that wishes to file release valuation rates.

ITEM 67	RELOCATION OF VEHICLE (RLS)

At shipper/consignee request, a TSP shall provide Relocation of Vehicle (trailer spotting) service, i.e. moving a vehicle from one location to another within the same installation/property. A charge of RLS(1) $_____ will be assessed for each relocation and must be certified by shipper or consignee on the BL.

ITEM 69	SIGNATURE AND TALLY RECORD SERVICE (675)

1. When requested by a shipper, a Signature and Tally Record (DD Form 1907) is a tracing and tracking service that provides accountability and chain of custody control concerning a shipment. Signature and Tally Service is not a TPS, however, individuals responsible for handling shipments shall sign a Signature and Tally Record while shipment is in transit. Upon delivery, the driver will obtain consignee's signature on DD Form 1907.

2. Vehicles containing the 675 shipment shall be considered to be under the operational control of the last person signing the DD Form 1907.

3. In approved TSP terminals, DoD secure holding areas, or in transit, the original driver is responsible for the custody and contents of AA&E shipments from origin to destination, unless that shipment is properly transferred to a new driver or terminal personnel who must sign the DD Form 1907.

4. Facility guards at secure holding areas shall never be required to take custody of the shipment or sign the DD Form 1907. Facility guards shall only be responsible to verify the condition of the conveyance seals and maintain proper surveillance of the shipment. Legal custody of the shipment remains with the last driver who signed the DD Form 1907 or until the ultimate consignee accepts the shipment for receipt.

5. A TSP shall at all times have the capability to track a shipment in less than 24 hours upon request by a shipper/consignee.

6. When Signature and Tally Service [675] is requested, the BL will be annotated as follows:

   "Signature and Tally Record requested. DD Form 1907 furnished to TSP."

   DATE_____ SIGNATURE _____
   TITLE_____

7. A Signature and Tally Record for any shipment is subject to the following charges: 675(1) $_____ per shipment.

8. In lieu of a DD Form 1907, TSP may use a TSP-furnished Electronic Signature Service. In such circumstances, a TSP must present a hard copy of the printout to the consignee within three business days of shipment receipt. Upon request from shipper/consignee, a TSP will provide the identity of any individuals responsible for the scans.

9. Prior SDDC approval is required for a TSP to utilize Electronic Signature Service. Contact:

   SDDC
   ATTN: Freight Carrier Registration Program (FCRP)
   1 Soldier Way, Building 1900W
   Scott AFB, IL 62225
   SDDC.OPS.CarrReg@us.army.mil

ITEM 71	SPLIT DELIVERY (SDL)

1. A TSP will verify and ensure that a BL is annotated when delivery to more than one location within same receiving installation/facility is requested by the shipper/consignee.

2. For each Split Delivery provided, excluding the final delivery, a charge of SDL(1) $_____ will apply.

3. Split Delivery can be used with stop-off service.

ITEM 73	SPLIT PICKUP (SPU)

1. TSP will verify and ensure that a BL is annotated when pickup at more than one location within same receiving installation/facility is requested.

2. For each Split Pickup provided, excluding the initial pickup, a charge of SPU(1) $_____ will apply.

ITEM 75	TOWAWAY SERVICE (TOW)

1. Movements via towaway require use of mode "T" and equipment codes A5 and A6.

2. Towaway service will applies only to DoD-owned/leased trailers only.

3. A TSP may charge for expenses incurred due to tire or mechanical failure, structural defects, or any other failure to maintain the DoD-owned/leased trailer equipment, and/or any applicable detention charges set forth in Item 21 and/or Item 23 of this section.

4. TSP-furnished mud flaps and lights installed when required by federal, state or local regulation are subject to a charge of TOW(1) $35.00 for mud flaps and a fee of TOW(2) $35.00 per trailer for lights.

5. Refer to Section A, Part II, Paragraph C.5 for alternation of rates.

ITEM 77	VEHICLES FURNISHED BUT NOT USED (VFN)

1. If shipper cancels a freight movement after a TSP vehicle has been dispatched, the TSP will be entitled to a charge of VFN(1) $_____ per vehicle. A TSP will be paid for LTL/TL for each vehicle furnished and not used or the minimum line haul transportation rates, whichever is less. These charges will not apply if 24 hours notice of cancellation before time of pickup is provided.

2. A TSP may establish a flat charge of VFN(2) $_____ for each vehicle properly dispatched that was not used by the shipper. This flat charge may not exceed linehaul transportation charges applicable from loading point to destination. If TSP chooses VFN(2), a TSP is prohibited from completing VFN(1), as TSP cannot complete both VFN(1) and VFN(2) on its tender.

3. VFN charges will not apply when:

   a. A vehicle is rejected by shipper under Section A, VII, Para. M in this publication.

   b. Notice of cancellation is received by the TSP prior to actual dispatch of vehicle.

   c. TSP is inbound with a loaded trailer that is scheduled for outbound loading from the same installation.

III. RULES FOR HANDLING, STORING AND TRANSPORTING TRANSPORTATION PROTECTIVE SERVICE (TPS), SENSITIVE AND OTHER HAZARDOUS MATERIALS SHIPMENTS

Rules and regulations provided in this part are applicable to hazardous materials as defined in 49 CFR, Part 172.101, and including sensitive, classified, cryptographic items that are subject to protection in transit. When transporting AA&E (Class 1, Divisions 1.1, 1.2, and 1.3), inhalation hazard poisons, or radioactive yellow-III label material, a TSP shall fully comply with all federal statutes and regulations applicable at the time of shipment. The TPS requirements set forth in this part necessarily require full compliance by the TSP to remain as an SDDC approved TSP to transport DoD freight. Brokers, freight forwarders and logistics companies refer to Section A, Part II, Paragraph 5 for transportation prohibitions on movement of TPS freight.

ITEM 79	**ARMS, AMMUNITION, AND EXPLOSIVES (AA&E) SHIPMENT DELIVERY (DEL)**

1. The TSP is responsible for providing in-transit delivery notification to the consignee for all AA&E shipments. At a minimum, the TSP shall:

a. Contact the consignee at least one business day in advance of anticipated shipment delivery and give additional notice when warranted by changes affecting delivery.

b. For same day pickup and deliveries, contact the consignee within one hour of shipment pickup and provide an estimated time of delivery.

2. If the TSP is unable to locate a secure-holding area, the TSP is responsible for contacting SDDC DTTS at the phone number provided in Section A, VIII, Table 1.

3. Responsibility for the shipment shall remain with the TSP from time of pickup until time of delivery.

4. *Force majeure* situations that prevent AA&E shipments from being delivered during normal operating hours, allow the TSP to submit the following charges:

5. If loading or unloading extends beyond the allowable free time, then the carrier can assess a detention charge based on a charge of DEP(1)$_____ for each sixty minutes of delay that occurs during normal operating hours, which is known as detention time. If the delay is less than sixty minutes or exceeds sixty minutes, then the charge is prorated based on the actual minutes of detention time incurred.

6. If a destination requires the TSP to stay with the shipment to provide constant surveillance or guard service, the TSP may charge a DEL(1) $_____ for each sixty-minute period this service is provided. If the period is less than sixty minutes or exceeds sixty minutes, then the charge is prorated based on the actual minutes of detention time incurred.

a. These per-hour charges are subject to the following provisions:

1) The TSP will provide delivery notification during normal operating hours (the TSP will consult the TFG for installation operating hours).

2) The TSP will provide delivery of shipment to the consignee not less than one hour before close of business (as posted in the TFG).

3) Per-hour charges are continuous (to include weekends and holidays) until consignee is capable of offloading the shipment.

4) Once offloading begins, DEL charge will cease and free time will commence.

b. In the event an AA&E shipment is refused at destination, the TSP will immediately transport the shipment to/from an approved secure-holding area and can collect charges in addition to those applicable for movement from origin to initial destination. Charges will be calculated based on applicable line-haul charge multiplied by DTOD hazmat mileage to/from available secure-holding area, subject to a minimum charge of DEL (2) $_____ per power-unit movement. Item 63, Redelivery (RCL), in this section will not apply. If requested to remain with vehicle in secure-holding area, TSP may also charge for DEL(1).

5. If a destination fails to accept an AA&E shipment in accordance with the provisions of DoD 5100.76-M when common law defenses do not apply, then the TSP shall immediately notify SDDC DTTS. SDDC DTTS will attempt to resolve the situation and gain entry for the AA&E shipment. If SDDC DTTS fails to resolve the situation, it will notify SDDC Customer Service at the phone number provided in Section A, VIII, Table 1. The TSP may submit the following charge to destination:

a. In the event an AA&E shipment is refused at destination, the TSP will transport the shipment immediately to/from an approved secure-holding area and can collect charges from destination in addition to those applicable for movement from origin to initial destination. Charges will be calculated based on applicable line-haul charge multiplied by DTOD hazmat mileage to/from available secure-holding area, subject to a minimum charge of DEL (2) $_____ per power-unit movement. Item 63, Redelivery (RCL), in this section will not apply.

1) The TSP must have provided delivery notification in accordance with paragraph 1 above.

2) The TSP must have followed instructions outlined by the installation in the Transportation Facilities Guide.

3) The TSP must have notified DTTS within one hour of destination's refusal.

4) The TSP MUST request approval from SDDC G9, Business Services, prior to billing under this section.

6. Missing a scheduled delivery appointment will make the TSP ineligible for all charges above.

ITEM 81	**ARMED GUARDS**

1. DoD/SDDC approved terminals used as secure holding areas for DoD shipments containing any quantity of AA&E will provide armed guards per the requirements in this item.

2. A TSP operating a DoD, SDDC approved terminal being used as a secure holding area will maintain at least two qualified professional armed guards on duty 24-hours a day, 7 days a week, when DoD shipments containing AA&E are present. Guards will:

   a. Patrol restricted and controlled areas at one hour intervals.

   b. Be formally trained as security guards on standard operating procedures. At a minimum, training will encompass:

      1) Care and use of weapons,

      2) Responsibility and authority of security personnel,

      3) Location and use of first aid,

      4) Fire control and electronic security equipment.

   c. Be educated on emergency planning and contingency response procedures, common tactics, and indicators of criminal and terrorist elements.

d. Be aware of the location and nature of classified, hazardous and sensitive equipment or material.

e. Be provided with equipment necessary to accomplish the security mission.

f. Have a direct communications link to either company headquarters or commercial security service dispatcher at all times.

g. Be provided with a reliable secondary means of communication while conducting security checks and while on patrol duties.

h. Have SECRET personnel security clearances, as specified in Item 1, Transportation Service Provider Security Clearance Requirements, in this section.

3. When a TSP terminal does not have any DoD shipments present that require TPS, armed guards are not required. However, TSP terminals must be under continuous control of responsible TSP personnel located on the terminal or adjacent TSP facility. Responsible personnel can be TSP employees or contracted guard (armed or unarmed) who ensures the terminal remains physically unaltered and checks the restricted areas to include the perimeter at least twice daily. Lighting must be maintained at a constant level, regardless of whether or not DoD shipments are present. Closed Circuit Television (CCTV) system must be operational even when DoD AA&E is not present. Armed guards must be able to be recalled and be present within four (4) hours in the event of arrival of unexpected shipment. Changes in status must be coordinated in advance with DTTS.

4. If a TSP terminal has not been under continuous control of armed guards, then prior to the receipt of DoD shipments, armed guards must be present and will physically inspect the fence along the entire perimeter and all restricted areas for signs of tampering and/or other suspicious activity. Guards will also ensure proper operation of all communication equipment, electronic security equipment, alternate power source, and lighting prior to the receipt of DoD shipments with TPS.

ITEM 83	**RESERVED**

ITEM 85	**EN ROUTE STOPS OF PROTECTIVE SECURITY SERVICE (PSS) AND DUAL DRIVER PROTECTIVE SERVICE (DDP) SHIPMENTS**

1. En route stops of shipments with PSS or DDP must meet the following provisions:
   a. For PSS shipments, to include SRC I and II items, the TSP is permitted en route stops of up to two (2) hours when conducting stops in accordance with 49 CFR for operational reasons such as fueling, minor maintenance, or driver amenities. Stops that exceed two

(2) hours must be approved in advance by SDDC, G9, and for after-hours assistance, contact SDDC, DTTS (see Section A, Part VIII, Table 1).

b. For DDP shipments, to include but not limited to SRC III and IV AA&E, a the TSP is permitted en route stops of up to four (4) hours. Stops over four (4) hours must be approved by SDDC, G9, and for after-hours assistance, contact SDDC, DTTS (see Section A, Part VIII, Table 1). For stops conducted at an SDDC-approved TSP-owned secure holding facility, refer to Item 91, Terminal Security Standards for Secure Holding of Arms, Ammunition and Explosives (AA&E) and Item 95, Terminal Safety Standards for Secure Holding of Arms, Ammunition and Explosives (AA&E) for further guidance. Non-AA&E shipments requiring DDP should refer to Item 93, Terminal Security Standards for Secure Holding of Non-AA&E Shipments.

2. For guidance on emergency stops, contact SDDC, DTTS (see Section A, Part VIII, Table 1).

ITEM 87	**HAZARDOUS MATERIALS ROUTING MILEAGE**

When rates are based on distance for shipments involving Class 1, Division 1.1, 1.2, 1.3 or (1,001 pounds or more) 1.4 ammunition, explosives and/or radioactive materials that require placarding, IAW 49 CFR, Part 172.504, a TSP shall utilize the applicable mileage as calculated by DTOD Hazardous Materials Routing Module.

ITEM 89	**PICKUP OF TRANSPORTATION PROTECTIVE SERVICE SHIPMENTS**

TSP shall be provided a minimum of 48 hours notice prior to the time of pickup at origin for shipments requiring a TPS. A TSP may be requested, in emergencies, to pickup SRC I and II shipments with less than 48 hours notice.

ITEM 91	**TERMINAL SECURITY STANDARDS FOR SECURE HOLDING OF ARMS, AMMUNITION AND EXPLOSIVES (AA&E)**

1. Terminal Security Standards for secure holding of Arms, Ammunition, and Explosives shall be either DoD installation/activity or an SDDC approved TSP owned secure holding facility, and such facilities may be utilized for the temporary parking of commercial TSP motor vehicles that are transporting Categorized AA&E or classified materials. In no event shall this Secure Holding relieve the TSP of any liability relating to the safe transport of the shipment at issue. Furthermore, in no event shall this provision be interpreted to mean that DoD assumes any responsibility or liability for either the shipment or the equipment of the TSP. Due to the special security standards for these special shipments, the terms and conditions of providing Secure Holding Area shall in no event be inconsistent with any provision of the TSP's contract of carriage. The Secure Holding Area accorded is strictly temporary. Compatibility restrictions and quantity-distance requirements of DoD Manual

6055.9 STD, DoD Ammunition and Explosives Safety Standards will be observed for all shipments. TSP are advised that shipping documents will be thoroughly examined at the entrance of a DoD installation/activity to prevent entry of any unauthorized shipments onto that installation/activity. Upon verification of those shipping documents at the entrance of the installation/activity. TSP vehicles shall be directed to proceed to a Secure Holding Area located within appropriate security area.

2. The minimum required security standards for commercial TSP terminals to handle Security Risk Category (SRC) III, IV, and Uncategorized Division 1.1, 1.2 and 1.3 AA&E up to a maximum of 100 hours are listed below. No SRC I or II shipments shall be allowed in TSP terminals under any circumstance. For other shipments, all terminals will have armed guards as stated in Item 81 of this section. A TSP will maintain a comprehensive facility security plan that has been previously approved by SDDC, and that security plan shall be based on the DSS initial certification inspection and evaluation of the SDDC AA&E Team or via the Transportation Safety and Security (TRANSS) contractor performing the initial certification inspection. The facility security plan shall be revalidated during follow-up inspections of visits. Plans will contain a detailed security diagram of the terminal, that specifically identify the controlled and restricted areas, security force locations, and locations of any surveillance security equipment, such as Intrusion Detection System (IDS) and Closed Circuit TV (CCTV), as appropriate. The security plan will specifically address how that terminal implements and complies with all of the standards set forth below.

   a. Access Control

   b. Guard Force standards, qualification, training, equipment

   c. Fencing

   d. Lighting

   e. Barriers (e.g., jersey concrete barriers, etc.)

   f. Key and lock control

   g. Emergency communications

   h. Emergency power

   i. Emergency response forces

   j. Procedures for response to terrorism/criminal threats or other emergencies

3. Double barrier protection for all shipments of AA&E will be provided at approved terminal areas. General terminal areas designated “controlled areas” for AA&E shipments will, at a

minimum, be surrounded by a perimeter fence to limit access. Secure trailer and/or drom parking areas will be designated "restricted areas" and will be located within the established controlled area. The restricted area will be located in a revetment area protected by an earth-graded berm that is at a minimum 20-feet in height. Additionally, the restricted area will be protected by its own perimeter fence located on top of the earth-graded berm. Entrances into the restricted area will be constructed in such a manner to prevent a straight drive through or unobstructed view into the storage area.

4. All restricted areas are required to operate a color CCTV system to provide enhanced security over the parking area. Administrative buildings located within the terminal, maintenance facilities and terminal guard stations will be included within the definition of "controlled area" and have CCTV coverage. Any new CCTV systems must record digitally and TSP will maintain any video footage for a minimum of no less than 21 days. All system must be capable of being monitoring from the guard structure as well as a remote location. Recording will occur in a secure location separate from the guard structure.

5. New installations should have perimeter intrusion detection systems installed around the restricted area. If an intrusion detection system is not utilized, then the CCTV system must be capable of integrated intelligent video motion detection.

6. Any structures utilized to house on-duty security forces must be designed in such a manner as to significantly mitigate any small arms fire threat. Any new structure intended should provide a protection level equivalent to NIJ ballistic level IIIA or higher.

7. Warning signs indicate that the area is a restricted area will be posted at each entry point and along the terminal perimeter at 100 foot intervals, and be readily observable and understood by individuals who approaching the terminal facility. In areas where English is one of two or more languages commonly spoken, warning signs will contain the local language in addition to English.

8. TSP will establish strict access control measures for all personnel and vehicles entering the terminal's controlled and restricted areas. At a minimum;

    a. Photo identification cards for all individuals will be required and displayed at chest level or between the neck and beltline when an individual is physically in the terminal.

    b. Visitors, to include vendors, will be logged in/out on a company visitor registration form and issued a visitor's badge displayed, in the same manner prescribed for company employees, at all times prior to being granted access to the controlled area.

    c. Any authorized visitor will be escorted at all times by an authorized employee while that visitor is within a controlled area. Escorts will remain with personnel until signed out of the facility.

d. Visitor logs will be retained on file for a period of at least one year, and will be subject to audit during external reviews or inspections.

e. Privately owned vehicles for both employees and authorized may enter controlled areas but cannot be granted access to restricted areas under any circumstance.

f. TSP must establish rigorous procedures to verify the identity of all visitors to the restricted area. This verification procedure will require prior notification of any official visitor requesting entry to the terminal's restricted area to SDDC and must be validated by SDDC Customer Service at the number listed in Section A, VIII, Table 1. The only authorized exception to this strict DoD visitor verification procedure is visits made by current DoD employees upon presentation of their credentials who regularly visit a facility may be granted access. However, should there be any doubt as to the validity of an individual seeking to enter a restricted area, including DoD personnel, verification must be accomplished through the SDDC number above.

9. At a minimum fencing shall be chain-link mesh, a minimum of 6-feet in height (excluding top guard) and be constructed of a 9-gauge or heavier wire and galvanized with mesh openings not to exceed 2-inches per side. Chain-link mesh will be taut and securely fastened to rigid metal or reinforced concrete posts set in concrete not more than 10-feet apart. Fence mesh fasteners will not be aluminum. Bottom of fence fabric must reach within two inches of hard ground or pavement. On soft ground, it must reach deep enough below the surface to compensate for shifting soil or sand. Top guards will be constructed on all perimeter fences facing either vertically or outward at a 45-degree angle. Top guard supporting arms will be permanently affixed to the top of fence posts to increase the overall height of the fence by at least one foot. Three strands of barbed wire spaced six inches apart will be installed on the supporting arms. Bottom and top tension wires will be used in lieu of fence rails. Maintenance and/or repairs to fencing will be accomplished within 72-hours of discovery.

10. When buildings are a part of, or incorporated into perimeter barriers, they will provide protection comparable to the adjacent associated fence line. Buildings should be of substantial permanent construction, having minimal windows, doors or other openings. Metal bars or security screening will protect any window or similar opening. Exterior doors will be of heavy metal construction, hinged on the inside and secured by heavy-duty deadbolt locks. Roofline of structures will have anti-intrusion barriers such as razor wire or barbed wire.

11. The size of any gate and perimeter entrances shall only be the minimum required for safe and efficient operation of the terminal facility. Active entrances to a perimeter must be designated to enable a guard force to maintain full control over attempted entry. Entrances that are semi-active, or used only periodically, must be locked on the inside when not in use. When closed, gates and entrances must provide a sound structurally barrier.

12. Sewers, air and water intakes, exhausts and other utility openings of 10-inches or more in diameter that pass through or under perimeter barriers will have security measures equivalent or greater than that of the perimeter.

13. Clear zones will be maintained on both sides of the perimeter barrier to provide an unobstructed view of the adjacent barrier and ground. Clear zones will be kept free of weeds, trash, vehicles, containers, pallets, trash receptacles, or other material capable of offering concealment to an intruder. Clear zones of 20 feet or more will exist on both sides of the restricted area perimeter barrier. Clear zones of 10 feet or more will exist on both sides of the controlled area perimeter barrier. Separation of at least 20-feet will be maintained between the controlled area fence and the restricted area fence, with a minimum of 100-feet between the controlled and restricted area entry gates. Parking bumpers will be installed to enforce interior clear zones and prevent damage to perimeter fencing. Clear zones may not be feasible because of property lines, landscape, natural or fabricated features. Increased height of perimeter barriers, increased security patrol coverage, additional security lighting or installation of an intrusion detection device along that portion of the perimeter will be necessary.

14. Protective lighting will be operational to discourage or deter attempts by intruders, ensure detection of unauthorized personnel and prevent glare. Security lighting will be timed to automatically and continuously provide illumination from dusk until dawn. Lighting will not expose/shadow guards or other terminal personnel. This protective lighting will illuminate areas beyond terminal perimeter to the outer edge of a clear zone that extends 25-feet beyond terminal fence. If mercury vapor lights or any other lights are utilized that require more than five minutes to cycle through a cool down process when power is disrupted, emergency halogen lights will be used. The TSP will have a security firm perform a lighting survey for of each terminal facility and each lighting plan must be approved by SDDC during the initial terminal certification inspection, or whenever a significant modification to an existing the lighting system is planned.

15. Primary and alternate power sources will be identified and be operational. Primary sources may be a local public utility. In the event of power failure, backup power must be at a minimum sufficient to properly power emergency communications systems, CCTV cameras and monitor, guard building lighting, and the entire controlled and restricted area lighting system. Generators will have adequate fuel storage and supply at all times, be periodically tested (at a minimum of every six months) under load to ensure operational effectiveness and be located within the controlled area. All electrical cabling and telephone lines within a height ten feet above the ground will be encased in metal conduit to preclude lines from being manipulated/cut.

16. A formal key and lock control system shall exist will be established for the terminal. A terminal manger or facility security officer will be designated in writing as the responsible key and lock custodian. Possession of keys and locks will be limited to personnel whose official duties require access. Only DoD approved locks and locking devices to include hasps and

chains will be utilized. Any keys and padlocks not in use will be stored in a locked metal container or key depository. In the event that the key(s) are lost, misplaced, or stolen, the locking device(s) will be replaced immediately. Facility personnel shall immediately report any lost key(s) to the terminal manager/facility security officer. Use of a master key or multiple key systems is prohibited. Keys will be signed out as needed to authorized employees on a key control register. Key and lock inventory will contain a record of keys, locks, key serial numbers, lock serial numbers, location and the number of keys maintained for each lock. This record will be maintained in the key depository. A 100 percent inventory of all keys and padlocks will be performed monthly. Documents used to control keys and locks will be retained on file for a minimum of one year.

17. Terminals will provide adequate means of alerting local law enforcement and/or emergency response forces to the presence of unauthorized personnel. Terminal managers will identify and coordinate with the local law enforcement and/or emergency response forces. At a minimum terminals will have the following emergency communications:

    a. A Satellite Monitoring (SNS) unit with a panic button will be located at all guard post, and each shall be directly linked to the DTTS at the main guard post. Portable SNS Satellite Monitoring units will be utilized held by the mobile patrol to report emergencies. Pending availability of a hand-held satellite vendor unit, the link from the guard to the terminal SNS unit may be a cellular phone or radio-telephone.

    b. An intercom system for communications between the guard office and the primary vehicle entry gate.

18. Vehicle inspections, including undercarriage, will be continuously performed for all vehicles entering the controlled and restricted areas in accordance with restrictions outlined in Inspection of Vehicles, Item 11 of this section.

19. All terminal employees responsible for the transportation, handling and or storage of SRC shipments and other sensitive cargo will possess an appropriate and current security clearance equal to the level of the commodity being handled (see Constant Surveillance and Custody Service, Item 101 of this section).

20. Any shipment entered into an approved TSP terminals or DoD secure holding areas shall be the responsibility of the last person signing the DD Form 1907. The original driver is responsible for the custody and contents of AA&E shipments from origin to destination, unless that shipment is properly transferred to a new driver or terminal personnel who accepts responsibilities by signing the DD Form 1907.

21. Facility guards at secure holding areas are not required to take custody of the shipment or sign the DD Form 1907. Facility guards shall only be responsible for verifying the condition of the conveyance seals and maintaining proper surveillance of shipment upon entry into the facility.

22. Additional Security Requirements during Elevated Threat Levels: When either a Department of Homeland Security nationwide elevated threat level of either "Orange" or "Red" is issued; or a specific identified threat associated with the terminal facility or area is indicated, the facility manager will initiate proper actions to coordination contract security force, local, county and/or state law enforcement officials to provide additional armed security guard until the elevated threat level situation is resolved. During such periods a vehicle barrier system (i.e., cement barriers, water-filled barriers, etc.) will be utilized until the threat level situation no longer exists.

23. Any TSP administratively determined to have violated, or be in violation of this Item will be subject to an immediate CONUS-wide non-use status, pending further review of SDDC's TSP Review Board.

ITEM 93	**TERMINAL SECURITY STANDARDS FOR SECURE HOLDING OF NON-AA&E SHIPMENTS**

1. TSP conveyances that contain SRC for non-AA&E shipments that are indicated in Paragraph 2 below (to include Night Vision Goggles) may be temporarily parked for a maximum of 100 hours or less within a DoD secure holding installation/activity or SDDC-approved commercial TSP owned secure holding facility. In such instances, cargo must be under constant surveillance by TSP personnel or monitored by Closed Circuit Television (CCTV). Cargo may be temporarily parked in a DSS/SDDC-approved commercial TSP owned secure holding facility for more than 100 hours only in limited circumstances, if the TSP requests and obtains an exemption to policy in advance through SDDC Domestic Business Services/AA&E Branch.

2. Items with the following CIICs are applicable under this item:

A: Confidential – Former restricted data.

B: Confidential – Restricted data.

C: Confidential.

D: Confidential – Cryptologic.

O: Items contain Naval Nuclear Propulsion information; disposal and access limitations are identified in NAVSEAINST C5511.32, Safeguarding of Naval Nuclear Propulsion Information. Store and handle in a manner that will prevent unauthorized access to this materiel.

9: Identifies an item as a Controlled Cryptographic Item (CCI). CCI is described as

secure telecommunications or information handling equipment; associated cryptographic component, or other hardware item, which performs a critical COMSEC function. Items so designated are unclassified but controlled, and will bear the designation "Controlled Cryptographic Item" or "CCI".

3. Required security standards for SDDC-approved commercial TSP secure holding facilities to handle intransit non-AA&E items classified as above, to include Night Vision Goggles, are detailed in Item 91, Terminal Security Standards for Secure Holding of Arms, Ammunition, and Explosives (AA&E), with the following exceptions:

   a. Armed Guards are not required. Facilities can utilize either armed or unarmed guards or qualified TSP personnel with appropriate security clearances to control access and maintain constant surveillance over the restricted area when DoD TPS cargo is present.

   b. Alternate power sources are not required. If no alternate power sources are present, the TSP must identify mitigating measures in its security plan (such as increased personnel, etc.) and obtain prior approval by SDDC to address loss of power events.

   c. Berms around restricted area(s) are not required.

ITEM 95	**TERMINAL SAFETY STANDARDS FOR SECURE HOLDING OF ARMS, AMMUNITION AND EXPLOSIVES (AA&E)**

1. The minimum required safety standards for commercial TSP terminals to handle Hazard Class 1 Ammunition and Explosives are set forth below, including additional requirements for Division 1.1 and 1.2 that are set forth in paragraph 2 below.

   a. TSP will prepare and maintain a comprehensive facility site plan, prepared and approved by the SDDC based on Transportation Safety and Security (TRANSS) initial certification inspection, and subject to and revalidation during annual follow-up visits. Terminals will maintain the approved certificate or any other approvals issued by a state or local HAZMAT approving authority as a business record, and incorporate such approvals within the facility site plan. Site plans shall at a minimum include the following:

      1) Description of the day-to-day business operations of the terminal, and identification of nearby DoD installations/activities that the terminal serves.

      2) Maximum Net Explosive Weight (NEW) that will be held in the terminal. DoD shipments held in a terminal for longer than four hours will not exceed the SDDC-approved NEW limitations.

      3) Terminal diagrams, including a detailed layout, with measurements of terminal boundaries, will be maintained, including inhabited buildings, highways, roads,

alleys, bridges, tunnels, and overpasses or public travel routes that are in proximity to the terminal. Terminals that intend planning to handle Division 1.3 and 1.4 items will not be located within 300 feet of any of these inhabited buildings or public travel routes. Terminals planning to handle Division 1.1 and 1.2 items will comply with distance requirements set forth paragraph 2, below.

4) Temporary storage areas, administrative areas or other inhabited areas.

5) Number of personnel in each area ordinarily assigned to those structures listed in paragraph 4 above.

6) All documents of both past and current state, and/or local HAZMAT operating approval.

7) A terminal safety Standing Operating Procedure (SOP), which shall including emergency and evacuation plans and employee safety training. Unannounced tests of these emergency and evacuation plans and a validation of emergency contact numbers will be conducted at a minimum of twice a year.

b. The following general safety precautions will be followed in the terminal:

1) Terminals will have a clear zone that at a minimum will measure 20-feet for both the inside and outside of the perimeter that is clear of weeds, bushes, vegetation or other combustible materials.

2) Terminals will have “NO SMOKING” signs that include emergency response telephone numbers.

3) Terminal employees will be regularly trained and be aware of the hazard classification of explosives in the terminal at any given time. Employees training shall include instruction concerning proper safety measures and procedures to be followed in order to protect the public at large, as well as individuals located within the terminal from those dangers.

4) A minimum of one vehicle that is fully capable of moving the explosives trailers will be physically present at the terminal at all times. Terminal personnel will be trained with vehicle operation. Under no circumstance shall this vehicle be parked within 25-feet of an explosives vehicle.

5) Fire protection equipment capable of handling initial fires will be provided within each structure on the facility. Extinguishers will have rating of at least 4-A:70-B:C and located throughout the terminal. An adequate water supply will be available in addition to the portable fire extinguishers.

c. When parking vehicles in terminals:

1) All vehicles entering a terminal's restricted area will undergo a safety inspection. Vehicle will be checked for safety defects or damage, and if discovered will be corrected immediately.

2) Parked trailers shall at a minimum have free space of at least five-feet on all sides. Parking of trailers will be operated in such a manner so that moving vehicles will not be required.

3) Trailers in the terminal will be regularly maintained in such a manner as to ensure safe operation under highway conditions, including at a minimum, conformity with all DOT safety standards and placarding regulations.

4) A vehicle containing hazardous materials, including commercial explosives, will not be parked in a terminal unless the hazardous material has been determined by the TSP's compliance officer to be compatible with explosives.

d. The following rules shall apply to control ignition sources within a terminal:

1) No repair work will be performed on any vehicle that has been parked in a terminal.

2) Smoking, matches, open flames, spark-producing devices and firearms will be prohibited at all locations inside the terminal, and within a50-foot perimeter outside of the terminal. Authorized terminal security personnel and law enforcement authorities will be permitted to carry firearms to carry out their security and law enforcement duties.

3) Electric lines that pass directly overhead of any portion of the terminal is prohibited and those lines that are in close proximity of the air space above the terminal shall be no closer than the actual length of the lines, unless an effective means to physically prevent and ensure that they cannot reach or otherwise come into contact with any parked vehicle in the terminal.

e. Terminal managers will provide initial training for any new employees within five days of their date of employment, and annual training for all employees. Training will at a minimum include:

1) General HAZMAT awareness, munitions-specific, and safety training for munitions shipments indicated in 49 CFR, Subpart H, Part 172.700 through 172.704, and this publication.

2) Emergency response procedures IAW DOT Emergency Response Guidebook as well as emergency information on DoD shipping papers.

f. A TSP will have a terminal emergency plan, which at a minimum shall include a fire response plan, emergency communications systems, and power back-up. Terminal managers will conduct periodic training on the plan and hold emergency situation exercises involving all governmental agencies, such as first responders, law enforcement, FBI, etc, who may utilize the terminal. Written emergency instructions will be posted and accessible to all employees.

g. In no event shall a TSP handle AA&E beyond the transfer of containers. When emergency conditions require opening a trailer or container containing AA&E, the TSP will contact the shipper and destination agent immediately for prior approval.

h. A TSP shall only use Material Handling Equipment that meets minimum design and performance capability for the applicable terrain and container weight when engaged in transferring containers of AA&E.

2. Standards for Division 1.1 and 1.2 Explosives:

a. In addition to the requirements and standards, set forth above Figure 95 also identifies the unbarricaded distances from inhabited buildings, public highways, and passenger railways that apply to all DoD HAZARD Division 1.1 and 1.2 explosives temporarily stored (100 hours or less) in TSP terminals. Use the figure below to determine separation distances for greater amounts of Net Explosive Weight (NEW). TSP terminal design limits will not exceed 250,000 lbs NEW.

Figure 95—Table of Distances for DoD Explosives in TSP Terminals

Net Explosive Weight (NEW)	Inhabited Building Distance (IBD)	Public Travel Routes (PTR)
30,000 lbs	**1,250 feet**	**750 feet**
40,000 lbs	**1,370 feet**	**820 feet**
50,000 lbs	**1,475 feet**	**885 feet**
60,000 lbs	**1,565 feet**	**940 feet**
70,000 lbs	**1,650 feet**	**990 feet**
80,000 lbs	**1,725 feet**	**1,035 feet**
90,000 lbs	**1,795 feet**	**1,075 feet**
100,000 lbs	**1,855 feet**	**1,115 feet**
110,000 lbs	**1,960 feet**	**1,175 feet**
120,000 lbs	**2,065 feet**	**1,240 feet**
130,000 lbs	**2,165 feet**	**1,300 feet**

140,000 lbs	**2,255 feet**	**1,355 feet**
150,000 lbs	**2,350 feet**	**1,410 feet**
160,000 lbs	**2,435 feet**	**1,460 feet**
170,000 lbs	**2,520 feet**	**1,515 feet**
180,000 lbs	**2,605 feet**	**1,565 feet**
190,000 lbs	**2,690 feet**	**1,615 feet**
200,000 lbs	**2,770 feet**	**1,660 feet**
225,000 lbs	**2,965 feet**	**1,780 feet**
250,000 lbs	**3,150 feet**	**1,890 feet**

b. Defense Ammunition Center (DAC) requires lightning protection be provided for all explosives. Terminals will have lightning protection sufficient to protect areas where trailers and/or containers containing explosive shipments may be parked from lightning strikes. A TSP will have a lightning protection firm perform surveys of each terminal facility, and the lightning plan proposed lighting plan of the TSP must be approved in advance by SDDC. The TSP will conduct a visual inspection of the lightning protection system at least every six months and maintain any relevant documentation concerning those inspection, any findings of deficiency, and the corrective actions taken. A TSP will also conduct a grounding test of the lightning protection system at least once every 24 months and maintain documentation of those successful test results.

c. The NEW of all vehicles with explosives located within the terminal will not exceed the total NEW authorized for the terminal.

3. A TSP found in violation of any of the provisions set forth within this Item will be subject to immediate CONUS-wide non-use status, pending review by SDDC's Transportation Service Provider Review Board.

ITEM 97	**TRANSLOADING TRANSPORTATION PROTECTIVE SERVICE (TPS) SHIPMENTS**

1. Any shipment (including SRC I and II Less-Than-Truckload [LTL] shipments) requiring Protective Security Service (PSS) will move point-to-point as a dedicated shipment, and under no circumstances will such shipment be transloaded or consolidated.

2. Any shipment requiring Satellite Surveillance Monitoring Service (SNS) and Dual Driver Protective Service (DDP) will not be transloaded or otherwise consolidated by commercial TSP personnel, except under the following limited circumstances:

   a. Consolidation of LTL shipments of SRC III, IV and Uncategorized AA&E will occur only at an SDDC-approved TSP-owned secure holding facility by TSP personnel qualified in accordance with all relevant requirements set forth in 49 CFR. Under no

circumstances shall transloading and/or consolidation of TPS shipments occur at any other location (e.g., non-approved TSP-owned or leased facility, DoD-owned activities/installations, rest stops or truck stops, public locations, etc.). Under this subparagraph, TSP equipment must have been previously approved by DoD personnel to move under existing BL and DD Form 626 (Motor Vehicle Inspection Transporting Hazardous Materials). Emergency procedures shall comply with Paragraph 4 below.

b. Transfers of dromedary boxes shall only occur at an SDDC-approved, TSP secure holding facility that is specifically equipped and approved to handle dromedary box transfers. Dromedary boxes will be transferred by TSP personnel who are fully qualified in accordance with the requirements of 49 CFR. In no event shall a TSP or TSP personnel be authorized to break any seals on dromedary boxes during transloading. Breaking seals on dromedary boxes will only be authorized in the event of an emergency.

c. When transloading occurs, the TSP will immediately notify DTTS—via a "C" message, as referenced in Item 111, Satellite Motor Surveillance Service (SNS)—and the owning military Service.

d. The circumstances set forth in paragraphs 2a and 2b will only be permitted on TSP equipment previously approved by DoD personnel moving under an existing BL and DD Form 626 (Motor Vehicle Inspection Transporting Hazardous Materials).

3. TSP personnel are prohibited from personally handling TPS shipments unless circumstances occur within parameters set forth in paragraphs 2.a or 2.b above, or paragraph 4 set forth below.

4. In the event of an emergency or accident, as defined by 49 CFR, Part 390.5, the TSP may perform the following functions while in transit when authorization is obtained from SDDC DTTS when the emergency/accident occurs and onsite first responders (to include Explosive Ordnance Disposal [EOD] personnel, Quality Assurance Specialists of Ammunition Surveillance [QASAS], Ordnance Officers, Weapons Officers, and/or Explosives Safety Officers, firefighters or police), in coordination with owning military Service for whom the shipment is being transported:

a. Transfer truckload TPS shipments from one conveyance to another; or

b. Transfer dromedary boxes, containing TPS shipments, from one conveyance to another; or

c. Unload and transfer the contents of a dromedary box containing TPS shipments; and

d. For all functions performed under subparagraph (a), (b), and (c), the TSP will replace seal(s) and annotate the new seal number(s) on BL.

5. When transloading a TPS shipment during an emergency or accident, and the equipment or driver is changed after leaving origin:

   a. The drivers and trailers will meet or exceed the requirements of DD Form 626 (Motor Vehicle Inspection Transporting Hazardous Materials) and 49 CFR, and;

   b. The TSP will immediately notify DTTS—via a "C" message, as referenced in Item 111, Satellite Motor Surveillance Service (SNS)—and the owning military Service when transloading occurs.

6. Any TSP that is suspected of violating this Item may be subject to immediate CONUS-wide non-use, pending an SDDC Transportation Service Provider Review Board.

ITEM 99	**TRANSPORTING CLASS 1 (EXPLOSIVES) IN A TEMPERATURE CONTROLLED CONVEYANCE**

1. TSP will ensure motor vehicles comply with 49 CFR, Part 177.834 (l) (1) prior to loading Class 1 explosives in a temperature controlled conveyance that has the capability of producing heat.

   a. Motor vehicles equipped with a cargo heater of any type may transport Class 1 explosives only on the condition precedent that the cargo heater is rendered inoperable by draining or removing the cargo heater fuel tank and disconnecting the heater's power source.

   b. An inspection of the heating unit to ensure that it is inoperable or disconnected is required, unless the shipment is being transported under a DOT special permit, exemption or Competent Authority Approval (CAA) that waives the inspection or allows the heating unit to remain connected.

   c. If the cargo heater is operational, the vehicle may be rejected until the heating unit is disconnected.

IV. TRANSPORTATION PROTECTIVE SERVICES

This part sets forth mandatory requirements for compliance by a TSP when providing Transportation Protective Service (TPS) for shipments of DoD sensitive Arms, Ammunition and Explosives (AA&E), classified (SECRET and Confidential), and controlled cryptographic and other sensitive items. Compliance with the mandatory rules contained in this part is required in order for TSP to continue as a SDDC approved TSP.

