

**SDDC FREIGHT TRAFFIC  
RULES PUBLICATION  
NO. 1C-R, 2<sup>nd</sup> Edition  
(MFTRP NO. 1C-R, 2<sup>nd</sup> Edition)**

***RULES AND ACCESSORIAL SERVICES GOVERNING THE MOVEMENT OF  
DEPARTMENT OF DEFENSE FREIGHT TRAFFIC BY MOTOR CARRIER***



**HEADQUARTERS  
MILITARY SURFACE DEPLOYMENT &  
DISTRIBUTION COMMAND  
OPERATIONS CENTER  
FORT EUSTIS, VA 23604-1644**

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**SECTION 1**

**FREIGHT CARRIER REGISTRATION PROGRAM**

*For Explanation of Abbreviations, Codes, Definition and Reference Marks*

*See Section 5*

**ITEM 1**

**FREIGHT CARRIER REGISTRATION PROGRAM (FCRP)**

**The Freight Carrier Registration Program (FCRP) applies to Department of Defense (DOD) Freight Motor Carriers, Exempt Surface Freight Forwarders, Shipper Agents, Air Freight Forwarders, Logistic Companies, and Brokers.**

The FCRP is in lieu of the old Carrier Qualification Program regarding DOD approval to participate in the transportation of freight shipments.

**Carriers that wish to do business with the DOD must comply with the provisions of FCRP prior to being approved to transport DOD freight. You must instruct your Bond Surety Company to electronically forward your performance bond information to the SDDC Operations Center at:**

**[mfecarrierregistration@SDDC.army.mil](mailto:mfecarrierregistration@SDDC.army.mil)**

**[www.usbank.com/powertrack](http://www.usbank.com/powertrack)**

Carrier understands that its initial approval and retention of approval are contingent upon establishing and maintaining to SDDC 's satisfaction, sufficient resources to support its proposed scope of operations and services. Sufficient resources include equipment, personnel, facilities, and finances to handle traffic anticipated by DOD/SDDC under the carrier's proposed scope of operations in accordance with the service requirements of the shipper. The carrier agrees to immediately notify SDDC of any changes in ownership, in affiliations, executive officers, and/or board members, and carrier name. Carrier understands that failure to notify SDDC shall be grounds for immediate revocation of the carrier's approval and their participation in the movement of DOD freight.

**PERFORMANCE BOND**

1. Carriers having done business in their own name with DOD for 3 years or more will be required to submit a Performance Bond in the amount of 2.5 % of their total DOD revenue for the previous 12 months, not to exceed \$100,000 and not less than \$25,000.
2. New carriers and those carriers having done business in their own name with the DOD for less than 3 years will be required to submit a Performance Bond based on areas of service they offer (computed as both origins and destinations served), that is I-state (including intrastate)-\$25,000, 2 to 3 states-\$50,000, and 4 or more states- \$100,000.
3. Once a carrier has been doing business with the DOD for 3 years, their bond requirement will change from area of service to percent revenue.
  - a. Bulk fuel carriers and perishable carriers will be required to submit a \$25,000 Performance Bond.
  - b. Local drayage and commercial zone carriers are exempt from the bond requirement.
  - c. Surface freight forwarders, shipper agents, brokers, airfreight forwarders, Logistic Companies, 3PL, and Brokers. Due to the volume of traffic handled by these modes and the area normally serviced, the bond amount is set at \$100,000.
4. The Performance Bond secures performance and fulfillment of carrier obligations to deliver DOD freight. It will cover any instance where a carrier cannot or will not deliver DOD freight, tendered to them, to final destination. This includes default, abandoned shipments, and bankruptcy by the carrier. The bond will not be utilized for operational problems such as late pickup or delivery, excessive transit time, refusals, no shows, improper/inadequate equipment or claims for lost or damaged cargo.

**ITEM 2**

**MOVEMENT OF SHIPMENTS REQUIRING TPS OR  
AMMUNITIONS AND EXPLOSIVES.**

**CARRIERS PARTICIPATING IN THE MOVEMENT OF SHIPMENTS REQUIRING TPS OR AMMUNITIONS  
AND EXPLOSIVES.**

1. Carriers transporting secret materials or sensitive weapons and munitions, or any shipment, regardless of commodity, which requires a Transportation Protective Service (TPS) will not be used if the safety rating is less than satisfactory. Carrier further agrees to comply with, and meet, all criteria for TPS as defined in the SDDC Freight Rules Publication No 1C (MFTRP No 1C) and reissues thereto. Any carrier found to be involved in the brokerage of shipments requiring TPS, as defined by the Department of Transportation (DOT), of DOD freight traffic will have its approval revoked.
2. The carrier understands that SDDC may revoke approval at any time upon discovery of grounds for ineligibility or disqualification. The carrier further understands that it is not authorized to submit tenders for shipments requiring a Transportation Protective Service (TPS) until it has served DOD in an approved status for 12 continuous months or sooner on a case-by-case base. Prior to being allowed to handle shipments, which require a TPS or Class 1.1, 1.2, OR 1.3 Ammunitions and explosives, the carrier must first meet any additional requirements in effect at the time.
3. All carriers agree to permit unannounced safety and security inspections of its facilities, terminals, equipment, employees, and operational procedures by DOD civilian, military personnel, or DOD contract employees. Inspection of carrier equipment, drivers' records, route plans and inspection reports will be permitted during both the pickup and delivery of shipments and in coordination with local police or other authorities while in transit. Carrier also agrees to allow inspection of carrier records and individual driver qualification files. When requested, carrier agree to provide adequate evidence of an active driver safety, security training and evaluation program. Carrier agrees to furnish, on request, drivers' Social Security Numbers to verify their security clearances and allow for inspection of carrier/driver records.



**SECTION 1 - A**  
**GENERAL APPLICATION AND INSTRUCTIONS**

*For Explanation of Abbreviations, Codes, Definitions, and Reference Marks*

*See Section 5*

**ITEM 5****PURPOSE AND APPLICATION**

1. The purpose of this publication is to articulate the motor transportation service needs of the Department of Defense (DOD) for the movement of its freight traffic; to ensure that motor freight carriers providing that transportation have both the willingness and the capability to meet those needs; and to provide the standardization necessary for achieving a fully automated system for DOD freight traffic. Movements for the United States Coast Guard (USCG) are also covered by this publication. References throughout this publication to DOD shall be understood to include such USCG movements as well.

2. The rules and accessorial charges contained in this publication will govern the freight services of all motor freight carriers doing business with DOD (including those services offered by brokers, surface freight forwarders, shipper associations, and shipper agents) EXCEPT for those rates and services covering the movement of:

Bulk commodities which require tank truck service  
Privately-owned mobile homes  
Shipments moving in courier service  
Perishable Subsistence Shipments (Perishable Subsistence Carrier Rate Tenders and Service Agreements, administered by Defense Personnel Support Center (DPSC), Philadelphia, PA)

The rules and accessorial charges shall apply to DOD shipments in intrastate commerce and shipments from, to, or between those points in the continental United States (CONUS), and from, to, or between points in CONUS and points in Alaska and/or Canada which are specified in the individual DOD Standard Tender of Freight Service (tender), MT Form 364-R filed with SDDC through Global Freight Management (GFM) Tender-Entry-On-The-Web. This publication (MFTRP No. 1C) must be shown as a governing publication in Section B of the tender in order for the tender to be considered for DOD freight. Tenders may not be made subject to any other publications for application of the rates and charges therein. The publications (and successive reissues thereof) listed below shall be considered as part of this rules publication and will not be listed in Section B of the tender form.

a. National Motor Freight Classification (NMFC), Tariff STB 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 Official Distances (DTOD), commercially known as PC\*Miler. DTOD is the official mileage guide for DOD freight shipments. Mileage will be calculated based on the DTOD version in effect on the date of shipment pickup. DTOD is sometimes referred to in this publication as the “governing mileage guide,” and “applicable mileage” refers to the applicable mileage reference in DTOD. (See ITEMS 52, 300, and 400). Additional information regarding DTOD can be found at:

<https://dtod.sddc.army.mil/default.aspx>

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

d. SDDC Class Rate Publication No. 100-series.

e. Continental Directory of Standard Point Location Codes (SPLC), STB NMF 102-Series, published by the National Motor Freight Traffic Association, Inc., Agent.

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

g. Closed Circuit Television 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.

3. When rules, regulations, charges, or other provisions provided by SDDC in solicitations or contracts differ from or conflict with the provisions of this publication, the provisions contained in the specific solicitations or contracts will apply, but only to specific movements named therein.

4. Carriers must independently select the accessorial services to be offered and complete each of their tenders in accordance with the tender instructions.

5. References to “less than 10,000 pounds” and “10,000 pounds and greater” in Item 17, Section A, and the words “less-than-truckload” in Table D, Section E, of the DOD Standard Tender, will not restrict or prevent the application of a carrier’s rates in SDDC Class Rate Publication No. 100 series from applying to shipments in all weight categories, nor will such reference restrict or prohibit the alternation of these rates with the carrier’s other rates and charges to produce the lowest charge for the shipment.

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**ITEM 13**

**ACCESSORIAL SERVICES**

1. All motor accessorial services used in this publication are listed in ITEM 1005. Each accessorial service is described in the ITEM in which its three-character ANSI code appears in the title. With the exception of single-factor charges (e.g. Spot Bid), charges for each accessorial service are payable in addition to the linehaul charges, provided:

a. The Shipper or other authorized official has requested the service by clearly and specifically annotating the BL (or if omitted, by retroactively using PowerTrack eBill); and

b. The carrier actually provided the service.

2. In general, linehaul charges are not affected by the provision of accessorial services, with some exceptions (e.g. ITEMS 105, 215).

3. Charges for accessorial services will be chargeable to the appropriation designated by the military department or Government agency which has jurisdiction over the activity where the charges actually accrued. Requests for payment of these charges will be made through PowerTrack.

4. Protective services, which are described in Section 2, are also considered accessorial services.

5. When filing tenders, carriers may offer all, some, or none of the accessorial services described in this publication. If a carrier offers an accessorial service, the relevant ITEM (i.e. the one containing the three-character accessorial code in its title) is binding. An ITEM in which no three-character ANSI codes appear in its title is always binding.

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**ITEM 15**

**AMENDING THIS PUBLICATION**

1. This publication will be amended from time to time on an “as-needed” basis.

2. Changes (other than those correcting typographical errors, page layouts, etc.) to this publication will be publicized in writing using at least one of the following methods:

a. Announcement in the Federal Register.

b. Automated announcement by fax/e-mail to carriers. (SDDC maintains a database of carrier fax numbers and email addresses. Carriers are encouraged to provide updated contact numbers to SDDC Operations Center Customer Service at 800-526-1465.

c. Postings to SDDC’s website.

3. Federal Register announcements are available by doing an online search at:

<http://www.gpoaccess.gov/fr/index.html>



5. In compliance with the National Debt Reduction Act, all vendors wishing to do business with the DOD or receive payments for goods or services must be registered in the Central Contractor Register (CCR). Further information on CCR registration is available at: <http://www.ccr.gov>.

6. Point of contact for information pertaining to CCR, call 1-888-227-2423. For TPA, call 703-428-3430, or write:  
Surface Deployment and Distribution Command (SDDC)  
ATTN: SDDC-IMP (EC/EDI Coordinator)  
200 Stovall Street  
Hoffman Building II 12N21-62  
Alexandria, VA 22332-5000

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**ITEM 18**

**ELECTRONIC SPOT BID APPLICATION**

1. The charge for Spot Bid shipments includes both the line haul and all required accessorial/protective services identified by the shipper at the time of solicitation. This single-factor charge does not alternate with any other rates or tenders. This non-alternation for Spot Bid takes precedence over any alternation rule found elsewhere in this publication.
  2. If a requirement for any additional accessorial/protective service(s) is identified:
    - a. After solicitation but before pickup: the solicitation (and award, if applicable) will be cancelled, and the shipment resolicited to include the additional services.
    - b. During/after pickup: the charges for the additional requirements will be negotiated with the carrier by SDDC and/or the TO. A basis for comparison for such negotiations may be rates on file for accessorial/protective services shown in current approved carrier voluntary tenders.
  3. If the need for fewer accessorial/protective services is identified after solicitation but before pickup, DOD reserves the right to cancel the award and resolicit the shipment based on the new requirements.
  4. The rules in this publication will apply to shipments awarded via the Electronic Spot Bid process.
  5. Spot Bids will be processed through the SDDC Operations Center on behalf of those TOs who are unable to do so.
  6. Shipments of Arms, Ammunition & Explosive commodities shall not be offered via SpotBid. All overweight or overdimensional AA&E commodities require negotiated tenders.
  7. Shipments which are Overweight or Overdimensional or require any of the services listed in Section 5, will be offered exclusively through the Spot Bid process, unless SDDC determines that special circumstances (e.g. surges in demand, national emergencies) exist which make it unfeasible for such shipments to be awarded exclusively under Spot Bid. Driveaway and Driveaway/Towaway shipments will be offered exclusively under Spot Bid.
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**ITEM 19**

**POWER TRACK**

1. PowerTrack is an electronic freight transaction tracking and payment system that eliminates the paperwork traditionally associated with transportation processes. Its many features include rapid payment, capturing of freight data, streamlining freight accounting, and simplified billing procedures. The Secretary of Defense has mandated the use of PowerTrack for most procurements of DOD transportation, including all procurements covered by this publication. Therefore, effective September 30, 2000, carriers, even if otherwise qualified, which are not PowerTrack certified will not be eligible to carry any DOD freight which is subject to the rules of this publication.