ITEM 101	CONSTANT SURVEILLANCE AND CUSTODY SERVICE (CIS)

1. CIS requires constant surveillance and custody of a shipment by a qualified DoD-approved TSP representative. DoD-approved commercial drivers employed to handle DoD shipments moving under CIS transportation protective service are required to have proper identification in their possession that conclusively verifies their affiliation with the TSP named on the BL. These identification documents are required to verify to shippers each driver's affiliation with the origin TSP named on the BL. Drivers must also have in their physical possession a valid commercial driver's license, medical qualification card, and employee record card (or similar documents), at least one of which must contain the driver's photograph. For CIS shipments traveling over 150 miles, Extra Driver (EXD) will be required.

    a. The driver will have continuous visibility of the shipment while in transit.

    b. The vehicle/shipment will, at all times, be physically attended (including brief in transit stops) by a qualified representative of the TSP. The only exception to this requirement involves certain air shipments, as continuous observation is not required while the aircraft is in flight, providing that the shipment is stored in a compartment inaccessible to unauthorized persons or is in a secure, sealed, safe-like container.

2. The term "attended" shall mean the individual responsible for the shipment is awake, and is either physically within the driver operating section of the vehicle (not in a sleeper berth) or is physically present at all times within 25 feet of the vehicle while the vehicle is within their constant, unobstructed view.

3. The term "qualified representative" shall mean:

    a. The individual is an employee of the TSP, and has been specifically authorized by the TSP to handle the shipments at issue and perform CIS;

    b. The individual is trained concerning and specifically aware of the sensitivity of material moving under CIS, and is knowledgeable about the safety, security, and emergency procedures that must be followed and;

c. The individual has the means, capability, and lawful authority to operate and move the vehicle.

4. The trailer or vehicle containing a shipment requiring CIS shall continuously be connected with the power unit (tractor) except under the exceptions noted below :

a. When stopped at a DoD contractor/activity for loading/unloading;

b. At a TSP terminal for servicing;

c. At a TSP-designated point where driver maintains continuous surveillance over shipment while disconnected;

d. At a state or local secure holding location which meets the terminal security standards of subparagraph 4.b above; or,

e. In emergencies, at a DoD secure holding location.

5. The tractor will be equipped with at least two separate means of communications, such as (but not limited to):

a. A working mobile communications unit,

b. A citizens band (CB) radio unit,

c. A cellular telephone.

6. For shipments requiring CIS, a TSP must have the capability to trace an in transit shipment in less than one hour. A TSP or the TSP's qualified representative shall immediately notify the consignee if the shipment cannot reach the consignee within 24 hours of the required delivery date.

7. Signature and Tally Record Service (675), Item 69, in this section, will be maintained.

8. Single line-haul required.

9. No trip lease (see Appendix D, Definitions) is permitted under any circumstance.

10. A TSP will ensure that their driver(s) are trained on appropriate measures to obtain DoD secure holding and state/local law enforcement assistance when circumstances warrant.

11. For All CIS shipments require compliance with Terminal Security Standards, (see Item 93 in this section).

12. CIS will be subject to the following charges:

1 to 150 miles	CIS(1) $_____ per mile per vehicle or dromedary
151 to l,000 miles	CIS(2) $_____ per mile per vehicle or dromedary
l,00l to l,500 miles	CIS(3) $_____ per mile per vehicle or dromedary
l,50l to 2,000 miles	CIS(4) $_____ per mile per vehicle or dromedary
2,00l to 3,000 miles	CIS(5) $_____ per mile per vehicle or dromedary
Over 3,000 miles	CIS(6) $_____ per mile per vehicle or dromedary
Minimum Charge	CIS(7) $_____ per vehicle or single dromedary unit

ITEM 103	**DUAL DRIVER PROTECTIVE SERVICE (DDP)**

1. Dual Driver Protective Service (DDP) is a TPS that is required for CONFIDENTIAL shipments and AA&E shipments that are not SRC I or II. Any TSP who provides DDP must comply with all requirements set forth under Item 1, Transportation Service Provider Security Clearance Requirements, and Item 101, Constant Surveillance and Custody Service, and the following requirements in this section.

2. DDP is required for CONFIDENTIAL and/or AA&E (SRC III/IV/UNCAT) shipments, unless the exceptions specifically set forth indicated in DTR, Part II, Chapter 205 apply.

3. For information regarding en route stops of AA&E shipments, see Item 85, En Route Stops of Protective Security Service (PSS) and Dual Driver Protective Service (DDP) Shipments, in this section.

4. For brief stops en route, the attendance requirements stated in Constant Surveillance and Custody Service, Item 101, will apply.

5. When circumstances require lengthy stops en route, the per time limitations prescribed in Item 91, Terminal Security Standards for Secure Hold of Arms, Ammunition and Explosives (AA&E) shall apply. The TSP will ensure under such circumstances that the vehicle is parked only a within SDDC-approved TSP owned secure holding facility. When a vehicle is parked in a TSP terminal:

a. A qualified TSP or terminal representative must continuously maintain the shipment within view and be located at all times within 25 feet of the vehicle or shipment; or

b. The shipment must be secured in an adequately lighted area that is surrounded by at least a 6-foot chain link fence, continuously patrolled by a representative of the TSP or terminal continuously under observation of a qualified TSP or terminal employee. Shipments under DDP must be checked at least once every 30 minutes.

6. The vehicle conveying the shipment must remain connected with the power unit (tractor) during shipment except when the vehicle is stopped at a DoD activity/contractor for loading/unloading; held at DoD Secure Hold location; or is physically within a SDDC approved TSP owned secure holding facility. When there is a change in equipment, a DTTS "C" message, as more fully described under Item 111, Satellite Motor Surveillance Service (SNS), shall be sent from both the losing and gaining tractors to identify the equipment transfer and shipment. At least one of the "C" messages shall include an explanation of the reason for the transfer.

7. DDP will be subject to the following charges:

1 to 500 miles	DDP(1) $_____ per mile per vehicle or dromedary
50l to l,000 miles	DDP(2) $_____ per mile per vehicle or dromedary
l,00l to l,500 miles	DDP(3) $_____ per mile per vehicle or dromedary
l,50l to 2,000 miles	DDP(4) $_____ per mile per vehicle or dromedary
2,00l to 3,000 miles	DDP(5) $_____ per mile per vehicle or dromedary
Over 3,000 miles	DDP(6) $_____ per mile per vehicle or dromedary
Minimum Charge	DDP(7) $_____ per vehicle or dromedary

ITEM 105	**PROTECTIVE SECURITY SERVICE (PSS)**

1. Protective Security Service (PSS) is a TPS that is required for SECRET shipments and SRC I and II AA&E shipments. Any TSP who provides PSS must comply with all requirements set forth under Item 1, Transportation Service Provider Security Clearance Requirements, and Item 103, Dual Driver Protective Service, and following requirements in this section.

2. When circumstances require in transit stops, a TSP will ensure that SRC I and II AA&E shipments will be secured only at a DoD owned or SDDC approved secure holding facility. This provision requiring secure holding of such shipments does not relieve the TSP of any

liability under the contract of carriage, nor does DoD assume any responsibility for the shipment or equipment while the shipment is in transit.

3. All TSP will also provide Exclusive Use of the Trailer or Dromedary (EXC), Item 31 in this section, for SRC I and II or SECRET shipments.

4. For shipments requiring PSS, the TSP will verify that the BL is annotated as follows:

   "Protective Security Service Requested. Signature and Tally Record (DD Form 1907) Furnished to TSP".

5. For information regarding en route stops, see Item 85, En Route Stops of Protective Security Service (PSS) and Dual Driver Protective Service (DDP) Shipments, in this section.

6. The trailer or vehicle containing the PSS shipment must always be connected with the power unit (tractor) except when the vehicle is stopped at a DoD activity for loading/unloading or physically within a DoD Secure Hold location. When there is a change in equipment, a DTTS "C" message, as stated in Item 111, Satellite Motor Surveillance Service (SNS), shall be sent from both the losing and gaining tractors to identify shipment transferred. One of the "C" messages shall include an explanation of the reason for the transfer.

7. PSS is subject to the following charges:

1 to 500 miles	PSS(1) $_____ per mile per vehicle or dromedary
50l to l,000 miles	PSS(2) $_____ per mile per vehicle or dromedary
l,00l to l,500 miles	PSS(3) $_____ per mile per vehicle or dromedary
l,50l to 2,000 miles	PSS(4) $_____ per mile per vehicle or dromedary
2,00l to 3,000 miles	PSS(5) $_____ per mile per vehicle or dromedary
Over 3,000 miles	PSS(6) $_____ per mile per vehicle or dromedary
Minimum Charge	PSS(7) $_____ per vehicle or dromedary

ITEM 107	**TRAILER TRACKING SERVICE (DCS)**

1. Trailer Tracking Service (DCS). DCS is used for all closed-box van (A11, A50, A8, A9, AA1, AA2, AA3, AK, AR, AV1, AV2, AV3, AV4, AV5, AV6, AV7, AV8, and AY1) shipments requiring Satellite Motor Surveillance Service (SNS) for Security Risk Categories (SRC) I-IV of AA&E. DCS may also be applied to other sensitive and classified shipments as requested by the

shipper. The purpose of DCS is to provide the Defense Transportation Tracking System (DTTS) with periodic trailer position location reports and provide electronic emergency alert notifications in the event a trailer door is opened while en route or when the trailer is untethered (disconnected) from the power unit. DCS is a value-added service used solely in conjunction with SNS.

2. DCS requires the Transportation Service Provider (TSP) to provide technology and sensors (trailer door open-closed sensor and trailer tethered-untethered sensor) for AA&E shipments used in conjunction with SNS for tracking closed box van trailers only. The TSP will also convert tractors to power the center pin on the 7-way connector to the trailer when the ignition is turned off to ensure a viable tether/untethered sensor solution.

3. When requested by the shipper, TSP will provide DCS. TSP will verify request for DCS is annotated on the Bill of Lading (BL) in conjunction with SNS clearly and specifically. Charge for DCS (1) $_____per shipment. This charge will be in addition to all other transportation charges.

4. After being approved by the Surface Deployment and Distribution Command (SDDC), the TSP will contact the DTTS Operations and Quality Branch chief at the contact number provided in Section A, VIII, Table 1, to begin DTTS approval. The TSP will:

a. Use a DTTS approved DCS Vendor (DCSV).

b. Provide DTTS with:

1) Standard Carrier Alpha Code (SCAC)
2) Dispatch location
3) Twenty-four hour phone number
4) Fax number
5) Email address

c. Register closed box van trailers with DTTS as required in paragraph 6 below.

5. Unless a TSP's trailer is in an authorized, protected environment (i.e., SDDC-approved TSP terminal, military secure holding facility), DCS equipment installed on TSP trailers will provide 24-hour uninterrupted service. The TSP's DCS monitoring station will be continually manned by a qualified individual capable of providing immediate assistance in response to an emergency or DTTS inquiry. The TSP will also comply with the communication requirements of either Dual Driver Protective Service (DDP) or Protective Security Service (PSS), depending on which service applies to the DCS shipment. The TSP must ensure that the DCSV provides continuous messaging and positioning service when required, including immediate notification of untethered and or door-opened EMERGENCY activations.

6. TSP closed box van trailers equipped with DCS capability or re-equipped following maintenance or equipment upgrade shall be registered with DTTS by successfully completing the procedures set forth below in subparagraph a-d. Successful registration must occur prior to any TSP being authorized to transport DoD Arms, Ammunition, and Explosives (AA&E) and Other Sensitive Material (OSM). Registration information submitted to SDDC will include:

a. Closed box van Trailer number.

b. DCSV name and transceiver identification number.

c. Trailer manufacturer, model year, color, and Vehicle Identification Number (VIN).

d. State and license tag number, coupled with other characteristics of the trailer to help DTTS successfully identify it to police in the event of an emergency. Trailer registration information will be faxed to (618) 220-5386 or e-mail to sddc.safb.dtts@us.army.mil for entry into the DTTS database. The TSP will then call DTTS at the contact number provided in Section A, VIII, Table 1 to obtain procedures for testing tethered/untethered and door open/closed sensors for each trailer to complete the registration process.

7. The following provides tracking procedures and/or requirements:

a. Carriers shall convert tractors to power the center pin on the 7-way connector to the trailer when the ignition is turned off to ensure a viable tether/untether sensor solution.

b. An exception message will be sent after the carrier enables DCS and door is opened or the trailer is untethered for any reason

c. To initiate DCS:

1) Carriers shall ensure that the DCS sensor equipment is active and operational before any trailer is spotted and prior to loading a shipment

2) TSP certifies DCS technology is operable and battery life is sufficient prior to placing trailers at DoD facilities for loading.

3) Prior to loading a DCS shipment, the driver will allow shipping inspector or other designated shipper personnel to visually verify the presence of DCS sensors.

4) DCS will be activated by the TSP once the trailer doors have been closed and sealed and the trailer has been tethered (connected) to the tractor. The shipment is ready to leave the protected environment.

d. Loading the DCS Shipment. When the shipment has been inspected, trailer is tethered (connected) to the tractor, trailer doors closed and the driver is ready to depart, the TSP will verify that the door sensor is showing closed and the trailer is in tethered status, and the location of the trailer is correct. The driver will send an “L” status message in accordance with ITEM 111, Satellite Motor Surveillance Service, and will also include the phrase “DCS required”. Once the trailer has been tethered, doors closed and sealed, the TSP will enable DCS. This initiates the required initial trailer position report and sensor status.

e. Departing Protected Environment. When departing point of origin, secure holding area, or an SDDC approved TSP terminal, the driver will provide DTTS with a “D” status message in accordance with ITEM 111 and will include in the text portion of the message the trailer number and the phrase “DCS required”.

f. En-route authorized door open or untether event. When a shipment is underway and the driver must open the door or untether the tractor for any reason, the driver will send a “U” message in accordance with ITEM 111 to inform DTTS personnel of the reason prior to opening the doors or untethering the trailer. DCS will remain enabled.

g. Military Secure Holding Area. When a trailer is placed in a military secure holding area, the driver will send an “M” status message in accordance with ITEM 111. After sending the “M” status message the TSP will disable DCS prior to untethering the trailer. Prior to departing the secure holding area with DCS shipments, drivers will enter BL number(s) and trailer number and the phrase “DCS required” in the text of a “D” message. If any new shipments requiring DCS have been loaded on the vehicle or if a shipment departs with a different tractor, drivers will utilize the same procedures as stated in subparagraph d and e above.

h. TSP Terminal. Upon entering an SDDC approved TSP terminal, the driver will send a "T" status message in accordance with ITEM 111. After sending the “T” status message the TSP will disable DCS prior to untethering the trailer. In the text portion of the message, the driver will provide location of the terminal and a telephone number, including area code. Prior to departing a terminal with DCS shipments, drivers will utilize the same procedures as stated in subparagraph d and e above.

i. Change in TSP equipment. Drivers will report any in-transit equipment transfer to different TSP equipment using a “C” status message. For these messages, drivers will provide the identification number(s) of the new tractor and/or trailer as well as each BL transferred. If the required information exceeds the space provided for one text message, submit as many additional status "C" messages as necessary. The driver of the tractor receiving a DCS shipment will follow loading procedures in subparagraph d above, while the driver of the tractor transferring the DCS shipments will complete “C” equipment change message. A “C” message shall be sent from both the losing and gaining tractors to

identify the shipment(s) transferred. One of the "C" messages shall include an explanation of the reason for the transfer and a plain text location. If the losing tractor no longer has a DCS shipment, the TSP will disable DCS.

j. Disabling DCS. Upon arrival at the shipment's final destination, the driver will send an Arrival/Awaiting Offload "A" status message in accordance with ITEM 111. DCS will be disabled by the TSP after sending the "A" status message and prior to untethering the trailer and/or opening the doors.

k. At a minimum TSPs will ensure that position is reported on the initial enabling of DCS. DTTS reserves the right to require more frequent position updates when operational requirements dictate additional notification.

l. Failure of DCS equipment. In the event the driver suspects a DCS equipment system failure while in-transit, the driver or dispatcher will immediately notify DTTS at the number provided in Section A, VIII, Table 1. The driver will subsequently provide DTTS a telephonic status report every two (2) hours, with a final telephonic report upon delivery at the destination or at an activity offering secure holding, whichever is closer. The defective transceiver will be removed from the DTTS database and will not be reinstated until repairs or replacements are made and the system is tested (including emergency alerts) by contacting DTTS to verify the system is operational.

m. If the tractor location reporting fails, trailer location reporting shall be used as a backup and the trailer shall report its location at the same time interval the tractor had been reporting. Manual rules shall still apply, as the panic button is no longer available.

8. DCS VENDOR QUALIFICATION REQUIREMENTS AND STANDARDS

a. DCSV Qualification Process: Any DCSV seeking to qualify as a DoD approved DCSV must be able to continuously support DoD's mission requirement to monitor the movement of DCS shipments 24-hours a day, 7 days a week, 365 days per year. In order to meet this fundamental qualification standard, the DCSV must possess the necessary technical and system redundancy, including at a minimum the following requirements:

1) Redundant hardware and communication infrastructure and architecture in the DCSV's primary network operations center.

2) A separate, fully functional, geographically-dispersed contingency site that can demonstrate complete and separate capability to ensure continuous operations.

3) A qualified technical staff available 24/7/365 with the expertise to provide assistance to any inquiry from the DTTS staff regarding an in-transit DCS shipment.

4) Evidence of written certification that Sections 1-3 above are in place and available in support of the DTTS mission.

5) Hazards of Electromagnetic Radiation to Ordnance (HERO) testing. Electrical or battery powered equipment must be tested and DoD HERO certified. The DCSV is responsible to ensure HERO certification is provided. The DCSV will be provided with DoD points of contact to assist in the HERO certification process.

6) An interested DCSV will present its request for qualification, which sufficiently demonstrates the relevant equipment/system/functional capabilities to the DTTS Program Management Office (PMO) for review and analysis. If it is initially determined that a prospective DCSV system and their functional capability may meet minimal DoD requirements and standards, the DTTS PMO will recommend a test phase.

7) A test phase will demonstrate a DCSV's ability to provide all the services specified in this publication to DTTS. The test phase involves monitoring non AA&E/OSM shipments moving from origin to destination traversing varying geographical conditions. At DTTS's discretion, this test phase process may entail several test movements. Test(s) will be conducted using the required standard interface.

8) Upon successful completion of the test phase, the DTTS PMO will notify SDDC Carrier Services in writing that the DCSV is approved for use by a TSP if both the test phase process and HERO certification are successful.

b. Standard Interface: The DCSV will use a data transfer method that conforms to current DoD information assurance requirements. Record layout will be developed by the Intelligent Road and Rail Information System (IRRIS) PMO in coordination with DTTS PMO to ensure data integrity. Contact IRRIS PMO at sddc.safb.irristech@us.army.mil for all interface questions and concerns.

c. DCSVs, as the suppliers of the DCS sensor technology, shall be responsible for:

1) Providing support/training to the TSPs during the installation process.

2) Providing the ability to DTTS to change trailer tracking location reporting frequency.

3) Providing TSP access to a website to geographically display sensor data and training on website use, as needed.

4) Configuring the application to only send exception messages upon door open/untether after the TSP has turned DTTS tracking on.

5) Configuring the application to not send exception messages after the carrier has turned DTTS tracking off.

6) Exception messages shall be generated immediately upon trigger and received by DTTS via the web service's XML interface within two minutes of trigger.

7) The DCSV will send position reports during exceptions within two minutes upon trigger and subsequently every 5 minutes until DTTS personnel determine to stop receiving subsequent 5 minute position report. DTTS will have the ability to interrogate a trailer's position and sensor status when required by operational circumstances.

9. TSP will ensure the shipper has annotated the BL as follows:

"Trailer Tracking Service (DCS) requested. In the event of DCS system failure, driver will immediately notify dispatcher who will contact DTTS at 1-800-826-0794. Driver must subsequently provide DTTS a telephonic status report every two (2) hours, with a final telephonic report upon delivery at destination, or secure holding area, whichever is closer."

10. Service/Agency Installation Transportation Officers (ITO)/Transportation Officers (TO) and Joint Munitions Command (JMC) depot personnel, as agents representing their respective Service/Agency headquarters, shall be responsible for:

a) Verifying AA&E shipment trailers are equipped with the DCS sensor technology.

b) Documenting and reporting (as per the DTR Part II, Chapter 207, Carrier Performance) issues observed in the use of DCS sensors and incidents of carrier non-compliance with DCS sensor requirements.

c) Maintaining carrier performance logs.

ITEM 109	**SECURITY ESCORT VEHICLE SERVICE (SEV)**

1. Security Escort Vehicle Service (SEV) is a TPS that requires a vehicle escort. A TSP who provides SEV will:

   a. Provide an escort vehicle, such as an inconspicuous automobile or van, tractor, tractor-trailer (flatbed or van) combination, or straight bed truck;

   b. Be manned by two, unarmed SECRET cleared (interim or final), licensed drivers;

c. Maintain constant surveillance of the vehicle(s). During in transit stops, at least one of the escort vehicle drivers will maintain a constant, unobstructed view of the vehicle(s), either remaining in the escort vehicle or being within approximately 25 feet of cargo vehicle, and;

d. Ensure escort vehicle drivers will have a valid TSP furnished/contractor picture ID in their possession at all times.

2. Security escort vehicles will be empty of any cargo, and the doors of the escort vehicle shall be sealed by the shipper and verified by the consignee.

3. In the event of an emergency, the SEV vehicle/driver may be used to move the freight or freight trailer(s) when specifically authorized by a state/local law enforcement, rescue service official, a TO, or SDDC official.

4. A TSP will instruct escort vehicle drivers to remain clear of any cargo vehicle in the event the cargo vehicle comes under attack. Drivers will immediately contact the nearest state/local law enforcement agency and provide all relevant and circumstances s about the attack.

5. The BL shall contain emergency response instructions for both the cargo and SEV drivers. If an accident, breakdown, natural disaster, or civil disturbance involving or affecting either vehicle occurs, drivers shall:

a. Immediately contact the nearest state/local law enforcement agency for emergency assistance;

b. Promptly contact SDDC DTTS, and;

c. If directed by SDDC DTTS, promptly escort the cargo vehicle(s) to a DoD facility capable of providing secure holding.

6. Escort vehicles will, at all times, be equipped with two means of communications, as stated in Constant Surveillance and Custody Service, Item 101, in this section. Escort vehicle drivers will:

a. Keep two-way communications to a minimum;

b. Neither discuss the nature of the shipment(s) nor reveal its origin or destination;

c. Be trained in the operation and use of mobile communications unit and;

d. Be responsible for its proper maintenance and serviceability of all communications equipment throughout the movement.

7. TSP and all drivers shall be in compliance with the requirements of TSP Security Clearance Requirements, Item 1 and Driver Identification/Qualification Requirements, Item 7, in this section.

8. SEV personnel will not provide attendance for cargo and cargo vehicle unless specifically authorized by instructed by SDDC/DoD personnel, or in an emergency.

9. One SEV will escort one or two load carrying vehicles that are traveling together along the same route from origin to destination. Only SDDC can grant an exemption to this requirement.

10. SEV will terminate upon receipt of shipment at a secure holding location or when the shipment is received at destination for off-loading by the consignee.

11. A TSP may contract with other SDDC approved munitions TSP or an SDDC-approved contractor to provide SEV service. The TSP of record will be solely responsible for billing for SEV services, payment of the other TSP/contractor, and performance of SEV service.

12. For all shipments under this item, the TSP will verify that the BL is annotated as follows:

"Security Escort Vehicle Service Requested"

13. SEV will be subject to the following charges:

1 to 500 miles	SEV(1) $_____ per mile per escort vehicle
50l to l,000 miles	SEV(2) $_____ per mile per escort vehicle
l,00l to l,500 miles	SEV(3) $_____ per mile per escort vehicle
l,50l to 2,000 miles	SEV(4) $_____ per mile per escort vehicle
2,00l to 3,000 miles	SEV(5) $_____ per mile per escort vehicle
Over 3,000 miles	SEV(6) $_____ per mile per escort vehicle
Minimum Charge	SEV(7) $_____ per escort vehicle

ITEM 111	**SATELLITE MOTOR SURVEILLANCE SERVICE (SNS)**

1. Satellite Motor Surveillance Service (SNS) is a Transportation Protective Service (TPS) that provides Defense Transportation Tracking System (DTTS) with in-transit security capability to monitor the visibility of sensitive DoD shipments transported on commercial vehicles by using automatic vehicle location reports every 15 minutes, in-transit movement status changes, and emergency notification.

2. After becoming Surface Deployment and Distribution Command (SDDC)-approved, Transportation Service Provider (TSP) will contact DTTS Operations and Quality Branch Chief at the contact number provided in Section A, VIII, Table 1, to begin DTTS approval. The TSP will:

a. Use a DTTS approved SNS Vendor (SNSV).

b. Provide DTTS with:

1) Standard Carrier Alpha Code (SCAC)
2) Dispatch location
3) Twenty-four hour phone number
4) Fax number
5) Email address

c. Register vehicles with DTTS as required in paragraph 3 below.

3. TSP vehicles equipped with SNS capability or re-equipped following maintenance or equipment upgrade shall be registered with DTTS by successfully completing the procedures set forth below in subparagraph a-d. Successful registration must occur prior to any TSP being authorized to transport DoD Arms, Ammunition and Explosives (AA&E) and Other Sensitive Material (OSM). Submission of information to SDDC to perform registration will include:

a. Power unit (tractor/truck) number

b. SNSV name and transceiver identification number

c. Tractor/truck manufacturer, model year, color, and Vehicle Identification Number (VIN)

d. State and license tag number, coupled with other characteristics of the tractor/truck to help DTTS successfully identify it to police in the event of an emergency. Vehicle registration information will be faxed to (618) 220-5386 or e-mail to sddc.safb.dtts@us.army.mil for entry into the DTTS database. The TSP will then call DTTS at the contact number provided in Section A, VIII, Table 1 to obtain procedures for testing of the panic button alert feature for each vehicle to complete the registration process.

4. The TSP is responsible for notifying police in the event of an emergency.

5. Unless a TSP's vehicle is in an authorized, protected environment (i.e., SDDC-approved TSP terminal, military secure holding), SNS equipment installed on TSP vehicles, including the panic button emergency alert feature, will provide 24-hour uninterrupted service. The TSP's SNS

monitoring station will be continually manned by a qualified individual capable of providing immediate assistance in response to an emergency or DTTS inquiry. The TSP will also comply with communication requirements outlined in Item 103, Dual Driver Protective Service (DDP). The TSP must ensure the SNSV provides continuous messaging and positioning service, including immediate notification of EMERGENCY button activations by drivers.

a. TSPs providing SNS on shipments to/from Alaska must utilize satellite equipment that has been modified to operate in the Northwestern Tier of Canada through use of the Shaw Tracking Network and the Anik F2 Satellite. Non-modified equipment will lose coverage in northwestern Canada and Alaska and does not meet the requirements to provide SNS.

b. Questions pertaining to specific units or coverage should be directed to the appropriate satellite vendor. Shippers may only utilize SNS carriers with properly configured and modified satellite equipment for shipments to this region.

6. Each driver will be equipped with a remote panic button along with one receiver per vehicle. Drivers will report an emergency by pressing the vehicle's emergency button or drivers' remote panic button. The vehicle's emergency button will be located within easy reach of the driver and the remote panic button will be located in each driver's possession.

7. If a driver needs to test an emergency button, a "U" status message (see paragraph 8.g below) will be sent to DTTS at least 20 minutes prior to testing. Driver may also call SDDC DTTS at the contact number provided in Section A, VIII, Table 1 prior to testing.

8. The following provides tracking procedures and/or requirements:

a. To initiate DTTS Service:

1) The vehicle driver will begin DTTS tracking upon arrival at origin by enabling DTTS per SNSV instruction. This action will generate a "B" message to DTTS and initiates the required 15 minute position reports.

2) The SNSV will provide the driver with "on-screen" verification ("DTTS ON") that DTTS service has been enabled. The driver will not send any other SNS messages or depart a protected environment until verification is received.

3) Driver will position the satellite message display unit in a manner that allows the shipping inspector or other designated shipper personnel to observe the "DTTS On" message without having to climb aboard the cab of the vehicle.

b. Loading DTTS Shipment. The driver will send an "L" status message for new shipments subject to SNS tracking. The text portion of this message will include the

shipment identification (i.e., BL number), trailer number, drom number, origin, and destination for each SNS shipment loaded. In the event this information exceeds the space provided for one text message, submit as many additional status "L" messages as necessary to convey all required information.

c. Departing Protected Environment. When departing point of origin, a secure holding area, a TSP terminal, or from a location due to a delay status, the driver will provide DTTS with a "D" status message to include location. Status code “D” places the shipment into a movement status for DTTS. A “D” message code will be used when previous shipment status would have been L, T,M, A, U, or O.

d. TSP Terminal. Upon entering an SDDC-approved TSP terminal, the driver will send a "T" status message. In the text portion of the message, the driver will provide location of the terminal and a telephone number, including area code. DTTS understands that SNS shipments entering a terminal on a given vehicle may not depart on that same vehicle. Therefore, prior to departing a terminal with SNS shipments, drivers will utilize the same procedures as stated in subparagraph b and c above.

e. Military Secure Holding Area. When entering a military secure holding area, the driver will send an "M" status message. In the text portion of the message, the driver will provide activity name, area code and phone number so that DTTS staff can call to obtain further shipment status information. Driver will indicate whether the load remains with the vehicle or is offloaded. Prior to departing the secure holding area with SNS shipments, drivers will enter Bill of Lading (BL) number(s) on the vehicle in a “D” message. If any new shipments requiring SNS have been loaded on the vehicle, driver will utilize the same procedures as stated in subparagraph b and c above.

f. Change in TSP Equipment. Drivers will report any in-transit shipment transfer to different TSP equipment using the “C” status message. For these messages, drivers will provide the identification number(s) of the new tractor and/or trailer as well as each BL transferred. If the required information exceeds the space provided for one text message, submit as many additional status "C" messages as necessary. The driver of the tractor receiving an SNS shipment will follow loading procedures in subparagraph b above, while the driver of the tractor transferring the SNS shipments will complete “C” equipment change message. A “C” message shall be sent from both the losing and gaining tractors to identify the shipment(s) transferred. One of the “C” messages shall include an explanation of the reason for the transfer and a plain text location. If no SNS shipments remain on the vehicle, the driver will terminate DTTS service using the disable procedures set forth in subparagraph j. below.

g. Unusual Delay During Shipment. The driver will send a “U” status message explaining an unusual delay that occurs during shipment transit. Examples that qualify as a “U” situation include:

1) Unusual Delay – Bad or severe weather, unexpected road closure, traffic accidents that shut down traffic, or other similar types of circumstances that create an unexpected delay. The “U” message will explain the applicable reason or factual circumstances in the text portion of the message and give the exact location of the vehicle/shipment, i.e., truck stop, shop name, city and state.

2) Mechanical Breakdown – Identify highway number, mile marker, and maintenance problem. The driver will immediately notify TSP dispatcher who in turn will notify SDDC DTTS at the contact number provided in Section A, VIII, Table 1. If the driver determines the “situation” meets the Emergency definition found in Section J, Appendix D, the driver will report the emergency by pressing the emergency button.

3) Other - Provide information not covered under other status messages, such as estimated time of arrival at destination, or explain emergency.

h. Arrived, Awaiting Offload. When arriving at destination and awaiting offload, driver will send an "A" status message. In text portion of the message, provide activity name and phone number where the driver can be reached.

i. Offload at Destination. When shipment has been offloaded, driver will send an “O” status message. In text portion of the message, provide activity name and each BL delivered to that activity. If the initial “O” message this exceeds the space provided for one text message, the driver should submit as many additional status "O" messages as necessary to convey the required information.

j. To end SNS Service:

1) After the last shipment has been offloaded, the driver will immediately disable DTTS per SNSV instruction. This action will generate an "S" status message to DTTS.

2) Driver will be provided with “on-screen” verification that DTTS service has been disabled.

k. Automatic “P” messages will alert DTTS of vehicle’s current location. Positions reported will be within one quarter mile of the actual vehicle location.

l. At a minimum TSPs will ensure that position is reported every 15 minutes whenever an SNS shipment departs a protected environment. While in authorized protected environments, it is the TSP’s option to continue providing 15-minute vehicle updates.

DTTS reserves the right to require a TSP to file more frequent updates when operational requirements dictate additional notification.

m. Failure of SNS equipment. If SNS equipment or system fails while in-transit, the driver will immediately notify the TSP dispatcher, who in turn shall immediately contact SDDC DTTS at the number provided in Section A, VIII, Table 1. The driver will provide DTTS with a telephonic location/status report every two hours, with a final telephonic report upon complete repair of the satellite transceiver or arrival at destination, or arrival at an activity offering secure holding, whichever is closer. If repairs cannot be made or are not feasible, the defective unit will be removed from the DTTS database and the equipment/SNS equipment will not be reinstated until repairs or replacement are made and the system tested as per paragraph 3 above.

9. TSP will ensure the shipper has annotated the BL as follows:

"Satellite Motor Surveillance Service (SNS) requested. In the event of SNS system failure, driver will immediately notify dispatcher who will contact DTTS at 1-800-826-0794. Driver must subsequently provide DTTS a telephonic location/status report every two (2) hours, with a final telephonic report upon delivery at destination, or secure holding area, whichever is closer."

10. SNS VENDOR (SNSV) QUALIFICATION REQUIREMENTS AND STANDARDS

a. SNSV Qualification Process: Any satellite vendor seeking to qualify as DoD-approved SNS vendor must be able to continuously support DoD's mission requirement to monitor the movement of SNS shipments 24-hours a day, 7 days a week, 365 days per year. In order to meet this fundamental qualification standard, the vendor must possess the necessary technical and system redundancy, including at a minimum the following requirements:

1) Redundant hardware and satellite infrastructure and architecture in the vendor's primary network operations center.

2) A separate fully functional, geographically-dispersed contingency site that can demonstrate complete and separate capability to ensure continuous operations.

3) A qualified technical staff available 24/7/365 with the expertise to provide assistance to any inquiry from the DTTS staff regarding an in-transit SNS shipment.

4) Evidence of written certification that Sections 1-3 above are in place and available in support of the DTTS mission.

5) Hazards of Electromagnetic Radiation to Ordnance (HERO) testing. Electrical or battery powered equipment must be tested and DoD HERO certified. The vendor is responsible to ensure HERO certification is provided. The vendor will be provided with DoD points of contact to assist in the HERO certification process.

6) An interested vendor will present its request for qualification, which sufficiently demonstrates the relevant equipment/system/functional capabilities to the DTTS Program Management Office (PMO) for review and analysis. If it is initially determined that a prospective vendor system and their functional capability may meet minimal DoD requirements and standards, the DTTS PMO will recommend a test phase.

7) A test phase will demonstrate a vendor's ability to provide all the services specified in this publication to DTTS. The test phase involves monitoring non-AA&E/OSM shipments moving from origin to destination traversing varying geographical conditions. At DTTS's discretion, this test phase process may entail several test movements. Test(s) will be conducted using the required standard interface.

8) Upon successful completion of the test phase, the DTTS PMO will notify HQ SDDC Carrier Services in writing that the SNSV is approved for use by a TSP if both the test phase process and HERO certification are successful.

b. Standard Interface: The SNSV will use a data transfer method that conforms to current DoD information assurance requirements. Record layout will be developed by the IRRIS PMO in coordination with DTTS PMO to ensure data integrity. Contact the IRRIS PMO at sddc.safb.irristech@us.army.mil for all interface questions and concerns.

11. HERO Certification. Three critical steps must be accomplished prior to utilizing an electromagnetic radiation-emitting device on any trailer asset. These three steps are:

a. **Certification:** All electromagnetic radiating devices must first be Hazards of Electromagnetic Radiation to Ordnance (HERO) certified by an approved DoD agency.

b. **Validation:** All HERO-certified devices must be approved for use by the Naval Ordnance Safety and Security Activity (NOSSA), in the installed configuration on the trailer asset and proven to be within DoD safe operating parameters. Please contact, NOSSA, Code N72, 1-301-744-6082 or NSWCDD, Code J52, at 1-540-653-3444, to schedule a validation of the installed device on your asset.

c. **Documentation:** Copies of all approved NOSSA validations must be sent by carriers and received by SDDC via e-mail at sddc.safb.dtts@us.army.mil as part of the SDDC

carrier performance record; in turn, your company will receive a reply from SDDC that these steps were successfully completed. Carriers are encouraged to retain a copy of the validation report in their company records.

ITEM 113	ESCORT/FLAGMAN/TELEPHONE SERVICE (MES/MEN/MET)

1. When DoD has a bona fide need for escorts/flagman/telephone service, and this service is requested or required by a shipper or regulatory agency, the applicable compensatory rates for escort vehicles/flagmen/telephone service will be:

   a. MES(1) $____ per mile per escort vehicle/flagman, subject to a minimum charge of MES(2) $____ per escort vehicle/flagman. Charges will apply only to the mileage where the service is used.

   b. When movement hours are restricted by a regulatory agency, TSP may include an overnight subsistence charge of MEN (1) $_____ per night per flagman and/or escort vehicle driver.

   c. When an escort vehicle or flagman is furnished by the state, county, or municipality, the TSP will advance the required charges, in accordance with Advancing Charges, Section A, VI, Para. A in this publication.

2. When requested, TSP will furnish mobile telephone(s) or two-way radio(s) at a charge of MET (1) $_____ for each vehicle equipped. This charge will not apply when telephones/radios are required as part of a TPS described in this publication.

ITEM 115	EXTRA LIGHTS - OVERDIMENSIONAL LOADS (ELS)

When a state regulatory agency requires that lights, flashing or not flashing, be placed on an overdimensional shipment, a charge of ELS(1) $_____ per vehicle will apply

ITEM 117	IMPACTOGRAPHS (IMP)

When requested by shipper or consignee, impactographs will be provided at a charge of:

IMP(1) $_____ per loaded mile per impactograph, subject to a minimum charge of IMP(2) $_____ per impactograph.

ITEM 119	OVERDIMENSIONAL FREIGHT SERVICE (520)/OVERWEIGHT PERMIT SHIPMENTS (PER)

1. A shipment shall be considered overdimensional (height, length, width) or “overweight” based upon legal requirements when the height, width, length, or weight exceeds the

measurements stated below, as determined by any state, or other government regulatory authority whose jurisdiction the shipment will travel. All DoD requirements involving Overdimensional Freight Service cannot be used in conjunction with voluntary tenders and must be submitted through the Negotiation/Spot Bid process. Overdimensional shipments will be based on DTOD practical miles.

2. Dimension measurements include:

   a. Height: 162 inches (13 feet 6 inches) measured from the ground to the highest point of the cargo after loading.

   b. Length: 636 inches (53 feet). Overlength dimensional charges will not be assessed for interstate/intrastate movements, when the gross length dimensions of the tractor and loaded semi-trailer combination are within the maximum gross length for such equipment combination on interstate and federally designated highways or other state highways and supplemental routes.

   c. Width: 102 inches (8 feet 6 inches)

Cargo that exceeds these measurements may require permits.

3. An overweight shipment consists of any non-divisible article, which requires an excess weight permit for each interstate and/or intrastate movement. Maximum highway load weight may vary from state to state. As a general rule, the maximum weight that can be hauled legally, without permits, is 45,000 (including cargo loaded on lowboy equipment), 80,000 lbs gross, to include weight of tractor and trailer.

ITEM 121	**OVERDIMENSIONAL AND OVERWEIGHT PERMIT CHARGES**

Charges.

1. Overdimensional Freight Service (520) will apply only to truckload shipments. Linehaul transportation charges will be based on the applicable truckload charge (rate qualifiers PL and PM), highest truckload minimum weight applicable to the equipment loaded by the shipper, or actual weight if in excess of the minimum weight, and accompanying truckload rate.

2. All relevant charges directly related to overdimensional/overweight freight shipments, including costs of any special permits toll charges will be included as part of the negotiated rate or Spot Bid. TSP must retain valid receipts or documentation and/or permit charge receipts to support any overdimensional or overweight charges.

ITEM 123	**RESTRICTED SPEEDS (RSS)**

TSPs may at times be restricted to speeds below those posted because of the unusual requirements or character of the shipment. The following charges shall apply:

Table 123—Restricted Speed Charges

RESTRICTED SPEED	RATE PER VEHICLE MILE
20 MPH or less	RSS(1) $_____
2l to 25 MPH	RSS(2) $_____
26 to 35 MPH	RSS(3) $_____
36 to 40 MPH	RSS(4) $_____
4l to 46 MPH	RSS(5) $_____

ITEM 125	SPECIAL SERVICES

1. Delays caused by the failure of the shipper to provide the following may be subject to Detention: Vehicle with Power Units, Item 21, in this section, without benefit of free time.

   a. Sufficient clearance for all overhead wires in areas necessary for passage of equipment;

   b. Removal of any physical obstructions, required for the passage of shipments;

   c. Shoring;

   d. Reinforcement of bridges, culverts, or roadways where necessary to provide for the safe passage of the load and equipment.

2. If TSP acts as an agent of the shipper or consignee performing any of the above actions in paragraph 1 of this item, TSP may submit an eBill for necessary charges.

ITEM 127	SURVEYING ROUTES (SRS)

1. When requested, TSP will furnish necessary vehicle(s) and employee(s) or agent(s) to perform survey service for the safety of the shipment at a charge of:

   a. SRS(l) $_____ per mile per vehicle, subject to a minimum charge of SRS(2) $_____ for each survey vehicle; and

   b. SRS(3) $_____ per mile per person, subject to a minimum charge of SRS(4) $_____ for each person.

2. SRS mileage is based on one-way mileage of the route followed by the survey vehicle(s).

I. GENERAL RULES FOR TANK TRUCK TRANSPORTATION

This part provides requirements a TSP will follow when providing rates for services offered when handling, storing, or transporting any type of DoD freight that requires Tank Truck Transportation. The rules contained in this part will be followed in order for TSP to continue as a SDDC-approved TSP.

ITEM 129	ADVANCE LOADING SERVICE (ADL)

1. If requested by consignor, and annotated on the BL, that vehicle(s) will be held in TSP possession after loading, at a place other than point of pick up or delivery, and not dispatched for immediate line-haul transportation, and the following conditions and charges will apply:

   a. Time will start when the loaded vehicle arrives at the location where it is to be held and will continue until the loaded vehicle is released by consignor for line-haul transportation.

   b. Each loaded vehicle is allowed 12 hours free time.

   c. Each vehicle in TSP possession after the expiration of free time will be subject to a charge of ADL(1) $ _____ per 24 hour period, or fraction thereof, until released.

   d. If in the performance of the advance loading service, a TSP is required to travel any miles in excess of the miles which would have been traveled if the TSP's vehicle had proceeded immediately from loading point to destination , each excess mile will be subject to a charge of ADL(2) $ ___ per mile. The term "excess miles" under this Item shall be interpreted as the difference between the short route mileage from point of loading to point of unloading, versus the short route mileage from point of loading to TSP's holding point, plus the short route mileage from holding point to point of unloading. However, if the TSP holding point is located within the same 9-digit SPLC area as origin or destination, excess mileage will be considered to be zero, and excessive mileage charges will not apply.

2. Application.

   a. Any charges administratively determined to apply under this Item shall be in addition to all other applicable charges.

      TSP who submit claims for ADL services are prohibited from charging for storage or detention.

ITEM 131	ALLOWANCES (SPA)

TSPs shall provide for a credit allowances when a tank semi-trailer is provided by the DoD.

1. An allowance of SPA(1) $_____ per round trip, will be shown on the freight bill and will be subtracted from line haul charges.

2. TSP will assume all liability resulting from the possession, operation, and use of DoD equipment, except any liability resulting from defects noted in the DoD equipment prior to TSP assuming possession of the tank semi-trailer.

3. The TSP shall be responsible for returning DoD-provided semi-trailers to the shipper/consignee in the same condition as received, except for ordinary wear and tear.

4. When, through no fault of the TSP, a DoD-provided tank vehicle is being used to transport a load is the proximate cause of a delay, any delay in excess of two hours for loading/unloading will be charged for as provided for in Detention: Vehicles with Power Units, Item 23 in this section, with no further free time being allowed.

ITEM 133	CARGO LIABILITY

Shipments of bulk commodities in tank-truck or tank-trailer service shall in no circumstances be subject to released value rates, as damage to such shipments shall be the actual value of the shipment, and subject the TSP to full TSP liability.

ITEM 135	TRANSPORTATION SERVICE PROVIDER EQUIPMENT

1. For tank truck shipments, the TSP will furnish a tank vehicle(s) that meet applicable federal safety regulations in order to safely transport bulk cargo. The TSP will be responsible for closing and securing all hatches and valves on the tank vehicle.

2. Each tank vehicle will have a clean interior, be free of product odor, substantially void of lint, and completely dry. All valves, including pop valves on the tank, will be clean. Each tank and all of its connections and gaskets will be leak-free. Gaskets will be void of product odor and contamination.

3. Each tank vehicle will have a clean exterior, free of any residual material, however it is not required that the tank vehicle be stain-free. Hose tubes and bumpers will be clean and product odor free.

4. TSP will furnish proper hose equipment when required to accomplish pickup and/or delivery. See Hose (EDD/EDO/HOS/HOX), Item 147 for charges.

5. Equipment furnished for loading may be rejected if the shipper upon inspection considers the equipment unfit for transportation. Rejected equipment will not be subject to VFN charges.

6. Any equipment furnished for any shipment that possesses greater capacity than required by the government merely for the convenience of the TSP will be provided at no additional cost to DoD.

ITEM 137	CIRCUITOUS ROUTING (CTR)

1. When Circuitous Routing (CTR) charges are based on distance, shipments requiring special permits will be determined according to DTOD practical mileage.

2. When rates are based on other than distance and out-of-route mileage is mandated by law/regulation, excess mileage will be subject to a charge of CTR(1) _____ per mile.

3. When circuitous routing is used merely for TSP convenience, circuitous charges will not accrue, and transportation charges shall be calculated on shortest route mileage, regardless of mileage actually traveled.

ITEM 139	CLEANING (CLN)

In the event that DoD tenders to the TSP contaminated fuel, the TSP shall be entitled to a cleaning charge of its tank truck.

In such circumstances, the charge will be CLN(1) $____ per vehicle unit cleaned.

ITEM 141	COMPUTATION OF FREIGHT CHARGES

Except as provided in Minimum Loads/Gallons, Item 149, freight charges in DoD tenders governed by this publication will be the higher rate of:

1. TSP rate multiplied by the minimum gallons stated in the tender, or

2. TSP rate multiplied by the temperature-corrected gallons (see Definitions, Appendix D) placed in the vehicle at the time of loading and will be determined by the loading facility through either the use of temperature-compensating meters or by manual conversion in accordance with the appropriate tables in the most recent edition of the API Manual of Petroleum Measurement Standards (MPMS)' available for purchase at http://api-ep.api.org/.

ITEM 143	EXPEDITED SERVICE (EXP)

1. Unless otherwise specifically noted in this Item, the provisions set forth in Expedited Service, Item 35, of this section, will apply to expedited Service for Tank Truck Transportation.

2. Where line-haul rates are based upon a per hundredweight criteria, the EXP charge will be the applicable line-haul rate at the highest minimum weight, or actual weight if greater, and increased 20 percent. Where line-haul rates are based upon a per mile or per vehicle used basis, the EXP charge will be assessed at the line-haul rate plus 20 percent in addition to all other applicable charges.

ITEM 145	FRACTIONS

For computation of fractions, see Section A, IV, Completing a SDDC 364-R Tender, Para. C, Section D, in this publication.

ITEM 147	HOSE (EDD/EDO/HOS/HOX)

1. TSP will provide either 2- or 3-inch hose (inside diameter) upon request of the shipper/consignee, and provision of such equipment is subject to the following conditions and charges:

   a. Distance from the shipper's discharge point to TSP vehicle intake point exceeding 36-feet, or;

   b. Distance from the point of discharge of the TSP vehicle to consignee's intake point exceeding 36-feet, whichever is greater.

   HOS(1) $_____ per foot, subject to a minimum charge of HOS(2) $_____.

2. In circumstances whereas specific hose is required due to special requirements of a shipment, e.g., Chem-Solv, Stainless Steel, Teflon, or Vitron, by the shipper and/or consignee, either 2- or 3-inch hose (inside diameter) meeting that specific need will be provided by the TSP, and shall be subject to the following conditions and charges:

   a. Distance from the shipper's discharge point to TSP vehicle intake point, or

   b. Distance from the point of discharge of TSP vehicle to consignee's intake point, whichever is greater.

   HOX(1) $_____ per foot, subject to a minimum charge of HOX(2) $_____.

3. When necessary for TSP to dispatch a service truck either to origin or destination in order to provide extra hose, the following additional charges will apply:

a. EDO(1) $_____ per mile, or fraction, from origin and return to the terminal, subject to a minimum charge of EDO(2) $_____.

b. EDD(1) $_____ per mile, or fraction, from the terminal to destination and return, subject to a minimum charge of EDD(2) $_____.

c. TSP will annotate BL with the terminal, origin, and destination SPLCs to verify mileage.

d. Driver of the service truck will assist in stringing, connecting, disconnecting, and picking up hose upon request.

4. Mileage will be determined according to DTOD.

ITEM 149	**MINIMUM LOADS/GALLONS**

1. Except as provided in paragraph 4 below, if a TSP is unable to furnish vehicle or specifically requested by the shipper to handle the minimum gallons stated in the TSP tender, or if the TSP furnishes a vehicle that has a capacity, when loaded, of less than the minimum load/gallon calculation gallons stated in TSP tender, the minimum will be the actual number of gallons loaded.

2. If a shipper requests a specific type of vehicle, and the quantity transported is less than the minimum gallons stated in TSP tender, the minimum gallon amount in the TSP tender will apply regardless of the capacity of the vehicle furnished.

3. When Federal, state, or municipal laws (except regulations and/or specifications of the New York City Fire Department) limit gross weight of the vehicle that would prohibit loading of the minimum gallons stated in the TSP tender, the minimum amount that applies under this Item shall be the number of gallons permitted by applicable.

4. If the vehicle furnished by a TSP has a greater capacity than ordered or required by a shipper, the minimum gallons stated in TSP tender will apply.

ITEM 151	**PICKUP AND DELIVERY**

1. Line haul rates and charges in a TSP's tender will automatically include one pickup at origin and one delivery at destination. In the event that additional pickups and deliveries are required, albeit at origin, intransit, or at destination, such additional pickup and delivery service will be subject to additional charges.

2. Except in circumstances that involve dropped tank trailers, TSP drivers are permitted to assist the shipper or consignee when pumping service is specifically requested by the shipper or consignee, under the rules specifically provided in Item 155, Pumping Service.

3. Pickup and delivery will be during normal operating hours of the DoD facility involved.

ITEM 153	PICKUP AND DELIVERY ON SATURDAYS (SAT) SUNDAYS OR HOLIDAYS (HOL) AND BEFORE OR AFTER NORMAL OPERATING HOURS (PUD)

For rules regarding pickup/delivery on Saturdays, Sundays, holidays and before/after normal operating hours, see Item 55, in this section.

ITEM 155	UNASSISTED PUMPING SERVICE (PAJ)

1. If a TSP is requested to perform pumping service unassisted by a shipper or consignee, a pumping equipment charge of PAJ(1) $_____ per gallon will apply, subject to a minimum charge of PAJ(2) $_____ per shipment.

2. Charges will be based on actual gallons pumped.

3. A TSP will ensure that the unassisted pumping service is properly certified by the shipper or consignee and annotate on BL accordingly.

ITEM 157	REDELIVERY (RCL)

In the event that a TSP is required to perform redelivery, the TSP will notify the consignee no later than the next business day after delivery was attempted. A consignee, or HQ DESC Emergency Operations Center listed in Section A, VIII, Table 2, will be notified immediately if delivery cannot be accomplished. Upon the TSP providing proper notice, if redelivery is not accomplished or if forwarding instructions are not furnished to TSP within 24-hours of the time of notice to the consignee, the shipment will be subject to Storage charges in Section A, VI, Para. K of this publication.

ITEM 159	SEALING OF TANK VEHICLES

A TSP shall not be permitted to charge for seals and/or locks placed on loading hatches and valves by shipper for the purpose of protecting the integrity of the shipment.

ITEM 161	SPLIT DELIVERY (SDL)

For rules regarding Split Delivery, see Item 71, in this section.

ITEM 163	SPLIT PICKUP (SPU)

For rules regarding Split Pickup, see Item 73, in this section.

ITEM 165	VEHICLES FURNISHED BUT NOT USED (VFN)

For rules regarding Vehicles Furnished but Not Used, see Item 77, in this section.

ITEM 167	WATERFRONT DELIVERY (WDS)

1. When a TSP makes deliveries to ships, boats or crafts, a charge of WDS(1) $ _____ per hour or fraction will be assessed subject to a minimum of WDS(2) _____ hours.

2. The time for waterfront delivery charges in paragraph 1 shall begin when the driver of a TSP advises the consignee that vehicle is located alongside ship and available for unloading. The time will end when released by the consignee. In the event that the total requirement for a shipment requires multiple deliveries within the same DoD installation or port, then all deliveries will be considered as one delivery for the purposes of this item. All chargeable hours shall be annotated and certified on the TSP delivery ticket in writing by an authorized government representative.

I. GENERAL RAIL TRANSPORTATION SERVICE PROVIDER INFORMATION

ITEM	SUBJECT	CHANGE	PAGE
169	Car Supply	O	156
171	Description of Articles and Inspection	O	156
173	Driver Instructions	O	156
175	Proportional and Combination Rates	O	157
177	Substitution of Freight Cars	O	157
179	Switching and Transfer Services	O	157

II. GENERAL RAIL TRANSPORTATION SERVICE PROVIDER RULES

ITEM	SUBJECT	CHANGE	PAGE
180	Rail In-Transit Visibility (Rail ITV) Reporting	R	158
181	Blocking, Bracing and Tie Down Services for Vehicles and Military tractor tanks (BLK)	O	159
183	Computation of Bulk Liquid Tank Car Freight Charges	O	159
185	Crane at Origin (500)	O	160
187	Crane Operator at Origin (505)	O	160
189	Crane at Destination (495)	O	160
191	Crane Operator at Destination (490)	O	160
193	Dedicated Switch Engine at Origin (LME)	O	160
195	Dedicated Switch Engine at Destination (LMD)	O	161
197	Dedicated Switch Engine Crew at Origin (LTE)	O	161
199	Dedicated Switch Engine Crew at Destination (LFD)	O	161
201	Demmurage (Straight) (DEM)	O	161
203	Drayage at Origin (DPE)	O	164
205	Drayage at Destination (DPD)	O	164
207	Empty Cars Ordered But Not Used (ECS)	O	164
209	Freight All Kinds - STCC Number 4611125	O	164
211	Freight All Kinds - STCC Number 4611121	O	165
213	Freight All Kinds - STCC Number 4611123	R	166
215	Freight All Kinds - STCC Number 4611122	R	167
217	Incentive Scheduled Delivery (GDS)	O	168
219	Heater Service/Refrigerator Service (HRS)	O	168
221	Idler Car (IDC)	O	169
223	International Standard Organization (ISO) Container Shipments	O	169
225	Loading (LDA)/Unloading (LDL) by Transportation Service Provider	O	170
227	Materials (AAM)	O	170
229	Mileage Allowances	O	170
231	Military Traffic Expediting Service (MTX)	O	171
233	Mixed Shipments	O	171
235	Portable Ramps at Origin (SUC)	O	172

ITEM	SUBJECT	CHANGE	PAGE
237	Portable Ramps at Destination (RAM)	O	172
239	Release Value Rate	O	172
241	Return of Empty Containers and/or Pallets (RMC)	O	172
243	Secure and Release Loads (UBL)	O	173
245	Technical Assistance for Loading Railcars (RDH)	O	174
247	Weight Allowances	O	174

III. TRAILER-ON-FLATCAR (TOFC) AND CONTAINER ON-FLATCAR (COFC) RULES

ITEM	SUBJECT	CHANGE	PAGE
249	Customs or In Bond Freight	O	176
251	Detention of Vehicles (DTB)	O	176
253	Exclusive Use of Trailer or Dromedary	O	178
255	Furnishing Chassis for COFC Shipments (FCS)	O	179
257	Furnishing of Vehicles and Equipment	O	179
259	Handling Freight at Positions Not Immediately Adjacent to Vehicle (HHB)	O	179
261	Intermodal Shipments (IMS)	O	179
263	Pickup and Delivery on Saturday (SAT),Sunday, or Holidays (HOL) or Normal Business Days before or after Normal Business10Hours (PUD)	O	180
265	Pickup and Delivery at Piers and Wharves	O	180
267	Notification of Vehicle Arrival for Loading or Unloading	O	181
269	Prelodging (PRL)	O	181
271	Redelivery (RCL)	O	181
273	Relocation of Vehicle (RLS)	O	181
275	Return Movement of Pallets (RMP)	O	181
277	Sealing of Vehicles	O	181
279	Split Pickup (SPU) or Delivery (SDL)	O	182
281	Storage of Vehicles (SVS)	O	182
283	Tendering of Multiple Vehicles (TMV)	O	182
285	Vehicles Furnished But Not Used (VFN)	O	183

IV. TRANSPORTATION PROTECTIVE SERVICE FOR RAIL

ITEM	SUBJECT	CHANGE	PAGE
287	General Security Service (GSS)	O	184
289	Rail Inspection Service (RIS)	O	185
291	Rail Armed Guard Surveillance Service (ARG)	O	187

V. RULES ON TRANSPORTATION OF ARMS, AMMUNITION AND EXPLOSIVES AND OTHER HAZARDOUS MATERIALS

ITEM	SUBJECT	CHANGE	PAGE
293	Arrival During Other Than Normal Operating Hours	O	190
295	Drayage	O	190
297	Explosives and other Hazardous Material	O	190
299	Inspection and Loading of Rail Cars/Vehicles	O	190

VI. SPECIAL RAIL SERVICE RULES

ITEM	SUBJECT	CHANGE	PAGE
301	Attendants Accompanying Government Shipments (AAS)	O	191
303	Caboose/Guard Cars Furnished (CGC)	O	191
305	Special Train Services (SFT)	O	192

I. GENERAL RAIL TRANSPORTATION SERVICE PROVIDER INFORMATION

This part describes the general requirements for rail TSP engaged in the transportation of DoD freight. Rail TSP shall at all times comply with applicable federal statutes and regulations, or applicable state laws, when providing rail transportation on behalf of DoD.

As a rule, any incident involving DoD cargo should be reported to the appropriate contact listed in Section A, VIII, Emergency Notification Information, Table 1.

ITEM 169	CAR SUPPLY

1. TSPs shall neither require nor forbid the use of DODX cars in a tender. Inclusion of such a provision shall render the tender null and void.

2. TSP are permitted to store cars on an installation, subject to obtaining prior approval from a designated and authorized site representative.

3. Notwithstanding the foregoing provisions, nothing in this item will require a TSP to accept a loaded DODX car for transport when the rail car design does not conform to the Interchange Rules.

4. In the event that a TSP accepts a loaded DODX car for transport, nothing in this item or in the tender shall permit a railroad to charge different rates or pay a different mileage allowance on a loaded DODX car accepted for transport even though its design does not conform to the Interchange Rules.

ITEM 171	DESCRIPTION OF ARTICLES AND INSPECTION

A TSP shall be permitted to reserve the right to inspect any shipments where it deems necessary to determine the applicable rate based on its tenders. In the event of a discrepancy, the TSP shall immediately contact the shipper in order to reach an accord as to the applicable rate. When the articles of the shipment are considered by the TSP to be incorrectly described on BL, the TSP shall immediately notify DoD personnel of the discrepancy on the applicable BL, and notate that discrepancy on the BL. Freight charges will be assessed according to proper description of the freight in question.

ITEM 173	DRIVER INSTRUCTIONS

See Section B, Item 9 in this publication. This section is deemed applicable to any motor transportation portion or leg of a shipment that is considered incidental to a rail TOFC/COFC Shipment. TSP will ensure at all times that any leg of a shipment involving carriage of goods by

a motor TSP will be moved under the proper and lawful operating authority as required by applicable sections set forth in 49 U.S.C.

ITEM 175	PROPORTIONAL AND COMBINATION RATES

1. Proportional rates are limited to traffic destined to, or originating at, specific points or territories. Proportional rates shall apply when the entire movement is performed by a TSP, or by a TSP performing motor transportation incidental to the rail shipment for TOFC/COFC shipments. See Definitions, Appendix D for more information on proportional rates.

2. Combination rates are determined by combining rates set forth in different applicable tenders in order to construct a through rate from one point to another. These through rate combinations may also include security services. See Definitions, Appendix D for more information on combination rates.

3. A TSP will indicate in Section B of each tender whether rates and charges may be used as proportional rates only or whether such rates may or may not be combined with another rate.

ITEM 177	SUBSTITUTION OF FREIGHT CARS

1. When a TSP is unable to supply a car that meets the length and/or capacity ordered by a shipper, a TSP may substitute a car of greater length and/or capacity or may substitute two or more cars, which equal or exceed the length and/or capacity of car ordered by a shipper. Freight cars that are utilized by a TSP to replace those originally requested by a shipper will contain the same equipment as the rail cars originally ordered. In such circumstances, the applicable freight charges will be based on the car(s) ordered by the shipper, and that fact shall be annotated in writing on the BL by the shipper.

2. A TSP shall be prohibited from accepting rail car orders from any party other than SDDC's Fleet Management contractor, unless otherwise specified in writing by authorized SDDC personnel.

ITEM 179	SWITCHING AND TRANSFER SERVICES

TSP shall submit joint and/or single line tender rates that include all charges for switching, drayage, other transfer services (including river crossings or ferry service) at origin/destination, intermediate interchanges, and stations, for shipments handled through these intermediate points, which are not stopped for special services at those intermediate points or interchange stations.

II. GENERAL RAIL TRANSPORTATION SERVICE PROVIDER RULES

This part sets forth requirements a TSP will follow when providing rates for services offered when handling, storing, or transporting any type of DoD freight. Rules contained in this part will be followed in order for TSP to continue as a SDDC approved TSP.

ITEM 180	RAIL IN-TRANSIT VISIBILITY (RAIL ITV) REPORTING

1. All rail transportation service providers (TSPs) shall provide in-transit visibility (ITV) of cars of military interest on their tracks, in their bailment, or delivered by them to a point of loading or unloading.

2. Where particular circumstances (e.g. trackage rights, haulage, reciprocal switching, switching & terminal trackage, etc.) mean that paragraph 1 tasks two or more TSPs to provide ITV of the same car, only one TSP need provide ITV. The Government is indifferent as to which TSP provides ITV, but will look to the tendering TSP, or, if no tender is involved, the TSP having bailment, to correct the situation if ITV is not provided or is repeatedly provided incorrectly.

3. "Cars of military interest" are those cars that meet one or more of the following:

a. Cars, loaded or empty, and locomotives with DODX, USAX, USNX, or DAFX reporting marks.

b. Loaded cars moving to or from a military installation.

c. Cars loaded by a military shipper.

d. Cars loaded with the following Standard Transportation Commodity Codes (STCCs) being reported on the Bill of Lading:

19 *** **
34 411 18
35 484 20
36 612 40
37 114 **
37 324 20
41 111 12
41 111 52
41 111 54
41 111 70
41 117 10

e. Empty cars nominated for loading or moving to be loaded on a military installation or by a military shipper.

4. Rail TSPs shall have no obligation to provide ITV for:

a. Movements after cars are reported as "Placed to Patron," i.e., on installation movements.

b. Intermodal movements when commercial terminals are used for both loading and unloading.

5. Reporting of rail ITV by TSPs shall be performed by using Car Location Messages (CLMs). TSPs may provide CLMs directly, through Railinc Corporation, or through Value-Added Resellers (VARs). The CLM format to be reported, effective 1 OCT 2010, is "Y – Custom ETA with Years." Until that date, CLM format "H – ETA" may be used as an alternate.

6. CLMs shall be delivered to IP 144.100.70.17 using Secure File Transfer Protocol (SFTP) or other mutually agreeable secure means of transmission.

7. If batched, CLMs shall be delivered at least every 4 hours between the hour and quarter past the hour at 0200, 0600, 1000, 1400, 1800, and 2200 CST.

ITEM 181	**BLOCKING, BRACING AND TIE DOWN SERVICES FOR VEHICLES AND MILITARY TRACTOR TANKS (BLK)**

1. When requested by shipper, line haul rates submitted in a rail tender for vehicles and Military tractor tanks shall include blocking, bracing, and tie down (including materials and inspector) services on railcars.

2. In these circumstances, a TSP will complete section F(2) of the 364-R tender by entering BLK (1) and enter zeroes in the "Charge."

ITEM 183	**COMPUTATION OF TANK CAR FREIGHT CHARGES**

1. The applicable freight charges for tank car shall be considered to be the greater of (except for those circumstances specifically provided for under the Exception provision in paragraph 2):

   a. The amount computed by multiplying the rail TSP rate by the minimum gallons stated in a TSP's applicable tender.

b. The amount computed by multiplying TSP rate by the temperature-corrected gallons placed in the tank car at time of loading. Temperature-corrected gallons shall be calculated by the loading facility through use of temperature-compensating meters or by manual conversion IAW appropriate tables contained in the most recent edition of the API Manual of Petroleum Measurement Standards (MPMS) at the time of shipment.

2. Exception: upon request, when the quantity transported is less than the minimum gallons stated in TSP tender, the minimum gallon amount in the TSP tender will apply regardless of the capacity of the vehicle furnished.

ITEM 185	**CRANE AT ORIGIN (500)**

The type of crane at origin of a shipment shall be determined by the specific requirements of the applicable shipment by the shipper. (i.e. weight of shipment/item). When requested by a shipper, a TSP will provide crane service.

Charge: 500 (1) $____ Per Hour. Option: Enter "$0.00" to perform at no charge.

ITEM 187	**CRANE OPERATOR AT ORIGIN (505)**

When requested by a shipper, a TSP will provide a qualified crane operator at origin for the period (based on hours of operation) requested by a shipper.

Charge: 505 (1) $____ Per Hour. Option: Enter "$0.00" to perform at no charge.

ITEM 189	**CRANE AT DESTINATION (495)**

The type of crane at destination will be determined by the specific requirements of the shipment. (i.e. weight of shipment/item) as determined by the consignee. When requested by the consignee, TSP will provide crane service.

Charge: 495 (1) $____ Per Hour. Option: Enter "$0.00" to perform at no charge.

ITEM 191	**CRANE OPERATOR AT DESTINATION (490)**

When requested by consignee, a TSP will provide a qualified crane operator at destination for the period (based on hours of operation) specified by the shipper.

Charge: 490 (1) $____ Per Hour. Option: Enter "$0.00" to perform at no charge.

ITEM 193	**DEDICATED SWITCH ENGINE AT ORIGIN (LME)**

A TSP will provide a dedicated switch engine to move railcars at origin upon request by the shipper.

Charge: LME (1) _____Per engine, per day. Option: Enter "$0.00" to perform at no charge.

ITEM 195	DEDICATED SWITCH ENGINE AT DESTINATION (LMD)

TSP will provide a dedicated switch engine utilized to move railcars at destination upon request by the consignee.

Charge: LMD (1) _____Per engine, Per day. Option: Enter "$0.00" to perform at no charge.

ITEM 197	DEDICATED SWITCH ENGINE CREW AT ORIGIN (LTE)

When requested by a shipper, a TSP will provide services of qualified crew (engineer, brakeman and conductor) operators at origin.

Charge: LTE (1) $____ Per shift, of eight hours work. Option: Enter "$0.00" to perform at no charge.

ITEM 199	DEDICATED SWITCH ENGINE CREW AT DESTINATION (LFD)

When requested by a consignee, a TSP will provide services of qualified crew (engineer, brakeman and conductor) operators at destination.

Charge: LFD (1) $_____ Per shift, of 8 hours work. Option: Enter "$0.00" to perform at no charge.

ITEM 201	DEMURRAGE (STRAIGHT) (DEM)

1. A TSP's notice of arrival will be provided to the consignee within 24 hours (except Saturday, Sunday or holidays) of actual arrival time. When required notice of arrival is not given within 24 hours of arrival, time will be computed from the first 12:01 AM after notice was actually given or after placement, whichever is earlier. The notice to be provided to the consignee will include:

    a. Car initials and number;

    b. Commodity;

    c. Points of shipment, and;

d. Hold point, if the rail car is constructively placed short of the billed destination.

2. Free time will be computed from the first 12:01 AM after actual or constructive placement, subject to a "Do not deliver before" requirement in the solicitation and BL. Saturday, Sunday and holidays will be excluded in computing free time. Free time will be allowed for each car as follows:

DEM (1) _____ hours for loading.

DEM (2) _____ hours for unloading.

3. After expiration of free time, the following charges per car per day or fraction thereof will be assessed until car is released.

DEM (3) $_____ for each of the first four days.

DEM (4) $_____ for each of the next two days.

DEM (5) $_____ for each subsequent day.

4. Termination of Demurrage.

a. Demurrage will terminate when a shipper or a consignee notifies authorized rail personnel of the TSP that the rail car is available. The shipper or consignee will provide information to the TSP that includes the identity of the shipper or consignee, party furnishing the data and car initial and number. A TSP shall maintain information provided by the shipper or consignee, as well as the date, time of receipt, and identity of party receiving the information. The recorded date and time will govern release of car.

b. When the consignor or consignee cannot furnish the required information because of authorized personnel of the railroad not being on duty to accept the information, the consignor or consignee will have until 9:00 AM of the next day on which the railroad has such personnel on duty to furnish advice as to when the car was made available and the car will be considered released at the date and time it was loaded or unloaded and made available to the railroad.

5. When the same car is unloaded and reloaded, each transaction shall be treated as independent of the other. In such circumstance, free time for reloading will not begin until 12:01 AM after completion of unloading and notification is given to railroad IAW paragraph 4 above.

6. Time for loaded or empty cars delivering on interchange tracks where DoD/contractor personnel perform the switching shall be computed beginning at 12:01 AM after actual or

constructive placement occurs, and shall continue until the rail cars are returned to the same or another interchange track and notification is given IAW paragraph 4 above.

7. When a railroad provides two or more cars for its own convenience in lieu of the car(s) ordered by a shipper, any demurrage charge that might accrue shall apply only to the number of car(s) actually ordered.

8. Under no circumstances shall a TSP charge demurrage charges in situations where the railcars are DoD owned or DoD leased cars, and rail cars are located on DoD owned or DoD contractor-owned rail tracks

9. When DoD owned rail cars are located on railroad owned tracks for the convenience of the railroads, that period will be eliminated when computing demurrage charges. DoD owned cars that are located on railroad-owned tracks at the request of shipper or consignee will be subject to demurrage charges as provided in this item.

10. When a TSP is unable to load, unload, receive, or dispatch to another railroad because of a railroad strike, the following will apply:

    a. The time from 12:01 AM after interference begins until 12:01 AM after interference ceases will be excluded by TSP when computing and filing a claim for demurrage.

    b. The time immediately preceding and time immediately subsequent to the interference will be consolidated into one period of detention.

    c. When by reasons of delay or irregularity in filling orders, or as the result of an act or neglect of the railroad or because of weather interference described in paragraph 11 below, cars are bunched and placed for loading or unloading in accumulated numbers in excess of the daily placing as ordered or in excess of the number daily received, the Government will be allowed such free time for loading or unloading as it would have been entitled to had the cars not been bunched. A claim, in writing, within thirty (30) days of receipt of demurrage bill must be presented to the railroad, certifying initial and number for each car in the bunching claim.

11. In circumstances where severe weather conditions (floods, earthquakes, hurricanes, tornadoes, or similar “acts of God”) make it impractical or otherwise, impossible to load or unload a shipment, the duration in time of the severe weather condition will be eliminated in computing demurrage, provided the shipper/consignee advises the railroad/TSP of the nature and expected duration of the weather interference at or/prior to the time the rail car is released.

12. In circumstances involving abnormal traffic patterns or unusual scenarios, the applicable demurrage provisions for facilities and shipment that require specifics considerations shall be negotiated in advance between authorized representatives of SDDC and the TSP.

ITEM 203	DRAYAGE AT ORIGIN (DPE)

When requested by a shipper, a TSP will provide the labor/drayage services at origin to transport equipment to designated location.

Charge: DPE (1) $____ Per Vehicle. Option: Enter "$0.00" to perform at no charge.

ITEM 205	DRAYAGE AT DESTINATION (DPD)

When requested by a consignee, a TSP will provide the labor/drayage services at destination to transport equipment to designated location.

Charge: DPD (1) $____ Per Vehicle. Option: Enter "$0.00" to perform at no charge.

ITEM 207	EMPTY CARS ORDERED BUT NOT USED (ECS)

1. A TSP shall be entitled to submit an invoice charge for a railroad-furnished (car that was ordered by a shipper/consignee but not used, but such charges shall only be owed if the order for those empty rail car(s) was not canceled prior to car commencing movement.

2. The provisions of this item shall not be applicable to;

   a. Where a rail car is located at the time of the order at rail yard(s) or storage track(s) that service the shipper's facility;

   b. Where rail cars are moved or are placed merely for the convenience of the TSP, or;

   c. Where the rail car is refused by a shipper as unfit for loading or in a defective mechanical condition.

3. In situations involving consecutive empty movement that result from a shipper ordering but not utilizing DODX cars, charges will be submitted in TSP's tender.

ITEM 209	FREIGHT ALL KINDS - STCC NUMBER 4611125

1. Freights All Kinds (FAK) consists of commodities TSP offer to transport at one inclusive rate or charge in their tender.

2. The following listed commodities are prohibited from being included as FAK:

   a. Narcotics and dangerous drugs
   b. Ammunition and explosives (Class 1)
   c. Radioactive materials
   d. Etiologic agents
   e. Crated household goods or personal effects
   f. Live animals
   g. Bulk commodities
   h. Corpse(s)
   i. Currency
   j. Coins
   k. Precious metals
   l. Food, fresh, frozen, or requiring refrigeration or other protective service
   m. Postage stamps or stamped envelopes
   n. Military tractor tanks and tracked vehicles
   o. Hazardous materials and hazardous waste
   p. Railway equipment moving on own wheels not in interchange service
   q. Military impedimenta in exercise movements or troop movements
   r. Aircraft parts loaded in other than boxcars or TOFC/COFC trailers or containers
   s. Vehicles (self-propelled)
   t. Engines
   u. Missiles or Rockets

3. A TSP that files FAK tender rates may not restrict the application of such rates to certain commodities. All rate tender filling FAK rates under the description "Freight All Kinds" (46111125) shall be understood to include any commodities except those items specifically excluded in the list above.

4. Except as otherwise required by regulation or applicable law, shipments that are described on BLs as FAK (4611125) will not be described in any further detail concerning the specific commodity involved for that particular shipment.

5. Shipments that contain both FAK and non-FAK commodities shall be regarded as a single shipment for the purpose of a TSP assessing charges, and therefore such shipments shall be subject to the Mixed Shipment rule, Item 235, within this section.

ITEM 211	**FREIGHT ALL KINDS - STCC NUMBER 4611121**

1. Freight All Kinds (FAK), STCC Number 4611121, which includes crated household goods or personal effects, consists of those commodities a TSP offers to transport at one inclusive rate or charge.

2. The following commodities may not be included as FAK:

   a. Narcotics and dangerous drugs
   b. Ammunition and explosives (Class 1)
   c. Radioactive materials
   d. Etiologic agents
   e. Live animals
   f. Bulk commodities
   g. Corpse
   h. Currency
   i. Coins
   j. Precious metals
   k. Food, fresh, frozen, or requiring refrigeration or other protective service
   l. Postage stamps or stamped envelopes
   m. Military tractor tanks and tracked vehicles
   n. Hazardous materials and hazardous waste
   o. Railway equipment moving on own wheels not in interchange service
   p. Military impedimenta in exercise movements or troop movements
   q. Aircraft parts loaded in other than boxcars or TOFC/COFC trailers or containers
   r. Vehicles (self-propelled)
   s. Engines
   t. Missiles or Rockets

3. TSP moving FAK under this Item must comply with Item 209, paragraphs 3-5.

4. DPM shipments transported under FAK STCC 4611121 will be released at full value up to $50,000.

ITEM 213	**FREIGHT ALL KINDS - STCC NUMBER 4611123**

1. Freight All Kinds (FAK), STCC number 4611123, consists of those commodities a TSP offer to transport at one inclusive rate or charge

2. The following commodities may not be included as FAK:

   a. Narcotics and dangerous drugs
   b. Ammunition and explosives (see paragraph 3 below for exception)
   c. Radioactive Materials
   d. Etiologic Agents
   e. Crated household goods or personal effects
   f. Live Animals
   g. Bulk Commodities
   h. Corpses

i. Currency
j. Coins
k. Precious Metals
l. Food, fresh, frozen, or requiring refrigeration or other protective service
m. Postage stamps or stamped envelopes
n. Military tractor tanks and tracked vehicles
o. Railway equipment moving on own wheels not in interchange service
p. Military impedimenta in exercise movements or troop movements
q. Aircraft parts loaded in other than boxcars or TOFC/COFC trailers or containers
r. Vehicles (self-propelled)
s. Engines
t. Missiles or Rockets

3. Each FAK shipment may include non-sensitive Division 1.4 commodities whose combined weight is less than 1,001 pounds.

4. Must comply with Item 209, paragraphs 3-5.

ITEM 215	**FREIGHT ALL KINDS - STCC NUMBER 4611122**

1. FAK, including crated household goods and personal effects, consists of those commodities TSP offer to transport at one inclusive rate or charge.

2. The following commodities may not be included as FAK:

a. Narcotics and dangerous Drugs
b. Ammunition and Explosives (see paragraph 3 below for exception)
c. Radioactive Materials
d. Etiologic Agents
e. Live Animals
f. Bulk Commodities
g. Corpses
h. Currency
i. Coins
j. Precious Metals
k. Food, fresh, frozen, or requiring refrigeration or other protective service
l. Postage stamps or stamped envelopes
m. Military tractor tanks and tracked vehicles
n. Railway equipment moving on own wheels not in interchange service
o. Military impedimenta in exercise movements or troop movements
p. Aircraft parts loaded in other than boxcars or TOFC/COFC trailers or containers
q. Vehicles (self-propelled)
r. Engines

s. Missiles or Rockets

3. Each FAK shipment may include non-sensitive Division 1.4 commodities whose combined weight is less than 1,001 pounds.

4. Must comply with Item 209, paragraphs 3-5.

5. DPM shipments transported under FAK STCC 4611122 will be released at full value of item(s) up to $50,000.

ITEM 217	INCENTIVE SCHEDULED DELIVERY (GDS)

1. Incentive Scheduled Delivery (GDS) is a service offered by the TSP on their voluntary tender that guarantees on time arrival of the shipment. Failure to meet RDDs does not normally establish grounds for recovery of damages resulting from late delivery of a TSP.

2. A TSP who wishes to offer guaranteed delivery service in their tender shall complete the paragraph set forth below, and forward to the installation requesting GDS. A copy of the below statement will also be sent by e-mail to SDDC.OPS.Negotiation@us.army.mil. The statement will include origin, destination and tender number that would be applicable to the guaranteed delivery service:

   Shipments under this tender have a normal transit time from origin to destination of GDS (1) _____ days, including the day of departure and day of arrival. Shipments that have been designated by origin and destination under this tender are guaranteed to arrive within a transit time of GDS (2) _____ days, which shall include the day of departure and day of arrival. In the event a portion or all of the shipments under this tender, have a longer transit time than stated in GDS (2), the TSP agrees that GDS charges will be reimbursed to the shipper through the currently authorized Third Party Payment System (TPPS) for an amount equal to twice the amount of the base transportation charges for the late shipments. This guarantee is provided at an added charge of GDS (3) $_____ per car for all cars moved under the tender.

3. The TSP shall tender the executed statement set forth above and agree to provide GDS service prior to pickup of any shipment(s), as agreed upon and coordinated with shipper. TSP may agree on its own to service after shipment has been picked up. If GDS is requested by shipper after the initial TSP accepts delivery at origin, and the shipment is now with and interlining TSP, interlining TSP may bill a separate and independent bill under the currently authorized TPPS. If interlining TSP bills for GDS, documentation, by BL and railcar number, of what car received this service shall be provided by the interlining TSP.

ITEM 219	HEATER/REFRIGERATOR SERVICE (HRS)

1. Upon request by shipper, a TSP will provide Heater/Refrigerator Service (HRS) to protect a shipment from heat or cold. Conditions and charges for heater or refrigerator service will apply for shipper or TSP owned rail cars, trailers or containers containing mechanical temperature controlling devices. When heater service is requested by a shipper, the service shall not include the furnishing of alcohol or other auxiliary heaters.

2. Conditions:

   a. Any temperature specified by the shipper to protect the contents of the shipment concerning a certain temperature, or a temperature range, will be maintained by TSP during the entire shipment.

   b. When two, TSP-owned trailers/containers are substituted for a refrigerator car ordered by the shipper, TSP may only charge for the refrigerator car that was ordered.

   c. Any detention of rail cars that are equipped with mechanical temperature controlling devices are subject to the free time and demurrage provisions set forth in Item 203 of this part. Detention of trailers or containers in TOFC/COFC service equipped with mechanical temperature controlling devices are subject to the free time and detention provisions in Detention of Vehicles, Item 253**,** in this section.

3. Charges. When heater or refrigerator service is provided, charge will be as follows:

   HRS (1) $_____ per highway mile, subject to a minimum charge of

   HRS (2) $_____ per conveyance.

ITEM 221	**IDLER CAR (IDC)**

TSP tenders for shipments that require one or more idler cars may provide for an accessorial service charge of IDC (1) per idler car in addition to other applicable transportation charges.

ITEM 223	**INTERNATIONAL STANDARD ORGANIZATION (ISO) CONTAINER SHIPMENTS**

1. For shipments involving International Standard Organization (ISO) container shipments, not more than four ISO container are permitted to be loaded on flat cars that do not exceed 89-feet, 4-inches in length. If TSP is unable to furnish a sufficient number of rail cars to transport four containers, the TSP may furnish rail cars with less than four positions. Charges will be assessed on the shipment as if a sufficient number of four position cars were furnished. Example: For a shipment of 12 ISO container, a TSP is permitted to furnish four, 3-position cars in lieu of three, 4-position cars, however charges will be assessed as if three, 4-position cars were furnished.