2. When discrepancies arise which affect freight payments, PowerTrack provides online tools to enable a quick resolution of any disputed charges. In particular, PowerTrack's eBill process can be used for adjustments to various freight charges (e.g. accessorial, detention, demurrage).

3. Payment of charges for transportation services shall be made only upon completion of the services as evidenced by the carrier or the carrier's agents certification of delivery at destination. Such certification shall be made electronically using PowerTrack, and shall not be made until the shipment has actually been delivered. Any certification of delivery prior to actual delivery could result in the disqualification or disbarment of the carrier from government transportation programs and procurements.

4. Carriers wishing to become PowerTrack certified should contact US Bank at 1-800-417-1844 as soon as possible. Additional information on PowerTrack is available at:

**[www.usbank.com/powertrack](http://www.usbank.com/powertrack)**

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**ITEM 21**

**SERVICES NOT OTHERWISE SPECIFIED**

When a carrier performs services that are required for normal movement of freight shipments and such services are neither identified in this rules publication nor covered by the carrier's tender, the charges for those services will be negotiated with the carrier by SDDC and/or the TO. Rates published in carrier tariffs and/or other carrier publications will not apply.

## SECTION 2

### SECURITY SERVICE RULES

**Brokers, Freight Forwarders, Shipper Agents, or Shipper Associations are restricted from handling Class 1, Division 1.1 thru 1.6, sensitive munitions, arms and other shipments which require PSS, DDP, CIS, MVS, SEV, or 675 services.**

*For Explanation of Abbreviations, Codes, Definitions, and Reference Marks*

*See Section 5*

1. CIS requires constant surveillance and custody of a shipment by a qualified DOD-approved carrier representative. DOD-approved commercial drivers employed to handle DOD shipments moving under CIS transportation protective service are required to carry adequate identification which verifies their affiliation with the carrier named on the BL. From the documents provided, shippers must be able to verify each driver's affiliation with the origin carrier named on the BL. Drivers must also carry a valid commercial driver's license and medical qualification card, employee record card, or similar documents, one of which must contain the driver's photograph. For shipments traveling over 150 miles, Extra Driver (EXD) will be required.
  - a. Driver will have continuous visibility of the shipment while in transit.
  - b. Vehicle or shipment will be attended (including brief in transit stops) at all times by a qualified representative of the carrier. Exception to this policy is with air shipments. Continuous observation is not required while aircraft is in flight when shipment is in a compartment inaccessible to unauthorized persons or is in a secure, sealed, safe-like container.
  - c. "Attended" means the individual responsible for the shipment is awake and either in the vehicle (not in a sleeper berth) or within 25 feet of the vehicle and has the vehicle within their constant, unobstructed view.
  - d. "Qualified representative" means the individual is employed by the carrier; involved in handling of shipments; designated by the carrier to attend the vehicle; aware of the sensitivity of material moving under CIS; knowledgeable about the safety, security, and emergency procedures that will be followed; and has the means, capability, and authority to move the vehicle.
  - e. Trailer or vehicle containing shipment will always be connected with the power unit (tractor) except:
    - (1) When stopped at a DOD contractor/activity for loading/unloading
    - (2) At a carrier terminal for servicing
    - (3) At a carrier-designated point where driver maintains continuous surveillance over shipment while disconnected
    - (4) At a state or local secure holding location which meets the terminal security standards of subparagraph 5 below
    - (5) In emergencies, at a DOD secure holding location.
  - f. Tractor will be equipped with two means of communications, such as (but not limited to):
    - (1) A working mobile communications unit
    - (2) A citizens band (CB) radio unit
    - (3) A cellular telephone
  - g. Carrier will be able to trace an in transit shipment in less than one hour. Carrier or qualified representative will notify the consignee if shipment cannot reach consignee within 24 hours of the required delivery date.
  - h. Signature and Tally Record Service (675), Item 45, will be maintained.
  - i. Single line-haul required.
  - j. No trip lease.
  - k. Carrier will ensure that driver(s) understand how to obtain DOD secure holding and state/local law enforcement assistance.
  - l. For Terminal Security Standards, see Item 312 and subparagraph 5 below.
2. To request CIS, Shipper shall notify the carrier in advance, and annotate the BL as follows:

“Constant Surveillance Service Requested. Signature and Tally Record (DD Form 1907) furnished to carrier.”

3. CIS will be subject to the following charges:

|                      |  |
|----------------------|--|
| 1 to 150 miles       | CIS(1) \$ _____ per mile per vehicle or dromedary    |
| 151 to 1,000 miles   | CIS(2) \$ _____ per mile per vehicle or dromedary    |
| 1,001 to 1,500 miles | CIS(3) \$ _____ per mile per vehicle or dromedary    |
| 1,501 to 2,000 miles | CIS(4) \$ _____ per mile per vehicle or dromedary    |
| 2,001 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 |

Note: For CIS shipments exceeding 150 miles, carrier must provide an Extra Driver (EXD).

4. SECURITY CAGE STANDARDS

a. GENERAL: Security cages will be fabricated from commercial steel grating panels. Walls, doors, floors, and ceiling must provide protection equivalent to the steel grating to preclude forced entry. Doors must have DOD approved padlocks (equivalent to American 200 series) and hasp systems and connecting hardware must be welded or otherwise secured to deter unauthorized entry.

b. WALLS: Constructed of structural steel angle and expanded steel grating. Building walls also may be used which provide equivalent security to form sides(s). (Example: Double-course reinforced or filled concrete block)

c. FLOORS: Made of asphalt or reinforced concrete or wood if reinforced with steel floor plating.

d. CEILING: Same material as wall or floor. Minimum height: 8 feet. Frame: metal. Hinges: welded hinge pins. Locks: DOD approved (equivalent to American 200 series) security locks and hasps.

e. CONNECTING DEVICES: Welded, peened, or otherwise installed so as to deter unauthorized entry.

f. WINDOWS/OPENINGS: Expanded steel grating, anchored in metal frame, secured in same manner as door.

g. ALTERNATIVE: As an alternative to a security cage, a CONEX, dromedary, or similar heavy container which is sealed and locked with a DOD approved (equivalent to American 200 series) lock may be used in buildings which are locked, guarded, or alarmed. In lieu of locking the containers, they may be placed with doors against each other or against a substantive building wall.

5. TERMINAL SECURITY STANDARDS

Carriers may utilize Closed Circuit Television (CCTV) in lieu of, or to augment, terminal security personnel if such use will provide equivalent or enhanced observation of the shipment/area protected and/or entry/exit control points, under the following conditions:

a. SDDC prior written approval of each proposed CCTV utilization.

b. The TV monitor will be continuously monitored when a shipment requiring protection is present in the terminal.

c. Terminal/security personnel must be capable of and available for immediate response to detached intrusions/incidents.

d. CCTV guidelines contained in FM 3-19.30, Chapter 6, apply.

**ITEM 31**

**DOD DRIVER IDENTIFICATION REQUIREMENTS**

1. DOD requires all commercial drivers employed to handle shipments (both TL and LTL) moving under the following transportation protective services: CIS, DDP, MVS, PSS, SEV, SNS to carry adequate identification which verifies their affiliation with the carrier(s) named on the BL. From the documents provided, shippers must be able to verify each driver's affiliation with the origin carrier named on the BL.
  2. Carriers must ensure that drivers handling such shipments carry a valid driver's license and medical qualification card, employee record card, or similar documents, one of which must contain the driver's photograph. All documents must be in English and employ tamper proof technology to be considered adequate.
1. For carriers cleared to handle SECRET shipments, the rules contained in the Industrial Security Manual (Para 8, DOD 5220.22-M and Paragraph 11.A(10), Section 111, DOD5220.22-C) shall apply.

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**ITEM 32**

**DOD CARRIER SECURITY CLEARANCE REQUIREMENTS**

1. SDDC requires all commercial drivers transporting or escorting DOD AA&E under PSS service or Secret shipments and any individuals employed by the carrier who have access to information relating to a DOD AA&E PSS shipment during any part of the movement to have a Secret clearance through the DoD Industrial Security Program. Employees requiring a "Secret" clearance must complete an Electronic Personnel Security Questionnaire and obtain an interim or final "Secret" clearance to be qualified to hold any of the following positions after 30 September 2002.
2. The following carrier employees normally have advance access to information regarding AA&E PSS or Secret shipments and therefore shall require a DOD "Secret" security clearance:
  - a. Operations Manager
  - b. Driver/Fleet Manager
  - c. Dispatcher
  - d. Router/Load Planner
  - e. Facility Security Officer
3. The following personnel require a "Secret" clearance if they receive advance notification of information regarding DOD AA&E PSS or Secret shipments:
  - a. Hazardous Materials/ Compliance Personnel
  - b. Terminal Manager/Personnel
  - c. Government Sales Representative
  - d. Computer Programmer/Technician supporting In-transit Shipment Operations
  - e. Any other personnel that have prior knowledge of AA&E PSS shipment
4. The Government retains the right to inspect carriers employee and sub-contractor records at any time, to include during authorized terminal inspections.
5. Verification of security clearances will be through the use of the Joint Personnel Adjudication System (JPAS) or by contacting carriers' Facility Security Officer (FSO).

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**ITEM 33**

**EXTRA DRIVER (EXD)**

1. When requested by shipper, carriers 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. Carrier will verify request for extra driver is annotated on BL clearly and specifically. Charge for extra driver will be EXD(1) \$\_\_\_\_\_ cents per mile, subject to a minimum charge of EXD(2) \$\_\_\_\_\_ per vehicle. This charge will be in addition to all other transportation.

**ITEM 35**

**DUAL DRIVER PROTECTIVE SERVICE (DDP)**

1. Dual Driver Protective Service (DDP) consist of the following requirements. Carrier drivers transporting AA&E and classified (to include Confidential and controlled cryptographic items) shipments under DDP will have one driver with an interim or final SECRET clearance and the second driver will have submitted an Electronic Questionnaires for Investigations Processing (E-QIP) through Defense Security Service (DSS) and not have been previously denied a final clearance. If application is rejected/returned for being incomplete by DSS, it must be corrected and resubmitted to DSS within 30 days. The driver application is considered in process until a final clearance is granted or denied. Carriers who do not receive interim clearances for their drivers may submit a listing to [NNVHAZMAT@sddc.army.mil](mailto:NNVHAZMAT@sddc.army.mil) for assistance.

a. Continuous responsibility for constant surveillance and custody of a shipment through the use of two (dual) qualified drivers in the same line-haul vehicle. Such attendance and surveillance shall prevent all inspections (except those performed by governmental enforcement agencies in their line of duty), tampering, pilfering, or sabotage, and, insofar as humanly possible, safeguard against all manner of unusual circumstances, such as wreck, delay, flood, or violent disturbances.

b. Unless otherwise stated, when not being driven a vehicle must be attended at all times by a qualified representative of the carrier. A vehicle is "attended" when the person responsible for the shipment is awake and is either in the vehicle (not in a sleeper berth) or within 25 feet of the vehicle and has the vehicle within his/her constant, unobstructed view. A qualified representative is a person who is employed by the carrier or the terminal involved in handling of shipments; designated by the carrier/terminal to attend the vehicle, aware of the sensitivity of material moving under DDP; knowledgeable of the safety, security, and emergency procedures that must be followed; and is authorized and has the means and capability to move the vehicle.

c. For brief stops en route, the vehicle or shipment must be attended.

d. When circumstances require lengthy stops en route per timelimitations prescribed in ITEM 314, carrier will ensure that the vehicle is parked only at a carrier terminal, a state- or locally-approved secure holding location under 49 CFR, or during emergencies, in a DOD secure holding location. When a vehicle is parked in a carrier terminal or at a state or local secure holding location, a qualified carrier or terminal representative must keep the shipment in view and stay within 25 feet of the vehicle or shipment at all times, or the shipment must be secured in an adequately lighted area that is surrounded by at least a 6-foot chain link fence, is continuously patrolled by a representative of the carrier or terminal, and is under the general observation of a qualified carrier or terminal employee at all times. Shipments under DDP must be checked at least once every 30 minutes. As an alternative, a shipment may be placed in a security cage. (See ITEM 30, paragraph 4.)

e. For en route stops of AA&E shipments, the following provisions apply:

- (1) Stops exceeding four (4) hours must occur at a secure holding facility on a military installation.
- (2) Shipment held in an approved commerical terminal must adhere to the time standards found in ITEM 312, paragraph 1

f. The vehicle conveying the shipment must remain connected with the power unit (tractor) during shipment except when stopped at a DOD activity/contractor for loading/unloading; at an approved carrier terminal for servicing at a state or local secure holding location which meets the terminal security standards of subparagraph (d) above; or, in emergencies, at a DOD secure holding location.

g. The tractor must be equipped with two (2) means of communications, a working mobile communications unit, a citizens band (CB) radio unit or cellular telephone, capable of contacting state/local law enforcement personnel for the purpose of seeking assistance. Both drivers must be capable of using the unit to make the contact.

h. Carrier must be able to trace a shipment in less than 1 hour.

i. Carrier or his agent will notify the consignee by telephone if shipment cannot reach consignee within 24 hours of the agreed-upon delivery date.

j. Carrier (and all drivers) must be in full compliance with the requirements of ITEM 31.

k. Signature and Tally Record Service (675) per ITEM 45. 675 is included in the cost of DDP. Both drivers are required to sign the Signature and Tally Record when they assume initial responsibility for the shipment.

l. Single line-haul.

m. No trip lease.

n. Carriers will ensure that drivers are well-versed on how to obtain DOD secure holding and state and local law enforcement assistance, as well as actions they must take to comply with all the requirements of this ITEM.