2. These movements will apply only from/to private sidings or locations where facilities exist.

ITEM 225	LOADING (LDA)/UNLOADING (LDL) BY TRANSPORTATION SREVICE PROVIDER

When Loading (LDA) or Unloading (LDL) services are requested by a shipper, TSP will ensure cargo is properly loaded and/or unloaded in a safe manner. This item shall apply to shipper requests to load/unload freight, as well as instances where the shipper requests that the TSP load vehicles under their own power onto a rail car.

TSP requested to load freight or drive vehicles under own power onto railcars—Charge: LDA (1) $ _____ Per Car. Option: Enter "$0.00" to perform at no charge.

TSP requested to unload freight or drive vehicles under own power off railcars—Charge: LDL (1) $ _____ Per Car. Option: Enter "$0.00" to perform at no charge.

ITEM 227	MATERIALS (AAM)

1. A TSP will provide proper materials to safeguard and protect DoD freight. TSP are required as a matter of law to utilize specified materials for certain shipments pursuant to applicable safety regulations concerning federal safety regulations concerning the blocking, bracing and tie-down of freight.

2. TSP will ensure materials provided (to include pallets, crates, boxes, reels, dunnage, frames, and cleats) meet the phytosanitary requirements stated in DoD 4140.01-M-1.

3. Charge: AAM (1) $____ Per Car. Option: Enter "$0.00" to perform at no charge.

4. This Item is intended to authorize a charge for the material to secure the freight in accordance with AAR rules, when the material is not supplied by the shipper.

ITEM 229	MILEAGE ALLOWANCES

The mileage allowances set forth in the Freight Tariff RIC 6007-M, "Mileage Allowances and Rules Governing the Handling and Payment of Mileage: Also Charges on Cars of Private Ownership" issued by American Short Line and Regional Railroad Association, shall be the minimum standard that will be accepted by DoD for use of DoD owned rail cars. The following provisions shall apply to cars lettered DODX, USAX, USNX, or DAFX:

1. Mileage allowances will be paid for all mileage of all movements, loaded or empty, which generate any transportation revenue for the TSP.

2. Mileage allowances will be paid at specified rates in US dollars, regardless of where the mileage is accumulated.

3. Mileage allowance will be paid per actual revenue mile as follows:

CAR SERIES	$ Per Mile	Type of Cars
900-905	$0.50	Cabooses
1000-19000	ASLG 6007	Tank Cars
20000-29499	$0.30	Box Cars
29500-29508	$1.00	Refrigerator Cars
29509-29999	$0.30	Box Cars
30000-35999	$0.50	Flat Cars, Varied
36000-36999	$1.00	Flat Cars, Refrigerated Containers
37000-39999	$0.50	Flat Cars, Varied
40000-40999	$0.50	68 ' Flat Cars, chain tie-down, COFC
41000-49999	$0.30	Flat Cars, Chain tie-down, COFC

4. If the Government's efforts to collect correct mileage charges from other TSP—including short lines, regionals, Class Is, and switching and terminal roads—are unsuccessful, the tendering TSP shall pay the shortfall upon request of the Government.

ITEM 231	MILITARY TRAFFIC EXPEDITING SERVICE (MTX)

1. Military Traffic Expediting Service (MTX) provides the US Government with intransit visibility (ITV) by linking a specific military shipment on a specific rail car with associated Car Location Messages (CLMs). CLMs are generated by the railroads for all cars, loaded or empty, as they move. MTX is mandatory for all DoD rail shipments

2. MTX is an automated ITV tracking service provided by the TSP for the military carload shipments of unclassified cargo, which do not require seals or terminal inspections. MTX service shall be provided automatically by the TSP without cost.

3. TSP has the option to reject a shipment if BL indicates MTX service has not been requested for shipments, which require RIS.

ITEM 233	MIXED SHIPMENTS (Not applicable to mixed shipments tendered as FAK)

1. This item shall not apply to mixed shipments tendered as Freight All Kinds (FAK). When a number of different articles are consolidated for shipment at one time, the appropriate charges will be assessed at the actual or authorized weight and rate applicable to each specified article.

2. The minimum weight shall be applied to the largest article and any deficit will be charged at the tender rate applicable to the smallest article.

3. In no event shall the total charges on a mixed shipment exceed the charges that would have applied had articles been shipped separately.

4. Charges for mixed shipments will be determined according to schedule in tender section of this publication.

ITEM 235	PORTABLE RAMPS AT ORIGIN (SUC)

When requested by shipper, a TSP will provide one or more portable ramps at origin (SUC) to make transition from ground to end of a string of flat cars.

Charge: SUC (1) $____ Per Ramp, complete. Option: Enter "$0.00" to perform at no charge.
SUC (2) $____ Per Bi-level Ramp, complete. Option: Enter "$0.00" to perform at no charge.

ITEM 237	PORTABLE RAMPS AT DESTINATION (RAM)

When requested by consignee, a TSP will provide one or more portable ramps at destination (RAM) to make transition from end of a string of flat cars to ground.

Charge: RAM (1) $____ Per Ramp. Option: Enter "$0.00" to perform at no charge.
RAM (2) $____ Per Bi-level Ramp, complete. Option: Enter "$0.00" to perform at no charge.

ITEM 239	RELEASE VALUE RATES

For specific information regarding release value rates, see Section A, IV, Completing a SDDC 364-R Tender, in this publication, which shall be considered as fully incorporated within this Item.

ITEM 241	RETURN OF EMPTY CONTAINERS AND/OR PALLETS (RMC)

1. Line haul rates in TSP tenders may include the return of empty containers and/or pallets, (RMC), subject to the following conditions:

   a. Not less than two inbound shipping documents will be provided to an inbound TSP with a BL covering a return movement.

b. The BL governing the return shipment of empty containers and/or pallets will indicate which car(s) contains empty containers and/or pallets.

c. Charges for stop-off in transit, reconsignment or diversion will not be permitted on return movements of empty containers and/or pallets (RMC).

2. For more specific information concerning tendering a rate for services for RMC, a TSP will refer to Section A, IV, Completing a SDDC 364-R Tender, for instructions. Option: Enter "$0.00" to perform at no charge.

ITEM 243	**SECURE AND RELEASE LOADS (UBL)**

1. A TSP shall provide proper blocking, bracing and tie-down devices upon request by shipper or receiver, and shall comply with industry standard, as referenced in SDDC Transportation Engineering Agency (TEA) Pamphlet 55-19 and AAR Open Top Loading Rule, and as otherwise required by federal safety regulations.

   a. UBL (1) Secure chain tiedown loads, including supplying missing shackles and rings.

   b. UBL (2) Secure non-chain tie-down loads, including supplying all blocking and bracing materials.

   c. UBL (3) Releasing chain tie-down loads, including stowing chains so they do not get run over or fall outside of car.

   d. UBL (4) Releasing non-chain tie-down loads, including removing all blocking and bracing materials.

2. Charges:

   a. Charge: UBL (1) $_____ Per car. Option: Enter "$0.00" to perform at no charge.

   b. Charge: UBL (2) $_____ Per Car. Option: Enter "$0.00" to perform at no charge.

   c. Charge: UBL (3) $_____ Per Car. Option: Enter "$0.00" to perform at no charge.

   d. Charge: UBL (4) $_____ Per Car. Option: Enter "$0.00" to perform at no charge.

ITEM 245	TECHNICAL ASSISTANCE FOR LOADING RAILCARS (RDH)

When requested by a shipper, a TSP may furnish an adviser/instructor who provides technical assistance for loading railcars (RDH) by training government personnel regarding the proper/correct procedures according to federal regulations concerning loading and/or securing freight onto railcars. Under this item, the advisor/instructor shall not perform any other physical function involving loading/unloading freight on railcars.

Charge: RDH (1) $____ Per Job. Option: Enter "$0.00" to perform at no charge.

ITEM 247	WEIGHT ALLOWANCES

1. The term "dunnage" includes any items commonly referred to as temporary blocking, flooring, lining, racks, standards, strips, stakes or similar bracing or supports that are not part of a shipping package, container or conveyance.

   a. Gross weight of shipments and actual dunnage weight will be stated separately.

   b. Shipments that are loaded in closed or open rail cars (other than shipments in ISO containers, trailers or containers) will be provided an allowance for the actual weight of dunnage, which shall not to exceed 2,000 pounds per car in the shipment.

   c. Shipments that are loaded in ISO containers or trailers/containers on flat cars (TOFC/COFC) will be provided an allowance for the actual weight of dunnage, which shall not to exceed 500 pounds per ISO containers, trailer, or container.

   d. Any actual weight of dunnage that exceeds the maximum limitations set forth in paragraphs 1b and 1c above shall be assessed for the weight of the dunnage at the cost of transporting the cargo. If a mixed shipment is involved, the actual weight of any excess dunnage will be assessed at rates applicable to lowest rated article in the shipment.

   e. In no event shall any allowance be made for dunnage used in connection with bulk freight in closed cars at rates applicable to the article being transported.

2. The term "pallets" as used in this item shall include items commonly referred to as pallet sides, platforms, risers, runners, skids, fillers, separators, shrouds, covers, deck boards, metal braces, collapsible shipping bins, racks or shipping devices, used, iron or wood or iron and wood combined.

   a. Gross weight of shipments and actual pallet weight must be stated separately.

b. Any shipment that is loaded in closed or open rail cars (other than shipments in ISO containers, trailers or containers) will be provided an allowance for the actual weight of pallets, which shall not exceed 2,000 pounds per car in the shipment.

c. Shipments loaded in ISO containers or in trailers/containers on flat cars (TOFC/COFC) will be provided a weight allowance for the actual weight of the pallets, which shall not exceed 800 pounds per ISO containers, trailer or container, and which shall be also subject to a maximum weight allowance of 2,000 pounds per car for the shipment.

d. The weight of pallets that exceed the maximum limitations set forth in paragraphs 2b and 2c above shall be assessed at the rates applicable to article being transported. For mixed shipments, the excess weight will be assessed at rates applicable to lowest rated article in shipment.

e. When material that is not part of the pallet is utilized to protect the top of lading or to otherwise secure the load of the pallet, an allowance will be made for weight of the pallet but not for the weight of the material.

III. TRAILER-ON-FLATCAR (TOFC) AND CONTAINER-ON-FLATCAR (COFC) RULES

The rules provided in this part shall apply to the rail movement of loaded or empty trailers/containers. Other rules set forth in other parts of this publication shall also apply when applicable. These rules will also apply to containers without chassis that are moving in COFC service, where a TSP maintains lift on/lift off facilities at both origin and destination unless prior arrangements have been made to utilize lift on/lift off at facilities other than those of TSP performing the line-haul service.

ITEM 249	CUSTOMS OR IN BOND FREIGHT

1. A TSP may charge for those Customs or In-Bound Freight fees that have been actually incurred for customs or in-bond clearance of a shipment, subject to the provisions of this publication.

2. Any shipments that is detained or held in TSP possession in order to comply with customs or in-bond clearance requirements may be subject to charges listed in Detention of Vehicles, Item 253, in this section, Storage of Vehicles, Item 283, in this section. For the purposes of this section, the term "vehicle" is defined as a trailer on flat car (TOFC) or COFC (Container on Flat Car).

3. When applying the storage rules and related charges in connection with a shipment, TSP shall be required to immediately notify the Deputy Collector of Customs that shipment is available for customs inspection, and such notification shall be interpreted as representing shipment delivery for the purpose of storage charges only.

ITEM 251	DETENTION OF VEHICLES (DTB)

1. Detention of Vehicles (DTB) shall apply where trailers/containers that are railroad owned or railroad-leased are delayed at a shipper/consignee location or at ramp awaiting pickup by shipper/consignee, to the following conditions:

   a. Arrival notification must be provided to the consignee during normal operating hours.

   b. In no event shall less than 48-hours free time be permitted per vehicle. Where a number of railroad-owned or railroad-leased vehicles are made available by a TSP on the same date, the free time permitted shall be governed under the table below. If a shipper/consignee is unable to load/unload all vehicles within the free time allotted, chargeable time will begin on the next 11:59 PM after termination of that free time terminates, excluding Saturday, Sunday, and Holidays. No other provision for the

adjustment of free time due to bunching of railroad-owned or railroad-leased cars will be permitted

Time	Number of Vehicles
48 hours	1-16
72 hours	17-24
96 hours	25-32
120	33 and over

c. The Government will be allowed free time to perform loading/unloading functions at a normal rate when cars are bunched and placed for loading/unloading, when the number of cars exceeds the number of railcars ordered or received daily due to the TSP's delay in completing or processing orders, an act or omission or neglect of a TSP that directly leads to the bunching of rail cars or weather interference.

.

d. Computing time for charges.

1) Door-to-Door Service. Computation of time will terminate when a shipper acknowledges that the railroad vehicle is loaded and ready for movement or when consignee acknowledges that the railroad vehicle is unloaded and ready for movement.

2) Ramp-to-Ramp Service. Computation of time will terminate when:

a) an empty vehicle is delivered to the TSP;

b) a loaded vehicle with billing instructions is delivered to the TSP; or;

c) forwarding instructions are given to the TSP with proper billing instructions.

e. Detention Charges.

1) Where a railroad-owned or railroad-leased trailer or container is detained beyond the allowable free time, the following charges shall apply:

a) For each of the first four, 24-hour periods or fraction after expiration of free time, DTB (1) $_____ per vehicle.

b) For each of the next two, 24-hour periods or fraction after expiration of free time, DTB (2) $_____ per vehicle.

c) For each succeeding 24-hour period or fraction after expiration of free time, DTB (3) $_____ per vehicle.

2) When a TSP is requested to perform origin/destination terminal services, and the TSP's tractor and/or the TSP's employee remains with the vehicle at a shipper/consignee location, the following rules concerning delay or detention of the TSP vehicle will apply:

a) Four hours free time will be allowed for loading/unloading of vehicle.

b) Time is computed within normal operating hours at origin/destination, except when TSP is permitted by the shipper/consignee to work past this period. If the TSP is unable to complete loading/unloading within the allowed free time by the end of business day, free time will resume at the beginning of the next business day or when TSP actually begins work.

c) When loading/unloading of vehicle is delayed beyond allowable free time, a charge of DTB (4) $_____ per hour or fraction will apply for delay beyond allowable free time until the vehicle is released by shipper/consignee.

2. In circumstances where a vehicle is unloaded, and then immediately reloaded at the same location, each transaction will be treated separately. Free time for loading will begin when free time for unloading ends.

3. If a TSP is unable to load, unload, receive or dispatch to a railroad because of a strike, the following rules will apply:

a. Time beginning from the first 12:01 AM after interference begins until first 12:00 AM after interference ends shall be excluded from computing time and charges.

b. Detention before and after interference will be consolidated.

4. Free time and demurrage will be computed in accordance with applicable provisions provided in this publication. Demurrage charges will be in addition to applicable vehicle detention charges. Certain DoD installations have specific agreements for storing and relocating TSP equipment for loading, unloading and/or detention charges, and those agreements shall supersede the provisions of any inconsistency that might exist within the provisions set forth herein.

ITEM 253	**EXCLUSIVE USE OF TRAILER OR DROMEDARY (EXC)**

See Section B, Item 31 in this publication for Exclusive Use of Trailer or Dromedary service.

ITEM 255	FURNISHING CHASSIS FOR COFC SHIPMENTS (FCS)

A TSP will not supply chassis or other equipment for pickup or delivery of containers at a TSP ramp at origin to a TSP ramp at destination, except as follows:

1. A TSP providing line-haul service may furnish chassis or other equipment at a charge of FCS(1) $_____ per shipment.

2. Unless otherwise arranged between the shipper/consignee and the TSP, chassis or other equipment furnished must be returned to the point where received and to the TSP from which received.

ITEM 257	FURNISHING OF VEHICLES AND EQUIPMENT

1. A TSP shall furnish vehicles with all equipment necessary to safely transport DoD freight and comply with federal safety regulations.

2. TSP-furnished vehicles containing surplus equipment that exceeds the amount necessary to safely transport freight shall not be permitted to seek additional charges.

3. The equipment furnished by a TSP may be rejected by a shipper/consignee if the shipper/consignee considers the equipment unfit for transport. Rejected equipment will not be subject to charges for Vehicle Furnished But Not Used, Item 287, in this section.

4. This item applies only under TOFC Plans where a TSP is required to furnish vehicles.

ITEM 259	HANDLING FREIGHT AT POSITIONS NOT IMMEDIATELY ADJACENT TO VEHICLE (HHB)

For HHB service, see Item 49 in the Section B of this publication.

ITEM 261	INTERMODAL SHIPMENTS (IMS)

1. This item describes provisions a TSP will follow when computing charges for intermodal shipments (IMS). See Definitions for more information on intermodal shipments. Intermodal shipments will be subject to additional charges shown below:

   a. Tracked vehicles and equipment weighing less than 50,000 pounds: IMS (1) $_____ each

b. Tracked vehicles and equipment weighing 50,000 pounds or more: IMS (2)
$_____ each

c. Trailers or containers with chassis: IMS (3)
$_____ each

d. Containers or MILVANS without chassis: IMS (4)
$_____ each

e. Tracked vehicles and equipment weighing less than 50,000 pounds IMS (5)
$_____ each requiring PSS service and SNS service. Only SDDC approved AA&E motor TSP will be utilized.

f. Tracked vehicles and equipment weighing more than 50,000 pounds IMS (6)
$_____each requiring PSS service and SNS service. Only SDDC approved AA&E motor TSP will be utilized.

2. When a TSP furnishes a vehicle upon request of a shipper, and shipper subsequently cancels loading of that vehicle, a TSP will be entitled to charges indicated in Vehicles Furnished But Not Used, Item 287, in this part.

3. When shipper actions directly result in delay of TSP equipment, a TSP will be entitled to charges as indicated in Detention of Vehicles, Item 253, in this section.

4. A TSP will not trip lease any shipments that requires DTTS Satellite Monitoring, TPS, or any shipment where the BL is annotated with the phrase "Trip-Lease Not Authorized."

ITEM 263	**PICKUP/DELIVERY ON SATURDAY (SAT), SUNDAY OR HOLIDAYS (HOL), OR NORMAL BUSINESS DAYS BEFORE OR AFTER NORMAL OPERATING HOURS (PUD)**

Pickup and delivery on Saturday, Sunday, or Holidays charges, see Section B, Item 55 in this publication.

ITEM 265	**PICKUP AND DELIVERY AT PIERS AND WHARVES**

Lawful charges incurred by the TSP at piers and wharves for pickup and delivery will be advanced by the TSP for collection from DoD IAW this publication.

This item shall apply only under TOFC Plans where the TSP provides pickup and delivery service.

ITEM 267	NOTIFICATION OF VEHICLE ARRIVAL FOR LOADING OR UNLOADING

A TSP shall at all times coordinate with sufficient advance notice to the receiving facility to ensure timely loading/offloading of DoD cargo.

ITEM 269	PRELODGING (PRL)

For prelodging services, see Section B, Item 57 in this publication.

ITEM 271	REDELIVERY (RCL)

For RCL charges, see Section B, Item 63 in this publication.

ITEM 273	RELOCATION OF VEHICLE (RLS) (Applies only to trailers dropped for loading/unloading)

For RLS charges, see Section B, Item 67 in this publication.

ITEM 275	RETURN MOVEMENT OF PALLETS (RMP)

1. Line haul rates may include the return movement of pallets (RMP) via motor service, subject to the following provisions:

   a. One trailer load of pallets will be returned for each 10 or less inbound palletized loaded trailers.

   b. Pallets shall be returned to shipper of the original palletized freight.

   c. Return movement of pallets will be via reverse route of the inbound movement.

   d. Pallets should be loaded in same trailer within the free time allowed in this section. Detention rules and charges will apply when free time expires.

   e. Stop-off in transit is not permitted on return pallet movement.

2. To provide return movement of pallets under provisions of this item, TSP will enter RMP (1) in their tender and fill with zeroes in order to indicate that the charge is included in linehaul charge.

ITEM 277	SEALING OF VEHICLES

For sealing of vehicles, see Section B, Item 13 in this publication.

ITEM 279	SPLIT PICK UP (SPU) OR DELIVERY (SDL)

For SDL, see Item 71 and for SPU, see Item 73 in Section B, Part II of this publication.

ITEM 281	STORAGE OF VEHICLES (SVS)

This item sets forth mandatory requirements applicable to TSP when computing charges for storage of vehicles (SVS).

1. For vehicle(s) stored in or on the premises of the railroad that are held for delivery or any other reason directly attributable to acts of the consignee, the consignee will be allowed 48 hours free time at destination or at an intermediate stopoff point, to remove vehicle(s) from railroad premises or order that the vehicle(s) be delivered.

2. Vehicle(s) held on railroad premises at origin without billing instructions will be allowed 48 hours free time to tender the vehicle(s) for shipment.

3. Free time will be computed from first 12:01 AM following notification that vehicle(s) is available, excluding Saturday, Sunday and holidays.

4. After free time expires, SVS(1) $_____ per vehicle will be assessed for each 24-hour period or fraction, including Saturday, Sunday and holidays, until vehicle(s) is removed from railroad premises. SVS shall not apply when detention charges, Item 253, in this section, are applicable.

ITEM 283	TENDERING OF MULTIPLE VEHICLES (TMV)

This item describes provisions a TSP will follow when computing charges for tendering multiple vehicles (TMV).

1. For multiple vehicle shipments, all vehicles must be delivered to TSP ramp within 48 hours after the first 12:01 AM after tendering the first vehicle, except in circumstances where the delay is due to a *force majeure* situation.

2. Any portion of multiple vehicle shipment that is received at a TSP ramp later than 48 hours after the first 12:01 A.M. after tender of the first vehicle will be subject to an additional charge of TMV (1) $_____ for each 24 hour period in excess of 48 hours occurring before tendering of the final vehicle at TSP ramp. Free time will exclude Saturday, Sunday, and holidays.

ITEM 285	VEHICLES FURNISHED BUT NOT USED (VFN)

For VFN charges, see Section B, Item 77 in this publication.

IV. TRANSPORTATION PROTECTIVE SERVICE FOR RAIL

This part describes requirements a TSP will follow when providing Transportation Protective Service (TPS) for the rail transportation of DoD sensitive Arms, Ammunition and Explosives (AA&E), classified (SECRET and Confidential), and controlled cryptographic and other sensitive items. Rules contained in this part are mandatory as a condition to continue as a SDDC approved TSP.

ITEM 287	GENERAL SECURITY SERVICE (GSS)

1. General Security Service (GSS) is a TPS that provides a basic level of security for a shipment. GSS requires seal tracing and inspection service for rail movement of unclassified sensitive cargo, including but not limited to, stripped M-1 Abrams, Strykers, Avengers, MRAPs, and Bradleys. GSS shall include the following:

   a. TSP personnel shall inspect and record rail cars located at major terminals for evidence of forced entry or tampering with seals or securing devices. At a minimum, the following information shall be included in all TSP inspection record:

      1) Name of TSP reporting;

      2) Time of inspection;

      3) Actual arrival time at terminal, and;

      4) Actual departure time from terminal.

   b. If evidence of forced entry, vandalism, sabotage or tampering with seals exists, the TSP will immediately notify SDDC DTTS at contact number listed in Section A, VIII, Table 1.

2. GSS will not be provided unless specifically requested by the shipper. If GSS is requested for only some of the railcars involved in the shipment, reporting marks and the number of each railcar requiring inspection will be listed.

3. At any time, SDDC may request to review or receive copies of any written documentation required above. The TSP is required to maintain all written documentation for a period of three years.

4. A TSP will provide GSS on shipments of single or multiple carloads moving on the same train at a charge of GSS $_____ per car. Charges will be in addition to other charges for transportation of shipments requiring this service.

5. SRC III or IV and Uncategorized Hazard Class/Division 1.1, 1.2 and 1.3 AA&E requires that an upper-rail locking device located above the railcar door be utilized in addition to the serialized security seal attached to the door closure hasp.

ITEM 289	**RAIL INSPECTION SERVICE (RIS)**

1. Rail Inspection Service (RIS) is a TPS, and the second highest level of security for rail movements. RIS is required for the movement of M1 armor/tanks (Abrams), Strykers, MRAPs, Bradleys, Avengers, or other ground vehicles with sensitive armor, AA&E and Night Vision Goggles. With component headquarters' authorization, RIS may also be required for uncategorized AA&E. RIS is considered optional for unit wheeled vehicles and other sensitive and pilferable items such as high value communications and electronics.

2. RIS will not be provided unless requested by the shipper. If RIS is requested for only some railcars being shipped, reporting marks and numbers of each car requiring inspection will be listed.

3. Inspectors who perform the inspection portion of this service shall be either railroad police officers or other railroad or intermodal terminal employees who have been specifically trained to inspect rail cars. Inspectors shall be fully aware of the sensitivity of material moving under RIS, and knowledgeable about all necessary safety, security and emergency procedures. Contract personnel may be used to conduct inspections but will meet the same criteria as TSP personnel.

4. Requirements for RIS shipments:

   a. Inspections shall be required:

      1) At initial, intermediate, and final terminals upon arrival and until departure except while cars are on an inside track at terminal under a TSP's continuous observation.

      2) At junctions and interchange points where cars are left at rest.

      3) While the shipment is in transit, when the cars are expected to be stopped for 90 minutes or more (the first inspection shall take place at the 90-minute mark).

      4) At destination until such time as the consignee takes physical possession or otherwise agrees to accept responsibility for security.

   b. Inspection of each car within one hour at required inspections locations and re-inspections every hour until the inspection requirement terminates under these provisions.

c. Every hourly inspection will be fully documented and comply with the inspection document requirements set forth below. Inspection reports will be available for review within 24 hours of inspection completion.

d. Documentation of all inspections will include the following information.

1) Name of TSP reporting.

2) Name of inspector and his/her signature.

3) Time of each inspection or acceptance for continuous observation.

4) Actual arrival time at terminal.

5) Actual departure time from terminal and;

6) Condition of conveyance(s) and seals/locking devices.

e. Where feasible, RIS shipments held at terminals will be placed in well-lighted areas, on an inside track, near the tower, and/or otherwise under the continuous observation of railroad employees.

f. Any accident, incident, or potential threat will be reported immediately to appropriate emergency personnel and SDDC DTTS at the contact number listed in Section A, VIII, Table 1.

g. If evidence of forced entry, vandalism, sabotage or tampering with seals exists, the TSP will immediately notify SDDC DTTS at the contact number listed in Section A, VIII, Table 1.

h. Inspectors shall also be responsible for inspecting container seals/locks. If any seal/lock is found broken, they will be resealed immediately with the same or an equivalent security device. Broken seals/locks or other security problems with containers shall be reported immediately to SDDC DTTS at the contact number listed in Section A, VIII, Table 1.

5. For all vehicles, inspectors are also responsible to inspect from the ground (unless exceptions are noted) the following:

a. Securement of vehicles to rail car.

b. Broken windows, pilferage, theft, vandalism or other serious damage.

c. Securement (locked and sealed, or welded shut) of vehicle openings such as driver's hatch and loading hatch).

d. Seals, locking devices and exterior integrity of equipment boxes and nested container loads.

6. For M1 Abrams Tanks and Strykers, inspectors are responsible for inspecting from the ground (unless exceptions are noted):

a. Securement of vehicles to car.

b. Securement of tank skirts and/or other detachable armor.

c. Securement (locked and sealed, or welded shut) of vehicle openings.

d. Seals, locking devices and exterior integrity of equipment boxes.

e. If detachable armor is missing, armor will be found and placed under continuous guard until military personnel take possession.

f. For information on the security classification guide for M1 Abrams Tanks, call 586-574-8200.

7. SDDC may request to review or receive copies of all required written documentation at any time. A TSP will maintain all required documentation for a period of three years.

8. Charges: When requested by the shipper, a TSP will provide RIS on shipments for all cars in the same train at a charge of RIS (1) $_____ per highway mile or a flat charge of RIS (2) $_____. Charges will apply from origin to destination, and are in addition to other charges for transportation. TSP(s) will provide RIS on specified cars at a charge of RIS (3) $_____ per car.

ITEM 291	**RAIL ARMED GUARD SURVEILLANCE SERVICE (ARG)**

1. Rail Armed Guard Surveillance Service (ARG) is the third or highest level of TPS for rail. ARG provides one armed guard to maintain constant 24-hour surveillance on DoD shipments that consist of one or more rail cars in the same train. ARG consists of the following:

a. Rail Inspection Service (RIS) as specified in Item 291 in this section.

b. Continuous surveillance by an armed guard while in transit and during all stops, whether in yards, terminals, or while in trains. Guards will not leave the shipment until properly relieved by another guard or consignee at destination. All security seals and/or locks will be checked at all stops and documented using the format below.

c. Inspection of refrigeration/heating units of temperature controlled cars, trailers or containers at least twice during each 24-hour period. Inspections will be at least 10 hours apart or as directed on the BL. Immediately following each required inspection, authorized TSP representatives will make a report by telephone to the consignee and SDDC, furnishing the information called for in the sample format shown below. Cost of telephone calls to other than the toll free numbers will not be paid for by DoD.

d. Surveillance while in transit may be provided by the guard riding the train or in a motor vehicle that parallels the train. ARG surveillance will be the guard's only assigned duty.

e. Armed guards may be railroad police, contract security personnel who are trained to the railroad's requirements with respect to security and rail operations, or a mix of the two.

2. ARG will not be provided unless requested by the shipper. Reporting marks and numbers of each car requiring the inspection will be listed.

3. If evidence of forced entry, vandalism, sabotage or tampering with seals exist, the TSP will immediately notify POC listed in Section A, VIII, Table 1.

4. A TSP will provide ARG on shipments of single car loads or shipments of multiple car loads in the same train at a charge of ARG (1) $_____ per highway mile or a flat charge of ARG (2) $_____. Charges apply from origin to destination, and are in addition to other charges for transportation. In Section F-1 of the tender, TSP will complete either ARG (1) or ARG (2), but not both.

5. Information to be furnished per instructions in paragraph 1b above:

   1. Person and TSP reporting:_____
   2. City or place of inspection:_____
   3. Local arrival time at checkpoint:_____
   4. Local time inspection was performed:_____
   5. Interior temperature of the equipment:_____
   6. Approximate outside temperature:_____

7. Government seals intact:___Yes [ ] No [ ]_____
8. Replaced by seal number:_____
9. Was temperature modification unit (air conditioner/heater) operating at the time inspection was made: Yes [ ] No [ ]_____
10. Arrangement made for repair:_____
11. Entries made on log attached to equipment:_____Yes [ ] No [ ]_____
12. Estimated or actual time of departure from checkpoint:_____
13. Estimated time of arrival at next checkpoint or destination:_____

6. SDDC may request to review or receive copies of the written documentation required above. The TSP will maintain all required documentation for a period of three years.

V. RULES ON TRANSPORTATION OF ARMS, AMMUNITION AND EXPLOSIVES AND OTHER HAZARDOUS MATERIALS

The rules and regulations provided in this part are applicable to transportation of HAZMAT as defined in 49 CFR, Part 172.101 as well as materials not specifically defined as HAZMAT per 49 CFR, Part 172.101, but are of a nature and character as to merit an extra measure of protection measures while in transit. Transportation of SRC I AA&E by rail is prohibited. TSP requirements provided in this part will be followed in order to remain SDDC approved to transport DoD freight.

ITEM 293	ARRIVAL DURING OTHER THAN NORMAL OPERATING HOURS

TSP will provide advance notification to consignee if arrival is expected to occur after normal operating hours. The TSP will retain custody of shipment until delivery.

ITEM 295	DRAYAGE

Drayage of shipments of AA&E (Class 1), inhalation hazard poisons (Divisions 2.3 and 6.1), or radioactive yellow - III label materials moving in rail TOFC/COFC/Intermodal service will be tendered only to qualified motor TSP who are authorized by SDDC.

ITEM 297	EXPLOSIVES AND OTHER HAZARDOUS MATERIALS

Explosives and other hazardous material will be transported in compliance with regulations published in 49 CFR and DoD 4500.9R, Part II. TSP are advised that interim notices of final rules that affect the CFR are published in the Federal Register. Interim changes to the Bureau of Explosives (BOE) are published as supplements to the basic publication. Special DoD requirements related to rail transport of ammunition, explosives, sensitive materials, radioactive materials, other hazardous materials and substances, and hazardous waste are provided in this section.

ITEM 299	INSPECTION AND LOADING OF RAIL CARS/VEHICLES

1. A TSP will ensure each empty rail car used to transport AA&E and other dangerous articles is inspected prior to loading to ensure compliance with 49 CFR Parts 174.104 and 174.81. A TSP-provided three-part Car Certificate will be used to inspect rail cars used for shipping Class 1 (Divisions 1.1, and 1.2) Explosives in accordance with 49 CFR 174.104.

2. All shipments must be loaded and placarded according to 49 CFR Part 172 standards.

3. Rail cars must be properly sealed. Consult DoD 4500.9-R, Chapter 205, for a description of approved DoD security seals.

4. For the motor portion of a rail TOFC/COFC, see Section B, Item 11 in this publication.

VI. SPECIAL RAIL SERVICE RULES

Rules in this part provide requirements for unique services that may be requested by a shipper/consignee from a TSP. TSP that agree to provide these special services will adhere to the following applicable requirements in order to continue as a SDDC approved TSP of DoD freight.

ITEM 301	ATTENDANTS ACCOMPANYING GOVERNMENT SHIPMENTS (AAS)

1. TSP will permit DoD personnel, including contractors, to accompany government shipments (AAS) on freight trains. TSP will review the official travel orders of DoD personnel prior to permitting them on freight trains. One-way service charge of AAS (1) $_____ per highway mile per person will apply, subject to a maximum charge of AAS (2) $_____ per person, from origin to destination. Charges will apply to any single/joint-line route authorized by TSP tender.

2. TSP are not required to stop or start trains or furnish light for the accommodation or safety of personnel.

3. For shipments falling within this item, the BL will contain the following information:

   a. Number of persons accompanying shipment.

   b. Person in charge, and.

   c. Points between which they will accompany shipment.

4. TSP will not be held liable for claims, liabilities or demands of any DoD personnel accompanying the shipment, unless any resulting claim or liability is caused directly by the negligence of TSP or its employees, which shall include damages or injury to persons or property resulting from the movement.

ITEM 303	CABOOSE/GUARD CARS FURNISHED (CGC)

1. DoD personnel accompanying freight shipments will either ride in a caboose or guard car, which may be furnished by the TSP or by DoD.

2. Cabooses/guard car furnished by TSP or DoD, will be subject to applicable charges from origin to destination. Mileage will be computed from origin to destination. Charges:

   Each DoD Caboose Occupied: CSP (1) $_____ per highway mile

   Each TSP Caboose Occupied: CGC (2) $_____ per highway mile

Each DoD Guard Car Occupied: CSP (3) $_____ per highway mile

Each TSP Guard Car Occupied: CGC (4) $_____ per highway mile

3. Unoccupied DoD furnished cabooses and/or guard cars will be returned without charge to a designated location. If mileage from destination to a designated location exceeds mileage from origin to destination, mileage in excess will be subject to a charge of CGC(5) $_____ per highway mile.

4. Cabooses or guard cars furnished by DoD that are held for the convenience of the TSP on railroad property between movements will not be subject to storage or demurrage charges.

ITEM 305	**SPECIAL TRAIN SERVICES (SFT)**

1. Special Train Services (SFT) is a special freight train or a special mixed freight and passenger train that is operated on a designated Time Definite Service schedule agreed to by railroad and the TO. Under SFT, the TSP agrees to meet RDD as listed on BL.

2. If TSP determines that special train movement is necessary due to exceptional dimensions, weight or safety, the TSP will notify the TO, who will certify recommendation and annotate the BL. SFT shall include MTX service.

3. SFT charges will be in addition to other charges for accessorial services provided in TSP tenders.

   a. Charges for special train services are as follows:

   SFT (l) $_____ per highway mile, subject to a minimum charge of SFT (2) $_____.

   b. Apply single or joint-line route authorized by the individual TSP tender with freight rates assessed on cargo transported. Charges are based on per train per highway mile.

I. GENERAL WATER TRANSPORTATION SERVICE PROVIDER INFORMATION

ITEM	SUBJECT	CHANGE	PAGE
307	Combining Bills of Lading	O	195
309	Covenant Against Contingent Fees	O	195
311	Gas-Free Certification	O	195

II. GENERAL WATER TRANSPORTATION SERVICE PROVIDER RULES

ITEM	SUBJECT	CHANGE	PAGE
313	Cargo Blanketing	O	196
315	Demurrage (DEM)	O	196
317	Equipment	O	197
319	Equipment Ordered But Not Used (VFN)	O	197
321	Inspections	O	198
323	Laytime	O	199
325	Notice of Readiness (NOR)	O	200
327	Notification	O	200
329	Performance	O	200
331	Protection Against the Elements	O	200
333	Release Value Rates	O	200
335	Stowage (STO)	O	201
337	U.S. Coast Guard Port and Vessel Safety and Security Requirements	O	201

III. RULES FOR TRANSPORTATION OF BULK PETROLEUM PRODUCTS AND OTHER HAZARDOUS MATERIALS (EXCLUDING BULK LIQUIDS)

ITEM	SUBJECT	CHANGE	PAGE
339	Contaminated Fuel	O	204
341	Delivery Dates	O	204
343	Outturn	O	204
345	Return Shipment of Retained Product	O	205
347	Variations in Quantity	O	205

III. RULES FOR TRANSPORTING OF ARMS, AMMUNITION, AND EXPLOSIVES AND OTHER HAZARDOUS MATERIALS

ITEM	SUBJECT	CHANGE	PAGE
349	Movement of Shipments Requiring TPS	O	206

IV. RULES FOR TRANSPORTING SHIP PROPELLERS AND PROPULSORS, SPECIAL HIGH VALUE AND SENSITIVE SHIPMENTS

ITEM	SUBJECT	CHANGE	PAGE
351	Movement Controls	O	207
353	Security Requirements	O	207

I. GENERAL WATER TRANSPORTATION SERVICE PROVIDER INFORMATION

This part describes general requirements for a water TSP who transports any DoD freight. As a rule, any incident involving DoD cargo should be reported to the appropriate contact listed in Section A, VIII, Emergency Notification Information, Table 1.

ITEM 307	COMBINING BILLS OF LADING

BLs for government contract barge shipments or other water TSP shipments cannot be combined in the currently authorized Third Party Payment System (TPPS) with any other water shipment going to same destination under tug water tow, unless specifically approved in advance by SDDC.

ITEM 309	COVENANT AGAINST CONTINGENT FEES

Under this item, prior to being qualified to perform as a water TSP, the TSP shall affirmatively warrant and affirm that no other entity was used to solicit or otherwise secure its tender or paid a commission, percentage, brokerage, or contingent fee. Under this part, TSP are also required to ensure that only bona fide employees or established commercial or selling agencies can be used by a TSP to secure DoD traffic . In the event that a TSP is found to breach or otherwise violate this warranty, the Government shall have the immediate unilateral right to cancel the tender without liability or, at its discretion, deduct from the agreement price or consideration the full amount of that commission, percentage, brokerage, or contingent fee. The only exception to this general rule shall be for fuel water TSPs, where brokers are permitted to be used.

ITEM 311	GAS-FREE CERTIFICATION

If a gas-free certificate is required to permit an internal inspection of a water /barge TSP prior to loading/unloading/welding, that certification shall be provided by the TSP at no cost to DoD. The gas-free certificate may also be used at destination for loading additional cargo. At any time, a TSP may be required to provide an entirely new gas-free certification to shipper/loader, which shall be provided at no cost to DoD.

I. GENERAL WATER TRANSPORTATION SERVICE PROVIDER RULES

This part sets forth mandatory requirements for compliance by a water TSP when providing rates for services offered to handle, store, or transport any type of DoD freight. Rules contained in this part will be followed in order for water TSP to continue as a SDDC approved TSP.

ITEM 313	CARGO BLANKETING

TSP will be responsible for furnishing inert gas and shall be liable for any harmful effect on cargo when blanketing cargo. Time used to blanket cargo shall not be deemed as Freetime/Laytime.

ITEM 315	DEMURRAGE (DEM)

1. A TSP shall enter in Section F-2 of the tender the following as free time allowed to enable a shipper and/or consignee to load/unload in barge. This free time will include removal of all dunnage, debris, and any special gear necessary to secure cargo in/on the barge, but shall in no event exceed eight hours per day:

   DEM(1) ___ per hour to load
   DEM(2) ___ per hour to unload

   Bulk liquid TSP will enter:

   DEM(3) ___ Barrels Per Hour (BPH) to load
   DEM(4) ___ Barrels Per Hour (BPH) to unload

2. A TSP will grant DoD a minimum free time of 1 ½ hours at origin and destination for hook-up and inspection plus one additional hour for each 2,000 barrels of cargo loaded and discharged or other free time allowance requested in writing by DoD and accepted, in writing, by TSP.