2. To request DDP, Shipper shall notify the carrier in advance, and respectively annotate the BL as follows:

“Dual Driver Protective Service (DDP) Requested.  
Signature and Tally Record (DD Form 1907) furnished to carrier.”

3. DDP will be subject to the following charges:

|                      |  |
|----------------------|--|
| 1 to 500 miles       | DDP(1) \$_____ per mile per vehicle or dromedary |
| 501 to 1,000 miles   | DDP(2) \$_____ per mile per vehicle or dromedary |
| 1,001 to 1,500 miles | DDP(3) \$_____ per mile per vehicle or dromedary |
| 1,501 to 2,000 miles | DDP(4) \$_____ per mile per vehicle or dromedary |
| 2,001 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 38**

### **MOTOR SURVEILLANCE SERVICE (MVS)**

1. Where SNS is not applicable, such as for a non-AA&E shipment, or inoperative, such as during carrier equipment failure, Motor Surveillance Service may be used.

a. Carrier's driver or dispatcher will call the telephone number on the BL and provide vehicle location every eight (8) hours for MVS. Upon delivery, driver or dispatcher will call to confirm delivery.

b. Carrier and all drivers must be in full compliance with the requirements of ITEM 31.

2. To request MVS, Shipper shall notify carrier in advance, and annotate the BL as follows:

“Motor Surveillance Service Requested. Carrier to call 1-800-826-0794 [8 or 12] hours after shipment pickup and every [8 or 12] hours thereafter to provide shipment location. Carrier will place final call upon delivery at destination.”

3. MVS is subject to a charge of MVS(1) \$\_\_\_\_\_ per mile, subject to a minimum charge of MVS(2) \$\_\_\_\_\_ per shipment.

### **ITEM 40**

### **PROTECTIVE SECURITY SERVICE (PSS)**

1. Protective Security Service (PSS). PSS is used for SECRET or CAT I and II AA&E shipments and must be provided by a Defense Security Service-cleared carrier, qualified by SDDC. Cleared and qualified carriers furnishing PSS must:

a. Provide continuous responsibility for constant surveillance and custody of a shipment using two (dual) qualified drivers who are SECRET cleared under the DOD Industrial Security Program in the same line-haul vehicle. Such attendance and surveillance shall prevent all inspections (except those performed by governmental enforcement agencies in their line of duty), tampering, pilfering, or sabotage, and, insofar as humanly possible, safeguard against all manner of unusual circumstances, such as wreck, delay, flood, or violent disturbances.

b. Unless otherwise stated, when not being driven a vehicle must be attended at all times by a qualified representative of the carrier. A vehicle is "attended" when the person responsible for the shipment is awake and is either in the vehicle (not in a sleeper berth) or within 25 feet of the vehicle and has the vehicle within his/her constant, unobstructed view. A qualified representative is a person who is employed by the carrier or the terminal involved in handling of shipments; cleared under the DOD Industrial Security Program; designated by the carrier/terminal to attend the vehicle; aware of the sensitivity of material moving under PSS; knowledgeable of the safety, security, and emergency procedures that must be followed; and is authorized and has the means and capability to move the vehicle.

c. For brief stops en route, the vehicle or shipment must be attended.

d. When circumstances require lengthy stops en route, carrier will ensure that:

(1) CAT I and II AA&E shipments will be secured only at a DOD owned or SDDC approved secure holding facility. The carrier is required to ensure vehicle is attended and appropriate security is maintained throughout the duration of secure holding. The provision of secure holding does not relieve the carrier of liability under contract of carriage, nor does DOD assume responsibility for the shipment or equipment.

e. For classified shipments, where time or distance does not permit delivery on the same day of pickup, comply with the following procedures:

(1) If the shipment remains in the transportation conveyance, at least one qualified carrier representative will maintain continuous attendance and surveillance of the shipment to prevent access by unauthorized persons. An exception to this policy is for air shipments. Continuous observation is not required while the aircraft is in flight provided the shipment is in a compartment that is inaccessible to unauthorized persons or is in a secure, sealed, safe-like container.

(2) When a shipment is unloaded from a conveyance at a DoD / SDDC approved storage site, it must be under the constant attendance and surveillance of a qualified carrier representative or placed in storage in a closed area, vault, or strong room approved by the DSS. Construction standards for closed areas, vaults, and strong rooms are contained in DOD 5220.22-M, Industrial Security Manual for Safeguarding Classified Information.

f. The trailer or vehicle containing the PSS shipment must always be connected with the power unit (tractor) except when stopped at a DOD activity for loading/unloading; or at a carrier terminal for servicing; where the driver(s) or a qualified carrier representative maintain continuous attendance and surveillance over the shipment.

g. The vehicle moving a PSS shipment must contain two (2) means of communications, a working mobile communications unit, a citizens band (CB) radio unit or cellular telephone, capable of contacting state/local law enforcement personnel for seeking assistance. Both drivers must be capable of using the unit to make contact.

h. Carrier (and all drivers) must be in full compliance with the requirements of ITEM 31 DOD Driver Identification Requirements. The shipping activity is responsible for verifying the clearance of the driver prior to releasing a shipment.

i. Signature and Tally Record Service (675) per ITEM 45. 675 is included in the cost of PSS. Both drivers are required to sign the Signature and Tally Record when they assume initial responsibility for the shipment.

j. For CAT I&II or SECRET shipments, the shipper is required to request Exclusive Use of the Vehicle (EXC) in addition to PSS and annotate the BL as directed per ITEM 105 Exclusive Use of Vehicle.

k. For non-SECRET CAT III/IV/UNCAT Div 1.1, 1.2, or 1.3 shipments, the shipper is only required to request DDP.

l. No trip lease authorized.

2. To request PSS, shipper shall notify the carrier in advance, and annotate the BL as follows:

“Protective Security Service Requested. Signature and Tally Record (DD Form 1907) Furnished to Carrier”

3. PSS will be subject to the following charges:

|                      |  |
|----------------------|--|
| 1 to 500 miles       | PSS(1) \$_____ per mile per vehicle or dromedary |
| 501 to 1,000 miles   | PSS(2) \$_____ per mile per vehicle or dromedary |
| 1,001 to 1,500 miles | PSS(3) \$_____ per mile per vehicle or dromedary |
| 1,501 to 2,000 miles | PSS(4) \$_____ per mile per vehicle or dromedary |
| 2,001 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 41**

#### **SECURITY ESCORT VEHICLE SERVICE (SEV)**

1. Security Escort Vehicle Service (SEV) consists of the following requirements:

a. Carrier will provide an escort vehicle (either an inconspicuous automobile or van, or a freight vehicle such as tractor, tractor-trailer (flatbed or van) combination or straight bed truck) manned by two SECRET cleared, licensed drivers, to maintain constant and specific surveillance of the cargo vehicle(s). Escort vehicle drivers must maintain valid DoD ID cards, or carrier furnished / contractor picture ID. Constant and specific surveillance of the cargo vehicle(s) is defined as maintaining a continuous view of the cargo vehicle(s) from behind. During en route stops, at least one of the escort vehicle drivers must maintain a constant, unobstructed view of the cargo vehicle(s) while either remaining in the escort vehicle or being within approximately 25 feet of such vehicle.

b. Escort personnel will be unarmed.

c. Under no circumstances (other than emergencies described in the next subparagraph) will the escort vehicle be under load while in escort service, i.e., escort vehicles such as a trailer or straight truck must be empty and its doors sealed by the origin shipper and verified by the consignee.

d. In an on-road emergency, where feasible, the SEV vehicle/driver may be used to move the freight or freight trailer(s) as authorized by a state or local law enforcement or rescue service official, a DOD TO, or SDDC official.

e. Carrier will instruct drivers of the escort vehicle to remain clear of any cargo vehicle should it come under attack. In such instances, drivers will immediately contact the nearest state or local law enforcement agency, and record details about the attack.

f. The BL will contain emergency response instructions for the cargo and SEV drivers. DD 836 will instruct government owned vehicle drivers in regards to dangerous goods and emergency response information related to HAZMAT shipping. In the event of an accident, breakdown, natural disaster, or civil disturbance involving or affecting either vehicle, drivers will contact the nearest state or local law enforcement agency for emergency assistance or, as appropriate, escort the cargo vehicle(s) to a DOD facility capable of providing secure holding, as directed by SDDC Carrier Assistance Hotline (800 524-0331).

g. The escort vehicle must be equipped with two (2) means of communications, a working mobile communications unit, a citizens band (CB) radio unit or cellular telephone, capable of obtaining emergency assistance and assuring two-way communication between the cargo vehicle(s) and the security escort vehicle. Two-way communications will be kept to a minimum. The drivers of the escort vehicle will neither discuss the nature of the shipment(s) nor reveal its origin or destination. Both security escort vehicle drivers must be trained in the operation and use of the mobile communications unit, and be responsible for its proper maintenance and serviceability throughout the movement.

h. Carrier and all drivers must be in full compliance with the requirements of ITEMS 31 and 32.

i. SEV personnel will not provide attendance for the cargo and cargo vehicle unless instructed by SDDC / DoD personnel or in an emergency situation.

j. One SEV can escort one or two load carrying vehicles traveling along the same route in unison from origin to destination. Deviations from this policy will be directed by SDDC. SEV personnel will be in a separate escort vehicle.

k. SEV will terminate upon receipt of shipment at a secure holding location or when shipment is received for off-loading by the consignee.

2. The BL carrier of record may contract with other SDDC approved munitions carriers or a SDDC approved contractor to provide the SEV service. The BL carrier of record will be responsible for billing and for the performance of the SEV service. The primary carrier will be culpable in the event of failure to perform on the part of the second party SEV.

3. To request SEV, Shipper shall notify carrier in advance, and annotate the BL as follows:

“Security Escort Vehicle Service Requested”

4. SEV will be subject to the following charges:

|                      |  |
|----------------------|--|
| 1 to 500 miles       | SEV(1) \$_____ per mile per escort vehicle |
| 501 to 1,000 miles   | SEV(2) \$_____ per mile per escort vehicle |
| 1,001 to 1,500 miles | SEV(3) \$_____ per mile per escort vehicle |
| 1,501 to 2,000 miles | SEV(4) \$_____ per mile per escort vehicle |
| 2,001 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          |

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#### **ITEM 45**

#### **SIGNATURE AND TALLY RECORD SERVICE (675)**

1. Signature and Tally Record Service (675) consists of the following requirements:

a. Each person responsible for handling the shipment will sign a Signature and Tally Record (DD Form 1907) at specified stages of its transit from origin to destination. Specifically, carrier will require each person responsible for the shipment (e.g. terminal manager, all drivers, dock foreman) to personally sign the Signature and Tally Record, and upon delivery obtain the consignee’s signature in the designated space on Form 1907.

b. Driver(s) must sign DD Form 1907 upon assuming initial responsibility for the shipment. When 675 is part of a protective service requiring more than one driver (e.g. DDP, PSS), both drivers are required to sign when they assume initial responsibility for the shipment.

c. In terminal areas, the vehicle containing the 675 shipment must be under the control of the last person signing the DD Form 1907.

d. Carrier must be able to trace a shipment in less than 24 hours upon request.

2. To request 675, Shipper shall annotate the BL as follows:

“Signature and Tally Record requested. DD Form 1907 furnished to carrier.”

DATE \_\_\_\_\_ SIGNATURE \_\_\_\_\_ TITLE \_\_\_\_\_

3. 675 is subject to the following charges: 675(1) \$ \_\_\_\_\_ per shipment.

4. In lieu of the Signature and Tally hard copy record (DD Form 1907), upon approval, carriers may offer an Electronic Signature Service that shows the movement of shipments through the carrier's system as recorded by various electronic scans. When electronic scans are used, neither actual signatures of persons handling the shipment nor a manually prepared signature/tally record is required. However, a hard copy of the printout must be presented by the carrier to the consignee within three business days of the shipment receipt. In addition, upon request from the consignor or consignee, carrier must provide the identity of each person responsible for scans, as reflected in the electronic records.

5. Approval must be obtained through Surface Deployment & Distribution Command Operations Center, ATTN: Freight Carrier Registration Program (FCRP), 661 Sheppard Place, Fort Eustis, VA 23604-5050; telephone 757-878-8742.

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**ITEM 47**

**SATELLITE MOTOR SURVEILLANCE SERVICE (SNS)**

1. Satellite Motor Surveillance Service (SNS) is a Transportation Protective Service used in the commercial truck movement of AA&E and Other Sensitive Material (OSM). The purpose of the service is to provide the Defense Transportation Tracking System (DTTS) with automatic location reports every fifteen minutes, in-transit movement status changes, and emergency situation notification.

2. Defense Transportation Tracking System (DTTS) is a computer-based system managed by SDDC.. DTTS uses satellite technology and twenty-four hour operations to execute its primary mission of in-transit Ordnance safety and security for all DOD shipments of AA&E and OSM transported within the continental United States and Canada. Also supports a secondary mission of providing in-transit visibility of AA&E and OSM by hourly pushing its database to USTRANSCOMs Global Transportation Network (GTN) and Intelligent Road & Rail Information Servor (IRRIS).

**PART A: SHIPPER REQUIREMENTS**

When SNS is required on a DOD shipment, the shipper will notify the carrier in advance (48 hours or more if possible) and annotate the bill of lading 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”

**PART B: CARRIER CHARGES**

SNS is included in the linehaul, however, carrier must enter a charge of SNS \$ 00.00 subject to a minimum/maximum charge not to exceed SNS \$ 00.00 in Section F1 of the tender entry program.

**PART C: CARRIER REQUIREMENTS**

1. New SNSV Qualification:

(a) Present capabilities to DTTS Program Management Office (PMO) for review and determination of adequacy of capability for moving into a test phase.

(b) Test-demonstrate ability to provide all the services specified in this rule to DTTS. Involves non-AA&E/OSM shipments in-transit from origin to destination traversing varying geographical conditions. At the discretion of DTTS, this process may entail several test movements. Test(s) will be conducted using the standard interfaces outlined in paragraph 8. below.

(c) If testing is successful, DTTS PMO will immediately notify HQ SDDC in writing that the SNSV is approved for use by DOD motor carriers.

2. A carrier truck newly equipped with SNS capability or re-equipped for maintenance or upgrade reasons must be registered and successfully tested with the DTTS Central Site prior to being included in the DTTS Cross References File of trucks authorized to transport DOD ordnance under SNS. Registration must include: (a) power unit (tractor) number, (b) satellite transceiver identification number (not to exceed 16 upper case ASCII alphanumeric printable characters), (c) the manufacturer, model year, and color of the power unit, and any other characteristics of the power unit to help DTTS successfully identify it to POLICE in the event of an EMERGENCY. Before installation of new technologies that operate by the use of a remote signal on a carrier's equipment, it must be tested and DOD HERO approved, prior to transporting shipments requiring DOD SNS. The munitions carrier driver, when practicable, will position the DTTS 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 motor vehicle.

3. SNVS Data:

a. The SNSV employed by the carrier will maintain a separate mail box/transfer file to hold DTTS fifteen minute (routine) vehicle location reports and status messages. Data from all carriers utilizing the services of this vendor will be entered into one government mail box/transfer file for downloading by the DTTS. Data for any given satellite transmission destined for DTTS will be maintained on-line until successfully transferred by the DTTS central site computer. EMERGENCY messages will be transferred immediately to DTTS in accordance with the procedures in paragraph 6. below. Data that has been successfully transferred to DTTS will be deleted from the DTTS mail box/transfer file by the SNSV.

(1) Prior to beginning SNS for a shipment, (normally when initially arriving at a shipment pickup point, the vehicle driver will enable DTTS tracking by transmitting a message alerting the carrier's SNSV to begin entering subsequent shipment location and status change message packets into the DTTS mail box/transfer file. Alternatively, this function may be performed by the carrier dispatcher or other carrier official.

(2) The SNSV will provide the driver with "on-screen" verification that DTTS service has been enabled. The driver will not send any other DTTS messages or depart a protected environment with a DTTS shipment until this verification has been received.

(3) The SNSV will report initialization of SNS service from the driver in the DTTS mail box/transfer file as a standard DTTS message using the "B" status message, IAW para 7. below.

b. Loading DTTS Shipment. When loading any new shipment on the vehicle subject to DTTS tracking, the driver will send an "L" status message, para 7. below. The text portion of this message will include the shipment pickup point, shipment ID (GBL or CBL Number, etc.), trailer/drom number, origin, and destination, for each DTTS shipment being loaded

c. Departing Protected Environment. Immediately upon departing origin or any other protected environment, the driver will provide DTTS with a "D" status message, para 7. below.

d. SNS Equipment/System Problems Enroute. In the event of SNS equipment or system failure while in-transit, the driver will immediately notify his/her dispatcher, who will in turn immediately contact DTTS at 1-800-826-0794. The driver will subsequently provide DTTS a telephonic location/status report every two (2) hours, with a final telephonic report upon delivery at destination or 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 tested (including emergency alerts) by contracting DTTS to verify the system is operational.

e. Changes in Shipment Status. After departing origin with a shipment, the driver will report any change in the shipment in-transit status (e.g., in carrier terminal, transferring the shipment to another vehicle, on a military installation, etc.) using one of the standard messages, para 7. below. Whenever a DTTS shipment is physically removed from a tractor while enroute, e.g., disconnecting a trailer from a tractor while in a military secure holding area, the driver will send an "C" status message, para 8 below.

f. Fifteen Minute Updates. At least one fifteen minute position report, which may include automatic status "P" reports, para 8. below, must be received whenever the shipment is departed from a protected environment, i.e., in "D" shipment status. While in authorized protected environments, it is the carrier's option whether to continue providing vehicle updates. SDDC has the right to request more frequent updates when operational requirements dictate.

g. In case of hi-jacking, DTTS has the capability and will change the positioning updates to five (5) minutes versus fifteen (15) minutes.

h. Carrier Terminal. Driver will send a "T" status message when entering a carrier terminal. DTTS assumes shipments that enter a terminal on a given vehicle may not depart on that same vehicle. Prior to departing a terminal with DTTS shipments, drivers will utilize the same procedures, above, as when picking up and departing origin. This includes:

(1) Enabling DTTS service.

(2) Sending an "L" status message listing the terminal location and the shipment ID of all shipments on the vehicle, to include the BL, trailer/drom number, origin and destination, subject to DTTS tracking.

(3) Sending a "D" status message immediately upon departing the terminal.

i. Awaiting Offload. Upon arriving at the destination for a DTTS shipment, the driver will send an "A" status message, para 8. below.

j. Offload at Destination. When a DTTS shipment has been physically offloaded at destination, the driver will send an "O" status message, para 7. below.

k. Disable DTTS Service.

(1) After the last DTTS shipment has been offloaded, the driver will immediately send a message alerting the carrier's SNSV to stop entering subsequent shipment location and status change message packets into the DTTS mail box/transfer file. Alternatively, this function may be performed by the carrier dispatcher or other carrier official.

(2) The SNSV will provide the driver with "on-screen" verification that DTTS service has been disabled.

(3) The SNSV will report this discontinuance of SNS service in the DTTS mail box/transfer file as a standard DTTS message using the "S" message status, para 7. below.

6. EMERGENCY MESSAGES. The driver will immediately report an EMERGENCY by pressing (with a single stroke) a vehicle equipped emergency button or remote panic button. This button must be located within easy reach of the vehicle driver or remote panic button located on their person. Total elapsed time, from pressing of the EMERGENCY button by the driver to SNSV notification to DTTS, shall not exceed 2 minutes.

a. The SNSV will immediately transfer any driver EMERGENCY message received to DTTS via automatic computer interface. Notification of the incoming EMERGENCY and attempted transfer to DTTS will simultaneously be passed to SNSV staff. As a back-up step, SNSV staff will immediately notify DTTS via telephone at 1-800-826-0794 if they determine the attempted automatic computer interface transfer was unsuccessful.

(1) The DTTS Operations Center IT staff will provide necessary login, password, and telephone numbers for computer interface.

(2) Computer interface will be accomplished using dialup line, async communication, meeting or exceeding 19.2k bps or a mutually agreed upon methodology. Messages will be transferred using , protocol that is mutually agreed upon.

(3) The cost of connecting to the DTTS computer by dial-up line will be borne by the SNSV.

b. EMERGENCY messages will use the standard interface record layout, para 8. below, with a status code of "E". If phone interface is used, the SNSV must provide all of the data elements specified in the standard record layout.

c. The carrier has primary responsibility for notifying POLICE in the event of an EMERGENCY.

d. If a driver wishes to test an EMERGENCY button, a "U" status message advising DTTS of the intended test should be sent to DTTS at least twenty (20) minutes prior to the EMERGENCY button being pressed. Alternatively, a telephone call may be made to the DTTS Operations Center, just prior to the button being pressed.

7. STANDARD INTERFACE. The SNSV will use the following standard interface structure to transfer driver messages and position reports to DTTS.

a. File transfer. Data will be transferred using a mutually agreed upon method that adheres to DOD standards.

b. Record layout. Status/position messages will be transferred as variable length records delimited by an ASCII LF (decimal 10). The field delimiter is a pipe ("|"). Following transfer of the last record in the mail box/transfer file, which will also be delimited by an LF, the SNSV will transmit an end of file marker (decimal 26). With the exception of record and end of file delimiters, all data elements will consist of ASCII printable characters. Each record will use the following format:

| Field           | Offset | Length | Picture | Remarks |
|-----------------|--------|--------|---------|---------|
| Transmitter ID  | 0      | 16     | 16X     |         |
| Latitude        | 16     | 7      | 6N1A    | NOTE 1  |
| Longitude       | 23     | 8      | 7N1A    | NOTE 2  |
| Date/Time       | 31     | 14     | 14N     | NOTE 3  |
| Reserved        | 45     | 12     | 12X     | NOTE 4  |
| Shipment Status | 57     | 1      | 1A      | NOTE 5  |
| Text            | 58     | 60     | 60X     | NOTE 6  |

NOTE 1: First 6 bytes use format DDDMMSS. Last alpha character indicates either "N" (North) or "S" (South) Latitude, e.g., 390108N.

NOTE 2: First 7 bytes use format DDDMMSS. Last alpha character indicates "W" (West) or "E" (East) Longitude, e.g., 0960803W.

NOTE 3: Data (Greenwich Mean Time) of position report expressed in the format MMDDYYYYHHMMSS, e.g., 08151988091533 = August 15, 1988, 09 hours, 15 minutes, 33 seconds (GMT).

NOTE 4: Reserved for future use, e.g., sensor status readings.

NOTE 5: Current status using following codes:

B = Begin Tracking (Text message not permitted ) This packet provides an audit trail of the date/time the driver implements the requirement in Part D, paragraph 5 above to begin sending data to the DTTS mailbox.

L = Loading New DTTS Shipment. The text portion of this message will include the shipment pickup point, shipment ID (BL, etc.), trailer/drom number, origin, and destination, for each DTTS shipment being loaded. data packet. If this exceeds space provided for one text message, submit as many additional status "L" message packets as necessary.

This message may also include the original "L" message at origin and any "L" message sent from 'gaining' tractors when changing equipment.

D = Departing Protective Environment. Used to provide notice of departure from a military/commercial activity, carrier terminal, or other protected environment where the previous shipment status would have been L, T, M, A or O. Status code D places the shipment into a movement status for DTTS tracking purposes, and hourly position reports are required (Text message optional).

P = Current Position. (No text message) This packet may be preprogrammed by the SNSV to automatically generate location data at the required 1 hour interval. The position reported must be within one quarter mile of the actual vehicle location.

T = Carrier Terminal. In text portion of data packet, provide location of terminal, area code, and phone number the DTTS staff can use to obtain further information, if necessary.

C = Changing Equipment. Whenever DTTS shipments are transferred to a different tractors, C messages must be sent from the "losing" tractor identifying the "gaining" tractor number, BL number(s), and brief explanation for the switch. For example, "Mechanical Problems. Transferring trailer 1234 with BL W53XM0049003 to tractor 43502." (Messages may require abbreviations or multiple messages due to length restrictions.) All messages to DTTS must be sent prior to disconnecting from the trailer. If the gaining tractor cannot connect to DTTS, then it cannot be switched.

U = Unusual Delay/Other.

(1) Unusual Delay - explain reason in text portion of message packet and give exact location – truck stop, shop name, etc.

(2) Other - provide information such as estimated time of arrival at destination which is not covered under other status message packets, or explain an emergency situation message.

M = Military Secure Holding. In text portion of data packet, provide activity name, area code and phone number the DTTS staff can use to obtain further information, if necessary. Indicate whether the load remains with the vehicle or is offloaded. Upon departure, enter BL numbers that are still on the vehicle.

A = Arrived at Activity and Awaiting Off load. This status code should be sent only if the arriving truck already has a DOD ordnance shipment on it being transported under SNS. In text portion of data packet, provide activity name and, if a commercial activity, an area code and phone number through which the driver can be reached.

O = Offload. In text portion of data packet, provide activity name and each GBL delivered to that activity. If this exceeds space provided for one text message, submit as many additional status "O" message packets as necessary.

E = EMERGENCY Situation. No text message. This message packet is automatically generated when the single stroke emergency button is pressed in the truck. When the SNSV receives the message, it will immediately be passed to the DTTS using procedures in paragraph 5. above.

S = Stop Tracking. (text message not permitted) This packet provides an audit trail of the date/time the driver implements the requirement in paragraph 4. (j) above to stop sending data to the DTTS mailbox.