3. For Laytime (prorated to the nearest hour) in excess of allowed free time to load or unload, demurrage charges shall be set forth in the tender as follows:

   DEM(5) $_____ per hour

4. For shipments that involve the Return Shipment of a Retained Product, Item 347, in this section, shall apply.

5. TSP will invoice DoD Installations and facilities via an e-Bill in the Third Party Payment System (TPPS). TSP will maintain the following supporting documentation:

a. DD 250-1 (Notice of Readiness)

b. Notifications of Expected Arrival (48-, 24-, 12-, and 3-hour notices of ETA)

c. Vessel logs

d. Revisions to scheduled readiness date

e. Written documentation describing charges billed and incurred by installation or facility.

ITEM 317	EQUIPMENT

1. TSP will maintain and operate equipment IAW all applicable federal law and regulations, including but not limited to regulations of the U.S. Coast Guard, DoD applicable port and state and local laws. All equipment provided shall meet federal safety regulations, and be necessary and suitable under industry standards to load/unload intended cargo. Equipment tendered by a bulk fuel TSP will, at a minimum, contain permanent gauge point marks and calibration charts, including strapping charts and trim tables. Any tow vessel will have onboard dewatering pumps for emergency purposes.

2. If the equipment provided by a TSP is determined by a Government Inspector to be unsuitable for loading/unloading intended cargo, the TSP shall have the option to perform further cleaning or repairs at the TSP sole expense or take appropriate actions to substitute acceptable equipment to meet the scheduled lift date.

3. Time used for the following actions will not be considered Laytime, Item 325:

   a. Cleaning or repairs,

   b. Loading delayed during the process of substituting and/or switching equipment,

   c. Time used in presenting, inspecting or cleaning of rejected equipment.

4. A TSP will be required to reissue Notification of Readiness, as specifically described in Item 327, when utilizing cleaned, repaired or replacement equipment.

ITEM 319	EQUIPMENT ORDERED BUT NOT USED (VFN)

1. If through no fault of the TSP, DoD cancels an order and equipment has left point of dispatch, the TSP will assess charges for Equipment Ordered But Not Used (VFN)(1)$_____

2. The TSP has three options for VFN charges to calculate VFN, however, the charge must be the lowest of the three options and will be on a per movement basis:

   a. First Option: VFN 1: multiply by twice the number of hours from point of dispatch to point of cancellation.

   b. Second Option: VFN 1: multiply by number of hours from point of dispatch to next loading point.

   c. Third Option: Total freight charges for canceled shipment.

3. Release of the conveyance can be accomplished by any means within ordinary custom and trade; however, release must be confirmed in writing within one hour of the time of cancellation. Cancellation shall be confirmed by e-mail and to the dispatcher that the equipment was ordered from or a government representative designated by the TSP.

4. A TSP will bill DoD installations and facilities via an eBill in the currently authorized Third Party Payment System (TPPS). The TSP shall maintain the following supporting documentation:

   a. DD 250-1 (Notice of Readiness)

   b. Notifications of Expected Arrival (48-, 24-, 12-, and 3-hour notices of ETA)

   c. Vessel logs

   d. Written notice of cancellation

   e. Other records to support the charges

ITEM 321	**INSPECTIONS**

1. A TSP shall be solely responsible for arranging for a qualified marine cargo specialist or surveyor to conduct an inspection of loading, as well as securing any type of water conveyance for movement. In no event will DoD assume any cost for this required inspection. Inspection arrangement shall be coordinated in advance with the shipper/consignee.

2. Any equipment provided by a TSP is subject to the requirements set forth in Item 319, Equipment. In no event shall rejection of defective or equipment that fails to meet industry standards or federal regulations during an inspection relieve the TSP from pickup and delivery requirements.

3. The TSP will fully comply with all applicable regulations concerning facility and vessel safety, security regulations and inspection criteria, as set forth in 33 CFR, Parts 6, 104-105, 109-110, 125-126 and 160; and 49 CFR, Part 176. For operations that involve loading and offloading of Hazard Class 1 AA&E at DoD owned port facilities, a TSP will also comply with safety, security regulations and the inspection criteria associated with DoD 6055.9-STD, Paragraph C9.5 and DoD 5100.76-M, Chapters 6, 7, and Appendix 3.

ITEM 323	**LAYTIME**

1. Laytime starts at Notice of Readiness, except:

   a. If a vessel arrives earlier than the readiness date that was agreed to between DoD and the TSP, the scheduled vessel will be loaded in its proper turn with other vessels that have arrived. Laytime will not begin until a vessel moors alongside or at 12:01 AM local time on the readiness date last agreed upon, whichever occurs first.

   b. If vessel arrives later than 12:00 PM on the day following the last agreed upon readiness date, the vessel will be loaded in its proper turn with other vessels. Laytime will not begin until a vessel moors alongside.

2. Laytime will continue 24 hours a day, 7 days a week without interruption from the start of laytime until the vessel is released by government quality representative. Laytime shall apply to both loading and discharging operations.

3. If any of the circumstances set forth below occur after laytime begins, the TSP will add time to the basic laytime charges in paragraph 2:

   a. Vessel conditions does not permit loading or unloading. Increased laytime will include, but not be limited to: shifting vessel(s) from lay berth, anchorage, or fleeting area; shifting one water TSP for another during loading or unloading; substituting and/or switching equipment for cleaning or; other causes beyond control and without fault or negligence of DoD.

   b. Delay of vessel reaching its berth due to the act, omission, or negligence of the TSP.

   c. Rules or standard practices of an owner or operator of a vessel, or the regulations of a port authority prohibit loading or unloading.

   d. Undue delay caused by the acts of omissions of a TSP concerning loading/unloading the vessel, or releasing the vessel for sailing beyond DoD control, absent any negligence of intentional act of DoD or its product/storage contractor that proximately causes undue delay.

ITEM 325	NOTICE OF READINESS (NOR)

A TSP will submit Notice of Readiness (NOR), DD Form 250-1, prior to performing loading/unloading, when mooring at dock for acceptance by authorized personnel at the docking facility. If dock space, product, or personnel are not available and the TSP is directed to a lay berth, anchorage, or fleeting area, NOR may be tendered to authorized personnel from that location. When mooring is permitted and dock clearance is given, the TSP will shift immediately to the assigned berth. In no event shall the time required for vessel shifting, berthing, or mooring will not be considered as Freetime/Laytime.

ITEM 327	NOTIFICATION

1. The TSP will provide notification of at least 48 hours to the port before the estimated time of arrival (ETA), and continue to provide updates at 24, 12, and 3 hours before ETA. At least 24 hours before vessel dispatch, the TSP will provide shipper/consignee the name of vessel(s) nominated and point of dispatch. The TSP will provide updates at least 24-hour intervals until arrival.

2. The TSP will furnish shipper/consignee daily reports notifications until arrival at destination and confirm these notifications in writing.

3. Any TSP claim for demurrage that is submitted for payment without supporting notification will be returned unpaid.

ITEM 329	PERFORMANCE

When authorized, the TSP will proceed to a designated loading point. If the TSP cannot furnish its equipment on date the vessel was ordered, DoD shall be permitted to substitute another qualified TSP to furnish transportation. The TSP, upon failing to perform its obligations shall be liable for all additional charges DoD incurs in arranging substitute transportation, and in no event will the TSP receive any compensation for that shipment**.**

ITEM 331	PROTECTION AGAINST THE ELEMENTS

At the shipper's request, the TSP agrees to provide proper protection of the cargo from the elements, which shall include protection from salt-water intrusion or adverse weather conditions.

ITEM 333	RELEASE VALUE RATES

Under this Item, the provisions of Section A, IV, Completing a SDDC 364-R Tender, set forth in this publication shall govern release value rates.

ITEM 335	STOWAGE (STO)

1. A reasonable and safe berth for vessel(s) to remain afloat will be provided by the DoD facility or DoD contractor during loading/unloading. The TSP will fully comply with all applicable federal safety regulations, as well as the safety criteria detailed in DoD 6055.9-STD, paragraph C9.5, for berthing and cargo handling operations conducted at DoD owned ports involving HAZMAT Class 1 AA&E.

2. In the event that DoD is unable to provide proper berthing at the time of docking, in order to avoid damage to persons or property, the TSP shall be responsible for removing the equipment, including movement of power equipment (tug/tow), and stowing it in a secure area. Charge for Stowage will be STO(1) $_____ per water TSP.

3. Shippers/consignees who incur lawfully owed charges under this item will be billed through an eBill via the currently authorized Third Party Payment System (TPPS). The TSP shall, at a minimum, maintain the following supporting documentation:

   a. DD 250-1 NOR

   b. Notifications of expected arrival to consignee and shipper (48-, 24-, 12-, and 3-hour notices of ETA)

   c. Vessel logs

   d. Other records to support claim.

ITEM 337	U.S. COAST GUARD PORT AND VESSEL SAFETY AND SECURITY REQUIREMENTS

1. When a TSP is engaged in the transportation of HAZMAT as defined in 49 CFR, Part 171, the TSP will comply with applicable U.S. Coast Guard port and vessel safety and security regulations as defined in 33 CFR Parts 6, 104-105, 109-110, 125-126, and 160; and 49 CFR Part 176. The TSP shall also be required to remain current on that status of any terrorist threat levels advisories, as published by the Department of Homeland Security. The TSP will also be alert to a DoD owned port facility's current Force Protection Condition during operations involving AA&E; DoD 5100.76-M shall apply to this item. .

2. The TSP will coordinate with Coast Guard Captain of the Port (COTP) in obtaining all necessary permits and permissions for loading and transport of cargo found in 33 CFR, Part 126.19, and DoD will assist the TSP if required. The TSP will obtain a lawful permit from the COTP prior to handling, loading, discharging, or transporting Class/Division 1.1 and/or 1.2 explosives. See 49 CFR, Part 176.99 for other HAZMAT applicable to operations

requiring a COTP permit. The TSP will also comply with all additional safety and security instructions concerning TSP operations involving: Class 1 AA&E; classified, sensitive and protected materials; radioactive material and; other dangerous articles.

3. The TSP will develop and maintain a vessel security plan that provides proper security and protection of cargo. The security plan will include, at a minimum, the following:

   a. Twenty-four hour watch;

   b. Access controls;

   c. Lighting, and;

   d. Terminal security standards as specifically provided in Section B, Item 91, Terminal Security Standards for Secure Holding of AA&E and Item 95, Terminal Safety Standards for Secure Holding of AA&E.

4. Coast Guard Form 4260, Application and Permit to Handle Hazardous Materials, is divided into three major sections:

   a. Application completed by facility/vessel

   b. Permit completed by the COTP

   c. Inspection completed by vessel master

5. Coast Guard Form 4260 will be submitted to the COTP having jurisdiction over the load and discharge location. Applications will be submitted at least 30 days in advance of movement.

6. The COTP and the approval authority may place special requirements on loading/unloading operations, including but not limited to:

   a. No bunkering during ammunition loading or after ammunition has been loaded

   b. No smoking

   c. Appropriate lighting

   d. Vessel crew fire drills

   e. Procedures outlined in 49 CFR, Part 176.108 and 176.180

   f. Limitations of transit times and routes

7. TSP shall comply with all special requirements required by the COTP at no additional cost to the government.

8. The TSP shall permit the COTP to provide assistance regarding loading and stow plan of the vessel.

9. The TSP acknowledges that the COTP may deem it necessary to escort loaded vessels in/out of port, and that coordination may be required during these operations.

III. RULES FOR TRANSPORTATION OF BULK PETROLEUM PRODUCTS (EXCLUDING BULK LIQUIDS)

This part sets forth the TSP requirements that apply to any TSP who transports bulk petroleum. The TSP will comply with the following of these rules in order to continue to qualify as an approved SDDC TSP.

ITEM 339	CONTAMINATED FUEL

Except when damage to the bulk petroleum cargo is due to a *force majeure* situation, if a vessel/barge arrives at the unloading port in a contaminated condition, the TSP (at the discretion of the installation/activity controlling the movement) will be required to reimburse DoD.

ITEM 341	DELIVERY DATES

1. If DoD modifies or revises the readiness date on the DESC Form 19.16 after a TSP has dispatched vessel(s) for intended routing, the shipper/consignee shall have the right to cancel the shipment**.**

2. A TSP may request revision of the readiness date by obtaining written consent by the shipper/consignee within 72 hours prior to the existing readiness date. The shipper/consignee reserves the right to reject any requested revision to the readiness date. If a shipper/consignee does not consent to the requested revision of the TSP, readiness date will remain unchanged.

3. If a TSP cannot provide the proper and necessary equipment on the agreed upon readiness date, DoD shall have the option to cancel the shipment or permit TSP to arrive after the agreed readiness time. TSP will obtain written confirmation from the shipper/consignee concerning the established and revised readiness date.

ITEM 343	OUTTURN

1. Except as otherwise provided in Release Value Rates, Section B, Item 65, a TSP shall be liable for any shortage in outturn exceeding one-half of one percent (0.5%) in volume as computed from shore tank gauges of the bulk petroleum and based on the value of product replacement.

2. The vessel master or mate shall be required to take computations from the vessel permanent gauge point marks and calibration charts, with assistance from DoD, and gauge the vessel for quantity aboard the vessel after loading, as well as before unloading the vessel.

3. A TSP shall not be liable for any shortage in outturn if the comparison of quantity aboard vessel(s) after loading and before unloading taken from vessel permanent gauge point marks

and calibration charts does not exceed one-half of one percent (0.5%) in volume. The TSP will be responsible for any fuel carried away **(**see Definitions, Appendix D).

ITEM 345	**RETURN SHIPMENT OF RETAINED PRODUCT**

1. When consignee fails to accept a total shipment, any product remaining within the vessel must be promptly returned to shipper or shipper's designee.

2. In such circumstances, the TSP will charge hourly demurrage rates provided in the tender section of this publication not to exceed (DEM 6) $250.00 per hour, which shall begin at the time of departure of TSP equipment from the vessel or consignee, and terminating at the time of release of the vessel by the Government Inspector at discharge point.

3. The TSP will submit charges under this item through an eBill via the currently authorized Third Party Payment System (TPPS). At a minimum, the TSP will maintain the following supporting documentation:

   a. DD Form 250-1 or DD Form 1149,

   b. A TSP-generated form certified by the receiving vessel or activity and certified upon returned to origin by the shipping terminal or other designee at destination.

ITEM 347	**VARIATIONS IN QUANTITY**

1. Only a shipper/consignee shall have the authority to authorize variations in product quantity. The quantity delivered to a TSP will be measured by shore tank gauges that have been corrected to 60° Fahrenheit, and must be witnessed and certified by an authorized government representative. To ensure the safety of the cargo, a TSP will coordinate any request to transport a lesser quantity with shipper/consignee and will offer a reasonable fee, with DoD approval.

2. Notwithstanding the provisions set forth in paragraph 1, the total quantity of a shipment is approximate with custom usage of the trade and governed by demand of the service. The quantity delivered to the TSP for any individual lifting requirement may vary by a standard deviation of plus/minus 10 percent. The TSP will transport quantity within its full capacity of the provided equipment at no change in rates or other types of charges under the terms of its tender. Bids within the TSP's tender cannot exceed 90 percent of estimated cargo percent quantity.

IV. RULES FOR TRANSPORTING ARMS, AMMUNITION, AND EXPLOSIVES (AA&E) AND OTHER HAZARDOUS MATERIALS

This part sets forth the rules and regulations applicable not only to transporting arms ammunition and explosives (AA&E), and other hazardous materials (HAZMAT) as defined in 49 CFR, Part 172.101, but shall also apply to materials that are not defined specifically as HAZMAT per 49 CFR, Part 172.101 that due to their special nature, character, or security requirements of the cargo, require an extra measure of protection in transit, including classified (SECRET/Confidential) materials and sensitive materials.

ITEM 349	MOVEMENT OF SHIPMENTS REQUIRING TPS

1. The TSP shall fully comply with all governing federal and DoD safety and security regulations and rules with respect to loading, unloading, handling, stowing, and transporting HAZMAT, and other classified (SECRET/Confidential) sensitive materials, including AA&E. The applicable rules and regulations are more fully set forth within the following legal authorities:

   Title 33 CFR Parts 6, 104-105, 109-110, 125-126, and 160;

   Title 49 CFR Parts 105-107, 110, 130, 171-173 and 176;

   DoD 6055.9-STD, Paragraph C9.5;

   DoD 5100.76-M, Chapters 6-7 and Appendix 3;

   DoD 4500.9-R, Chapters 204-205.

2. Prior to loading AA&E or TPS shipments at a DoD port, DoD port personnel, in conjunction with USCG port security and TSP personnel will ensure all required pre-load safety and security measures are taken. See Performance, Item 331 and Return Shipment of Retained Product, Item 347 in this publication for guidance.

   The TSP will deliver all AA&E shipments moving under Satellite Motor Surveillance Service (SNS) on or before established RDD. RDD may be annotated in the remarks block on the BL. Failure to meet established RDD may result in TSP performance action IAW DoD 4500.9-R Chapter 207.

V. RULES FOR TRANSPORTING SHIP PROPELLERS AND PROPULSORS, SPECIAL HIGH VALUE AND SENSITIVE SHIPMENTS

This part sets forth the TSP requirements when transporting propellers and other high value or sensitive items. The TSP will follow these rules in order to continue as a SDDC approved TSP.

ITEM 351	MOVEMENT CONTROLS

1. The TSP will ensure propeller and Propulsor shipments are packaged, marked, and delivered with necessary protective accessories then loaded, blocked, braced and equipped with placards.

2. The TSP will provide continuous monitoring of propeller and Propulsor shipments from origin to destination, based on security classification of cargo. Monitoring requires Total Asset Visibility (TAV) and the continuous capability to divert shipments to other modes of transportation or destinations. For tracking requirements:

   a. The TSP will obtain BL as proof of shipment.

   b. The TSP will have ability to track/trace shipment at all times during transit and provide proof of delivery/receipt signature.

3. If a shipment includes propeller/Propulsor and a trailer or tractor/trailer is utilized, the weight capability of the tractor and trailer must be equal to or greater than the weight of the propeller/propulsor load. The TSP equipment must meet the requirements of 49 CFR, Part 393. Chocks on the barge or on the trailer may be secured with fasteners. Welding is not required.

4. The requirements stated above will also be met for shipments involving trailers with tilt beds. Non-hydraulic static-passive mechanical devices will be utilized to position and secure the tilt bed in a hold up position although hydraulics may be utilized to position the tilt plate.

5. Propellers and Propulsor will be lifted by special eyebolts only. The TSP responsible for lifting will ensure the straps and cranes that are utilized are certified to handle their weight of the propellers and/or propulsors.

ITEM 353	SECURITY REQUIREMENTS

1. The TSP will comply with all applicable procedures and regulations concerning shipments of propellers and Propulsors as classified material, as published in the Department of the Navy (DON) Information and Security Program Regulation Manual (OPNAVINST 5510.1 series), the Industrial Security Regulation (DoD 5220.22R) and DoD 4500.9-R, DTR, Part II, Chapter 205, Movement of Sensitive Conventional Arms, Ammunition, and Explosives, Classified (SECRET and Confidential), and Controlled Cryptographic and Sensitive Items.

Additional Propulsor-related security requirements are specified in OPNAVINST S5513.5B, DON Security Classification Guidance for Undersea Warfare Programs and OPNAVINST S5513.3B DON Security Classification Guidance for Surface Warfare Programs.

2. If cargo is unable to be packaged and any part is classified, it will be tarped to prevent its identification. Tarps must be fire and water-resistant.

3. For the surface portion of a water shipment, if cargo is locked and sealed and the classified nature of the material is hidden so that the driver/tug master/water TSP master does not have access except by breaking of a seal, than the shipment is permitted to be transported go via CIS or DDP (if the distance is over 150 miles).

4. Shipments may require an escort if specifically requested by shipper/consignee, or in certain circumstances due to the classification of the item. Escort personnel must comply with all requirements and procedures contained in the National Industrial Security Program Operating Manual (DoD 5220.22-M).

I. GENERAL PIPELINE TRANSPORTATION SERVICE PROVIDER INFORMATION

Item	Subject	Change	Page
355	Application of Rates for Pipelines	O	210
357	Terms and Conditions	O	211
359	Acceptance of Product for Transport	O	211
361	DoD Unique Designators for Petroleum Products	O	211
363	Intermodal Movements	O	212
365	Liability of Transportation Service Provider and Terminal Operators	O	212
367	Measurement of Volume	O	212
369	Proration Excess of Pipeline Capacity	O	212
371	Routing	O	213
373	Scheduling of Shipments	O	213

II. GENERAL PIPELINE TRANSPORTATION SERVICE PROVIDER RULES

Item	Subject	Change	Page
375	Additive Injection Blending Service (AIB)	O	214
377	Loss of Product (LAS)	O	214
379	Determination of Quality	O	215
381	Filtration Service (FTR)	O	215
383	Fractions	O	216
385	Receipt and Issue (DEL)	O	216
387	Release Value Rates	O	216
389	Terminal Receipt and Issue During Other Than Normal Operating Hours (ORS)	O	216
391	Time-Period Rates	O	217
393	Security Recovery Surcharge (SRS)/Disaster Recovery Surcharge (DRS)	O	218

I. GENERAL PIPELINE TRANSPORTATION SERVICE PROVIDER INFORMATION

This part describes the general requirements for a pipeline TSP to transport any DoD freight. As a rule, any incident involving DoD cargo should be reported to the appropriate contact listed in Section A, VIII, Emergency Notification Information, Table 2.

ITEM 355	APPLICATION OF RATES FOR PIPELINES

1. Given that the Pipeline industry has extensive operating experience that permits accurate costing of operations, pipeline TSP will publish rates for DoD operations that are all-inclusive, and which accurately reflect each cost element used to construct those rates; including but not limited to the following:

   a. Throughput terminal operations costs

   b. Administrative overhead including automated data input

   c. Insurance, taxes, fees and amortization costs

   d. Security fees

   e. Cost of expected product losses

   f. Profit

   g. Utility (and fuel if applicable) costs

   h. All additive injection costs

   i. Filtration and filter element costs

   j. Basic labor and expected overtime costs

   k. Execution of TSP's Quality Control Plan

2. Compliance with paragraph 1 above shall result in a single rate to be applied for the shipment. The only exception to this general rule shall be in circumstances where a pipeline is required to accommodate a change in the mode of transportation (e.g. pipeline terminal to truck loading, water TSP receipt or issue). These circumstances will continue to be shown as Receipt Issue (DEL), Item 385.

3. Where extraordinary circumstances (e.g. natural disasters, federally mandated improvements) warrant recoupment of costs actually incurred, any recovery of such costs shall be negotiated

between DoD and the pipeline through a temporary rate increase, and that temporary rate increase is permitted to remain in effect only until such as time full recovery of the incurred expenses is attained.

ITEM 357	TERMS AND CONDITIONS

This publication and the TSP's Tender/Tariff represent the entire agreement between the parties. No secondary requirements, agreements or supplemental terms and conditions will be levied by either, without the TSP canceling its tender and reissuing it in order to set forth new provisions.

Filling of a tender indicates the TSP's agreement to provide not only transportation services, but also timely inventory and transportation data (electronic transaction data), and as necessary documentation in accordance with policies found at DESC's website: http://www.desc.dla.mil/DCM/DCMPage.asp?PageID=479.

ITEM 359	ACCEPTANCE OF PRODUCT FOR TRANSPORT

1. The TSP will accept petroleum products for transportation in accordance with its Tariffs and implement policies, procedures, and practices that conform to standard industry practice.

2. The TSP is not obligated to accept petroleum products that might contaminate or otherwise damage other shipments in accordance with Occupational Safety and Health Administration (OSHA) and Environmental Protection Agency (EPA) requirements.

3. Products will be accepted for transportation only:

   a. When a shipper makes delivery arrangements to TSP at pumping rates and pressures that are adequate to meet minimum required throughput, or;

   b. In certain circumstances, at lesser throughput rates that are acceptable to a TSP on a case-by-case basis.

   c. When those products requiring corrosion inhibitors contain qualified compounds that are determined to be satisfactory to the TSP.

ITEM 361	DoD UNIQUE DESIGNATORS FOR PETROLEUM PRODUCTS

DoD Unique item numbers for petroleum products are listed in Appendix B in this publication and will be used when completing Section A of the tender.

ITEM 363	INTERMODAL MOVEMENTS

When a TSP issues a tender rate from origin to destination and intermodal service is required, a TSP that is approved by both SDDC and Federal Energy Regulation Commission (FERC) will be used. Where intermodal service is required, the issuing TSP maintains responsibility and liability for entire movement until delivered at final destination. For purposes of this publication, the shipment will be considered a pipeline movement and shall include the water, rail, or motor portion.

ITEM 365	LIABILITY OF TRANSPORTATION SERVICE PROVIDER AND TERMINAL OPERATORS

1. Pipeline TSP and terminal operators shall be subject to common TSP liability for loss or damage to the goods in transit.

2. Except as provided in Item 377, Loss of Product, TSP and terminals are liable for all loss or damage to goods transported by them unless they affirmatively demonstrate that any loss or damage was due to a *force majeure* situation.

3. The TSP will not be liable for loss due to discoloration or deterioration of product if TSP shows that the loss is not a result of its negligence or wrongful act.

ITEM 367	MEASUREMENT OF VOLUME

Volume shall be measured at both origin and destination, and be measured in meter units wherever possible. Where this type of measurement is not possible, tank gauging will be used. All volume calculations will be corrected/correlated for temperature, operating pressure, specific gravity and mechanical factors, by utilizing the API-ASTM correction tables.

ITEM 369	PRORATION EXCESS OF PIPELINE CAPACITY

1. When the total nominations for movement on a pipeline exceeds capacity, shipments will be prorated equitably under TSP's Tariff Rules pertaining to earned line time (see exception below). Any cargo owned by the pipeline will also be considered in the total equitable prorating calculation.

2. TSP will grant exceptions to the proration rule set forth in paragraph 1 to DoD petroleum products during emergencies, contingencies, and in situations when required for national defense. DoD will provide TSP with a verbal notification of these situations and then provide written confirmation.

ITEM 371	ROUTING

DoD will not specify the specific routing of the shipment, including any selection of an interlining TSP, pipeline routes, or other standard practices of transportation operations or operations of facilities, as those shall remain to be the sole responsibility of the operating TSP. The originating TSP will select those interlining TSP, pipeline routes, and methods of both transportation operations and facility operations that adopt best industry practice while protecting the quantity/quality of DoD shipments in delivering fuel from origin to destination.

ITEM 373	SCHEDULING OF SHIPMENTS

Cargo nominations and schedule verifications will be provided by DoD or its authorized agent(s) to the TSP in accordance with the governing rules contained in TSP tariff(s).

II. GENERAL PIPELINE TRANSPORTATION SERVICE PROVIDER RULES

This part sets forth the general requirements for compliance by a pipeline TSP when providing rates for services offered to handle, store, or transport DoD freight. Rules contained in this part shall be followed in order for the TSP to continue as a SDDC approved TSP.

ITEM 375	ADDITIVE INJECTION BLENDING SERVICE (AIB)

1. TSP will provide all necessary equipment for injecting and/or blending service (AIB) for specified additives when required.

2. Charges in this item shall be for the injecting and/or blending service only and shall not include the cost of additives.

3. The following charges will apply when requested. TSP may offer additive injection blending services by listing appropriate, three-letter ANSI code on the tender.

Icing inhibitor.	AIB(1) $____per barrel
Corrosion additive	AIB (2) $____per barrel
Conductivity (anti-static) additive	AIB (3) $____per barrel

ITEM 377	LOSS OF PRODUCT (LAS)

1. Any commingling that occurs between batches within the pipeline may be divided by TSP equally among shippers in accordance with its tariff rules.

2. The TSP shall be liable for all losses of product shipped by the DoD. TSP are expected to take into account the value of routine operating losses. TSP shall structure their rates accordingly, to address the expected costs for loss of DoD products, including costs incurred by the Government efforts to recover product value (determined in accordance with policies found at DESC's website: https://www.desc.dla.mil/DCM/DCMPage.asp?PageID=479) through periodic reconciliation of DoD products shipped and received.

3. Water and other impurities shall be deducted from the volume of shipment and shall not be considered part of the shipment at any time.

4. The provisions of this Rules Publications and Tenders take precedence over any other agreements.

ITEM 379	DETERMINATION OF QUALITY

1. The quality determination or verification of petroleum products shipped, or of products tendered for shipment, shall be performed by conducting analysis techniques using the applicable Tariffs provisions and the TSP Quality Control Plan (QCP, see Para. 2 below). The TSP will be provided product for shipment that meets government specifications, and the TSP is expected to return the product to government inventory within the limits of those same specifications.

2. The TSP will institute and follow a written QCP approved by assigned Government Quality Representative. Plans will be of sufficient detail to show the adequacy of TSP procedures and methodology to protect the integrity of quality and quantity of DESC owned product in its possession. Requirements for a written QCP may be waived by DESC when a TSP's procedures and methodology detailed in TSP's tariff are deemed sufficient to ensure protection of the government's interests.

3. In the event the TSP is requested to perform any function, which results in a rate increase, the TSP will propose the additional cost to DESC for prior approval and concurrence before any approved rate increase becomes effective.

4. In cases where disputes exist as to the quality of the petroleum product, either party will have the right to review the quality analysis and/or re-test the quality of the petroleum product.

5. Responsibility for verification of quality:

    a. It shall be the responsibility of the origin TSP to verify the quality of the petroleum product tendered for shipment

    b. It shall be the responsibility of DoD to verify the quality of the petroleum product at destination.

    c. At points other than origin or destination, petroleum products may be tested by the TSP or DoD, as agreed to or as otherwise determined to be necessary.

ITEM 381	FILTRATION SERVICE (FTR)

1. TSP will provide FTR at a charge per barrel of product filtered:

    a. TSP-furnished filters/filter elements FTR (1) $_____

    b. Shipper-furnished filters/filter elements FTR (2) $_____

c. Tank-to-tank filtration FTR (3) $_____

2. When TSP purchase filters/filter elements, charges will be limited to actual cost. TSP will allow shipper to verify actual costs by examining TSP records/documentation. When verified, TSP may bill via the currently authorized Third Party Payment System (TPPS).

ITEM 383	FRACTIONS

Fraction computations are in Section A, IV, Completing a SDDC 364-R Tender of this publication.

ITEM 385	RECEIPT AND ISSUE (DEL)

1. TSP will receive and/or issue product into conveyances as shown below.

2. Charges:

For receipt from a water TSP/or other waterborne vessel	DEL (1)$____per barrel
For receipt from a tank truck or trailer.	DEL (2)$____per barrel
For receipt from a rail tank car	DEL (3)$____per barrel
For issue to a water TSP/or other waterborne vessel	DEL (4)$____per barrel
For issue to a tank truck or trailer	DEL (5)$____per barrel
For issue to a rail tank car	DEL (6)$____per barrel
Water TSP booming	DEL (7)$____per RI

3. Where there is no additional charge for DEL, completion of this item is not required.

4. DEL will include all services necessary for transfer of petroleum product between two conveyances, or from a conveyance to receiving facility.

ITEM 387	RELEASED VALUE RATES

Released value rates will not apply to DoD pipeline traffic. See Item 365, Liability of Transportation Service Provider and Terminal Operators.

ITEM 389	TERMINAL RECEIPT AND ISSUE DURING OTHER THAN NORMAL OPERATING HOURS (ORS)

1. The TSP will provide terminal receipt/issue service during other than normal operating hours when requested by the shipper, for a charge of ORS (1) $____ per hour or fraction for each employee furnished, subject to a minimum charge of ORS (2) $___ per employee furnished.

2. Time will be calculated from arrival of truck/water TSP to the pipeline, and its availability for receipt/issue, to the time that the receipt/issue is completed and truck/water TSP is released. The TSP will note time required for receipt/issue on its corresponding currently authorized Third Party Payment System (TPPS) transaction.

3. The TSP will obtain authorization prior to the required service date, if possible, and will note on its corresponding currently authorized TPPS transaction.

ITEM 391	**TIME-PERIOD RATES**

1. Where rates are based on specific volume and time, the tender will reflect the time during which the rates are in effect.

2. For rates based on specific volumes, rates and volumes will be listed in Section D of tender as follows:

   a. Rate Qualifier will be BB (per barrel).

   b. Minimum Weight/Volume/Quantity, state minimum number of barrels per cargo or annually if desired for which rates apply. Minimum per cargo or annual minimums will be the only minimum accepted.

   c. Table of Rates, state rates in columns corresponding with minimum.

   d. For every minimum shown, there must be a corresponding rate. It is not necessary to show a minimum in every column.

      Volumes will be stated in Section D as:

      Minimum Volume:

      (A)0 3 0 0 0 0 0, (B)0 9 9 9 9 9 9, (C)1 0 0 0 0 0 0, (D)_ _ _ _ _ _

3. If TSP intends to apply more than four minimum volumes, the following will apply:

   a. Columns in Section D will be completed; and

   b. Additional tender pages (Section D) may be inserted in the tender to achieve desired number of minimum volumes.

ITEM 393	SECURITY RECOVERY (SRS)/DISASTER RECOVERY (DRS) SURCHARGES

1. TSP will enter only applicable three-character ANSI code.

2. Consistent with Federal Energy Regulatory Commission (FERC) policy, SRS/DRS will be assessed by TSP at a charge per barrel of delivered product.

3. Security Recovery and Disaster Recovery Surcharges will only remain in effect until such time full recovery of incurred expenses is affected.

4. TSP assessed Security Recovery Surcharge SRS (1) $_____
   Disaster Recovery surcharge DRS (1) $_____

PART I: GENERAL AIR TRANSPORTATION SERVICE PROVIDER INFORMATION

ITEM	SUBJECT	CHANGE	PAGE
401	Mode Substitution	N	221
403	Time-Definite Delivery	N	221
405	Air with Incidental Motor Service	N	221

PART II: GENERAL RULES

ITEM	SUBJECT	CHANGE	PAGE
407	Aggregate Weight	N	222
409	Aircraft Furnished But Not Used (AFN)	N	222
411	Charges for Weight	N	223
413	Escorts/Couriers (ECR)	N	223
415	Freight All Kinds – DoD Unique Number 999914	N	223
417	Freight All Kinds – DoD Unique Number 999931	N	224
419	Inspection of Shipments	N	225
421	Oversized Freight	N	225
423	Submission of Charges for Accessorial Services Requested by Consignor/Consignee	N	226
425	TSP-Provided Services	N	226
427	TSP Security-Clearance Requirements	N	228
429	Waiting Time (WTG)	N	228
431	Airbill Description of Shipments	N	228
433	Excusable Delays	N	228
435	Excess Valuation (EVC)	N	229
437	Redelivery (RCL)	N	229

PART III: RULES GOVERNING THE MOVEMENT OF HAZARDOUS, CLASSIFIED, AND PROTECTED (SENSITIVE) MATERIALS

ITEM	SUBJECT	CHANGE	PAGE
439	Arrival During Other-Than-Normal Business Hours	N	230
441	Driver Requirements	N	230
443	Inspection of Vehicles	N	230
445	Packaging and Marking Requirements (HAZ)	N	230

PART IV: TRANSPORTATION PROTECTIVE SERVICES RULES

ITEM	SUBJECT	CHANGE	PAGE
447	Application of Transportation Protective Services	N	232
449	Constant Surveillance and Custody Service (CIS)	N	232
451	Express TSP	N	233
453	Signature and Tally Record Service (675)/Electronic Signature Service	N	234

PART I: GENERAL AIR TRANSPORTATION SERVICE PROVIDER INFORMATION

This part describes the general requirements for air Transportation Service Providers (TSP) engaged in the transportation of DoD freight. The rules contained in this section govern TSPs' tenders which are intended to apply when either air service or air with incidental motor service is performed. Air TSPs shall at all times comply with applicable federal statutes, regulations, and state laws when providing air transportation on behalf of the DoD. Commercial air service will not normally be used for transportation of shipments to be delivered within 500 surface miles from the shipping point except when commercial air is the low cost mode or the only mode that can meet shipment requirements. Participation in the Civil Reserve Air Fleet (CRAF) program is highly encouraged. As a rule, any incident involving DoD cargo should be reported to the appropriate contact listed in Section A, VIII, Table 1 – Contact Information.

ITEM 401	MODE SUBSTITUTION

Shipments tendered for air service will normally move all, or in part, via air transportation. Transportation Service Providers (TSP) shall be permitted to substitute other modes of service when time-definite delivery requirements can be met by the substituted mode. In no event shall a TSP utilize mode substitution to avoid the terms/conditions set forth in the Bill of Lading (BL) or to circumvent the legal requirement that all TSPs have proper operating authority for the shipment and/or the leg of the shipment at issue. The TSP shall remain liable for any loss or damage to the shipment. When a tendered air shipment moves entirely by a mode other than air, the TSP's liability to the Government for loss/damage to cargo, etc. will be determined by the liability standard of the mode, air or other than air, that is more favorable to the Government.

ITEM 403	TIME-DEFINITE DELIVERY

Shipments tendered to a Transportation Service Provider (TSP) for air service and subject to time-definite delivery (a requirement that a shipment be delivered no later than a specified date/time and destination) may move in any mode of conveyance that the TSP reasonably expects will meet the time-definite delivery requirement.

ITEM 405	AIR WITH INCIDENTAL MOTOR SERVICE

Transportation Service Providers (TSP) that provide incidental motor services (military installation to/from airfield/aircraft) for tendered air shipments shall comply with motor-TSP rules and guidance listed in Section B of this publication. Rates submitted for air movement will include the cost for incidental motor service.

PART II: GENERAL RULES

ITEM 407	AGGREGATE WEIGHT *(See NOTE)*

1. The Transportation Service Provider (TSP) agrees that it will aggregate all shipments from the same origin point to the same destination consignee for the same level of service tendered at the same time on the same day. Weight will be adjusted and billed at the applicable rate for the total weight of these shipments.

2. All succeeding Bills of Lading (BL) issued after the first BL for the given destination will be annotated by the consignor: "Aggregate Weight Rule applies, Reference: BL Number:_____."

3. Hazardous or dangerous commodities may be consolidated, as described above, only with other compatible hazardous or dangerous commodities.

NOTE: Shipments must be tendered in whole pounds; fractions of pounds shall be increased to the next higher pound.

ITEM 409	AIRCRAFT FURNISHED BUT NOT USED (AFN) *(See NOTE)* (Applicable only to Air Taxi)

1. When a Transportation Service Provider (TSP), upon the consignor's request, furnishes an aircraft for loading of a shipment and, through no fault of the TSP, the consignor cancels loading of the aircraft, the TSP will be entitled to a charge of AFN(1)$_____ per Defense-Table-of-Official-Distances (DTOD) mile for each aircraft furnished but not used. The mileage will be the round-trip distance from the dispatch point to the scheduled loading point subject to a minimum charge of AFN(2)$_____.

2. In lieu of the charges in paragraph 1, the TSP may establish a flat charge of AFN(3)$_____ for each aircraft furnished but not used. If a flat charge is elected by the TSP, the AFN(1) per DTOD mile for each aircraft furnished but not used as well as the minimum surcharge AFN(2) is not applicable.

3. The charges will not apply when notice of cancellation is received by the TSP prior to actual dispatch of aircraft from the TSP terminal.

4. Claim for collection of charges under this item shall be supported by consignor's certification of cancellation.

5. When a TSP is inbound with a loaded aircraft that is scheduled for unloading at the same airport where an air shipment is also scheduled for outbound loading and the consignor cancels the outbound loading, no charge will be assessed under paragraphs 1, 2, or 3 above.

6. When service is requested from a TSP, the TSP must identify the airport from which the aircraft will be dispatched.

NOTE: See ITEM 423, SUBMISSION OF CHARGES FOR ACCESSORIAL SERVICES REQUESTED BY CONSIGNOR/CONSIGNEE.

ITEM 411	**CHARGES FOR WEIGHT *(See NOTES)***

Transportation charges for a shipment will be based on the greater of:

1. Actual gross weight (including packing material)

Or

2. Dimensional weight. Dimensional weight for a shipment will be calculated on the basis of one pound per each 166 cubic inches as follows:

a. Length (inches) x Width (inches) x Height (inches) = Total Cubic Inches.

b. Total Cubic Inches / 166 = Dimensional weight.

NOTE 1: See ITEM 407, AGGREGATE WEIGHT, and ITEM 421, OVERSIZED FREIGHT.

NOTE 2: Consignors must tender shipments in whole pounds; fractions of pounds shall be increased to the next higher pound.

ITEM 413	**ESCORTS/COURIERS (ECR)**

1. Couriers may accompany shipments aboard aircraft at the request of the Government. Each escort and/or courier will be subject to a charge of ECR(1) $_____ per person.

ITEM 415	**FREIGHT ALL KINDS – DoD UNIQUE NUMBER 999914**

1. Freight All Kinds (FAK) consists of those commodities Transportation Service Providers (TSP) offer to transport at one inclusive rate or charge, regardless of their differing transportation characteristics.