*NOTE 6: If there is no text field, record should be terminated by a record delimiter or end of file delimiter, as appropriate, at this offset. If the text message is less than 60 characters, trailing spaces should be truncated and the record delimiter should follow the last valid character.*

Legend: A = Alpha character, A to Z (upper case ASCII printable character). Left justified, space (decimal 32) filled.

N = Numeric character, 0 to 9, (ASCII printable character). Right justified, zero filled.

X = Alpha numeric character, 0 to 9/A to Z (upper case ASCII printable character). Left justified, space (decimal 32) filled.

8. Message packets with status of B, L, D, T, C, U, M, A, O or S will be accumulated in the DTTS mail box/transfer file as they occur. Message packets with status of P will be entered hourly, with no more than one per hour - the most recent. Message packets with status of L, T, M, A or O place the shipment in a non-movement status in a protected environment. Fifteen minute updates with status of P are not required again until after the driver sends a status of D, Departing Protected Environment.
9. Normal message traffic (i.e., all records with status not equal to status of E) will be entered into the SNSV DTTS file which will be downloaded by the DTTS every 15 minutes, or more often if mutually agreeable. This will be accomplished using XMODEM file transfer protocol, or such other protocol as may be mutually agreeable. Transmission will be at a minimum of 2400 BPS. Communications cost of data transfer to the DTTS will be borne by the Government, unless the SNSV elects to pay for such transmissions in order to improve services.
10. Driver initiated messages other than those identified in paragraph 6. above will not be placed in the SNSV DTTS mail box/transfer file.
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 [dts\\_it@sddc.army.mil](mailto:dts_it@sddc.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.

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**ITEM 48**                      **TRANSLOADING ARMS, AMMUNITION and EXPLOSIVES (AA&E)**

1. Any AA&E or SECRET shipments (including CAT I and II Less-Than-Truckload [LTL] shipments) requiring Protective Security Service (PSS) will move point-to-point and will not be transloaded or consolidated.
2. Any shipment of AA&E requiring Satellite Monitoring Service (SNS) along with Dual Driver Protective Service (DDP) will not be transloaded or consolidated by commercial motor carrier personnel except when:
  - a. Consolidating LTL shipments of Category III, IV and Uncategorized AA&E will occur only at a SDDC approved carrier owned secure holding facility by carrier personnel qualified in accordance with 49 CFR. Transloading or consolidation of AA&E shipments will not occur at any other locations (e.g., non-approved TSP owned or leased facility, DOD owned activities/installations, rest stops or truck stops, public locations, etc.). Refer to Paragraph 4 below for emergency procedures.
  - b. Transfers of dromedary boxes will occur only at a SDDC approved carrier secure holding facility equipped to handle dromedary box transfers. Dromedary boxes will be transferred by carrier personnel qualified in accordance with 49 CFR. Breaking of seals on dromedary boxes during transloading will not be authorized except in the event of an emergency.
  - c. Carriers will immediately notify DTTS via a "C" message, as referenced in Item 47, Satellite Motor Surveillance Service (SNS) and the owning military service when transloading occurs.

- d. Paragraphs 2a and 2b will only be permitted on carrier equipment previously approved by DOD personnel moving under an existing BL and DD Form 626 (Motor Vehicle Inspection Transporting Hazardous Materials).
  - e. Carrier personnel are prohibited from personally handling AA&E shipments unless paragraphs 2.a, 2.b or 4 occur.
3. In the event of an emergency or accident, as defined by 49 CFR, Part 390.5, the carrier may perform the following functions while in transit when authorized by SDDC 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:
    - a. Transfer truckload AA&E shipments from one conveyance to another; or
    - b. Transfer dromedary boxes, containing AA&E shipments, from one conveyance to another; or
    - c. Unload and transfer the contents of a dromedary box containing AA&E shipments; and
    - d. Carrier will replace seal(s) and annotate new seal number(s) on BL.
  4. When transloading an AA&E shipment during an emergency or accident and the equipment or driver is changed after leaving origin:
    - a. Drivers and trailers will meet or exceed the requirements of DD Form 626 (Motor Vehicle Inspection Transporting Hazardous Materials) and 49 CFR and
    - b. Carrier will immediately notify DTTS via a "C" message, as referenced in Item 47, Satellite Motor Surveillance Service (SNS), and the owning military service when transloading occurs.
  5. Vehicles will remain connected with the power unit (tractor) during shipment except when stopped at a SDDC approved carrier facility, DOD owned installation/activity, or DOD contractor facility. Attendance and surveillance requirements indicated in Dual Driver Protective Service, Item 35 in this section, will apply.
  6. Carrier suspected to be in violation of this Item may be subject to immediate CONUS-wide non-use, pending a SDDC Carriers' Review Board.

**ITEM 49****TRANSPORTATION PROTECTIVE SERVICE COMPATIBILITIES**

1. Shippers may request more than one protective service, provided they are compatible (see table); carriers providing compatible services will be paid for both accessorials. However, certain protective services are incompatible and shall not be requested on the same BL. Reasons for incompatibility are: one service is part of (and is included in the cost of) another service; most elements of one service are part of or duplicated in the other; or the nature of one service makes it incompatible with another service. Carriers performing two incompatible services (except under Spot Bid per paragraph 2) without explicit authorization from SDDC will be paid only for the costlier of the two.
2. The following table lists the compatibility of the accessorial services in this section.

| The following service | ...is <b>INCOMPATIBLE</b> with all of the following services: | ...is <b>COMPATIBLE</b> with the following services: |
|-----------------------|---|--|
| <b>CIS</b>            | DDP, PSS, 675   | MVS, SNS, SEV, EXD                                   |
| <b>EXD</b>            | DDP, PSS, 675   | MVS, SNS, SEV, CIS                                   |
| <b>DDP</b>            | CIS, , PSS, 675   | MVS, SNS, SEV  |

|            |                 |                           |
|------------|-----------------|---------------------------|
| <b>MVS</b> | SNS             | CIS, , DDP, PSS, SEV, 675 |
| <b>PSS</b> | CIS, DDP, 675   | MVS, SNS, SEV             |
| <b>SEV</b> | NONE            | ALL                       |
| <b>675</b> | CIS, , DDP, PSS | MVS, SNS, SEV             |
| <b>SNS</b> | MVS             | CIS, DDP, PSS, 675, SEV   |



## **SECTION 3**

### **RULES: GENERAL**

*For Explanation of Abbreviations, Codes, Definitions, and Reference Marks*

*See Section 5*

**ITEM 52**

**APPLICATION**

1. This section covers the rules regarding motor shipments in general. Additional rules covering specialized types of shipments can be found in Section 4.
  2. When rates are based on distance, carrier charges will be based on the applicable mileage calculated by DTOD's short-line miles, unless specified otherwise (e.g. ITEMS 300 and 400).
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**ITEM 55**

**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. The charge for advancing monies under this ITEM shall be 045(1) \$\_\_\_\_\_ per advance.
  3. Carrier shall identify any charges listed in paragraph 1 which require reimbursement on the BL or EDI transaction submitted via PowerTrack to the TO. In the automated PowerTrack environment, the actual paper receipts cannot be submitted. Nonetheless, for audit purposes, carriers must retain the valid receipts and any other documentary evidence to support these claims.
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**ITEM 60**

**ALTERNATION OF RATES - DOD TENDERS**  
**(NOT APPLICABLE TO NEGOTIATED TENDERS)**

1. Tender rates/charges (regardless of rate qualifier) applying between the same points of origin and destination will alternate to produce the lowest charge to the DOD.
  2. Rates pertaining to a specific commodity will not alternate with FAK rates; the specific commodity rates shall apply
  3. In no event shall charges submitted under any tender be in excess of charges based on the Carriers' lowest rate available to the general public in either common or contract rates, except 500000 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.
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**ITEM 65**

**Government Cargo Recovery Effort Program (GOCARE) AND EMERGENCY**  
**NOTIFICATION**

1. Carriers shall telephone the following numbers to report:

| <b>Problem</b>   | <b>Telephone Number (Toll-Free)</b>     |
|--|---|
| Shipment discrepancies, astray or damaged freight, or other nonemergency notifications | <b>1-800-631-0434</b>                   |
| Accidents, incidents, delays, or other emergencies                                     | <b>1-800-826-0794</b>                   |
| Non-explosive hazardous cargo emergency response guidance                              | <b>1-800-851-8061 or 1-800-279-3131</b> |
| Explosive cargo emergency response guidance  | <b>1-703-697-0218/0219</b>              |

2. In addition, assistance with any of the above problems can also be obtained from the nearest TO or GOCARE representative. Also, information on identifying and forwarding of GOCARE frustrated cargo shipments and for addition instructions for routing freight to its appropriate destination is available at:

<http://www.sddc.army.mil/Public/Global%20Cargo%20Distribution/Domestic/GOCARE>

**ITEM 70****CAPACITY LOADS**

1. A shipment is considered a capacity load (also known as “loaded to full visible capacity”, “loaded to capacity”) when it occupies the **full visible capacity** of a vehicle, as defined in paragraph 2 below. In order for a shipment to be classified as a capacity load, the BL must be annotated as "Vehicle Fully Loaded" with an authorized government representative (e.g., Transportation Officer, Transportation Assistant, authorized contractor personnel, etc.), having full knowledge of the shipment, initialing the BL at the time of pick-up. Shipments are to be considered as capacity loads if:
- The shipment occupies 90% of the cargo carrying capacity of the vehicle; or
  - Because of unusual shape or dimensions, or because of the necessity for segregation or separation from other freight, requires the entire vehicle; or
  - Fills a vehicle so that no additional article, equivalent in size to the largest piece tendered, can be loaded in or on the vehicle.
2. For the purposes of this ITEM, a “vehicle” is defined as:
- A van trailer of not less than forty (40) feet in length and not less than 2,700 cubic feet capacity; or
  - An open top trailer of not less than forty (40) feet in length, or
  - A flatbed trailer of not less than forty (40) feet in length.
3. Under no circumstances shall a carrier bill a shipment as a capacity load if the equipment requested by the shipper, or provided by the carrier, fails to meet the definitions shown in paragraph 2 above. Additionally, it is both the shipper’s and carrier's (where practicable) responsibility to ensure the safe and efficient loading of freight (e.g., stacking items when appropriate, etc.) on the vehicle provided.
- Not more than one vehicle per shipment may be loaded to less than full visible capacity. The vehicle loaded to less than full visible capacity will be assessed charges as if it were a separate shipment.
4. The charge for each vehicle loaded to full visible capacity will be based on either the truckload charge, when Rate Qualifiers PL and PM are used; or the highest truckload minimum weight (or actual weight if in excess of the applicable minimum weight) and accompanying truckload rate applicable to the equipment ordered and loaded. Under no circumstances will a line-haul charge be calculated using a minimum weight greater than 45,000 lbs.
- Shipments rated using line-haul charges based upon Rate Qualifier PQ (SDDC Class 100 Rates) will be calculated using the greater of the actual weight or 40,000 lbs minimum weight.

Note: All over-dimensional or overweight shipments, as defined in ITEM 415 and ITEM 416, respectively, are subject to the Spot Bid provisions of ITEM 18, paragraph 7.

5 This rule does not apply to charges based on rate qualifiers: DH (Per CWT per Dromedary Shipment), DL (Per Dromedary Service Shipment), DZ (Per CWT Per Mile Per Dromedary Shipment), PJ (Per Mile Per Vehicle Moved), PG (Per Gallon), ST (Per Short Ton), PM (Per Mile Per Vehicle Used), PV (Per Vehicle), and PY (Per Gallon Per Mile). Additionally, this rule does not apply to 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.

a. This rule also does not apply to charges based on equipment types: AA1, AF1, AY1, AY2, AV1, AG4 and AZ1. However, when a consignor inadvertently tenders a shipment that exceeds 20,000 pounds or 28 linear feet of loading space on the above listed equipment, the carrier is entitled to bill the consignor using a minimum weight of 20,000 pounds or actual weight whichever is greater. The carrier may not substitute a vehicle that is smaller than what is requested by the consignor.

6. The application of capacity load will in no way restrict the carrier from adding additional freight to the equipment and should not be interpreted as a request for Exclusive Use of the vehicle.

**ITEM 73****CHAINS & BINDERS (CHN)**

1. Carrier agrees that tendered rate includes chains/binders/tarps, etc., to protect and secure a shipment to ensure safe transportation for shipments moving on flatbed and specialized types of equipment.

2. Carrier will ensure that ten chain-and-binder sets and eight nylon straps with fasteners are included as standard equipment on all vehicles. A chain-and-binder set is defined as one chain and one binder. When a consignor requests additional chain-and-binder sets and/or nylon straps with fasteners to secure a shipment, the consignor will advise carrier at the time of the request for transportation services. An additional charge of CHN(1) \$\_\_\_\_\_ is authorized for each additional chain-and-binder set or nylon strap with fastener furnished. Consignor will annotate the BL with the additional number of chain-and-binder sets and/or nylon straps with fasteners in excess of those required as standard equipment.

**ITEM 85****DETENTION: VEHICLES WITH POWER UNITS (DEP)**

1. When carrier's vehicle with power unit (straight truck, tractor-trailer combination, or dromedary box) is delayed or detained for loading or unloading on the premises of consignor, consignee, or other premises approved by them, and such delay or detainment is attributable to the consignor or consignee, the carrier shall allow free time for loading or unloading the shipment (or the combined weight of multiple shipments), as follows:

| <u>TYPE OF SHIPMENT(S)</u>   | <u>FREE TIME</u><br>(waiting time to begin loading or unloading) |
|--|--|
| a. Vehicles loaded on Motor Vehicle Transport Trailers<br>(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 7)   |
| d. Carrier power-unit, driver and one towed vehicle                            | 1 hour   |

Actual weight in pounds per vehicle stop, not palletized, subject to paragraph 7.

|  |         |
|--|---------|
| e. Less than 3,000 lbs                   | 1 hour  |
| f. 3,000 lbs. but less than 10,000 lbs   | 2 hours |
| g. 10,000 lbs. but less than 20,000 lbs. | 3 hours |
| h. 20,000 lbs. and over                  | 4 hours |

2. Free time shall begin from the time carrier's employee notifies a responsible representative of the consignor or consignee that the vehicle is available and ready for loading or unloading, and it is within the consignor's/consignee's normal operating hours or acceptance hours as annotated on the BL.
3. The computation of time in paragraph 1 is to be made within the normal business (shipping) day at the designated premises at the place of pickup or delivery, except if a carrier or its representative is permitted to work beyond this period, such working time shall also be included. When loading or unloading is not completed at the end of such day, time will be resumed at the beginning of the next work day, or when work the next day is actually begun by the carrier or its representative, if earlier.
4. A shipment will be considered as "fully palletized" when at least 90 percent of the shipment weight (exclusive of pallet weight) is loaded on pallets.
5. If loading or unloading extends beyond the allowable free time, the charge will be DEP(1) \$\_\_\_\_\_ for each hour, or fraction thereof, that the vehicle is delayed beyond the allowable free time, until released by the shipper or consignee. Detention charges provided herein will be assessed during normal business (shipping) hours only.
6. The provisions of this ITEM will also apply when shipper or consignee requires that the tractor be disconnected from the trailer during loading or unloading, and parked elsewhere on the shipper's or consignee's premises; or when shipper or consignee directs that the trailer be left overnight and the tractor be parked at other than shipper's or consignee's premises.
7. If the material (boxes, crates, pieces, parts, etc.) comprising the nonpalletized shipment is unloaded or loaded by pallet jack, fork lift, or other type of material handling equipment - without use of pallets - then the free time allowed (not to exceed 2 hours) will be one-half of the free time allowed for shipments not palletized. To be eligible for this exception, at least 90 percent of the weight must be loaded or unloaded in the manner described. Fully palletized shipments weighing less than 20,000 pounds will be allowed one-half the free time in 1(e), 1(f) or 1(g).

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**ITEM 90**

**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 when the trailer is spotted for loading or unloading.
  - 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. Such charges will be covered under ITEM 21.

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**ITEM 92                    DOD CARRIERS TRANSPORTING PETS AND UNAUTHORIZED PASSENGERS**

1. DOD carriers transporting DOD cargo must inform vehicle inspectors or military police of the presence of animals in the vehicle cab upon entering a DOD installation. When animals are present, drivers must ensure the pet is leashed, secured or caged prior to arrival on the military installation and vehicle inspection.

2. Passengers not in compliance with MFTRP 1C Item 32 (DOD carrier security clearances) are not allowed in the vehicle cab while transporting DOD sensitive conventional AA&E, classified (SECRET and CONFIDENTIAL) and Controlled Cryptographic (CCI) sensitive items.

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**ITEM 100                    EQUIPMENT, EMPTY TRAILERS – RETURN OF (ERS)**

When required to support a DOD initiative (and approved by SDDC), the immediate return of government owned or leased empty equipment from destination back to original point of origin shall be subject to a charge of ERS(1) \$\_\_\_\_\_ per mile for deadhead (movement of empty tractor-trailer combination or special equipment) miles from point of destination back to original point of origin. Mileage will be computed over the shortest route as determined by the governing mileage guide. Return mileage charge will not exceed carrier's lowest line-haul transportation charges for the same type of equipment, regardless of commodity, in any tender filed with SDDC which applies from destination back to original point of origin.

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**ITEM 105                    EXCLUSIVE USE OF VEHICLE OR DROMEDARY (EXC)**

1. Exclusive Use of Vehicle or Dromedary (EXC) requires carrier to devote the vehicle or dromedary exclusively to the transportation of the shipment, without the breaking of seals or locks and without the transfer of lading for carrier's convenience.

2. To request EXC, Shipper will annotate the BL as follows:

“Exclusive Use of Vehicle/Dromedary requested by the Government. Do not break seals except in case of emergency or upon prior approval of the consignor or consignee. If found broken or if broken for emergency reasons, carrier to apply seals as soon as possible and immediately notify both the consignor and the consignee.”

3. A request for EXC should not be understood as a request for Expedited Service (see ITEM 110). If the latter service is desired, it must be requested explicitly. Neither the annotation of a Desired Delivery Date (DDD) nor of a Required Delivery Date (RDD) shall be interpreted as a request for Exclusive Use service.

4. When a seal or lock is removed by the carrier (due to emergency or upon prior approval of the consignee or consignor) the carrier will immediately relock or reseal the vehicle or dromedary. The carrier will annotate the BL with the new lock or seal number and the reason for removal of the original lock or seal. No freight will be added to the vehicle or dromedary except at the instruction of the consignee or consignor.
5. When a vehicle or dromedary not in Exclusive Use service is sealed by either the shipper or the carrier for carrier convenience, the carrier may remove seals or locks to add other freight.
6. Line-haul charges for shipments in vehicles requiring Exclusive Use service will be billed as a truckload, subject to truckload rates, minimum weights and/or charges. Dromedary line-haul charges for shipments requiring Exclusive Use service will be billed at the highest minimum weight for the equipment.
7. Dromedary shipments requiring Exclusive Use shall not be partitioned.
8. The charge for Exclusive Use service will be EXC(1) \$\_\_\_\_\_ per mile per vehicle or dromedary.
9. See ITEM 106 for exceptions to the application of charges for Exclusive Use service.

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**ITEM 106**

**EXCEPTIONS TO EXCLUSIVE USE SERVICE**

1. The charges for Exclusive Use WILL NOT be assessed under any of the following conditions:
  - a. When a vehicle is loaded to full visible capacity, per ITEM 70.
  - b. When the applicable line-haul charge is based on a published rate in carrier's tender for minimum weight of 45,000 pounds, or the actual weight is 45,000 pounds or greater.
  - c. When tender rates are based on Rate Qualifiers DL, PG, PJ, PL, PM, PV, PY, or ST. (Carriers wishing to offer Exclusive Use service where rates are based on these qualifiers must complete Section F(2) of the tender by entering EXC1 with zeros, i.e., 00.00, in the charge column. This will indicate that the service is offered without charge.)

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**ITEM 110**

**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), 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 33) 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.

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**ITEM 112**

**FREIGHT ALL KINDS - DOD UNIQUE NUMBER 999912**

1. Freight All Kinds (FAK) consists of those commodities which carriers offer to transport at one inclusive rate or charge, regardless of their classification rating in the NMFC or 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, Divisions 1.1, 1.2, 1.3, 1.4 (Classes A, B, and C), 1.5, and 1.6
  - c. Radioactive materials
  - d. Etiologic agents
  - e. Crated household goods or personal effects (See ITEM 113)
  - 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. Army tractor tanks and tracked vehicles
  - o. Vehicles, self-propelled
  - p. Hazardous materials, including hazardous waste
  - q. Vehicles in driveaway and/or towaway service
  - r. Any commodity assigned a DOD unique commodity code by SDDC
3. Carriers filing FAK tender rates may not restrict the application of those rates by imposing any further commodity, density, or classification exclusions. Tender commodity description Freight All Kinds (999912) will be understood to include all commodities, except the contraband commodities listed in paragraph 2 above. See SDDC Standard Tender Instructions Item 500, Section A, paragraph 14.
4. Except as required by regulation or law, shipments described on bills of lading as Freight All Kinds (999912) will not be further described as to individual commodities contained in the shipment.
  1. Shipments containing both FAK and non-FAK commodities shall be regarded as a single shipment for the purpose of assessing charges.
  2. Any sensitive item shipped in accordance with the security standards set forth in DoD 5220.22-M, National Industrial Security Program Operating Manual, or any item listed in 49 Code of Federal Regulations (CFR), Part 172.101, Hazardous Materials Table, is excluded from classification as FAK.

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**ITEM 113****FREIGHT ALL KINDS - DOD UNIQUE NUMBER 999912, SUB NO. 1**

1. Freight All Kinds (FAK), including crated household goods or personal effects, consists of those commodities which carriers offer to transport at one inclusive rate or charge, regardless of their classification rating in the NMFC or 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, Divisions 1.1, 1.2, 1.3, 1.4 (Classes A, B, and C), 1.5, and 1.6
  - c. Radioactive materials
  - d. Etiologic agents
  - e. Live animals
  - f. Bulk commodities



all commodities, except the contraband cargo listed above. See SDDC Standard Tender Instructions ITEM 500, Section A, paragraph 14.

4. Except as required by regulation or law, shipments described on bills of lading as Freight All Kinds (999913) will not be further described as to individual commodities contained in the shipment.
5. Shipments containing both FAK and non-FAK commodities shall be regarded as a single shipment for the purpose of assessing charges.
6. Each FAK shipment may include non-sensitive ammunition and explosives, Class 1, Divisions 1.4, 1.5, and 1.6, whose combined weight does not exceed 1,000 pounds.
3. Any sensitive item shipped in accordance with the security standards in DoD 5220.22-M, National Industrial Security Program Operating Manual, or any item listed in 49 Code of Federal Regulations (CFR), Part 172.101, Hazardous Materials Table, is excluded from classification as FAK (other than exception listed in Paragraph 6 above).

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**ITEM 116****FREIGHT ALL KINDS - DOD UNIQUE NUMBER 999913, SUB NO. 1**

1. Freight All Kinds (FAK), including crated household goods or personal effects, consists of those commodities which carriers offer to transport at one inclusive rate or charge, regardless of their classification rating in the NMFC or 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, Divisions 1.1, 1.2, 1.3, 1.4 (Classes A, B, and C), 1.5, and 1.6 per paragraph 6
  - 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
  - l. Postage stamps or stamped envelopes
  - m. Army 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, except code 100240, Sub No. 1
3. Carriers filing FAK tender rates may not restrict the application of those rates by imposing any further commodity, density, or classification exclusions. Tender commodity description Freight All Kinds (999913, Sub No. 1) will be understood to include all commodities, except the contraband commodities listed in paragraph 2 above. See SDDC Standard Tender Instructions ITEM 500, Section A, paragraph 14.
4. Except as required by regulation or law, shipments described on bills of lading as Freight All Kinds (999913, Sub No. 1) will not be further described as to individual commodities contained in the shipment.
5. Shipments containing both FAK and non-FAK commodities shall be regarded as a single shipment for the purpose of assessing charges.
6. Each FAK shipment may include non-sensitive ammunition and explosives, Class 1, Divisions 1.4, 1.5, and 1.6, whose combined weight does not exceed 1,000 pounds.

7. Any sensitive item shipped in accordance with the security standards in DoD 5220.22-M, National Industrial Security Program Operating Manual, or any item listed in 49 Code of Federal Regulations (CFR), Part 172.101, Hazardous Materials Table, is excluded from classification as FAK (other than exception listed in Paragraph 6 above).

**ITEM 120** **FURNISHING OF VEHICLES AND EQUIPMENT**

1. Carriers shall furnish vehicles with all equipment necessary to safely transport the freight for which shipper has requested transportation, and shall be responsible for securing the cargo and protecting it from the elements. See ITEMS 73 and 178.
2. If carriers furnish a vehicle that contains more equipment or exceeds the specifications necessary to safely transport the freight, this shall be considered done at carrier's convenience and at no additional cost to DOD. Freight charges will be assessed on the basis of the equipment ordered.
3. Equipment furnished for loading may be rejected by the shipper if, upon inspection, such equipment is considered unfit for the required transportation. In such cases, VFN charges per ITEM 240 shall not apply.

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**ITEM 125** **HANDLING FREIGHT AT POSITIONS NOT IMMEDIATELY ADJACENT TO VEHICLE (HHB)**

1. When requested by consignor or consignee, and carrier operating conditions permit, carriers will move shipments or partial shipments from or to positions beyond the immediately adjacent loading or unloading position.
2. A vehicle shall be considered "immediately adjacent" to a loading or unloading position when it is separated therefrom only by an intervening sidewalk or walkway.
3. This service shall 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.
4. Whenever SDL, SPU and/or SOC accessorial services are also provided, HHB charges shall apply separately at each location where HHB service is performed.

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**ITEM 126** **INADVERTENCE RULE**

Tenders inadvertently accepted and distributed by SDDC which are later found to be not in compliance with DOD tender filing instructions, or the applicable SDDC rules and/or rate publication, are subject to immediate removal. The issuing carrier will be advised when tenders are removed under these circumstances.