2. The following commodities **may not** be included as FAK:

a. Narcotics and dangerous drugs
b. Ammunition and explosives (Class 1)
c. Inhalation hazard poisons

d. Radioactive materials, except those that may be transported by air in accordance with the provisions set forth in Title 49 CFR, Parts 172.101 and 173.421.
e. Etiologic agents
f. Hazardous or dangerous commodities
g. Corpses
h. Coins, currency, and precious metals
i. Postage stamps or stamped envelopes
j. Art
k. Live animals
l. Bulk commodities
m. Food, fresh, frozen, or requiring refrigeration
n. Military tractor tanks and tracked vehicles
o. Vehicles, self propelled
p. Vehicles in driveaway and/or towaway service
q. Any commodity assigned a DoD-unique commodity code by SDDC
r. Engines
s. Missiles or rockets
t. Aircraft parts
u. Crated Household Goods and Personal Effects

3. TSPs filing FAK tender rates may not restrict the application of such rates by imposing any further exclusion. Tender commodity description "Freight All Kinds" (999914) will be understood to include all commodities except those in paragraph 2.

4. Except as required by regulation or law, shipments described on Bills of Lading (BL) as “Freight All Kinds” (999914) will not be further described as to the individual commodities contained in the shipment.

5. Released value under this item for lost and/or damaged cargo shall not exceed $1.00 per pound per piece or $100 per piece, whichever is greater, but not to exceed actual value of the articles lost or damaged plus the amount of applicable transportation charges.

NOTE: See ITEM 435, EXCESS VALUATION.

ITEM 417	**FREIGHT ALL KINDS – DoD UNIQUE NUMBER 999931**

1. Freight All Kinds (FAK) - DoD Unique Number 999931 consists of those commodities Transportation Service Providers (TSP) offer to transport at one inclusive rate or charge regardless of their differing transportation characteristics.

2. The following commodities **may not** be included as FAK:

a. Radioactive materials.

b. Ammunition and explosives (Class 1)
c. Inhalation hazard poisons
d. Narcotics and dangerous drugs
e. Etiologic agents
f. Corpses
g. Coins, currency, and precious metals
h. Stamps
i. Art
j. Live animals
k. Bulk commodities
l. Food, frozen, fresh, or requiring refrigeration
m. Military tractor tanks and tracked vehicles
n. Vehicles, self-propelled
o. Vehicles in driveaway and or towaway service
p. Any commodity assigned a DoD-unique commodity code by SDDC
q. Aircraft parts
r. Engines
s. Missiles or rockets
t. Crated Household Goods and Personal Effects

3. TSPs filing FAK tender rates may not restrict the application of such rates by imposing any further exclusion. Tender commodity description "Freight All Kinds (999931)" will be understood to include all commodities except those in paragraph 2.

4. Except as required by regulation or law, shipments described on BLs as "Freight All Kinds (999931)" will not be further described as to individual commodities contained in the shipment.

5. Released value under this item for lost and/or damaged cargo shall not exceed $1.00 per pound per piece or $100 per piece, whichever is greater, but not to exceed actual value of articles lost or damaged plus the amount of applicable transportation charges.

NOTE: See ITEM 435, EXCESS VALUATION.

ITEM 419	**INSPECTION OF SHIPMENTS**

Transportation Service Providers (TSP) shall have the right to inspect shipments to determine applicable rates. When shipments are found to be incorrectly described on the Bill of Lading (BL), consignor will issue a BL Correction Notice (SF 1200), and freight charges will be assessed according to the proper description.

ITEM 421	**OVERSIZED FREIGHT *(See NOTE)***

1. The consignor must make advanced arrangements with the air Transportation Service Provider (TSP) to transport the following oversized shipments:

a. Piece(s) that exceed 125 (10 feet, 5 inches) inches in length and/or prevent other freight from being loaded on the same pallet(s) because of special tie-down requirements.

b. Piece(s) that exceed 88 inches (7 feet, 4 inches) in width but are less than 125 inches (10 feet, 5 inches) in width and/or prevent other freight from being loaded on the same pallet(s) because of special tie-down requirements.

c. Piece(s) that exceed 59 inches (4 feet, 11 inches) in height.

d. Pieces that exceed 300 inches (25 feet) in length and girth combined shall be defined as an oversized shipment.

2. If transportation for such shipments will be provided on pallets (width 88 inches, length 125 inches), the TSP will not assess a rental charge for the use of the pallets.

3. Charges: (stated in whole percents only)

a. On shipments of oversized freight, as described in paragraph 1a-1d above, TSPs will be entitled to a surcharge of 520(1)___ % of the transportation amount .

4. Oversized freight shipments will allow for an additional (1) day of transit time unless otherwise agreed to by the shipper and the TSP.

NOTE: See ITEM 411, CHARGES FOR WEIGHT.

ITEM 423	**SUBMISSION OF CHARGES FOR ACCESSORIAL SERVICES REQUESTED BY CONSIGNOR/CONSIGNEE**

1. Charges for accessorial services described in *SECTION B, ITEM 63, AND ITEM 437, REDELIVERY (RCL)*; *ITEM 409, AIRCRAFT FURNISHED BUT NOT USED (AFN);* and *ITEM 429, WAITING TIME (WTG)* will be chargeable to the appropriation and allotment designated by the military department or Government agency that has jurisdiction over the local activity where the charges actually accrued.

ITEM 425	**TSP-PROVIDED SERVICES**

1. When a Transportation Service Provider (TSP) publishes different levels of service at varying rates, the TSP will bill the Government at the rate applicable to the actual service performed, not to exceed the rate applicable to the service requested.

NOTE: Transit time for TSP-provided services shown below start on the consignor's requested pickup date and time IAW the operating hours contained in the Transportation Facilities Guide (TFG). When the consignor requests pickup and/or delivery on Saturday, Sunday, holidays, and/or before or after an installation's normal operating hours as indicated in the TFG, refer to section B, Item 55, for appropriate accessorial-service charges.

The TSP must select the level of service to be used in the Standard Tender (Sections G, H, and I) as follows:

a. Priority Service (SG) Next available flight; shipment may be required anytime during a 24-hour period, no specific time for pickup or delivery stated (consignor may insert time requirements on BL in accordance with the TSP quote).

b. Overnight Service (D1): Shipment to be delivered to consignee during consignee's normal operating hours, as listed in the TFG, on the next business day following the consignors requested pickup date of shipment.

c. Second Day Service (D2): Shipment to be delivered to consignee during consignee's normal operating hours, as listed in the TFG, on or before the second business day after consignor requested pickup date of shipment.

d. Deferred Service (D3): Shipment to be delivered to consignee during consignee's normal operating hours, as listed in the TFG, on or before the fifth business day after consignor requested pickup date of shipment.

2. When the consignor requests Overnight (D1) service with a before–12:00 p.m. delivery, the TSP is entitled to a charge of DEL(1)$_____ per hundred pounds (CWT) subject to a minimum charge of DEL(2) $_____

3. TSPs must provide the consignor with the service type offered/requested noted below:

a. Airport-to-Airport Service (AA) - Origin city airport to destination city airport.

b. Door-to-Door Service (DD) - Shipper's origin to consignee's receiving point.

4. The consignor must annotate on the BL clearly and specifically a request for Priority, Overnight, Second Day Service, or Deferred Service. Where level of service is not requested, the TSP will bill for the lowest published charge in its tender. In no case will the TSP bill for a higher level of service than actually provided. In no event will the TSP bill for any service not provided.

ITEM 427	TSP SECURITY-CLEARANCE REQUIREMENTS

Refer to Section B, Item 1, of this publication for TSP security-clearance requirements.

ITEM 429	WAITING TIME (WTG) (Applicable only to Air Taxi)

1. When the aircraft of an air-taxi Transportation Service Provider (TSP) is delayed or detained for loading/unloading and such delay or detainment is attributable to the consignor or consignee, the shipment(s) being loaded or unloaded will be subject to the following provisions:

a. One (1) hour of free time will be allowed for loading or unloading the TSP's aircraft. Free time shall begin from the time the TSP's employee notifies a responsible representative of the consignor or consignee that the aircraft is available and ready for loading/unloading, provided the time is within the consignor's or consignee's normal operating hours or acceptance hours as annotated on the Bill of Lading (BL).

b. If loading/unloading extends beyond the allowable free time, the charge will be WTG(1) $_____ per hour. If the period is less than 1 hour and equal to or greater than 15 minutes, the charge will be prorated at ¼ of the hourly rate for each15minutes or fraction thereof, subject to a maximum charge of WTG(2) $_____ for each 24-hour period. There is no charge if the period is less than 15 minutes.

2. Installations incurring charges under this item will be billed directly. *See ITEM 423, SUBMISSION OF CHARGES FOR ACCESSORIAL SERVICES REQUESTED BY CONSIGNOR/CONSIGNEE.*

ITEM 431	AIRBILL DESCRIPTION OF SHIPMENTS

The airbill description of shipments forwarded by air Transportation Service Providers (TSP) must be indicated on the Bill of Lading (BL) showing the aggregate cubic measurement, and in addition, the number of pieces, weight, and cubic measurement of each piece or package separately in block 18, Description of Commodities. For the purpose of determining cubic measurements, the greatest dimension of length, width, and height will be used.

ITEM 433	EXCUSABLE DELAYS

The delivery commitment guarantee does not apply when the delays in delivery are caused by acts of God or of the public enemy, acts of the Government in either its sovereign or contractual capacity, fires, floods, epidemics, quarantine restrictions, strikes, freight embargoes, or unusually

severe weather. In each instance the failure to perform must be beyond the control and without the fault or negligence of the Transportation Service Provider (TSP).

ITEM 435	**EXCESS VALUATION (EVC)**

Should the consignor desire to declare and establish cargo liability for an amount greater than $1.00 per pound per piece or $100 per piece, whichever is greater, but not to exceed actual value of articles lost or damaged plus the amount of applicable transportation charges, the carrier agrees to provide this increased liability coverage for EVC(1) $_____ for each $100 or fraction thereof.

ITEM 437	**REDELIVERY (RCL)**

1. In addition to the charges shown in Section B, Item 63, the Transportation Service Provider (TSP) may establish a flat charge of RCL(4) $_____ per shipment. If RCL(4) is selected, RCL(1), RCL(2), and RCL(3) will not be applicable.

2. If, after being notified that the shipment is on hand, the consignee elects to pick up the shipment at the TSP's terminal, no RCL charges will apply.

3. Installations incurring charges under this item will be billed directly. *See ITEM 423, SUBMISSION OF CHARGES FOR ACCESSORIAL SERVICES.*

PART III: RULES GOVERNING MOVEMENT OF HAZARDOUS, CLASSIFIED, AND PROTECTED (SENSITIVE) MATERIALS

ITEM 439	ARRIVAL DURING OTHER-THAN-NORMAL OPERATING HOURS

Shipments should be delivered to the consignee during normal operating hours (refer to the Transportation Facilities Guide [TFG] for specific terminal/installation normal operating hours); however, when a shipment arrives at an installation during other-than-normal operating hours due to circumstances beyond the Transportation Service Provider's (TSP) control, a secure-holding area will be provided for shipments that cannot be unloaded immediately. These areas will be subject to the regulation of the cognizant military service for handling and safeguarding of hazardous, classified, and protected sensitive materials. In the event a secure-holding area is not available on a military installation, the TSP will call the appropriate emergency notification number shown in Section A, Part VIII, Table 1, to obtain authorization and directions to the closest secure-holding terminal. Responsibility for the shipment remains with the TSP until the shipment has been formally delivered.

NOTE: See SECTION B, ITEM 79, ARMS, AMMUNITION, AND EXPLOSIVES (AA&E) SHIPMENT DELIVERY (DEL).

ITEM 441	DRIVER REQUIREMENTS

For driver requirements refer to Section B, Items 7 and 9.

ITEM 443	INSPECTION OF VEHICLES

For inspection of vehicle requirements refer to Section B, Item 11.

ITEM 445	PACKAGING AND MARKING REQUIREMENTS (HAZ)

1. Transportation Service Providers (TSP) will inspect hazardous material shipments tendered for air service to ensure the consignor has prepared, packaged, and documented the shipment in accordance with Code of Federal Regulations (CFR) 49, International Air Transport Association (IATA), or International Civil Aviation Organization (ICAO) regulations governing the commercial airline industry.

2. Nonscheduled TSPs or freight forwarders which own/operate leased or corporation aircraft will inspect hazardous material shipments tendered for air service to ensure the consignor has prepared, packaged, and documented the shipment in accordance with CFR 49.

3. Inspected hazardous material shipments found to be improperly prepared, packaged, or documented in accordance with CFR 49, IATA, or ICAO will be returned to the consignor for correction.

4. Pieces with a floor bearing weight in excess of what can be loaded on the available aircraft must be provided with a suitable skid or base which will distribute the weight to what can be loaded on the available aircraft. The weight of such skid or base shall be included in the weight of the shipment.

5. The hazardous material will be processed by the TSP for a charge of HAZ (1) $_____ per shipment.

PART IV: TRANSPORTATION PROTECTIVE SERVICES RULES

ITEM 447	APPLICATION OF TRANSPORTATION PROTECTIVE SERVICES

1. Transportation Protective Services (TPS) described in this part may be offered by air Transportation Service Providers (TSP) that Headquarters, AMC/SDDC, have approved for these services.

2. Requirements for Dual Driver Protective Service (DDP), Protective Security Service (PSS), and Security Escort Vehicle Service (SEV) that apply to the motor portion of an air freight shipment are located in Section B, Items 103, 105, and 109, respectively.

3. If a DoD consignor annotates the Bill of Lading (BL) requesting the TSP provide more than one TPS and the requirements of one service duplicate the requirements of another service, the TSP will assess charges only for the higher service.

NOTE: See SECTION A, PART VI, TERMS AND CONDITIONS APPLICABLE TO ALL MODES, ITEM B, TRANSPORTATION PROTECTIVE SERVICE COMPATIBILITIES.

ITEM 449	SIGNATURE AND TALLY RECORD SERVICE (675)/ELECTRONIC SIGNATURE SERVICE

1. Transportation Service Providers (TSP) shall provide Signature and Tally Record Service (675) upon request of the consignor, subject to the following:

a. The service is designed to provide continuous responsibility for the custody of DoD shipments in transit. It requires a Signature and Tally Record (DD Form 1907) from each person responsible for the proper handling of the shipment at specified stages of its transit from origin to destination.

b. The consignor or his agent must place and sign the following annotation on the bill of lading:

"Signature and Tally Record requested. DD Form 1907 furnished to TSP.

DATE_____SIGNATURE_____TITLE _____

c. Air TSPs performing 675 for DoD may use either a DD Form 1907, their own commercial signature form, or an electronic signature service to provide the record of continuous accountability and custody required for 675 shipments. The options are further explained below:

(1) A TSP-supplied form will provide a complete record of the chain of custody of the shipment and will have a standardized block of data pertinent to the government shipment, including all data elements contained in Section A of the DD Form 1907. It will provide a chain of custody for the shipment through each terminal handling point at origin, hub, or other interline point(s) and at destination. The TSP form will be supplied to consignors by the air TSP in advance to allow for preparation of the shipment. The form will be assembled in sufficient copies to cover all handling points and provide a signed copy to the consignee.

(2) TSPs may also offer an Electronic Signature Service that shows the movement of the shipment through the TSP system as recorded by certain electronic scans. When electronic tracking scans are used, neither actual signatures of persons handling the shipment nor a manually prepared Signature and Tally Record is required. However, a hard copy printout must be presented by the TSP to the consignee within three business days of shipment receipt. This printout will show scans at pickup and delivery and will also show movement as applicable into and out of terminals, stations, and/or hub locations. Upon request from the consignor or consignee, a TSP must be able to provide the identity of each person responsible for the scans, as reflected in the electronic records.

d. In addition to all rates and charges for transportation, shipments on which 675 is provided at consignor's request will be subject to a charge of 675(1) $_____ per shipment. In Section F(1) of the DoD Standard Tender of Freight Services, TSP will enter 675(1).

ITEM 451	**CONSTANT SURVEILLANCE AND CUSTODY SERVICE (CIS)**

1. In addition to the requirements identified in Section A and Section B, Item 101, the following applies to the air portion of air Constant Surveillance and Custody Service (CIS) shipments:

a. For parked aircraft with Transportation Protective Service (TPS) material on board, ensure the aircraft is parked within the confines of a commercial airport that has access control under FAA rules and guidelines, or on a military installation or DoD contractor location. If the aircraft is parked anywhere else, or if the classified/sensitive cargo is removed from the aircraft or is awaiting loading or unloading, the shipment must be under required degree of observation by employees of the airline transporting it as required by the terminal standards for motor CIS, defined in Section B, Item 101. As an alternative to observation, the shipment may be placed in a secure-holding area.

b. Observation of the shipment is not required during the period it is stored in an aircraft in connection with flight, provided the shipment is loaded into a compartment that is not accessible to any unauthorized person. Conversely, if the shipment is loaded into a

compartment of the aircraft that is accessible to an unauthorized person aboard, the shipment must remain under the constant surveillance of a cleared escort or qualified Transportation Service Provider (TSP) representative. Observation is required during loading and unloading operations and at any intermediate stops along the flight route.

c. Route shipments accepted for transport under CIS only via TSPs that can provide CIS.

2. In addition to all rates and charges for transportation, air shipments on which DoD CIS is provided at consignor's request will be subject to a charge of CIS(1) $_____ per shipment. TSP will enter CIS(1) in Section F, Item 1, of the DoD tender.

3. Closed Area Storage (Security Cages) Requirements

GENERAL: Closed area storage will be constructed in accordance with the requirements set forth in DoD 5220.22-M, Chapter 5, Section 8, for safeguarding classified material: http://www.dtic.mil/whs/directives/corres/pdf/522022m.pdf

ITEM 453	**EXPRESS TSP**

1. Classified and sensitive materials designated for transportation as air-express shipments are limited to the U.S. Postal Service, GSA small package contract air Transportation Service Providers (TSP), or TSPs approved to provide Transportation Protective Services (TPS). Use of other nonapproved TSPs is strictly prohibited.

APPENDIX A

TYPE EQUIPMENT CODES

Motor and TOFC (Dimensions are Outside Dimensions)

Pipeline ……8X
Tractor, air ride.....A5
Tractor, other than air ride.....A6
Flat bed, 30 feet and less, hooked in tandem as one unit.....A7
Van, air ride, w/temperature & humidity control.....A8
Van, closed, padded, w/air ride suspension 2nd and 3rd Proviso only.....A9
410 Dromedary, 102" L x 75 1/2" H x 92" W, w/o mechanical restraining devices.....A10
410 Dromedary, 102" L x 75 1/2" H x 92" W, with mechanical restraining devices.....A16
Van, air ride, 45 ft or 48 ft, padded, equipped with electric hydraulic powered crane loading/unloading system or hydraulic powered loading lift gates.....A11
Motor Vehicle Transport Trailer.....A20
Removable gooseneck.....A30
Flat bed trailer, hot shot, maximum weight 28,000 lbs 40 ft and over.....A40
Van, closed, padded/logistics type, 40 ft and over.....A50
Van, closed, air ride, 30 ft and less.....AA1
31 - 40 ft.....AA2
over 40 ft.....AA3
Lowboy, level deck, 2 Axles.....AB2
Lowboy, level deck, 3 Axles.....AB3
Lowboy, level deck, 4 Axles.....AB4
Lowboy, level deck, 5 Axles .....……..AB5
Lowboy, level deck, w/outriggers, 3 or more Axles.....AB6
Lowboy, level deck, 7 Axles.....AB7
Lowboy, level deck, 9 Axles.....AB9
Lowboy, level deck, 10 Axles and over.....AB0
Expandable low bed trailer, 2 Axles.....AC2
Expandable low bed trailer, 3 Axles.....AC3
Expandable low bed trailer, 4 Axles.....AC4
Dromedary Boxes without mechanical restraining devices that have any of the following dimensions and cube.....AD

82"L x 53 1/2"H x 52"W.....132 CUBIC FT
88"L x 60"H x 60"W.....155 CUBIC FT
96"L x 66"H x 55"W.....180 CUBIC FT
90"L x 70"H x 57 1/2"W.....200 CUBIC FT

Dromedary Boxes with mechanical restraining devices.....AD6

Lowboy, double drop, 2 Axles.....AE2
Lowboy, double drop, 3 Axles.....AE3
Lowboy, double drop, 4 Axles.....AE4
Lowboy, double drop, 5 Axles.....AE5
Lowboy, w/outriggers, 3 or more Axles.....AE6
Lowboy, double drop, 7 Axles.....AE7
Lowboy, double drop, 9 Axles.....AE9
Lowboy, double drop, 10 Axles and over.....AE0
Flat bed, 30 ft and less.....AF1
31 - 40 ft.....AF2
over 40 ft.....AF3
Flatbed, w/Conestoga Tarp, 30 ft and less.....AF4
31 – 40 ft.....AF5
Over 40 ft.....AF6
Van, open 30 ft and less.....AG1
31 - 40 ft.....AG2
over 40 ft.....AG3
Tautliner Van w/side tarps, 30 ft. and less.....AG4
31 - 40 ft.....AG5
over 40 ft.....AG6
Drop frame trailer, drop/step deck, 2 Axles.....AH2
Drop frame trailer, drop/step deck, 3 Axles.....AH3
Drop frame trailer, drop/step deck, air ride, 2 axles.....AI2
Drop frame trailer, drop/step deck air ride, 3 Axles.....AI3
Lowboy, level deck, air ride, 2 Axles.....AJ2
Lowboy, level deck, air ride, 3 axles.....AJ3
Lowboy, level deck, air ride, 4 Axles.....AJ4
Lowboy, level deck, air ride, 5 Axles.....AJ5
Lowboy, level deck, air ride, with outriggers, 3 or more Axles.....AJ6
Lowboy, level deck, air ride, 7 Axles.....AJ7
Lowboy, level deck, air ride, 9 Axles.....AJ9
Low boy, level deck, air ride, 10 Axles and over.....AJ0
Van, refrigerated, perishable food.....AK
Extendable flat bed trailer, 2 Axles.....AL2
Extendable flat bed trailer, 3 Axles.....AL3
Extendable flat bed trailer, 4 Axles.....AL4
Lowboy, double drop, air ride, 2 Axles.....AM2
Lowboy, double drop, air ride, 3 Axles.....AM3
Lowboy, double drop, air ride, 4 Axles.....AM4
Lowboy, double drop, air ride, 5 Axles.....AM5
w/outriggers, 3 or more Axles.....AM6
Lowboy, double drop, air ride, 7 Axles.....AM7
Lowboy, double drop, air ride, 9 Axles.....AM9

Lowboy, double drop, air ride, 10 Axles and over.....AM0
Adjustable tilt bed trailer.....AN
Straight truck, enclosed van, 12 ft, 5,000 lbs maximum cargo capacity.....AO1
Straight truck, enclosed van, 20 ft 13,000 lbs maximum cargo capacity.....AO2
Straight truck, enclosed van, air ride, 12 ft, 5,000 lbs maximum capacity.....AO3
Straight truck, enclosed van, air ride , 20 ft, 13,000 lbs maximum cargo capacity....AO4
Straight truck, enclosed van, 20 ft, 13,000 lbs maximum cargo capacity,
padded/logistics type w/air ride suspension.....AO5
Pickup, truck, with cap, 18 ft long, 500 lbs maximum cargo capacity.....AO6
Econo van, 17 ft long, 2,000 lbs maximum cargo capacity.....AO7
Dump trailer, 28 ft long, 2 axles, hydraulic powered lift.....AO8
Aft Steering Unit.....AP
Van, refrigerated, other.....AR
Livestock transporter.....AS
Tank, 5001 - 8000 gallons.....AT1
over 8000 gallons.....AT2
Container, shipper owned, environmental, temperature,
and humidity controlled…….AU
Van Closed, 30 ft and less.....AV1
31 - 40 ft.....AV2
over 40 ft.....AV3
Van, Closed, Rollerbed, 40 ft.:
fixed rollers.....AV4
retractable rollers.....AV5
Van, Closed, Rollerbed, 45 ft and over
fixed rollers.....AV6
retractable rollers.....AV7
Van, Closed, 45 to 48 ft, 12' 4" high.....AV8
Flat bed, all lengths (Twist Lock).....AX
Van, closed, 30 ft and less, double type single unit.....AY1
Van, closed, 30 ft and less, hooked in tandem as one unit.....AY2
Flat bed, air ride, 30 ft and less.....AZ1
31 - 40 ft.....AZ2
over 40 ft.....AZ3

CONTAINERS MOTOR AND TOFC

Milvan.....QM
Non Milvan, 20 feet and less.....QA1
Non Milvan, 24 feet.....QA2
Non Milvan, 27 feet.....QA3
Non Milvan, 35 feet.....QA4
Non Milvan, 40 feet.....QA5

Non Milvan, 45 feet and over.....QA6

RAILROAD

Box, automobile.....KA
Box, damage prevention type.....KP
Box, end door.....KE
Box, any other type not over 52'6".....KO1
over 52'6", but not over 60'9".....KO2
over 60'9".....KO3
Box, missile, DODX w/refrigeration.....KX
Box, nuclear waste, DODX w/racks permanently affixed.....KC
Caboose, DODX armed guard.....KU
Flat, bilevel, not enclosed.....KB1
enclosed.....KB2
Flat, trilevel, not enclosed.....KL1
enclosed.....KL2
Flat heavy duty.....KY
Flat, any other type not over 70 ft., includes DODX 41000-series cars….....KF1
over 70 ft, but not over 90 ft., includes DODX 42000-series cars.....KF2
Flat, DODX, not over 60 ft.....KZ1
over 60 ft., includes DODX 40000-series cars.....KZ2
Locomotive, under own power, on own wheels.....KZ3
Locomotive, n/u/own power, on own wheels.....KZ4
Locomotive, n/u/own power, n/on own wheel.....KZ5
Gondola, drop ends.....KD
Gondola, any other type 52 ft, high capacity.....KG1
65 ft, high capacity.....KG2
Hopper:
open-top, 80 tons and less.....KH1
open-top, 100 tons, 2,000 cubic feet.....KH2
closed-top, 70 tons, 2,000 cubic feet.....KH3
closed-top, 100 tons, 2,929 cubic feet.....KH4
closed-top, 100 tons, 4,000 cubic feet.....KH5
closed-top, 100 tons, 4,600 cubic feet.....KH6
Refrigerator, perishable foods, not over 53 ft. mechanical.....KK1
over 53 ft, but not over 61 ft. mechanical.....KK2
Refrigerator, any other type, not over 53 ft. mechanical.....KR1
over 53 ft, but not over 65 ft. mechanical.....KR2
Stock.....KS
Tank, 10,000 gallons.....KT1
Tank, 20,000 gallons.....KT2
Tank, 30,000 gallons.....KT3

TOFC car.....KW1
COFC car, includes DODX 48000-series cars.....KW2

WATER

Steamship.....WA
Covered Barge.....WE
Liquid Covered Barge.....WK
Flush Deck Oil Barge.....WI
Special Auto Barge.....WP
Cylinder Tank Barge.....WG
Open Barge.....WM

APPENDIX B

COMMODITY CODES

DoD unique codes, NMFC or STCCs shown below must be used in the Standard Tender of Freight Services. The released values shown for these commodities apply to movements by both rail and other than rail. For explanation of the classification of explosives, see 49 CFR 171.15 and 173.53.

Air movements of Direct Procurement Movement (DPM) shipments will move under DoD unique codes of 100250 or 100251.

	DoD Unique* or NMFC,	Descriptions		STCC,	Descriptions
*	064300 01	Ammunition, explosives, fireworks, or chemical munitions, NOIBN/NOI, Class 1, Divisions 1.1 or 1.2 released value not exceeding $2.50 per pound		1991151	Ammunition, explosives, fireworks, or chemical munitions, NOIBN/NOI, Class 1, Divisions 1.1 or 1.2 released value not exceeding $2.50 per pound
*	064300 02	Ammunition, explosives, fireworks, or chemical munitions, NOIBN/NOI, Class 1, Divisions 1.2 and 1.3 released value not to exceeding $2.50 per pound		1951154	Ammunition, explosives, fireworks, or chemical munitions, NOIBN/NOI, Class 1, Divisions 1.2 and 1.3 released value not to exceeding $2.50 per pound
*	064300 03	Ammunition, explosives, fireworks, or chemical munitions, NOIBN/NOI, Class 1, Division 1.4 released value not exceeding $2.50 per pound		1951153	Ammunition, explosives, fireworks, or chemical munitions, NOIBN/NOI, Class 1, Division 1.4 released value not exceeding $2.50 per pound
*	064300 04	Missiles or Rockets, guided with warheads, Class 1, Divisions 1.1, 1.2 and 1.3 released value not exceeding $5.00 per pound		1925112	Missiles or Rockets, guided with warheads, Class 1, Divisions 1.1, 1.2 and 1.3 released value not exceeding $5.00 per pound
*	014255	Missiles or Rockets, without warheads; or missile guidance control systems or electronic guidance control apparatus; or missile or rocket frame assemblies containing electronic apparatus; or mobile missile or rocket guidance		3722221	Missiles or Rockets, without warheads; or missile guidance control systems or electronic guidance control apparatus; or missile or rocket frame assemblies containing electronic apparatus; or mobile missile or rocket guidance

		control systems, released value not exceeding $5.00 per pound			control systems, released value not exceeding $5.00 per pound
	146230	Guns, Machine, or Parts, NOI, for use of small arms ammunition, in boxes		--	--
	14625001	Guns, NOI (Cannon, Howitzers or Mortars), Bore Under 6 Inches but not less than ¾ Inch, Mounted on Mounts, With or Without Equipment of Extra Parts or Tools, in Packages		1911160	Guns, NEC (Cannon, Howitzers or Mortars), Bore Under 6 But Not Less Than ¾ Inch
	14625002	Guns, NOI (Cannon, Howitzers or Mortars), Bore Under 6 Inches but not less than ¾ Inch, Not Mounted, or With Equipment of Mounts, Other Than Wheeled With or Without Equipment of Extra Parts or Tools		1911160	Guns, NEC (Cannon, Howitzers or Mortars), Bore Under 6 But Not Less Than ¾ Inch
	14625003	Guns, NOI (Cannon, Howitzers, or Mortars), Bore 6 Inches or Over, With or Without Gun Mounts		1911170	Guns, NEC, Bore 6 Inch or Over
	069300	Firearms or Parts, NOI		1951236	Firearms or Parts, NOIBN
	12082002	Engines, internal combustion, radial cylinder type or jet propulsion type, mounted on trailers or wheeled shipping TSP, released value not exceeding $5.00 per pound		3722117	Engines, internal combustion, radial cylinder type or jet propulsion type, mounted on trailers or wheeled shipping TSP, released value not exceeding $5.00 per pound
	12082003	Engines, Internal Combustion, Radial Cylinder Type or Jet Propulsion Type Other Than Mounted on Trailers or wheeled Shipping Carrier, rv ne $5.00 per pound		3722118	Engines, Internal Combustion, Radial Cylinder Type or Jet Propulsion Type Other Than Mounted on Trailers or wheeled Shipping Carrier, rv ne $5.00 per pound
	12082004	Engines, Steam or Internal Combustion, NOIBN, Mounted on Trailers or Wheeled Shipping Containers, rv ne $5.00 per pound		3722119	Engines, Steam or Internal Combustion, NOIBN/NOI Mounted on Trailers or Wheeled Shipping Containers
	12082005	Engines, Steam or Internal		3722120	Engines, Steam or Internal

		Combustions, NOIBN, Other Than Mounted on Trailers or Wheeled. Shipping Carrier, rv ne $5.00 per pound			Combustion, NOIBN/NOI, Other Than Mounted on Trailers or wheeled Shipping Containers
	14080	Bomb Bodies, Bomb Body Parts, NOI, Iron or Steel; Aerial Bombs, Empty, NOI; or Aerial Bomb Cluster Adapters		1929320	Bombs, Aerial, Empty, Iron or Steel, Bomb Bodies, NEC, or Parts, NEC or Fragmentation Bomb Body Coils
	14060	Bombs or mines, practice, plate or sheet Iron, empty, in boxes or crates		1929335	Bombs or Mines, Practice, Plate or Sheet Iron, Empty
	14130	Cartridge shells (cartridge cases) empty, for cannon, not primed, in boxes or loose if over 75 mm caliber		1929140	Cartridge Cases or Cartridge Shells, Cannon, Empty, Not Primed
	14250	Projectiles or Rocket Head, Empty, Sand-loaded, Solid, or Practice		1929193	Projectiles, NEC, Practice
	043940	Chemicals, NOI		2899991	Chemicals, NEC
	146650	Pyrotechnic dischargers, in Boxes		2899320	Fireworks or Pyrotechnics, NEC
	085920	Helium		2813445	Helium Gas, Compressed
	086060	Nitrogen		2813952	Nitrogen Gas, Compressed
	137300	Military Impedimenta, Camp equipage, subsistence/medical stores, emergency ammunition or other property of the United States Army (including State Militia), Air Force, Navy, Coast Guard or Marine Corps, generally known as impedimenta (but not including live stock or personal baggage)		4111710	Military Impedimenta, Camp equipage, subsistence/medical stores, emergency ammunition or other property of the United States Army (including State Militia), Air Force, Navy, Coast Guard or Marine Corps, generally known as impedimenta (but not including live stock or personal baggage)
*	14570114	Cargo Carrier, M548		3711425	Armored Personnel Carrier, Military
*	14570101	Mortar Carrier, M106		3711425	Armored Personnel Carrier, Military
*	14570102	Mortar Carrier, M106A1		3711425	Armored Personnel Carrier, Military
*	14570103	Mortar Carrier, M106A2		3711425	Armored Personnel Carrier, Military
	14570104	Personnel Carrier, M113		3711425	Armored Personnel Carrier,

*					Military
*	14570105	Personnel Carrier, M113A1		3711425	Armored Personnel Carrier, Military
*	14570106	Personnel Carrier, M113A2		3711425	Armored Personnel Carrier, Military
*	14570107	Personnel Carrier, M113A3		3711425	Armored Personnel Carrier, Military
*	14570108	Mortar Carrier, M125A1		3711425	Armored Personnel Carrier, Military
*	14570109	Mortar Carrier, M125A2		3711425	Armored Personnel Carrier, Military
*	14570110	Flame Thrower Carrier, M132		3711425	Armored Personnel Carrier, Military
*	14570111	Flame Thrower Carrier, M132A1		3711425	Armored Personnel Carrier, Military
*	14570112	Anti-Aircraft Gun, M163		3711425	Armored Personnel Carrier, Military
*	14570113	Missile loader Transporter, M501		3711917	Vehicles, Multi-Terrain, Gasoline Powered, Not Designed for General Highway Use
*	14570115	Cargo Carrier, M548A1		3711425	Armored Personnel Carrier, Military
*	14570116	Reconnaissance Vehicle, M551		1931145	Military tractor tanks, With Guns Mounted
*	14570117	Reconnaissance Vehicle, M551A1		1931145	Military tractor tanks, With Guns Mounted
*	14570118	Command Post Carrier, M577		3711425	Armored Personnel Carrier, Military
*	14570119	Command Post Carrier M577A1		3711425	Armored Personnel Carrier, Military
*	14570120	Combat Engineer Vehicle, M577A2		3711425	Armored Personnel Carrier, Military
*	14570121	Recovery Vehicle, M806		3711425	Armored Personnel Carrier, Military
*	14570122	Improved TOW Carrier, M901		3711425	Armored Personnel Carrier, Military
*	14570123	Improved TOW Carrier, M901A1		3711425	Armored Personnel Carrier, Military
*	14570201	Bradley Tank, M2		3711425	Armored Personnel Carrier, Military
*	14570202	Bradley Tank, M2A2		3711425	Armored Personnel Carrier, Military

*	14570203	Bradley Tank, M3		3711425	Armored Personnel Carrier, Military
*	14570204	Howitzer, M109		1911170	Guns, NEC, Cannons, Howitzers or Mortars, Bore 6 Inches or Over
*	14570205	Howitzer, M109A1		1911170	Guns, NEC, Cannons, Howitzers or Mortars, Bore 6 Inches or Over
*	14570206	Howitzer, M109A2		1911170	Guns, NEC, Cannons, Howitzers or Mortars, Bore 6 Inches or Over
*	14570207	Howitzer, M109A3		1911170	Guns, NEC, Cannons, Howitzers or Mortars, Bore 6 Inches or Over
*	14570208	Howitzer, M110		1911170	Guns, NEC, Cannons, Howitzers or Mortars, Bore 6 Inches or Over
*	14570209	Recovery Vehicle, M578		1931150	Military tractor tanks, Without Guns
*	14570210	Ammunition TSP, M99		1931150	Military tractor tanks, Without Gun
*	14570211	Multiple Rocket Launcher, MLRS		3711425	Armored Personnel Carrier, Military
*	14570301	Combat Tank, M1		1931145	Military tractor tanks, With Guns Mounted
*	14570302	Combat Tank, M1A1		1931145	Military tractor tanks, With Guns Mounted
*	14570303	Bradley Tank, M3A2		3711425	Armored Personnel Carrier, Military
*	14570304	Combat Tank, M48A1		1931145	Military tractor tanks, With Guns Mounted
*	14570305	Combat Tank, M48A2		1931145	Military tractor tanks, With Guns Mounted
*	14570306	Bridge Launcher Tank, M48A2		1931150	Military tractor tanks, Without Guns
*	14570307	Combat Tank, M48A		1931145	Military tractor tanks, With Guns Mounted
*	14570308	Combat Tank, M48A5		1931145	Military tractor tanks, With Guns Mounted
*	14570309	Bridge Launcher Tank, M48A5		1931150	Military tractor tanks, Without Gun
*	14570310	Combat Tank, M48C		1931145	Military tractor tanks, With Guns Mounted

*	14570311	Bridge Launcher Tank, M48C		1931150	Military tractor tanks, Without Guns
*	14570312	Combat Tank, M60A1		1931145	Military tractor tanks, With Guns Mounted
*	14570313	Combat Tank, M60A2		1931145	Military tractor tanks, With Guns Mounted
*	14570314	Combat Tank, M60A3		1931145	Military tractor tanks, With Guns Mounted
*	14570315	Bridge Launcher Tank, M60C		1931150	Military tractor tanks, Without Guns
*	14570316	Recovery Vehicle, M88		1931150	Military tractor tanks, Without Guns
*	14570317	Recovery Vehicle, M88A1		1931150	Military tractor tanks, Without Guns
*	14570318	Howitzer, M110A1		1911170	Guns, NEC, Cannons, Howitzers or Mortars, Bore 6 Inches or Over
*	14570319	Howitzer, M110A2		1911170	Guns, NEC, Cannons, Howitzers or Mortars, Bore 6 Inches or Over
*	14570320	Combat Engineer Vehicle, M728		1931145	Military tractor tanks, With Guns Mounted
	164900 (Subs 01-03)	Radioactive Materials Group		2819711	Radioactive Materials, Articles or Isotopes, NEC
	99991501	Gasoline/Gasohol, Automotive		2911159	Gasoline/Gasohol, Automotive
*	99991502	Gasoline, Aviation		2911151	Gasoline, Aviation
*	99991503	Kerosene		2911231	Kerosene
*	99991504	Turbine Fuel, Aviation Other than JP-4,5,7,8,10 or JPTS		2911158	Turbine Fuel, Aviation Other than JP-4,5,7,8,10 or JPTS
*	99991505	Diesel Fuel		2911331	Diesel Fuel
*	99991506	Fuel Oil, Burner		2911330	Fuel oil, Burner
*	99991507	Lubrication Oil		2991231	Lubrication Oil
*	99991508	Turbine Fuel, Aviation, JP-4		2911153	Turbine fuel, aviation, JP-4
*	99991509	Turbine Fuel, Aviation, JP-5		2911154	Turbine fuel, aviation, JP-5
*	99991510	Turbine Fuel, Aviation, JP-7		2911155	Turbine Fuel, Aviation, JP-7
*	99991511	Turbine Fuel, Aviation, JP-8		2911156	Turbine fuel, aviation, JP-8
*	99991512	Turbine Fuel, Aviation JP-10		2911152	Turbine Fuel, Aviation, JP-10
*	99991513	Turbine Fuel, Aviation, JPTS		2911157	Turbine Fuel, Aviation, JPTS

*	999960	Dinitrogen Tetroxide, Liquefied		2818892	Dinitrogen, Tetroxide, Liquefied
*	999961	Dimethylhydrazine, unsymmetrical (UDMH), bulk/containers		2818016	Dimethylhydrazine, unsymmetrical (UDMH), bulk/containers
*	999962	Hydrazine, Anhydrous (AH), in bulk or containers		2818202	Hydrazine, Anhydrous (AH), in bulk or containers
*	999963	Hydrazine, Aqueous Solution with more than 64% hydrazine by mass (H-70), in bulk or containers		2818206	Hydrazine, Aqueous Solution with more than 64% hydrazine by mass (H-70), in bulk or containers
*	999964	Methylhydrazine (MMH), in bulk or containers		2813996	Methylhydrazine (MMH), in bulk or containers
*	999965	Toxic liquid, flammable, organic, NOS, INHLA Hazardous Package Group 1, Zone B, in bulk or container, RV NE $2.50 per pound		2899904	Toxic Liquid, Flammable, Organic, N.O.S. Inhalation Hazardous Package Group 1, Zone B, in Bulk or Container, RV NE $2.50 Per lb.
*	999966	Nitric Acid, Red Fuming (IRFNA), in bulk or containers		2819216	Nitric Acid, Red Fuming (IRFNA), in bulk or containers
*	999967	Fluorine, compressed (gaseous)		2818891	Fluorine, compressed (gaseous)
	999989	Tow Barges		3732310	Barge Sections, Flat Top, Open Deck, Steel
*	999912	FAK, except Class 1, Divisions 1.1, 1.2 and 1.3 ammunition, explosives, fireworks, or chemical munitions and other hazardous materials		4611125	FAK, except Class 1, Divisions 1.1, 1.2 and 1.3 ammunition, explosives, fireworks, or chemical munitions and other hazardous materials
*	99991201	FAK, except Class 1, Divs 1.1, 1.2 and 1.3 Ammo/Expl/FrWrks/Chem Mun and other hazardous materials, but including DPM shipments of crated HHG and UB		4611121	FAK, except Class 1, Divs 1.1, 1.2 and 1.3 Ammo/Expl/FrWrks/Chem Mun and other hazardous materials, but including DPM shipments of crated HHG and UB
*	999913	FAK, except Class 1, Divs 1.1, 1.2 and 1.3 Expl/FrWrks/Chem Mun, but including other hazmat & non-sensitive Class 1, Div 1.4, commodities less than 1,001 lbs.		4611123	FAK, except Class 1, Divs 1.1, 1.2 and 1.3 Expl/FrWrks/Chem Mun, but including other hazmat & non-sensitive Class 1, Div 1.4, commodities less than 1,001 lbs.