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**ITEM 130** **CARGO LIABILITY OF CARRIER (LIE)**

1. Except as otherwise provided in ITEM 190, or in Paragraph 2 below, carriers will be liable for all loss, damage, undue delay, misdelivery, or other result occurring to freight in its possession, unless caused by acts of God, acts of the public enemy, act or default of the shipper, act of the public authority, or inherent nature or vice of the cargo.
2. Freight All Kinds (FAK)
  - a. For all FAK shipments weighing less than 15,000 pounds, as described in ITEMS 112, 113, 115, and 116, carrier liability for lost and/or damaged cargo will be limited to the lower dollar amount either of \$50,000 or the actual amount of the

loss and/or damage to the article(s). Should a shipper desire to declare and establish a cargo liability for an amount greater than \$50,000, the carrier agrees to provide this increased liability coverage for LIE(1) \$\_\_\_\_\_ 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, as described in ITEMS 112, 113, 115, and 116, carrier liability for lost and/or damaged cargo will be limited to the lower dollar amount either of \$150,000 or the actual amount of the loss and/or damage to the cargo. Should a shipper desire to declare and establish a cargo liability for an amount greater than \$150,000, the carrier agrees to provide this increased liability coverage for LIE(2) \$\_\_\_\_\_ for each \$100 increase in loss and/or damaged cargo liability over the maximum liability.

c. All DOD motor freight FAK shipments governed by this rules publication are subject to the released liabilities stated in Paragraphs 1 and 2 above. No other released liabilities, regardless of where they are published, apply.

d. For all FAK shipments containing crated HHG or personal effects as described in ITEMS 113 and 116, carrier liability for lost and/or damaged cargo is \$5,000 per shipment, or \$4.00 times the net weight of household goods shipment or , the gross weight of the unaccompanied baggage shipment, not to exceed \$50,000, whichever is greater. Should a shipper desire to declare and establish a cargo liability for an amount greater than \$50,000 the carrier agrees to provide this increased liability coverage for LIE(1)\$\_\_\_for each \$100 increase in loss and/or damaged cargo liability.

3. In the case of shipments that will require carrier to obtain cargo liability insurance in excess of above limitations, carrier will be given 72 hours notice prior to expected pick-up date for said shipments.

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**ITEM 132**

**LOADING - UNLOADING BY CARRIER (URC)**

1. Except as otherwise provided, the rates in carrier tenders do not include loading and unloading, which is ordinarily performed by the consignor and consignee. Loading and/or unloading service performed by carrier, unassisted by consignor or consignee, will be subject to a charge of:

a. URC(1) \$\_\_\_\_\_ per hundredweight, subject to a minimum charge of URC(2) \$\_\_\_\_\_.

b. Charges will be based on actual weight handled. Consignor and/or consignee requesting the unloading service shall provide certification that the service was performed and indicate the amount of weight handled by the carrier.

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

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**ITEM 146**

**OVERAGES AND SHORTAGES (DROP TRAILERS)**

1. For LTL shipments, the carrier will report the overages and/or shortages to the consignor telephonically within 48 hours of accepting the shipment or at the first breakbulk point.

2. For truckload shipments, the carrier will report the overages and/or shortages to the consignor telephonically within 48 hours after delivery of shipment.

3. Carrier shall follow up the telephonic notification of shipment discrepancy with written notification (e.g. facsimile, courier, or US mail).

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**ITEM 150**

**PRELODGING (PRL)**

1. Prelodging is the hand delivery or data transmission (e.g. e-mail, fax) of shipping documents by the delivering carrier 24 hours or more prior to the delivery of a shipment or shipments, to a location designated by the consignee. The shipping documents will be contained in an envelope marked with the permit number, date and time of delivery, and the delivering carrier's name. A charge for Prelodging will be considered valid only if required by the consignee.
2. When the delivering carrier consolidates multiple shipments for delivery (all of which required Prelodging by the consignee) to the same consignee on the same date, and each shipment, or more than one shipment, is subject to different DOD tenders filed with SDDC, the delivering carrier shall bill the lowest prelude charge available under this ITEM, in any of the individual tenders applicable to the individual shipments in the consolidated delivery.
3. Invoices submitted to the consignee for payment of prelude charges will be cross referenced as to BLnumber(s), carrier's pro number(s), permit number, and the date the prelude service was provided.
4. The charge for Prelodging shall be PRL(1) \$\_\_\_\_\_ per delivery vehicle.

**ITEM 175**

**PICKUP AND DELIVERY ON**  
**SATURDAYS (SAT)**  
**SUNDAYS OR HOLIDAYS (HOL)**  
**NORMAL BUSINESS DAYS BEFORE OR AFTER NORMAL BUSINESS HOURS (PUD)**

1. Pickup or delivery service provided at any time other than normal business hours of consignor/consignee will be subject to the following charges:
  - a. PUD(1) \$\_\_\_\_\_ per hour or fraction thereof per driver before or after weekday business hours
  - b. SAT(1) \$\_\_\_\_\_ per hour or fraction thereof per driver on Saturdays, subject to a minimum charge of SAT(2) \$\_\_\_\_\_ per driver.
  - c. HOL(1) \$\_\_\_\_\_ per hour or fraction thereof per driver on Sundays and holidays, subject to a minimum charge of HOL(2) \$\_\_\_\_\_ per driver.
2. Hourly charges will be computed from the time driver(s) arrives at pickup or delivery facility and reports to a responsible representative of consignor/consignee that carrier's equipment is available for loading/unloading, to the time the pickup or delivery is completed and driver(s) is released by consignor or consignee. Shipper/consignee will note the time required for the pickup or delivery on the BL.

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**ITEM 176**

**PREARRANGED SCHEDULING OF VEHICLE ARRIVAL**  
**FOR LOADING OR UNLOADING**

1. Upon reasonable request of consignor, consignee, or their designee(s), carrier may, without additional charge, prearrange schedules for arrival of vehicles for loading or unloading shipments, per ITEMS 85 and 90 and subject to the following provisions:
  - a. Requests for prearranged scheduling may be made orally or in writing.
  - b. Prearranged schedules for arrival of vehicle for loading or unloading may be on a one-time or continuous basis agreeable to all parties. Continuous prearranged scheduling agreements may be terminated by any party on not less than 24 hours notice.
  - c. The scheduled time for arrival of vehicle for unloading should be prior to the time storage charges would begin to accrue. If arrival time for unloading is not so scheduled, storage charges will be assessed as provided in ITEM 220.

d. If carrier's vehicle arrives prior to the scheduled time, time shall begin to run from the scheduled time or actual time loading or unloading commences, whichever is earlier.

2. The term "Vehicle" includes trailers which are dropped or spotted for loading or unloading, straight trucks or tractor-trailers combinations.

3. This ITEM does not apply to export shipments requiring notification and/or prelude services as described in ITEM 150.

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**ITEM 178**

**PROTECTIVE TARPING FOR SECURITY PURPOSES (PTS)**

1. All carriers 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 carrier 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. Carrier will verify that the BL is annotated as follows:

"TARPS AND TARPING REQUIRED."

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

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

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**ITEM 180**

**RECONSIGNMENT OR DIVERSION (RCC)**

1. Carrier will provide Reconsignment or Diversion service upon written or oral request confirmed in writing, subject to the following:

a. The terms "Reconsignment" and "Diversion" are considered to be synonymous, and the use of either will be considered to mean:

- (1) Change in the place of delivery within the original destination point;
- (2) Change in the original destination point; or
- (3) Any other change in delivery which requires an additional movement of the shipment.

b. Only entire shipments, not portions of shipments, may be reconsigned.

c. When performance of this service does not involve a change in the original destination, the carrier will be entitled to an additional charge of RCC(1) \$\_\_\_\_\_ per shipment.

d. When this service involves a change in the original destination, the carrier will be entitled to the charge in subparagraph c above and the applicable published line-haul tender rate to the point of interception and from the interception point to the final destination.

e. If a shipment is ordered returned to the consignor, the carrier will be entitled to the charge in subparagraph c above and to the line-haul tender rates to the interception point and back to the original origin point.

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2. If the carrier does not have an applicable tender with a line-haul rate on file to or from the interception point, DSC will negotiate rates with the carrier.
3. Payment of all charges for Reconsignment/Diversion will be the responsibility of the consignor/consignee requesting this service.

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**ITEM 185**

**REDELIVERY (RCL)**

1. When a DOD shipment is tendered for delivery and through fault of the consignee such delivery cannot be accomplished, no further tender will be made except upon request.
2. Carrier will notify consignee that the shipment is on hand not later than the next business day after the day delivery was attempted and arrange for a mutually-agreeable redelivery date. Notification will be made by telephone, where practicable, or otherwise by telegraph or mail. If redelivery is not accomplished or if forwarding instructions are not furnished carrier within 24 hours of notification that the shipment is on hand, the shipment will be subject to Storage charges in ITEM 220.
3. When authorized by consignee, the charge for Redelivery shall 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. If, after being notified that the shipment is on hand, the consignee elects to pick up the shipment at carrier's terminal, no redelivery charges will apply.
5. If the shipment is undeliverable because the identity of both the consignee and the consignor is unknown, the provisions of ITEM 65 will apply.
6. When instructions are furnished carrier ordering return of the shipment to consignor at original point of origin, carrier will assess the line-haul rate applicable to the original inbound movement or applicable tender rate for the return movement, whichever is lower. Carrier shall obtain a properly executed BL from the party ordering the return movement.

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**ITEM 190**

**RELEASED VALUE RATES**

1. To induce a reduction in carrier rates for the movement of military cargo, the DOD agrees to accept the limitations in carrier liability for loss and/or damage as outlined below. Released value is one of the factors used by SDDC in selecting the lowest cost carrier when routing military cargo shipments. All other selecting factors being equal, the carrier that offers, through the terms of its tender, the greatest cargo protection to DOD shippers will be selected as the lowest cost carrier.
2. DOD UNIQUE COMMODITIES. Except as otherwise provided in this ITEM, commodities identified as DOD unique commodities in the DOD tender preparation instruction have been assigned the released value applicable to that commodity in the NMFC, or the released value has been designated by DOD as a reasonable amount to which the commodity will be released. In submitting tenders to DOD for those commodities designated as DOD unique commodities, carriers will, on Line 14 of the tender form, show the DOD unique commodity item number, a brief commodity description, and DOD designated released value. This information will be shown exactly as printed in the DOD tender instructions. When a DOD unique commodity description does not include a released value statement, Line 15 on the tender form will not be completed and carriers will assume full common carrier liability. NMFC commodity descriptions will not be used when there is a DOD unique commodity description covering that commodity.
3. Except as otherwise provided in this ITEM, or the DOD tender instructions, DOD tenders for other than DOD unique commodities for which no released value statement is provided in the NMFC, will be subject to full common carrier liability unless the filing carrier completes Line 15 of the tender form. If the filing carrier chooses to limit his liability, then any amount not less than \$2.50 per pound per article may be entered on Line 15 of the tender form.
4. Except as otherwise provided, carriers filing DOD tenders for specific commodities, other than DOD unique commodities, for which there is a released value specified in the NMFC, may limit their liability as specified in the NMFC by including that

statement of liability limitation in the commodity description on Line 14 of the DOD tender form, along with the NMFC item, and sub number, as appropriate. Released value amounts stated in the NMFC may not be altered or changed by the filing carrier. If the filing carrier limits its liability in this manner, then Line 15 of the DOD tender will not be completed.

5. Specific commodity tenders filed with DOD for the movement of vehicles described below in motor haulaway/truckaway service, will be subject to a released value not exceeding \$20,000 for each vehicle in the shipment.

- a. Passenger automobiles
- b. Ambulances
- c. Hearses
- d. Taxis
- e. Buses
- f. Bus chassis
- g. Freight automobiles
- h. Trucks
- i. Truck chassis
- j. Truck trailers
- k. Trucks and trailers combined
- l. Tractors
- m. Tractors and trailers combined; and

n. Trucks and/or trailers containing or having mounted thereon radar or other electronic equipment, gun control apparatus, cranes and wrecking equipment, firefighting apparatus, hospital, medical, and/or rescue equipment, chemical processing and analyzing equipment, maintenance or repair equipment.

Carriers filing specific commodity tenders to cover vehicles in motor haulaway/truckaway service will insert as part of the commodity description "Released value not exceeding \$20,000 per vehicle in the shipment", on Line 14 of the DOD tender form. Carrier shall make no entry will be made in Line 15 of the DOD tender form.

6. Any inconsistency between this ITEM and statements inserted by the carrier in the DOD tender form shall be resolved by giving precedence to this ITEM.

7. Instructions shall be sufficient to release an applicable shipment to the values established for the commodity described on the BL, without the necessity of the shipper providing a released value statement on the BL. See the Code of Federal Regulations, Title 41, Subpart 101-41.302-3(e). If a value exceeding the released value is stated on the BL, this valuation shall control; and the following excess value charges will apply:

Excess Released Valuation

- a. Released to a value exceeding \$20,000 per each vehicle in the shipment.
- b. Except as provided in (2) above, or in ITEM 130, released to a value exceeding the value that may be stated in Line 14 or Line 15 of the DOD tender.

Excess Valuation Charges

Base transportation rate in carrier tender, plus an excess value charge of 15 cents for each \$100 or fraction thereof by which the declared value of the shipment exceeds \$20,000 per vehicle.