*	999913 01	FAK, except Class 1, Divs 1.1, 1.2 and 1.3 Expl/FrWrks/Chem Mun, but including other hazmat & non-sensitive Class 1, Div 1.4, commodities less than 1,001 lbs. and DPM Shipments of Crated HHG and UB		4611122	FAK, except Class 1, Divs 1.1, 1.2 and 1.3 Expl/FrWrks/Chem Mun, but including other hazmat & non-sensitive Class 1, Div 1.4, commodities less than 1,001 lbs. and DPM Shipments of Crated HHG and UB
*	999914	FAK, Air Shipments, Except Commodities Shown in Section F, Item 433 (Hazardous or dangerous Commodities)		--	--
*	999931	FAK, Air Shipments, Except Commodities show in Section F, Item 435		--	--
	100250	Household goods, as described in note, Item 100262, including Personal Effects of Military Baggage, packed in accordance with Note, Item 100282, moving under the U.S. Department of Defense Personal Property Program, see Note, Item 100251		--	--
	100251	Pursuant to 10 USC Chapter 157, 26 36a, enacted by Congress on November 26, 2003, as amended by the Department of Defense Authorizations Act for Fiscal Year 2007, Transportation Service Providers (TSP) are required to provide Full Replacement Value (FRV) coverage to all customers of the U.S. Department of Defense Personal Property Program. FRV is defined as the greater of: (1) $5,000 per shipment; or		--	--

		(2) $4.00 times the net weight of the household goods shipped or $4.00 times the gross weight of the unaccompanied baggage shipped, in pounds not to exceed $50,000.			

APPENDIX C

CODES FOR ACCESSORIAL SERVICES

ANSI code	Description
020	Address Corrections (SPE Only)
045	Advancing Charges
140	Call Tag Service (SPE Only)
405	Fuel Surcharge/Adjustment
490	Crane Operator at Destination
495	Crane at Destination
500	Crane at Origin
505	Crane Operator at Origin
520	Overdimensional Freight Service (Truckload)
520	Charges of Weight (SPE Only)
675	Signature and Tally Record Service
AAM	Materials
AAS	Attendants Accompanying Government Freight Shipments
ADL	Advance Loading Service
AFN	Aircraft Ordered But Not Used (SPE Only)
AIB	Additive/Conductivity/Icing Inhibitor Service
AIR	Sends Service Level/Type Information (SPE Only)
ARG	Rail Armed Guard Surveillance Service
BLK	Blocking, Bracing and Tie-Down Service for Rail
CGC	Caboose/Guard Cars Furnished/Occupied
CHN	Chains and Binders
CIS	DoD Constant Surveillance Service
CLN	Cleaning
CSP	Caboose/Guard Cars Furnished/Occupied
CTR	Circuitous Routing
DDP	Dual Driver Protective Service
DEL	Arms, Ammunition, and Explosive Shipment Delivery (Motor)
DEL	Receipt and Issue (Pipeline)
DEM	Demurrage (Straight)
DEP	Detention: Vehicles with Power Units
DET	Detention: Vehicles without Power Units
DPD	Drayage at Destination
DPE	Drayage at Origin
DRS	Disaster Recovery Surcharge (Pipeline)
DTB	Detention of Vehicles
ECR	Escorts and Couriers (SPE Only)
ECS	Empty Cars Ordered But Not Used

ANSI code	Description
ELS	Extra Lights
EMT	Empty Movement of Equipment
ERS	Equipment, Empty Trailers – Return of
EVC	Excess Valuation (SPE Only)
EXC	Exclusive Use of Trailer or Dromedary
EXD	Extra Driver
EXP	Expedited Service
FCS	Furnishing Chassis for COFC Shipments
FPT	Freight All Kinds Shipment Tracking
FRT	Filtration Service
GDS	Incentive Scheduled Delivery
GSS	General Security Service
HAN	Additional Handling (SPE Only)
HAZ	Hazardous Materials Handling (SPE Only)
HHB	Handling Freight At Positions Not Immediately Adjacent To Vehicle
HOL	Sunday/Holiday Pickup/Delivery
HOS	Hose
HOX	
EDD	
EDO	
HRS	Heater/Refrigerator Service
IDC	Idler Car
IMP	Impactographs
IMS	Intermodal Shipments
LAS	Loss of Product
LDA	TSP to Load (Rail)
LDL	TSP to Unload (Rail)
LFD	Dedicated Switch Engine Crew at Destination
LIE	Liability of TSP
LMD	Dedicated Switch Engine at Destination
LME	Dedicated Switch Engine at Origin
LTE	Dedicated Switch Engine Crew at Origin
MES	Escort/Flagman/Telephone Service
MEN	
MET	
MTX	Military Traffic Expediting Service
NFY	Shipment Notification (SPE Only)
NOR	Notice of Readiness
ORS	Receipt/Issue Other Than Normal Operating Hours
PAJ	Pumping Equipment
PER	Overweight Permit Shipment

ANSI code	Description
POD	Proof of Delivery Service (SPE Only)
PRL	Prelodging
PSS	Protective Security Service
PTS	Protective Tarping Service
PUC	Pickup Charges for Scheduled Services (SPE Only)
PUD	Pickup/Delivery (on workdays outside normal operating hours)
RAM	Portable Ramps at Destination
RCC	Reconsignment/Diversion
RCL	Redelivery
RDH	Technical Assistance for Loading
RIS	Rail Inspection Service
RLS	Relocation of Vehicles
RMC	Return Empty Containers/Pallets
RMP	Return Movement of Pallets
RSS	Restricted Speeds
RSV	Reservation – Portion of Vehicle
SAT	Saturday Pickup/Delivery
SDL	Split Delivery
SEV	Security Escort Vehicle Service
SFT	Special Train Service
SNS	Satellite Motor Surveillance Service
SOC	Stop-off in Transit
SPA	Allowances
SPU	Split Pickup
SRG	Storage
SRS	Surveying Routes
SRS	Security Recovery Surcharge (Pipeline)
STO	Stowage
SUC	Portable Ramps at Origin
SUP	Inspector Requested for Loading
SVS	Storage of Vehicles
TER	TSP to Unblock, Unbrace and/or Untie (Rail)
TMV	Tendering of Multiple Vehicles
TOW	Towaway
UBL	Secure and Release Loads
URC	Loading-Unloading by TSP
VFN	Vehicles Furnished but not Used
WDS	Waterfront Delivery
WTV	Weight Verification

APPENDIX D

DEFINITIONS

ACCESSORIAL SERVICES – Services performed which are additional, supplemental, or special, in addition to the basic transportation service.

ACTUAL PLACEMENT – The placing of a TSP conveyance in an accessible position for loading or unloading, or at a place specifically designated by the shipper or consignee.

ACTUAL VALUE RATE – A rate based on the actual value of the material shipped.

AGREED VALUATION – The value of articles in a freight shipment agreed upon as the basis of which the freight rate is assessed. This valuation establishes a value beyond which recovery cannot be had in event of loss or damage in transit.

AIR TAXI – Air transportation from a TSP offering non-scheduled air services of passengers or cargo, on a charter or contract basis. Aircraft, having a gross takeoff weight of less than 12,500 pounds and operating under the requirements of Federal and State bodies, can be either fixed-wing or helicopter.

AMERICAN NATIONAL STANDARDS INSTITUTE (ANSI) – Organization that **s**erves as coordinator of a voluntary standardization system for the U.S. private sector.

AMERICAN SOCIETY FOR TESTING AND MATERIAL (ASTM) – Organization for standardizing petroleum industry specifications and testing methods.

APPEAL – Procedures that allows reconsideration of a TSP in non-use or disqualified status.

ARMS, AMMUNITION, AND EXPLOSIVES – Arms, ammunition, and explosives are those items set forth within the scope and intent of Department of Defense Manual 5100.76-M, Physical Security of Sensitive Conventional Arms, Ammunition, and Explosives.

ASTM TABLE 6 – Standardized table for converting a measured volume of fuel to a standard 60 degrees Fahrenheit.

ASTRAY CARGO – Shipments or portions of shipments found in a TSP's possession or delivered to a government activity for which billing (e.g., waybill, freight warrant) is not available or which is being held for any reason except transfer.

BARGE – A category of vessel designed as non-self-propelled units for the carriage of cargo on the weather deck or in holds or in tanks. The units are towed/pushed by another ship (tug or pusher vessel).

BARGE BOOMING - A floating barrier around the barge during receipt/issue of a petroleum products shipment that operates to prevent the spread of any accidental spills.

BARREL – Standard unit of measurement in the petroleum industry, equivalent to 42 standard U.S. gallons.

BATCH – Specific volume of fuel in a refinery or pipeline that is processed, treated, or moved in one operation.

BEST VALUE – A procurement evaluation and selection mechanism that permits the government to select TSPs to support Defense Transportation System requirements based on a combination of price-related and non-price-related factors. Examples of non-price-related factors that may be considered in a Best Value evaluation include, but are not limited to, the TSP's quality of service, past performance, claims experience, ability to perform service within stated requirements, ability to respond, routing, ability to provide in–transit visibility, and commitment of transportation assets to readiness support. If past performance is chosen as an evaluation criterion, some factors to look at may include, but are not limited to, on-time pickup and delivery percentage, percentage of shipments involving lost or damaged cargo, number of claims, and TSP availability. Under this procurement evaluation method, price is not the only factor considered for selection of a TSP. Ultimately, award should be made to the TSP that represents the best value to the government under the stated evaluation criteria.

BILL OF LADING – A contract for carriage of cargo made with a carrier that also operates as a receipt of the goods and documentary evidence of title to the goods. A common transportation term for the basic agreement that underlies shipment of goods. A document issued by a carrier to a shipper, listing and acknowledging receipt of goods for transport and specifying terms of delivery. For government traffic, this term is used interchangeably with "Government Bill of Lading (GBL)" or "Commercial Bill of Lading (CBL)". The Bill of Lading is the primary document used to contract for transportation and related services from commercial TSP, including freight forwarders.

BODILY INJURY INSURANCE – An insurance policy that pays for injuries caused to other individuals in the event of a vehicle accident.

BOXCAR – The term "boxcar" encompasses all cars with AAR car types codes beginning with A, B, L4, or S, as described in the STB R. E. R. 6413 (Official Railway Equipment Register).

BROKER – "Broker" means a person who, for compensation, arranges or offers to arrange the transportation of property to be performed by an authorized motor TSP. Motor TSP (or persons who are employee or bona fide agents of a TSP) is not a broker within the meaning of this section when it arranges or offers to arrange the transportation of shipments which it is authorized to transport and which it has accepted and legally bound itself to transport (49 CFR,

Subpart A, Sec. 386.2). "Broker" means a person other than a motor TSP, or an employee or agent of a motor TSP, that as a principal or agent sells, offers for sale, negotiates for, or holds itself out by solicitation, advertisement or otherwise as selling, providing, or arranging for, transportation by a motor TSP for compensation.

BUNCHING – The accumulation and placement of cars for loading or unloading in excess of current orders or in prevention of normal and customary loading/unloading schedules.

BUNKERING – The act or process of supplying a ship with fuel.

CARGO BLANKETING – Filling a cargo tank and associated piping. systems (and other adjacent spaces when specified) with a liquid or inert gas to prevent fires or explosions.

CARRY AWAY – Bulk fuel exceeding 10 barrels that remains onboard once discharging is complete but before line drop. If Carry Away is verified by DoD and vessel Master or mate, then TSP shall be liable for all carry away bulk fuel transportation costs. The shipper or consignee shall invoice TSP for costs of the carry away amount exceeding 10 barrels.

CHASSIS – A wheel assembly or bogie for street or highway movement of containers.

CLASSIFICATION YARD – A system of railroad tracks within a defined area used for receiving, dispatching, classifying, and switching rail cars.

CLEARED TRANSPORTATION SERVICE PROVIDER – A commercial TSP who has met the following criteria for handling SECRET shipments:

a. Can provide the TPS requirements established by a TO.

b. Has authorization by law to perform transportation services and qualifies under required security requirements to provide the required transportation protective service.

c. Has a SECRET facility clearance issued by the Defense Security Service.

d. Has furnished SDDC with an applicable tender, agreement, or contract that provides for PSS.

COASTWISE – Domestic traffic receiving a carriage over the ocean, or the Gulf of Mexico, (e.g. New Orleans to Baltimore, New York to Puerto Rico, San Francisco to Hawaii, Alaska to Hawaii). Traffic between Great Lakes ports and seacoast ports, when having a carriage over the ocean, is also termed Coastwise.

COMBINATION RATES – Combination rates are when two stand alone rates are combined to make a thru rate. See also Proportional Rates.

CONSIGNEE – The actual intended recipient of a shipment. The person, military installation or DoD contractor receiving the shipment from TSP.

CONSIGNOR – The person or activity that is the supplier or shipper of a product.

CONSTRUCTIVE PLACEMENT – When a TSP conveyance cannot be placed for loading, unloading, or at a point previously designated by the shipper or consignee, and is placed elsewhere, it is considered as being under constructive placement. TSP must notify the Transportation Officer of installation where the conveyance(s) has been constructively placed in writing the date, time and cars numbers that were placed

CONTAINER - A reusable shipping conveyance not less than 20-feet in length, outside measurement, loaded or empty, without bogie or chassis, fitted with devices permitting its ready transfer from one mode of transportation to another, and constructed to enable the attachment of removable bogie or chassis for further transportation.

CONTINENTAL UNITED STATES (CONUS) – United States territory comprising the 48 contiguous states and the District of Columbia, including adjacent territorial waters but excluding Alaska and Hawaii. United States territory, including the adjacent territorial waters, located within the North American continent between Canada and Mexico.

CONTROLLED CRYPTOGRAPHIC ITEM – Communication Security equipment declassified by the National Security Agency. Controlled Cryptographic Items requires accountability when shipped by commercial transportation by use of paper or electronic signature service. Classified keying material associated with Controlled Cryptographic Items must be separately transmitted according to requirements for its classification.

CONVEYANCE – A rail car, trailer or container used to transport a shipment. Any of a number of different vehicles (water TSP, tanker, railcar, tank truck, etc.) used to move petroleum products.

COURIER – Individuals who are United States government military members or civilian employees, or Department of Defense contractor employees granted with authority to be responsible for continuous surveillance and control over movements of classified material. Individuals designated as escorts or couriers must possess a Department of Defense-issued security clearance at least equal to the level of classification of the material being transported.

DANGEROUS ARTICLES – Material includes, but is not limited to certain types of chemicals and commodities, such as Flammable Liquids, Flammable Solids, Oxidizing Materials, Corrosive Liquids, Compressed Gases, and Poisonous Substances

DAY – Calendar day of 24 hours.

DEADHEAD – A transportation term for a movement by a TSP when the vehicle transports no passengers or freight.

DECK BARGE – Non-self-propelled vessel, usually flat bottomed and rectangular in structure, having an intact deck for the carriage of bulk materials. Also commonly referred to as a scow, lighter or hoy.

DEFENSE TRANSPORTATION REGULATION (DTR), DoD 4500.9-R – Agency regulation that establishes DoD policies and requirements that govern the utilization of commercial freight transportation services and Defense Freight Railway Interchange Fleet (DFRIF), for the transportation requirements of armed services through their military departments and other DoD components within the Continental United States (CONUS).

DEFENSE TRANSPORTATION SYSTEM - The Defense Transportation System (DTS) is that portion of the worldwide transportation infrastructure that supports Department of Defense transportation needs in peace and war. The Defense Transportation System consists of two major elements: military (organic) and commercial resources. These resources include aircraft, assets, services, and systems organic to, contracted for, or controlled by the Department of Defense. The Defense Transportation System infrastructure, including ports, airlift, sealift, railway, highway, in transit visibility, information management systems, customs, and traffic management that the Department of Defense maintains and exercises in peacetime, is a vital element of the Department of Defense capability to project power worldwide. It provides for responsive force projection and a seamless transition between peacetime and wartime operations.

DEFENSE TRANSPORTATION TRACKING SYSTEM – A joint military service system that processes data shipment tracking data to ensure in transit safety and security command and control that is hosted by SDDC. The Defense Transportation Tracking System provides 24-hour continuous command and control of the Department of Defense arms, ammunition and explosive shipments moving in the public domain. The primary mission of the Defense Transportation Tracking System are emergency response and intransit security of these shipments.

DEFERRED SERVICE (D3) - Shipment to be delivered to consignee during consignee's normal operating hours, as listed in the TFG, on or before the fifth business day after consignor requested pickup date of shipment.

DEFICIT WEIGHT RATING - Calculation of the price for transporting a greater weight than the actual total weight of the goods to be transported with the aim of achieving a lower price.

DEMURRAGE – A charge made on rail cars or vessels (including barges) held by or for a shipper or consignee beyond the allowable free time for loading and unloading, for forwarding directions, or for any other purpose. Charges for demurrage are considered to be in addition to all other lawfully owed transportation charges.

DEPARTMENT OF DEFENSE – The government executive department whose mission is to provide the military forces needed to deter war and to protect the security of the United States. This department consists of the Office of the Secretary of Defense, organization of the Joint Chiefs of Staff, military departments, unified and specified commands, and defense agencies.

DESIRED DELIVERY DATE (DDD) – A specific date by which delivery of a shipment should be accomplished by the TSP at the CONUS destination or CONUS air/water terminal.

DESTINATION – The place to which a shipment is consigned or where the TSP delivers cargo to the consignee or agent.

DETENTION – A charge made on trailers or containers held by or for the benefit of a shipper or consignee beyond the allowable free time for loading or unloading, for forwarding directions, or for any other purpose. Charges for detention are considered to be in addition to all other lawfully owed transportation charges.

DIRECT PROCUREMENT METHOD – A method of procuring transportation services where the government directly manages the shipment throughout. Packing, containerization, local drayage, and storage services are obtained from commercial firms under contract arrangements or by the use of government facilities and personnel. DPM shipments move from government to contractor, government to TSP, and not from contractor to contractor, or TSP to TSP. There are no business or contractual relationships between the origin and destination contractors or between the contractors and freight TSP.

DISQUALIFICATION – Administrative action taken by the Military Surface Deployment and Distribution Command or theater Commander that results in excluding a TSP from transporting Department of Defense shipments, either from one or more origin points for specific routes or for all routes. This administrative action can also include the exclusion of a TSP or storage firm from participation in the Department of Defense Personal Property Shipment and Storage Program at one or more installations for a definite or indefinite period of time.

DIVERSION – Service offered by a TSP that allows a consignor to divert an en route shipment from its original consignee or port of destination to another, or the changing of the mode or designated route of a shipment from that shown on the original transportation documentation while the shipment is in-transit.

DoD APPROVED TRANSPORTATION SERVICE PROVIDER – A transportation provider who possesses legal operating authority to conduct transportation services, who also meets all established DoD requirements and has received an official notice of acceptance to transport DoD Freight by SDDC.

DOOR-TO-DOOR SERVICE – From shipper's origin to consignee's receiving point.

DOUBLE BROKERING – Describes a practice where a legitimate broker decides to give a load to a second broker, who then finds a TSP. The term also includes a practice where a motor TSP agrees to transport freight for a broker (under the guise it will haul the freight), and the TSP subsequently re-brokers it to another TSP, Or when a TSP (that also has broker authority) accepts a brokered load (as the TSP) and then tenders that load to another TSP through its brokerage operation (without the broker's knowledge or consent).

DRAYAGE – A charge for the local transportation of property for a movement that terminates within 30 miles of origin of the shipment.

DRY CARGO BARGE – Non-self-propelled vessel, usually flat bottomed and rectangular in structure with cargo space below deck, usually used to transport bulk commodities on rivers and canals. The cargo space may be covered or uncovered. Industry commonly refers to these barges as open/covered hopper barges.

DRIVEAWAY – The movement of a vehicle under its own power by a driver furnished through an authorized commercial motor TSP.

DROMEDARY BOX – A freight box carried on, and securely fastened to, the chassis of a truck tractor, step deck or flatbed trailer, is also demountable, and can be handled with a forklift truck. It is protected by a Plymetal shield and may be equipped with doors on each side that can be locked with a padlock and sealed. Each dromedary will be considered a separate conveyance.

DROPPED TANK TRAILERS –Trucks/containers or trailers left on the terminal for unloading at a later time without the services of the motor TSP upon authorization by the terminal operator.

DUAL DRIVER PROTECTIVE SERVICE – A protective service utilized for SRC III, IV, and Uncategorized AA&E that is more specifically described in Item 103, Dual Driver Protective Service, for detailed guidance.

DUNNAGE – Lumber or other material used to brace and secure cargo to prevent damage during shipment.

DUNNAGE ALLOWANCE – A flat fee that seeks to compensate drivers for assembly or building materials required to properly block and brace a load. Dunnage must be specifically requested by a shipper in order for the allowance to be properly paid.

eBILL – Functionality in the currently authorized Third Party Payment System (TPPS) that is used to request a debit (from a shipper to a TSP) or a credit (from a TSP to a shipper). The party initiating the eBill will not be paid until the other party approves the transaction. An eBill is most commonly used to reconcile or adjust shipment payment amounts for shipments that have already been approved.

ELECTRONIC DATA INTERCHANGE –The transfer of data by linking computer systems through a communications network, in order to accomplish the DoD objective of ensuring all tenders are originally filed, billed, and administratively updated through an EDI in order to create a semi-paperless environment.

EMERGENCY – Any situation that would prevent a shipment from safely reaching its destination, such as undue delay caused by a *force majeure* circumstance. Any "*situation"* associated with in transit DoD AA&E or OSM that endangers the material itself, the public, the transporting TSP's personnel/equipment/facilities, or threatens national security due to potential loss or loss of Ordnance-related, highly sensitive technology. The broad term "*Situation*" is intended to include, but not be limited to, accidents, fire, hijacking, theft, civil disturbance, equipment failure, labor strikes, natural disasters, and threatened or real attack.

EMPTY MOVEMENT OF TRAILER –An accessorial charge per vehicle per deadhead miles traveled from point of dispatch to point of origin, which will be in addition to the line haul rate. These charges require consignor or consignee endorsement on BL.

EMPTY TRAILER RETURN – An accessorial charge for returning an empty trailer from destination to origin upon the shippers' cancellation.

ESCORT/FLAGMAN/TELEPHONE –An accessorial charge when requested by the shipper to reimburse for the cost of hiring of additional personnel to perform additional necessary services directly associated with the movement of specialized cargo.

EXCLUSIVE USE – When requested by DoD personnel, a TSP will devote the entire trailer or dromedary to the movement of a specified shipment. See Item 31, Exclusive Use of Trailer or Dromedary, for detailed guidance.

EXPEDITED SERVICE – When requested by DoD personnel, the TSP guarantees the delivery of shipment prior to the Standard Transit Time. See Item 35, Expedited Service, for detailed guidance.

FORCE MAJEURE – Contract provision that exempts parties for non-fulfillment of obligations due to unforeseen and/or unpredictable conditions beyond their control and without fault or negligence of the breaching party. For example, natural disasters, acts of God, public enemy, freight embargoes, or weather.

FREETIME – The period of time during which there is no charge (i.e. demurrage) by the TSP to load, stow, and secure the general cargo to the vessel and to unload the general cargo and accompanying material from the barge.

FREIGHT – Goods to be shipped. A term used to classify the transportation of goods carried by commercial vessel or vehicle.

FREIGHT ALL KINDS – Consists of those commodities that a TSP offers to transport at one inclusive rate or change regardless of their classification rating in the NMFC or UFC, or differing transportation characteristics.

FREIGHT FORWARDER (AIR) – Also known as an indirect cargo air TSP and is defined in 14 CFR § 296.3 as "any U.S. citizen who undertakes to engage indirectly in air transportation of property, and uses for the whole or any part of such transportation the services of an air carrier [TSP] or a foreign air carrier [TSP] that directly engages in the operation of aircraft under a certificate, regulation, order, or permit issued by the Department of Transportation or the Civil Aeronautics Board, or the services of its agent, or of another indirect cargo air carrier [TSP]."

FREIGHT FORWARDER (SURFACE) – As defined in 49 USC 13102(8); a person holding itself out to the general public (other than as a pipeline, rail, motor, or water TSP) to provide transportation of property for compensation" but specifically excludes "a person using transportation of an air TSP." See 49 U.S.C § 10102. In general, surface freight forwarders are firms, other than a railroad, motor, water, or air TSP, or an air freight forwarder, that undertakes all of the following functions: to assemble and consolidate shipments, provide for assembling, consolidating, performing or providing breakbulk, and distributing services. Surface freight forwarders assume responsibility for the transportation of such property from point of receipt to point of destination, and utilize the services of authorized TSPs who possess proper operating authority for the transportation to be provided.

FUEL SYSTEM ICING INHIBITOR (FSII) – Military jet fuel additive that absorbs small amounts of water from the fuel that prevents freezing in aircraft fuel systems.

FULL VISIBLE CAPACITY –When a LTL makes the loading of additional items impossible and this load requires a TL rate to move. FVC is indicated by the shipping agency on the BL to get the TL rate.

GOVERNMENT BILL OF LADING (GBL) – The bill of lading utilized to transport freight of the U.S. government, to procure transportation of freight and related services from commercial TSP for movement at Government expense.

GOVERNMENT BUSINESS DAY (GBD) – Any business day (i.e., Monday through Friday) that is not a Federal Holiday.

GOVERNMENT CARGO RECOVERY EFFORT PROGRAM (GOCARE) – Formerly known as the DoD/GSA Joint Astray Cargo Program. The program sets forth the procedures for handling astray freight and convey general information concerning TSP initiatives, property identification numbers, foreign military sales, and other issues. GOCARE provides commercial TSP with points of contact to resolve astray government shipments.

HANDLING FREIGHT AT POSITION NOT IMMEDIATELY ADJACENT TO VEHICLE – An accessorial charge assessed for movement of the shipment or partial shipments from or to positions beyond an immediately adjacent loading or unloading position.

HAZARDOUS MATERIAL/SUBSTANCE – A substance or material determined by the Secretary of Transportation to be capable of posing an unreasonable risk to health, safety, and property when transported in commerce. This term includes hazardous substances, hazardous wastes, marine pollutants, elevated temperature materials, materials designated as hazardous under the provisions of 49 Code of Federal Regulations, Parts 172.101 and 172.102, and materials that meet the defining criteria for hazard class and divisions in 49 Code of Federal Regulations, Part 173.

HOLIDAYS –Federally-designated holidays, as provided by Title 5 of the U.S. Code: New Year's Day, Martin Luther King Day, Presidents' Day, Memorial Day, Independence Day, Labor Day, Veterans' Day, Columbus Day, Thanksgiving Day, and Christmas Day.

IMPACTOGRAPH – An instrument used to measure the force of collision/force when one object hits another. Monitors impact during transportation, test bumps, or the smooth ride of a vehicle.

IMPROPER EQUIPMENT – Failure by a TSP to provide the specific equipment requested by DoD personnel in order to perform specific transportation/logistics requirements.

IN BOND – **A** shipment that has not cleared U.S. Customs.

IN TRANSIT VISIBILITY – The ability to track in real time the identity, status, and specific location of Department of Defense shipments of unit and non-unit cargo (excluding bulk petroleum, oils, and lubricants), passengers, medical patients, and personal property from point of origin to the consignee or destination.

INADEQUATE EQUIPMENT – TSP equipment that is deemed inadequate to perform transportation services due to its defective condition, or where operation of the equipment fails to meet DOT safety regulations, or equipment whose design or defect lacks proper security features required to properly secured freight, or equipment that has broken, missing or improper seals.

INTERMODAL MOVE – Being or involving transportation by more than one mode of transportation or type of TSP during a single journey. An intermodal move occurs when two or more different modes such as rail, truck, barge and/or sealift are used to move cargo from origin to destination. An intermodal move may occur in CONUS and/or OCONUS such as in Alaska, Hawaii, etc. The term "intermodal move" can be used interchangeably with "multi-modal service."

INTERNAL – Vessel movements (origin and destination) which take place solely on inland waterways. An inland waterway is one geographically located within the boundaries of the contiguous 48 states or within the boundaries of the State of Alaska.

LAKEWISE – Waterborne traffic between the United States ports on the Great Lakes System. The Great Lakes System is treated as a separate waterway system rather than as a part of the inland waterway system. In comparing historical data for the Great Lakes System, one should note that prior to calendar year 1990, marine products, sand and gravel being moved from the Great Lakes to Great Lake destinations were classified as local traffic. From 1990 on, these activities are classified as lakewise traffic.

LASH/SEABEE BARGE – A barge, usually flat-bottomed and rectangular in structure to be lightered aboard a mother ship.

LASHING – Ropes, wires, chains, steel straps, or other special devices used to secure cargo.

LATE – Unexcused failure to deliver the shipment by the end of normal operating hours on the Required Delivery Date (RDD).

LAYTIME – The time between when a vessel moors alongside or at 0001 hours local time on the latest agreed readiness date, whichever occurs first. It ends when loading or unloading begins.

LESS-LOAD RATES – Rates or classes that apply to a quantity of freight less than the truckload weight specified for the same article.

LINE FILL – The quantity of fuel required to completely fill a section of pipeline.

LINE HAUL – Transportation of cargo over TSP routes from point to point to point of destination, excluding local pick-up, delivery, local drayage, and switching services.

LOADING OR UNLOADING – The movement of lading past the tailgate of the vehicle including the placement on, or the removal of lading from, a conveyor extending into the vehicle, as well as the stowing, stacking, and breaking out of the lading within such vehicle.

LONG TERM LEASE -- Leasing a company's vehicle to another transportation service provider for a duration of more than 30 days. TSP must abide by lease provisions of 49 CFR, Part 376.

LOSS TOLERANCE – An agreed percentage of fuel that is lost during transit or when placed in storage due to minor leaks and evaporation, etc.

MANIFEST – A document specifying in detail the passengers or items carried for a specific destination.

MILITARY TRAFFIC EXPEDITING SERVICE (MTX) – An expediting service provided by the Association of American Railroads (AAR) for military carload shipments. This automated service uses a central computer file electronically linked with member railroads and is capable of reporting on single-line and joint-line movements. Passing or progress reports are controlled by an MTX number assigned by the AAR.

MILVAN – A DoD-owned or -leased demountable container, conforming to U.S. and International standards, used for the movement of military cargo.

MOTOR TSP – Shall have the same meaning and intent as "motor TSP" as defined in 49 U.S.C. 13102(4), as a person providing commercial motor vehicle (as defined in section 31132) transportation for compensation.

MULTI-MODAL SERVICE – Being or involving transportation by more than one mode of transportation or type of TSP during a single journey. Multi-modal service occurs when two or more different modes such as rail, truck, barge and/or sealift are used to move cargo from origin to destination. Multi-modal service may occur in CONUS and/or OCONUS such as in Alaska, Hawaii, etc. The term "multi-modal service" can be used interchangeably with "intermodal moves."

NEGOTIATED MOVE – A consignment of one or more shipments from one or more shippers over a period not to exceed one calendar year moving to one or more consignees at one or more destinations. Included within this definition are split pickups at origin and destination points and stop in transit to partially load and/or unload.

NET EXPLOSIVE QUANTITY (NEQ) –Total quantity of propellant in a tank, drum, cylinder, or other container expressed in kilograms.

NET EXPLOSIVE WEIGHT (NEW) –Total weight of all explosives Class 1 components of an explosive which includes primary explosives, secondary explosives, pyrotechnics, and propellants in a tank, drum, cylinder or other container expressed in pound.

NO SHOW – Failure by a TSP to pick up a shipment on the agreed date and time.

NORMAL OPERATING HOURS – Period of time the facility or installation (refer to the Transportation Facilities Guide [TFG] for specific installation normal operating hours) is regularly open for business Monday - Friday to receive and discharge freight.

NON-USE LETTER – Correspondence that places a TSP in non-use status for a period of time at either an installation or nationwide level.

OTHER SENSITIVE MATERIAL (OSM) – Materials other than AA&E that require monitored movement in the discretion of the owning Services due to concerns regarding the hazard, posed to the public, high value items, or security classification.

OVERNIGHT SERVICE (D1) - Shipment to be delivered to consignee during consignee's normal operating hours, as listed in the TFG, on the next business day following the consignors requested pickup date of shipment.

OVERDIMENSIONAL – A shipment that contains one or more non-divisible articles, which measure in excess of 636 inches (53 feet) in length (OVERLENGTH), 102 inches (8 feet 6 inches) in width (OVERWIDTH), or 162 inches (13 feet 6 inches) in height from the ground to the top of the article after loading (OVERHEIGHT). Exception: A shipment is not considered overlength for interstate or intrastate movements, when the gross length dimensions of the tractor and loaded semi-trailer combination are within the maximum gross length for such equipment combination on interstate and federally designated highways or other state highways and supplemental routes.

OVERTIME – Hourly charges incurred beyond established working hours and which exceed the total number of regular working hours per week.

OVERWEIGHT – Shipments where the cargo exceeds 45,000 (including shipments loaded on lowboy equipment). Additional information is more fully described under Item 119, Overdimensional Freight Service/Overweight Permit Shipments.

PALLET – Piece of equipment that facilitates mechanical handling of stacked (palletized) goods for fork-lift trucks. The term also includes pallet sides, platforms, risers, runners, skids, fillers, separators, shrouds, covers, deck boards, metal braces, collapsible shipping bins, racks or shipping devices, used, iron or wood or iron and wood combined.

PERISHABLE GOODS – Unpreserved, unprocessed, and untreated commodity that may spoil within a short time period even under normal handling and shipping conditions.

PERSONAL PROPERTY – Possessions other than real estate or building. Personal property is movable and includes tangible (appliances, car, furniture, jewelry) and intangible (bonds, right to a benefit, shares of stock) items whose ownership belongs to the individual. Also called chattels. Property of a personal character that is portable but not used in business.

PIPELINE – All parts of a physical facility to transport water, gas, or petroleum, including a line of pipe, valves, and any other appendages attached to the line of pipe.

PRIORITY SERVICE (SG) - Next available flight; shipment may be required anytime during a 24 hour period, no specific time for pickup or delivery stated (consignor may insert time

requirements on BL IAW TSP quote).

PRIVATELY OWNED VEHICLE (POV) – Belonging to, restricted to, or intended to be sued for the personal use of an individual.

PROPERTY DAMAGE – Damages caused to a Department of Defense (DoD) member's/employee's personal and/or real property, including rental property, or grounds associated with the property by a DoD approved TSP/agent or direct procurement method contracted agent while picking up or delivering DoD sponsored shipments.

PROPORTATIONAL RATES – Rates that are not intended to stand alone, and may only apply in conjunction with another proportional rates. See also Combination Rates.

QUALIFIED TRANSPORTATION SERVICE PROVIDER REPRESENTATIVE – A person employed by a TSP or terminal involved in the handling of DoD shipments moving in security service, and who is:

a. Designated by TSP or terminal management to attend a transportation conveyance.

b. Aware of the sensitivity of DoD material moving under transportation protective service(s).

c. Knowledgeable of the safety, security and emergency procedures that must be followed.

d. Authorized to move a transportation conveyance and has the means and ability to do so.

e. Cleared under the DoD Industrial Security Program to handle SECRET shipments and has TSP issued identification when providing Protective Security Service.

RADIOACTIVE MATERIAL –Material causing spontaneous emission of radiation, either directly from unstable atomic nuclei or as a consequence of a nuclear reaction. Of, exhibiting, or caused by radioactivity.

RAIL TANK CAR – A railcar designed to carry liquefied loads or cargo.

RAIL TSP – A rail as defined in 49 U.S.C.

RAMP-TO-RAMP SERVICE – Occurs when an empty vehicle is delivered to the TSP; when a loaded vehicle with billing instructions are delivered to the TSP or forwarding instructions are given to TSP with proper billing instructions.

REDELIVERY –When a shipment is tendered for delivery and delivery cannot be accomplished due to the fault of the consignee. Where redelivery is required, the TSP will notify

the consignee of the on-hand shipment and arrange for a mutual agreement regarding a redelivery date.

REFUGE LOCATION – A military activity designated in the Terminal Facilities Guide as meeting requirements for the temporary storage of classified or protected material (excluding Class 1, Division 1.1, 1.2, and 1.3 explosives) that affords security for shipments of such cargo in emergency situations.

RELEASED VALUE RATE – The rate applied to a specific shipment that applies to an agreed level of liability assumed by the TSP in transporting that shipment in the event of loss or damage.

REPORT OF SHIPMENT – An advance notification of shipment provided by a shipper to the consignee not later than 24 hours prior to the shipment arrival. For ammunition shipments, notification must be made not later than two hours after shipment departure.

REQUIRED DELIVERY DATE (RDD) – A date when transported cargo must arrive at its destination and complete offloading to properly support mission requirements. The calendar date when material is required to be delivered and offloaded by the requisitioner.

ROUTING OR ROUTE ORDER – An order issued by a routing officer that specifies the mode of transportation and the means within that mode by which a shipment will move.

SECOND DAY SERVICE (D2) - Shipment to be delivered to consignee during consignee's normal operating hours, as listed in the TFG, on or before the second business day after consignor requested pickup date of shipment.

SECURED AREA – An area to which access is controlled and is under regular, periodic surveillance by security personnel.

SECURE HOLDING AREA – In non-emergency situations, protection provided by an installation to a TSP's vehicle transporting sensitive or classified cargo that arrives after hours or at the discretion of an installation commander. The installation commander must make the same kinds of determinations as for "Secure Holding Location/Safe Haven" or "refuge."

SECURE HOLDING LOCATION/SAFE HAVEN – A location owned by DoD, or a SDDC approved TSP owned secure holding facility that is utilized for the temporary parking of commercial TSP motor vehicles transporting Categorized AA&E or classified materials. This term shall also include circumstances where emergency assistance is to be provided by an installation to a TSP's vehicle transporting Division 1.1, 1.2, or 1.3 ammunition and explosives due to circumstances beyond a TSP's control (such as severe weather or vehicle breakdown). A primary consideration by the installation commander is whether the load poses an unacceptable

hazard to personnel or operations. This determination involves an analysis of the quantity-distance factors involved and the ability to locate the vehicle away from populated areas.

SENSITIVE CARGO – Small arms, ammunition, and explosives (AA&E) that are a potential danger to public safety and can be used by militant, revolutionary, criminal, or other elements for civil disturbances, domestic unrest, or criminal actions, to include Ordnance as defined in the DoD 5100.76M, Physical Security Of Conventional Arms, Ammunition And Explosives.

SHIPMENT – A separately identifiable collection of goods to be carried: A quantity of freight tendered for transportation by one shipper, at one point, one day, on one bill of lading, for delivery to one consignee at one destination.

SHIPMENT REFUSAL – Failure of a TSP to accept or decline a shipment within one hour of offer.

SHIPPER – A Service or agency activity (including the contract administration or purchasing office for vendors) or vendor that originates shipments who performs planning, assembling, consolidating, documenting, and arranging for the movement of material.

SHORING – Technique used to distribute the weight of a cargo piece over a greater area than its load bearing area (also called a footprint or contact area).

SMALL ARMS – Man portable, individual, and crew-served weapon systems used mainly against personnel and lightly armored or unarmored equipment including handguns; shoulder-fired weapons; and light automatic weapons. Included in small arms are comparable foreign arms, United States prototype arms, and illegally manufactured weapons retained in inventory for training, familiarization, and evaluation.

SMALL ARMS AMMUNITION – A cartridge or family of cartridges intended for use in various types of hand-held or mounted weapons through 50 mm. Within a caliber designation, these weapons may include one or more of the following: rifles (except recoilless), carbines, pistols, revolvers, machineguns, and shotguns. The explosives effects are largely confined to the package. No projection of fragments of appreciable size or range is to be expected and does not significantly hinder emergency response efforts or the effects of explosion are completely confined within the article itself.

SNS VENDOR (SNSV) – Commercial Company employed by the TSP to assist in providing SNS to the Government utilizing any technical means that meets the requirements set forth in this rules provision. Additionally, the Federal Communications Commission (FCC) must approve the service offered.

SPOT BID – A single consignment of one or more pieces from one shipper at one time at one origin address receipted for in one lot and moving to one consignee at one destination address. Included within this definition are split pickups at origin and destination points and stops in transit to partially load and/or unload.

SPOTTING/DROPPING – The detachment of a trailer from a power unit (tractor) and its placement at a specific site designated by and in full possession of shipper, consignee or other designated party

SUBCONTRACTOR – A contract by which a company or person agrees to render services or materials necessary for the performance of another contract; one who performs services under contract to a TSP without privity of contract with the government; a secondary contract in which the person or company originally hired in turn hires somebody else to do all or part of the work.

TANK BARGE – Non-self-propelled vessel constructed and arranged for the carriage of liquid cargoes in tanks integral to the hull or independent of the hull. Pumping arrangements may be provided on board or left to shore equipment. Typical cargoes would include petroleum and other liquids.

a. Single Hull Tank Barge - A tank barge with the sides and the bottom being single hull.

b. Double Hull Tank Barge - A tank barge with the sides and the bottom being double hull.

c. Double Sided Tank Barge - A tank barge with the sides being double hull and the bottom being single hull.

d. Double Bottom Tank Barge - A tank barge with the sides being single hull and the bottom being double hull.

TANK TRUCK – A vehicle designed to carry liquefied loads or cargo on roadways

TEMPERATURE CONTROLLED GALLONS – The volume correction to gallons at 60 degrees Fahrenheit (sometimes referred to as “net volume”).

TERMINALING – Receipt of fuel from an incoming transportation mode for the purpose of issuing that fuel for movement by another transportation mode. Terminaling charges may include but are not limited to fees for throughput, tank, truck, barge, or railcar loading, additive injection, filtration and dock fees. Some of these fees may be included as separate accessorial charges in the TSP's tender.

THIRD PARTY PAYMENT SYSTEM (TPPS) – TPPS is an electronic freight transaction tracking and payment system and is required to conduct business with DoD. The current authorized TPPS is Syncada, a service of U.S. Bank.

TIME-DEFINITE DELIVERY (TDD) – The delivery of freight at a time and destination specified by the receiving activity.

TOWAWAY SERVICE – The transportation of DoD freight when the cargo is towed by a TSP truck-tractor, but not loaded in or on TSP equipment.

TOWBOAT/PUSH BOAT – Self-propelled vessel designed to tow/push barges and pontoons. The hull is usually rectangular in plan and has little freeboard. A pair of knees of ample strength and height engages barges of various depths to maneuver the tow.

TRACTOR – A mechanically powered unit used to propel or draw a trailer or trailers on the highway.

TRAILER – A trailer is a reusable shipping conveyance not more than 53-feet in length, outside measurement, constructed for use in transporting commodities via highway and equipped with permanent wheeled undercarriage, or mounted on a bogie or chassis. Trailer also means a demountable trailer body with wheels or a container mounted on a bogie and equipped with a device for coupling to a tractor for movement.

TRANSLOADING – Cargo removed from one conveyance and directly reloaded on another conveyance for movement or movement of dromedaries from one conveyance to another. Refer to Section B, Item 97, Transloading Transportation Protective Service (TPS) Shipments for more information.

TRANSMIX – A mixture of fuel, which occurs in a pipeline shipment that is caused when one batch of fuel pushes against another causing part of both batches to mix together.

TRANSPORT VEHICLE – A cargo carrying vehicle such as an automobile, van, tractor, truck, semi-trailer, tank car, or railcar used for transportation of cargo by any mode.

TRANSPORTATION AGENT – Person(s) (military or civilian) designated or appointed by the Transportation Officer to perform traffic management functions

TRANSPORTATION OFFICER (TO) – Person(s) designated by the commander of a military activity to perform traffic management functions.

TRANSPORTATION PROTECTIVE SERVICE (TPS) – A commercial TSP service performed according to Department of Defense standards that provide in-transit physical security for shipments of Secret, Confidential, or sensitive material.

TRANSPORTATION SERVICE PROVIDER (TSP) – Includes motor carriers, rail carriers, pipeline carriers, water carriers, tank truck carriers, freight forwarders, brokers, and third party logistics (3PL) companies.

TRIP LEASED – A vehicle lease of 30 days or less in duration between a TSP and leasing agent involving the power unit.

TRIP LEASING – Leasing a company's vehicle to another transportation service provider for a single trip.

TRUCKLOAD RATES – Truckload rates or classes are those for which a truckload minimum weight is provided, and charges will be assessed at the truckload minimum weight shown in the TSP tender, except that actual weight will apply when in excess of the truckload minimum weight. Minimum of 20,000 pounds and greater will be considered truckload minimums for shipment planning purposes.

TUGBOAT – Self-propelled vessel with a V-shaped bow designed for the towing (and pushing) of ships or other floating structures such as barges in ports/harbors.

VEHICLE – **A** flatbed, converted van, open top or a trailer or container as more fully defined herein.

VESSEL – A watercraft or other artificial contrivance that is used, is capable of being used, or is intended to be used, as a means of transportation by water. 49 U.S.C. 12103(25).

WATER CARRIER – A person who performs water transportation for compensation, including both vessel, barge, or other artificial contrivance as defined in 49 U.S.C. 12102(26). Also referred in this document as a Water TSP.

APPENDIX E

EXPLANATION OF ABBREVIATIONS

AA	Airport-to-Airport
AA&E	Arms, Ammunition and Explosives
AAR	Association of American Railroads
ABS	American Bureau of Shipping
AMC	Air Mobility Command
ANSI	American National Standards Institute
API	American Petroleum Institute
ARG	Rail Armed Guard
ASTM	American Society for Testing Material
ATA	American Trucking Association
BBLS	Barrels
BL	Bill of Lading
BOE	Bureau of Explosives
CAT	Security Risk Category
CBL	Commercial Bill of Lading
CCR	Central Contractor Register
CFR	Code of Federal Regulations
CIS	Constant Surveillance and Custody Service
COFC	Container-on-Flatcar
CONUS	Continental United States
COPT	Captain of the Port
CRD	Crane at Destination
CRO	Crane at Origin
CWT	Hundred Pounds
D1	Overnight Service
D2	Second-Day Service
D3	Deferred Service
DDP	Dual Driver Protective Service
DE	Delivery Service
DEL	Delivery Before Noon
DEL	Receipt and Issue (Pipeline)
DESC	Defense Energy Support Command
DFAS	Defense Finance & Accounting Service
DFR	Defense Fuel Region
DFRIF	Defense Freight Railway Interchange Fleet
DFSC	Defense Fuel Supply Center
DoD	Department of Defense
DOE	Department of Energy

DON	Department of the Navy
DOT	Department of Transportation/ U. S. Department of Transportation
DPM	Direct Procurement Method
DSS	Defense Security Service
DTMR	Defense Traffic Management Publication
DTOD	Defense Table of Official Distance
DTR	Defense Transportation Regulation
DTTS	Defense Transportation Tracking System
DV	Detention of Vehicles
EC	Electronic Commerce
EDI	Electronic Data Interchange
EFT	Electronic Funds Transfer
EIA	Energy Information Administration
ETA	Electronic Transportation Acquisition
FAK	Freight All Kinds
FBI	Federal Bureau of Investigation
FCRP	Freight Carrier Registration Program
FVC	Full Visible Capacity
GBL	Government Bill of Lading
GFM	Global Freight Management
GTN	Global Transportation Network
HAZ	Hazardous Handling
MFTURP	Military Freight Traffic Unified Rules Publication
MPRP	Pipeline Rules Publication
NAC	National Agency Check
NMFC	National Motor Freight Classification
PSS	Protective Security Service
RDD	Required Delivery Date
SCAC	Standard Carrier Alpha Code
SDDC	Surface Deployment and Distribution Command (formerly MTMC)
SG	Priority Service
SPLC	Standard Point Location Code
TDD	Time Definite Delivery
TDR	Transportation Discrepancy Report
TFG	Transportation Facilities Guide
TPS	Transportation Protective Service
TSP	Transportation Service Provider
UFC	Uniform Freight Classification
WTG	Waiting Time

APPENDIX F

WEBSITES

Websites listed below are referenced throughout this publication.

1. **SDDC Publication Updates:** http://www.sddc.army.mil/Public/Global%20Cargo%20Distribution/Domestic/Publications/.

2. **SDDC Freight Carrier Registration Program (FCRP):** http://www.sddc.army.mil/sddc/Content/Pub/14712//welcomingletter.pdf.

3. **Central Contractor Register (CCR):** http://www.ccr.gov/.

4. **DOT Licensing and Insurance:** http://www.fmcsa.dot.gov/registration-licensing/registration-licensing.htm

5. **Execution of Standard Form (SF) 328, Certificate Pertaining to Foreign Interests:** http://www.gsa.gov/Portal/gsa/ep/formslibrary.do?formType=SF.

6. **US Bank:** https://network.syncada.com/usbank

7. **Electronic Commerce/ Electronic Data Interchange (EC/EDI) Trading Partner Guide for Defense Transportation:** http://www.sddc.army.mil/sddc/Content/Pub/2494/tpa_041607.pdf

8. **SDDC Global Freight Management (GFM) Distance Learning Program (DLP):** https://mustang.eta.sddc.army.mil:8080/spotbid/index.htm

9. **Defense Table of Official Distance (DTOD):** https://dtod.sddc.army.mil/

10. **GOCARE:** http://www.sddc.army.mil/Public/Global%20Cargo%20Distribution/Domestic/GOCARE

11. **Washington Headquarters Services Executive Services Directorate:** http://www.dtic.mil/whs/directives/corres/pdf/522022c.pdf.

12. **API Manual of Petroleum Measurement Standards (MPMS):** http://api-ep.api.org

APPENDIX G

REFERENCES

Each reference applies to its current edition, unless otherwise specified. Due to numerous reorganization efforts, the guidance in some of the references may have been or will be reissued in other publications. It may be necessary to consult a functional area expert to determine the most recent guidance.

1. 2004 Emergency Response Guidebook, (ERG).

2. Association of American Railroads, Open Top Loading Rules Manual.

3. American Trucking Associations, ATA Hazardous Materials Tariff, ICC ATA 111-series.

4. Code of Federal Regulations, Title 14, Part 205, Aircraft Accident Liability Insurance

5. Code of Federal Regulations, Title 14, Part 296.3, Indirect Cargo Air Carrier

6. Code of Federal Regulations, Title 32, Part 619.4, Insurance—Public Liability and Cargo.

7. Code of Federal Regulations, Title 33, Part 6, Protection and Security of Vessels, Harbors, and Waterfront Facilities.

8. Code of Federal Regulations, Title 33, Part 104, Maritime Security: Vessels.

9. Code of Federal Regulations, Title 33, Part 105, Maritime Security: Facilities.

10. Code of Federal Regulations, Title 33, Part 109, General.

11. Code of Federal Regulations, Title 33, Part 110, Anchorage Regulations.

12. Code of Federal Regulations, Title 33, Part 125, Identification Credentials for Persons Requiring Access to Waterfront Facilities or Vessels.

13. Code of Federal Regulations, Title 33, Part 126, Handling of Dangerous Cargo at Waterfront Facilities.

14. Code of Federal Regulations, Title 33, Part 126, Section 126.19, Issuance of Permits for Handling Designated Dangerous Cargo.

15. Code of Federal Regulations, Title 33, Part 160, Ports and Waterways Safety—General.

16. Code of Federal Regulations, Title 41, Part 101, Subchapter G, Section 101.40, Transportation and Traffic Management.

17. Code of Federal Regulations, Title 41, Part 101, Subchapter G, Section 101.41, Transportation Documentation and Audit.

18. Code of Federal Regulations, Title 41, Part 101, Subchapter G, Section 101-41.302-3, Terms and Conditions Governing Acceptance and Use of GBLs.

19. Code of Federal Regulations, Title 49, Part 105, Hazardous Materials Program Definitions and General Procedures.

20. Code of Federal Regulations, Title 49, Part 106, Rulemaking Procedures.

21. Code of Federal Regulations, Title 49, Part 107, Hazardous Materials Program Procedures.

22. Code of Federal Regulations, Title 49, Part 110, Hazardous Materials Public Sector Training and Planning Grants.

23. Code of Federal Regulations, Title 49, Part 130, Oil Spill Prevention and Response Plans.

24. Code of Federal Regulations, Title 49, Part 171, General Information, Regulations, and Definitions.

25. Code of Federal Regulations, Title 49, Part 171, Section 171.15, Immediate Notice of Certain Hazardous Materials Incidents.

26. Code of Federal Regulations, Title 49, Part 173, Section 173.53, Provisions For Using Old Classifications of Explosives.

27. Code of Federal Regulations, Title 49, Part 171, Section 171.8, Definitions and Abbreviations.

28. Code of Federal Regulations, Title 49, Part 172, Hazardous Materials Table, Special Provisions, Hazardous Materials Communications, Emergency Response Information, And Training Requirements.

29. Code of Federal Regulations, Title 49, Part 172, Section 172.101, Hazardous Materials Table.

30. Code of Federal Regulations, Title 49, Part 172, Section 172.504, Table 2, General Placarding Requirements.

31. Code of Federal Regulations, Title 49, Subchapter H, Section 172.700, Purpose and Scope.

32. Code of Federal Regulations, Title 49, Subchapter H, Section, 172.701, Federal-State Relationship.

33. Code of Federal Regulations, Title 49, Subchapter H, Section 172.702, Applicability and Responsibility for Training and Testing.

34. Code of Federal Regulations, Title 49, Subchapter H, Section 172.704, Training Requirements.

35. Code of Federal Regulations, Title 49, Section 173, Shippers—General Requirements for Shipments and Packagings.

36. Code of Federal Regulations, Title 49, Part 174, Section 174.81, Segregation of Hazardous Materials.

37. Code of Federal Regulations, Title 49, Part 174, Section 174.104, Division 1.1 or 1.2 (Explosive) Materials; Car Selection, Preparation, Inspection, and Certification.

38. Code of Federal Regulations, Title 49, Part 176, Carriage by Vessel.

39. Code of Federal Regulations, Title 49, Part 176, Section 176.108, Supervision of Class 1 (Explosive) Materials During Loading, Unloading, Handling and Stowage.

40. Code of Federal Regulations, Title 49, Part 176, Section 176.180, Watchkeeping.

41. Code of Federal Regulations, Title 49, Part 176, Section 176.99, Permit Requirements for Certain Hazardous Materials.

42. Code of Federal Regulations, Title 49, Part 177, Carriage by Public Highway.

43. Code of Federal Regulations, Title 49, Part 177, Section 177.834(l)(1) Carriage by Public Highway, General Requirements.

44. Code of Federal Regulations, Title 49, Part 371, Section 371.2, Brokers of Property, Definitions.

45. Code of Federal Regulations, Title 49, Part 382, Controlled Substances and Alcohol Use and Testing.

46. Code of Federal Regulations, Title 49, Part 383, Commercial Driver's License Standards; Requirements and Penalties.

47. Code of Federal Regulations, Title 49, Part 384, State Compliance With Commercial Driver's License Program.

48. Code of Federal Regulations, Title 49, Part 385, Safety Fitness Procedures.

49. Code of Federal Regulations, Title 49, Part 386, Rules of Practice for Motor Carrier Safety and Hazardous Materials Proceedings.

50. Code of Federal Regulations, Title 49, Part 387, Minimum Levels Of Financial Responsibility For Motor Carrier.

51. Code of Federal Regulations, Title 49, Part 387, Section 387.9, Minimum Levels of Financial Responsibility.

52. Code of Federal Regulations, Title 49, Part 388, Cooperative Agreements with States.

53. Code of Federal Regulations, Title 49, Part 389, Rulemaking Procedures—Federal Motor Carrier Safety Regulations.

54. Code of Federal Regulations, Title 49, Part 390, Federal Motor Carrier Safety Regulations.

55. Code of Federal Regulations, Title 49, Part 390, Section 390.5, Definitions.

56. Code of Federal Regulations, Title 49, Part 391, Qualifications of Drivers.

57. Code of Federal Regulations, Title 49, Part 392, Driving of Commercial Motor Vehicles.

58. Code of Federal Regulations, Title 49, Part 393, Parts and Accessories Necessary for Safe Operation.

59. Code of Federal Regulations, Title 49, Part 395, Hours of Service of Drivers.

60. Code of Federal Regulations, Title 49, Part 396, Inspection, Repair, and Maintenance.

61. Code of Federal Regulations, Title 49, Part 397, Transportation of Hazardous Materials; Driving and Parking Rules.

62. Code of Federal Regulations, Title 49, Part 1005, Principles and Practices for the Investigation and Voluntary Disposition of Loss and Damage Claims and Processing Salvage.

63. Defense Transportation Regulation, DoD 4500.9 R, Part II, Chapter 202, Cargo Routing and Movement.

64. Defense Transportation Regulation, DoD 4500.9 R, Part II, Chapter 204, Hazardous Materials.

65. Defense Transportation Regulation, DoD 4500.9 R, Part II, Chapter 205, Movement of Sensitive Conventional Arms, Ammunition, and Explosives, Classified (SECRET and Confidential), and Controlled Cryptographic and Sensitive Items.

66. Defense Transportation Regulation, DoD 4500.9 R, Part II, Chapter 205, Paragraph G, Small Shipments of AA&E.

67. Defense Transportation Regulation, DoD 4500.9 R, Part II, Chapter 207, Carrier Performance.

68. Defense Transportation Regulation, DoD 4500.9 R, Part II, Chapter 205, Table 205-17, Security Risk Codes.

69. Department of Defense Manual 4140.25-M, DoD Management of Bulk Petroleum Products, Natural Gas, and Coal.

70. Department of Defense Manual 5100.76-M, Chapter 6, Transportation.

71. Department of Defense Manual 5100.76-M, Chapter 7, Transportation.

72. Department of Defense Manual 5100.76-M, Appendix 3, Physical Security of AA&E at Military Terminals.

73. Department of Defense Manual 5220.22-C, Section III, National Industrial Security Program Operating Manual—Common Requirements.

74. Department of Defense Manual 5220.22-M, National Industrial Security Program Operating Manual.

75. Department of Defense Manual 5220.22R, Industrial Security Regulation.

76. Department of Defense Manual 6055.9 STD, DoD Ammunition and Explosives Safety Standards.

77. Department of Defense Manual 6055.9 STD, Paragraph C9.5, Energetic Liquids.

78. Department of Navy OPNAVINST 5510.1, Information and Security Program Regulation Manual.

79. Department of Navy OPNAVINST S5513.3B, Security Classification Guidance For Surface Warfare Programs.

80. Department of Navy OPNAVINST S5513.5B, Security Classification Guidance For Undersea Warfare Programs.

81. Federal Specification FF-S-2738, Seals, Anti-pilferage.

82. Military Surface Deployment and Distribution Command (current version), EDI Technical Trading Partner Guide For Defense Transportation.

83. Military Surface Deployment and Distribution Command Transportation Engineering Agency, Pamphlet 55-19, Tie-down Handbook for Rail Movements.

84. Military Surface Deployment and Distribution Command, Class Rate Publication No. 100A (current version).

85. National Motor Freight Traffic Association, Inc., National Motor Freight Classification, Tariff STB NMF 100 series.

86. National Motor Freight Traffic Associations, Inc., Directory of Standard Multi-Modal Carrier and Tariff Agents Codes (SCAC/STAC), STB NMF 101-Series.

87. National Motor Freight Traffic Association, Inc., Continental Directory of Standard Point Location Codes, STB NMF l02-Series.

88. RAILINC, Mileage Allowances and Rules Tariff, STB RPS 6007-Series.

89. United States Army Publications Distribution Center, Closed Circuit Television (CCTV) Guidelines, Field Manual 3-19.30, Chapter 6, Physical Security.

90. United States Code, Title 5, Part III, Subpart E, Chapter 61, Subchapter I, § 6103.

91. United States Code, Title 18, Part I, Chapter 44, Section 922, Unlawful Acts.

92. United States Code, Title 49, Subtitle IV, Part A, Chapter 101, Section 10102, Definitions.

93. United States Code, Title 49 Subtitle IV, Part B, Chapter 131, Section 13102, Definitions.

94. United States Code, Title 49, Subtitle IV, Part B, Chapter 137, Section 13712, Government Traffic.

95. United States Code, Title 49, Subtitle IV, Part C, Chapter 155, Section 15504, Government Traffic.

96. United States Code, Title 49, Subtitle VI, Part B, Chapter 311, Subchapter III, Section 31132, Definitions.

97. United States Code, Title 49, Subtitle VIII, Chapter 601, Section 60101, Definitions.

98. United States Code, Title 49, Subtitle VIII, Chapter 605, Section 60501, Secretary of Energy

99. United States Code, Title 49, Subtitle VIII, Chapter 605, Section 60502, Federal Energy Regulatory Commission.

APPENDIX H

TRANSPORTATION FORMS/DOCUMENTATION

The following forms/documents are referenced throughout this publication and are provided for informational purposes only.

SIGNATURE AND TALLY RECORD
(See DoD 4500.9-R for guidance)
(Use of equivalent carrier-furnished signature and tally record is acceptable.)

OMB No. 0702-0027
OMB approval expires
Oct 31, 2008

The public reporting burden for this collection of information is estimated to average 3 minutes per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. Send comments regarding this burden estimate or any other aspect of this collection of information, including suggestions for reducing the burden, to the Department of Defense, Executive Services Directorate (0702-0027). Respondents should be aware that notwithstanding any other provision of law, no person shall be subject to any penalty for failing to comply with a collection of information if it does not display a currently valid OMB control number.

PLEASE DO NOT RETURN YOUR FORM TO THE ABOVE ORGANIZATION. RETURN COMPLETED FORM AS DIRECTED IN THE DISTRIBUTION INSTRUCTIONS BELOW.

DISTRIBUTION INSTRUCTIONS

(1) The SHIPPER will print two copies, retain one copy and give one to the Origin Carrier.
(2) The ORIGIN CARRIER will deliver one copy with original signatures to the Destination Carrier.
(3) The DESTINATION CARRIER will attach one copy (reflecting all original signatures) and Standard Form 1113, Public Voucher for Transportation Charges, to the original Commercial Bill of Lading and forward for payment. Reproduced completed copy of DD Form 1907 will be delivered to the Consignee and one will be retained.
(4) The CONSIGNEE will ensure Destination Carrier surrenders a reproduced copy of completed form with all signatures.

SECTION I - TO BE COMPLETED BY THE SHIPPER

1a. SHIPPER NAME	b. ORIGIN	
2. PROTECTIVE SERVICE REQUESTED	3. COMMERCIAL BILL OF LADING NUMBER	
4a. CONSIGNEE NAME	b. DESTINATION	
5. PERMIT NUMBER *(If any)*	6. TRANSPORTATION CONTROL NUMBER	
7. ROUTING	8. WEIGHT	9. CUBE
10. SPECIAL INSTRUCTIONS		11. DATE SHIPMENT TENDERED TO CARRIER *(YYYYMMDD)*
12. NAME OF CARRIER		13. NUMBER OF PIECES
14. TYPE OF PACKAGE(S) *(For unsealed loads only)* OR CONVEYANCE IDENTIFICATION AND SEAL NUMBERS *(For sealed loads only)*	15. FREIGHT CLASSIFICATION DESCRIPTION	

SECTION II - TO BE COMPLETED BY EACH PERSON ACCEPTING CUSTODY OF CLASSIFIED OR PROTECTED MATERIAL REQUIRING THE USE OF TRANSPORTATION PROTECTIVE SERVICE DURING TRANSIT

16. CUSTODY RECORD

PRINT NAME OF PERSON AND COMPANY REPRESENTED a.	STATION INTERCHANGE POINT DESTINATION b.	SIGNATURE OF PERSON ACCEPTING CUSTODY c.	TIME ACCEPTED d.	DATE ACCEPTED *(YYYYMMDD)* e.

DD FORM 1907, NOV 2006 PREVIOUS EDITION IS OBSOLETE. FormFlow/Adobe Designer 7.0

DD-Form 1907, Signature and Tally Record

MOTOR VEHICLE INSPECTION (TRANSPORTING HAZARDOUS MATERIALS)
(Read Instructions before completing this form.)

This form applies to all vehicles which must be marked or placarded in accordance with Title 49 CFR.	1. BILL OF LADING/TRANSPORTATION CONTROL NUMBER

SECTION 1 - DOCUMENTATION	ORIGIN a.	DESTINATION b.
2. CARRIER/GOVERNMENT ORGANIZATION		
3. DATE/TIME OF INSPECTION		
4. LOCATION OF INSPECTION		
5. OPERATOR(S) NAME(S)		
6. OPERATOR(S) LICENSE NUMBER(S)		
7. MEDICAL EXAMINER'S CERTIFICATE*		

8. *(X if satisfactory at origin)*

a. MILITARY HAZMAT ENDORSEMENT		d. ERG OR EQUIVALENT COMMERCIAL:		YES		NO	
b. VALID LEASE*		e. DRIVER'S VEHICLE INSPECTION REPORT*					
c. ROUTE PLAN		f. COPY OF 49 CFR PART 397					

9. CVSA DECAL DISPLAYED ON COMMERCIAL EQUIPMENT*	YES	NO
a. TRUCK/TRACTOR		
b. TRAILER		

SECTION II - MECHANICAL INSPECTION
All items shall be checked on empty equipment prior to loading. Items with an asterisk shall be checked on all incoming loaded equipment.

10. TYPE OF VEHICLE(S)	11. VEHICLE NUMBER(S)

12. PART INSPECTED *(X as applicable)*	ORIGIN (1) SAT	ORIGIN (1) UNSAT	DESTINATION (2) SAT	DESTINATION (2) UNSAT		ORIGIN (1) SAT	ORIGIN (1) UNSAT	DESTINATION (2) SAT	DESTINATION (2) UNSAT	COMMENTS (3)
a. SPARE ELECTRICAL FUSES					k. EXHAUST SYSTEM					
b. HORN OPERATIVE					l. BRAKE SYSTEM*					
c. STEERING SYSTEM					m. SUSPENSION					
d. WINDSHIELD/WIPERS					n. COUPLING DEVICES					
e. MIRRORS					o. CARGO SPACE					
f. WARNING EQUIPMENT					p. LANDING GEAR*					
g. FIRE EXTINGUISHER*					q. TIRES, WHEELS, RIMS					
h. ELECTRICAL WIRING					r. TAILGATE/DOORS*					
i. LIGHTS AND REFLECTORS					s. TARPAULIN*					
j. FUEL SYSTEM*					t. OTHER *(Specify)*					

13. INSPECTION RESULTS *(X one)* ACCEPTED ☐ REJECTED ☐
(If rejected give reason under "Remarks". Equipment will be approved if deficiencies are corrected prior to loading.)

14. SATELLITE MOTOR SURVEILLANCE SYSTEM: *(X one)* ACCEPTED ☐ REJECTED ☐

15. REMARKS

16. INSPECTOR SIGNATURE *(Origin)*	17. INSPECTOR SIGNATURE *(Destination)*

SECTION III - POST LOADING INSPECTION
This section applies to Commercial and Government/Military vehicles. All items will be checked prior to release of loaded equipment and shall be checked on all incoming loaded equipment.

	ORIGIN (1) SAT	ORIGIN (1) UNSAT	DESTINATION (2) SAT	DESTINATION (2) UNSAT	COMMENTS (3)
18. LOADED IAW APPLICABLE SEGREGATION/COMPATIBILITY TABLE OF 49 CFR					
19. LOAD PROPERLY SECURED TO PREVENT MOVEMENT					
20. SEALS APPLIED TO CLOSED VEHICLE; TARPAULIN APPLIED ON OPEN EQUIPMENT					
21. PROPER PLACARDS APPLIED					
22. SHIPPING PAPERS/DD FORM 836 FOR GOVERNMENT VEHICLE SHIPMENTS					
23. COPY OF DD FORM 626 FOR DRIVER					
24. SHIPPED UNDER DOT SPECIAL PERMIT 868					

25. INSPECTOR SIGNATURE *(Origin)*	26. DRIVER(S) SIGNATURE *(Origin)*
27. INSPECTOR SIGNATURE *(Destination)*	28. DRIVER(S) SIGNATURE *(Destination)*

DD FORM 626, MAR 2007 PREVIOUS EDITION IS OBSOLETE. Page 1 of 3 Pages
Adobe Professional 7.0

DD Form 626, Motor Vehicle Inspection (Transporting Hazardous Materials)

COMMERCIAL BILL OF LADING | DATE | ORIGINAL B/L NO. >

CARRIER | SCAC | CARRIER ACCOUNT NO.

DESTINATION (Name, address and ZIP code) | SPLC (Dest.)

ORIGIN (Name, address and ZIP code) | SPLC (Orig.)

CONSIGNEE (Name, address and ZIP code of installation)

SHIPPER (Name, address and ZIP code)

APPROPRIATION CHARGEABLE

BILL CHARGES TO (Dept/agency, bureau/office mailing address and ZIP code)

VIA (Route shipment when advantageous to the Government)

MARKS AND ANNOTATIONS | TP:

TOTAL PKGS. NO	KIND	HM	DESCRIPTION OF ARTICLES (Use carrier's classification or tariff description if possible; otherwise use clear nontechnical description)	QUANTITY * (Pounds, Gallons or Barrels)	FOR USE OF BILLING CARRIER ONLY: Services	Rate	Charges
			CLASSIFICATION ITEM NO — Page 1 of 3 IN CASE OF EMERGENCY CALL FOR EXPLOSIVES:703-697-0218/0219 FOR OTHER HAZMAT: 800-351-8061 Mileage TOT QTY: CU: NEW SEE CONTINUATION SHEET FOR DETAILS				
					TOTAL CHARGES		

TARIFF/SPECIAL RATE AUTHORITY | PICKUP SERVICE FURNISHED ☐ | VEHICLE FULLY LOADED ☐ | SHIPPERS INITIALS | ROUTE ORDER/RELEASE NUMBER

STOP SHIPMENT AT

FOR:

FURNISH INFORMATION ON CAR/TRUCKLOAD/CONTAINER SHIPMENTS

INITIALS & NO.	SEAL NUMBERS	LENGTH/CUBE ORDERED	LENGTH/CUBE FURNISHED	MARKED CAPACITY ORDERED	MARKED CAPACITY FURNISHED	DATE

CARRIER'S PICKUP DATE | SIGNATURE OF AGENT | PER | CARRIER WAY/FREIGHT BILL NO. AND DATE

MODE	ESTIMATE	NO CLS/TLS	TYPE RATE	PSC	REASON	DELIVERED ON DATE	AT (Actual delivery point)

ISSUING OFFICER AND OFFICE (Issuing officer name, office and complete address)

BY (Name of the delivering carrier)

DELIVERED THIS CONSIGNMENT COMPLETE & IN APPARENT GOOD ORDER EXCEPT AS MAY BE INDICATED SHORTAGE ☐ DAMAGED ☐

GBLOC

☐ CARRIER OS&D REPORT ATTACHED

☐ DELIVERY AT DESTINATION FURNISHED

☐ ACCESSORIAL SERVICES CERTIFICATION ATTACHED

NAME OF BILLING CARRIER

CONTRACT/PURCHASE ORDER NO. AND FOB POINT | DATED

SIGNATURE OF AGENT

THIS US GOVERNMENT SHIPMENT IS SUBJECT TO THE TERMS AND CONDITIONS LISTED IN THE 41 CFR 102-117 AND 41 CFR 102-118.
THIS IS TO CERTIFY THAT HERE-IN NAMED MATERIALS ARE PROPERLY CLASSIFIED, DESCRIBED, PACKAGED, MARKED, AND LABELED, AND ARE IN PROPER CONDITION FOR TRANSPORTATION ACCORDING TO THE APPLICABLE REGULATIONS OF THE DEPARTMENT OF TRANSPORTATION. SUBJECT TO SECTION 7 OF THE CONDITIONS, IF THIS SHIPMENT IS TO BE DELIVERED TO THE CONSIGNEE WITHOUT RECOURSE ON THE CONSIGNOR, THE CONSIGNOR SHALL SIGN THE FOLLOWING STATEMENT: THE CARRIER SHALL NOT MAKE DELIVERY OF THIS SHIPMENT WITHOUT PAYMENT OF FREIGHT AND ALL OTHER LAWFUL CHARGES.

RECEIVED, SUBJECT TO THE TENDERS AND RULES IN EFFECT ON THE DATE OF THE ISSUE OF THIS BILL OF LADING, THE PROPERTY DESCRIBED ABOVE IN APPARENT GOOD ORDER, EXCEPT AS NOTED (CONTENTS AND CONDITIONS OF CONTENTS OF PACKAGES UNKNOWN), MARKED, CONSIGNED, AND DESTINED AS INDICATED ABOVEWHICH SAID CARRIER (THE WORD CARRIER BEING UNDERSTOOD THROUGHOUT THIS CONTRACT AS MEANING ANY PERSON OR CORPORATION IN POSSESSION OF THE PROPERTY UNDER THE CONTRACT) AGREES TO CARRY TO ITS USUAL PLACE OF DELIVERY AT SAID DESTINATION, IF ON ITS ROUTE, OTHERWISE TO DELIVER TO ANOTHER CARRIER ON THE ROUTE TO SAID DESTINATION. IT IS MUTUALLY AGREED AS TO EACH CARRIER OF ALL OR ANY OF , SAID PROPERTY OVER ALL OR ANY PORTION OF THE SAID ROUTE TO DESTINATION AND AS TO EACH PARTY AT ANY TIME INTERESTED IN ALL OR ANY SAID PROPERTY, THAT EVERY SERVICE BE PERFORMED HERE UNDER SHALL BE SUBJECT TO ALL THE BILL OF LADING TERM AND CONDITIONS IN THE GOVERNING CLASSIFICATION ON THE DATE OF THE SHIPMENT. SHIPPER HEREBY CERTIFIES THAT HE IS FAMILIAR WITH ALL THE BILL OF LADING TERMS AND CONDITIONS IN THE GOVERNING CLASSIFICATION AND THE SAID TERMS AND CONDITIONS ARE HEREBY AGREED BY THE SHIPPER AND ACCEPTED FOR HIMSELF AND HIS ASSIGNS. NOTE - WHERE THE RATE IS DEPENDENT ON VALUE, SHIPPERS ARE REQUESTED TO STATE SPECIFICALLY IN WRITING THE AGREED OR DECLARED VALUE OF THE PROPERTY. THE AGREED OR DECLARED VALUE OF THE PROPERTY IS HEREBY SPECIFICALLY STATED BY THE SHIPPER TO BE NOT EXCEEDING :

$_____ PER_____ FREIGHT CHARGES PREPAID ☐ COLLECT ☐ FREIGHT PREPAID UNLESS COLLECT BOX IS CHECKED

Commercial Bill of Lading, GFM

COMMERCIAL BILL OF LADING | DATE | B/L NO.

CARRIER | SCAC | CARRIER ACCOUNT NO.

DESTINATION (Name, address and ZIP code) | SPLC (Dest.)

ORIGIN (Name, address and ZIP code) | SPLC (Orig.)

CONSIGNEE (Name, address and ZIP code of installation) | GBLOC (Cons.)

SHIPPER (Name, address and ZIP code)

APPROPRIATION CHARGEABLE

BILL CHARGES TO (Dept/agency, bureau/office mailing address and ZIP code) | AGENCY LOC CODE

VIA (Route shipment when advantageous to the Government)

MARKS AND ANNOTATIONS

TOTAL PKGS. NO	KIND	HM	DESCRIPTION OF ARTICLES (Use carrier's classification or tariff description if possible; otherwise use clear nontechnical description)	WEIGHT * (Pounds Only)	FOR USE OF BILLING CARRIER ONLY Services	Rate	Charges
			CLASSIFICATION ITEM NO RELEASE VALUE: Mileage: TOTALS B/L: PCS: CUBE: WT: This CBL consists of 3 page(s) and has no stop offs. SEE CONTINUATION PAGE(S) FOR ITEM DETAILS				
					TOTAL CHARGES		

TARIFF/SPECIAL RATE AUTHORITY | PICKUP SERVICE FURNISHED ☐ VEHICLE FULLY LOADED ☐ | SHIPPERS INITIALS | ROUTE ORDER/RELEASE NUMBER

STOP SHIPMENT AT

FOR:

FURNISH INFORMATION ON CAR/TRUCKLOAD/CONTAINER SHIPMENTS

INITIALS & NO.	SEAL NUMBERS	LENGTH/CUBE ORDERED	LENGTH/CUBE FURNISHED	MARKED CAPACITY ORDERED	MARKED CAPACITY FURNISHED	DATE
	APPLIED BY:	AV1 /	AV1 /			

CARRIER'S PICKUP DATE | SIGNATURE OF AGENT | PER | CARRIER WAY/FREIGHT BILL NO. AND DATE

MODE	ESTIMATE	NO CLS/TLS	TYPE RATE	PSC	REASON	DELIVERED ON DATE	AT (Actual delivery point)

ISSUING OFFICER AND OFFICE (Issuing officer name, office and complete address)

BY (Name of the delivering carrier)

DELIVERED THIS CONSIGNMENT COMPLETE & IN APPARENT GOOD ORDER EXCEPT AS MAY BE INDICATED SHORTAGE ☐ DAMAGED ☐

GBLOC

☐ CARRIER OS&D REPORT ATTACHED
☐ DELIVERY AT DESTINATION FURNISHED
☐ ACCESSORIAL SERVICES CERTIFICATION ATTACHED

NAME OF BILLING CARRIER

CONTRACT/PURCHASE ORDER NO. AND FOB POINT | DATED

SIGNATURE OF AGENT

"THIS IS TO CERTIFY THAT HERE-IN NAMED MATERIALS ARE PROPERLY CLASSIFIED, DESCRIBED, PACKAGED, MARKED, AND LABELED, AND ARE IN PROPER CONDITION FOR TRANSPORTATION ACCORDING TO THE APPLICABLE REGULATIONS OF THE DEPARTMENT OF TRANSPORTATION." SUBJECT TO SECTION 7 OF THE CONDITIONS, IF THIS SHIPMENT IS TO BE DELIVERED TO THE CONSIGNEE WITHOUT RECOURSE OF THE CONSIGNOR, THE CONSIGNOR SHALL SIGN THE FOLLOWING STATEMENT: THE CARRIER SHALL NOT MAKE DELIVERY OF THIS SHIPMENT WITHOUT PAYMENT OF FREIGHT AND ALL OTHER LAWFUL CHARGES

_____

THIS SHIPMENT IS FOR THE ACCOUNT OF THE U.S. GOVERNMENT AND IS SUBJECT TO THE TERMS AND CONDITIONS SET FORTH IN THE STANDARD FORM OF THE U.S. GOVERNMENT BILLS OF LADING AND TO ANY AVAILABLE SPECIAL RATES AND CHARGES.

ALL PARTIES HERETO AND THEIR ASSIGNS ARE FAMILIAR WITH AND AGREE THAT THIS BILL OF LADING IS SUBJECT TO: (1) THE TERMS AND CONDITIONS OF THE UNIFORM DOMESTIC STRAIGHT BILL OF LADING SET FORTH IN THE NATIONAL MOTOR FREIGHT CLASSIFICATION; AND (2) TARIFFS AND CLASSIFICIATIONS IN EFFECT ON THE DATE HEREON. RECEIVED IN APPARENT GOOD ORDER. EXCEPTIONS NOTED:

FKFL8J0088

Commercial Bill of Lading, CMOS

B/L NO:

SHIPPER PROVIDED SHORT FORM BILL OF LADING - NOT NEGOTIABLE - DOMESTIC

ALL PARTIES HERETO AND THEIR ASSIGNS ARE FAMILIAR WITH AND AGREE THAT THIS BILL OF LADING IS SUBJECT TO: (1) THE TERMS AND CONDITIONS OF THE UNIFORM DOMESTIC STRAIGHT BILL OF LADING SET FORTH IN THE NATIONAL MOTOR FREIGHT CLASSIFICATION; AND (2) TARIFFS AND CLASSIFICATIONS IN EFFECT ON THE DATE HEREON

ROUTE: RELEASE NO: B/L NO:
SCAC: VEH NO: TYPE: MILEAGE: TERMS:
SEAL NUMBERS: *THIRD PARTY*
TARIFF/SPECIAL RATE AUTH: EAST CHGS:
CARRIER WAY / FRT DATE PREPARED:
OWNDERSHIP SCAC:
CONSIGNED TO: DODAAC: MARKS AND ANNOTATIONS:

DESTINATION/ SPLC:

CONSIGNOR: IPG:
DDD:

SHIPPING POINT/ SPLC:

PC	TYPK	HM	DESCRIPTION OF ARTICLES	WEIGHT	RATE	EXT
			THIS IS PAGE 1 OF PAGE (S)			
			TOTAL PIECES TOTAL CUBE			
			TOTAL WT OF ARTICLES			
			TOTAL PALLET WT			
			GROSS WT			
			SEE PAGE 2 FOR SPECIAL INSTRUCTIONS			
			DECLARED VALUE OF GOODS:			
			BILL DIRECT TO: FOR PAYMENT			

ISSUING OFFICE:

PER: ECFL "AGENT" _____ DATE_____ TIME_____
RECEIVED IN APPARENT GOOD ORDER: EXCEPTIONS NOTED

Commercial Bill of Lading, DSS