Base transportation rate in carrier tender, plus an excess charge of 15 cents for each \$100 or fraction thereof by which the declared value of the shipment exceeds that for which the base transportation rate applies.

8. In determining carrier liability for loss and/or damage, according to the released value provisions herein, the DOD tender, and/or NMFC, the word "article," as used in the NMFC, will be synonymous with the word "commodity." In the event of loss and/or damage to a DOD shipment or portion thereof, the amount recoverable shall be: (a) the applicable released value (when stated in dollars and cents per pound on Line 14 or Line 15 of the tender) multiplied by the gross weight of the shipment, but no more than the loss or damage actually sustained; or (b) the declared value of the vehicle(s) and/or shipment when stated on the BL, but no more than the loss or damage actually sustained (see Paragraph 6 of this ITEM); or (c) the released value of the vehicle(s) identified in Paragraph 4 of this ITEM, but no more than the loss or damage actually sustained.

9. FAK shipments, described with DOD Unique Commodity Code Nos. 999912, 999912 Sub 1, 999913, and 999913 Sub 1, will be subject to the cargo liability provided in ITEM 130. FAK shipments will be considered a single commodity in determining carrier liability, except that the gross weight of any vehicle (identified in Paragraph 4) included in the FAK shipment will not be used when determining carrier liability for the balance of the FAK shipment. A shipment consisting of FAK and non-FAK commodities shall also be regarded as a single shipment.

10. Under the FRV program, the Carrier is liable for the greater of :

- a. \$5,000 per shipment, or
- b. \$4.00 times either the net weight of the HHG shipment or the gross weight of the unaccompanied baggage shipment, in pounds, not to exceed \$50,000.

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**ITEM 195**

**RELOCATION OF VEHICLE (RLS)**

(Applies only to trailers dropped by carrier for loading/unloading)

Carriers will provide Relocation of Vehicle (trailer spotting) service, to move a vehicle from one platform doorway or shipping room to another, upon request of consignor or consignee. A charge of RLS(1) \$\_\_\_\_\_ will be assessed by the carrier for each relocation and must be supported by consignor's or consignee's certification on the BL that the service was requested and performed.

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**ITEM 205**

**SEALING OF VEHICLES**

1. For sealing of vehicles or dromedaries on shipments requiring Exclusive Use, see ITEM 105.
2. For sealing of vehicles for shipments that do not require Exclusive Use, the BL should be annotated:

"Shipper seals applied. Carrier may remove seals and replace with equivalent seals. Carrier must annotate seal changes on the BL. Application of shipper seals does not constitute a request for Exclusive Use of Vehicle".

3. Vehicles sealed either by shipper or carrier may not be construed as requiring Exclusive Use.

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**ITEM 209**

**SPLIT DELIVERY (SDL)**

1. At the request of the consignor or consignee by annotation on the BL, the carrier agrees to deliver at more than one location within the confines of the same receiving installation or facility.
2. For each Split Delivery provided, excluding the final delivery, a charge of SDL(1) \$\_\_\_\_\_ will apply.
3. Split Delivery may be required in conjunction with stop-off service.

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**ITEM 210**

**SPLIT PICKUP (SPU)**

1. At the request of the consignor on the BL, the carrier agrees to pick up at more than one location within the confines of the same shipping installation or facility.
  2. For each Split Pickup provided, excluding the initial pickup, a charge of SPU(1) \$\_\_\_\_\_ will apply.
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**ITEM 215**

**STOP-OFF IN TRANSIT (SOC)**

1. Stop-off in transit service (SOC) consists of up to three stops between origin and destination to complete loading and/or to partially unload DOD shipments. Stop-off service will be accorded only on shipments subject to truckload rates and/or charges when such service is specifically requested on the bill of lading by the shipper.

2. Charges

a. Line-haul

(1) When rate qualifiers are based on weight or volume (e.g. DH, 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. DZ, 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. Stop-off Charges. The charge for stop-off service will be SOC(2) \$\_\_\_\_\_ for each stop, excluding the initial pickup and the final delivery.

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**ITEM 220**

**STORAGE (SRG)**

1. Freight held in carrier's possession by reason of an act or omission of the consignor, consignee or owner, or for customs clearance, inspection, or for any reason not the fault of the carrier, will be considered to be stored, subject to the following conditions:

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

b. Storage charges on undelivered freight will begin on the first business day after notice of arrival is provided, except that no charges under this ITEM will be made when actual delivery is accomplished within 24 hours after such notice of arrival has been given.

c. No storage charges will be assessed when delivery cannot be accomplished due to riots, acts of God, the public enemy, the authority of law, the existence of violence, or such possible disturbance as may tend to create reasonable apprehension of danger to persons or property.

d. Storage charges under this ITEM will end when carrier is enabled to deliver or transport the freight as a result of action taken by the consignor, consignee, owner, or customs official.

e. DOD freight cannot be sold by carrier to satisfy storage or other transportation charges nor be placed in a public warehouse.

2. Freight stored in the carrier's possession after free time has expired 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, subject to a minimum charge of SRG(2) \$\_\_\_\_\_ per shipment.

b. Shipments weighing 10,000 pounds or more will be subject to Storage charges of SRG(3) \$\_\_\_\_\_ per day per shipment, subject to a minimum charge of SRG(4) \$\_\_\_\_\_ per shipment.

**ITEM 225**

**SUBSTITUTED SERVICE**

1. Substituted service is the transportation of a shipment in whole or in part by a mode other than motor. The conveyance containing the shipment may itself be transported in or on another conveyance. This service is provided at the option of the carrier, and shall not result in additional charges to the government.

2. Substituted 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 (Classes A, B or C) explosives, ammunition, or fireworks, or;

b. The "VIA" space on the BL has been annotated by shipper: "Substituted service not to be used."

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**ITEM 228**

**TOWAWAY SERVICE (TOW)**

1. Towaway Service is the transportation of DOD freight when the cargo is towed by truck-tractor, but not loaded in or on carrier equipment.

2. In addition to this ITEM, movements via towaway mode ("T") (Equipment Codes A5 and A6) are also subject to all applicable rules appearing in this publication.3. Towaway service will apply only to Government-owned or Government-leased trailers.

3. All expenses due to tire or mechanical failure, structural defects, or other failure to properly maintain the vehicle transported are to be paid by the shipper and are subject to the detention charges in ITEM 85.

4. Shipper should equip towed trailer with mud flaps and/or lights if shipment is to travel through any area where these features are required by any federal, state, or local regulation. If shipper fails to do so, carrier shall install required mud flaps for a fee of TOW(1) \$35.00 per pair and required lights for a fee of TOW(2) \$35.00 per trailer. Carrier may remove these temporary additions at destination.

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**ITEM 230**

**TRANSPORTING CLASS I (EXPLOSIVES) ON A TEMPERATURE**

**CONTROLLED CONVEYANCE**

Transporting Class I explosives equipped with temperature control vehicles (reefers), which are capable of heating and cooling the cargo area, carrier must be in compliance with 40 CFR Part 177.834 (1)(l), prior to loading class I explosives on a temperature controlled conveyance.

- a. Motor vehicles equipped with a cargo heater of any type may transport Class I explosives only if the cargo heater is rendered inoperable by draining or removing the cargo heater fuel tank and disconnecting the heater's power source.
- b. Unless transported under a DOT Special Permit (DOT-SP), Competent Authority Approval (CAA), or when temperature control vehicles are provided for transporting Class I explosives, carriers must ensure that the heating unit is disconnected prior to loading.
- c. If the cargo heater is operational, the load shall be refused until the heating unit is disconnected. This requirement will be annotated on the DD Form 626, Item "12(t): Other," "Heating Unit," which will be rejected because it is operational, contrary to 49 CFR 177.834 (1) (l).

**ITEM 231****TRANSPORTATION FACILITIES GUIDE (TFG)**

Carriers must review and comply with TFG local installation policies and operating hours prior to delivery or pick-up. Failure to comply with this requirement may result in delays and/or non-compensation. Carriers must ensure they are in compliance with each installation's policy.

**ITEM 240****VEHICLES FURNISHED BUT NOT USED (VFN)**

1. When a carrier, upon shipper's request, furnishes a vehicle and through no fault of the carrier the shipper cancels loading/movement of the vehicle, the carrier will be entitled to a charge of VFN(1) \$\_\_\_\_\_ per mile for each vehicle furnished and not used, from point of dispatch to the scheduled loading point, or the line-haul transportation charge applicable from the scheduled loading point to the scheduled destination (whichever is lower). If charge VFN(1) produces the lower charge, carrier will identify the point of dispatch and its SPLC.
2. In lieu of VFN(1), carrier may establish a flat charge of VFN(2) \$\_\_\_\_\_ for each vehicle furnished and not used. This flat charge may not exceed the line-haul transportation charges applicable from the scheduled loading point to scheduled destination. If carrier chooses VFN(2), carrier shall not complete VFN(1).
3. Claim for collection of charges under this ITEM shall be supported by shipper's certification of cancellation.
4. VFN charges will not apply when:
  - a. A vehicle is rejected by the shipper under ITEM 120.
  - b. Notice of cancellation is received by the carrier prior to actual dispatch of vehicle from carrier's terminal.
  - c. Carrier is inbound with a loaded trailer which is scheduled for outbound loading from the same installation.

**ITEM 250****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 carrier 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, carrier may submit charges for return mileage via an eBill through PowerTrack.

- b. When a carrier verifies weight and discovers a discrepancy between the verified weight and the weight shown on the BL, the carrier 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 carrier's review of the actual freight at origin, the carrier 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 carrier 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 carrier 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 carrier fails to meet the notification requirements outlined above, the carrier will not be paid for the extra weight and/or size.
  4. If a carrier is fined for being overweight on shipments loaded by DOD at the first weigh scale not located at a weigh station, carrier may issue an eBill through PowerTrack for an amount equal to the fine. It will be the responsibility of the carrier to issue supporting documentation to origin TO prior to payment of fine through PowerTrack. It will be the responsibility of the driver to ensure obvious discrepancies in weight are resolved prior to departure at origin.
  5. If a carrier does not verify weight of the shipment, DOD will not be responsible for any fines or penalties associated with excess gross vehicle weights.



**SECTION 4**  
**RULES: SPECIAL**  
**PART A**  
**MOVEMENTS OF**  
**AMMUNITION, CHEMICAL MUNITIONS, FIREWORKS, AND EXPLOSIVES**  
**(CLASS 1, DIVISIONS 1.1, 1.2, 1.3, AND 1.4) (CLASSES A, B, AND C);**  
**CLASSIFIED, PROTECTED (SENSITIVE), AND RADIOACTIVE MATERIAL;**  
**AND OTHER DANGEROUS ARTICLES**

*For Explanation of Abbreviations, Codes, Definitions, and Reference Marks*

*See Section 5*

**ITEM 300**

**APPLICATION**

1. The rules and regulations provided in Part A of this Section are applicable to DOD movements of Class 1, Divisions 1.1, 1.2, 1.3, and 1.4 (Classes A, B, and C) Explosives, Ammunition, Fireworks, Chemical Munitions, Classified and Protected (Sensitive) Material, Radioactive Material, and other Dangerous Articles. The term "other Dangerous Articles" shall include, but not be limited to, the following: Flammable Liquids, Flammable Solids, Oxidizing Materials, Corrosive Liquids, Compressed Gases, and Poisonous Substances.
2. 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 carrier shall utilize the applicable mileage as calculated by DTOD Hazardous Materials Routing Module.
3. Carriers are responsible for delivering all AA&E shipments moving under SNS, on or before the established Desired Delivery Dates (DDD). In the event a shipment is erroneously tendered without a DDD, carriers are required to meet the time standards published in the DOD Standard Transit Time Guide. The standard transit times are the maximum allowed times that AA&E shipments will transit between origin and destination. Shippers will provide a Required Delivery Date (RDD) for AA&E shipments that require transit times shorter than the maximum allowed times. The shipper will annotate the RDD in the remarks block on the shipping documentation. Failure to meet established DDD / RDD may result in carrier performance action IAW Chapter 207, DTR. For monitoring purposes the time standards will start on the actual shipment pick-up date.

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**ITEM 305      ARMS, AMMUNITION, AND EXPLOSIVES (AA&E) SHIPMENT DELIVERY (DEL)**

1. The carrier is responsible for providing the consignee with adequate intransit delivery notification for all AA&E shipments. At a minimum, the carrier shall contact the consignee during consignee-designated hours 1 working day in advance of anticipated AA&E shipment delivery and when updates or changes to the delivery schedule occur. For shipments that fall within a same day delivery radius, the carrier shall contact the consignee within one (1) hour of shipment pick-up and provide an estimated time of delivery. Shipments should be delivered during hours as designated by the consignee; however, when a shipment arrives at an installation during other than consignee-designated hours a temporary holding area will be provided for shipments that cannot be unloaded immediately. These areas are subject to the regulation of the cognizant military service for handling and safeguarding explosives. The installation will provide safety and security protection as outlined in the Defense Transportation Regulation, Part II, Chapter 205. Responsibility for the shipment will remain with the carrier until formal delivery of the shipment has been affected. When AA&E shipments are prevented from being delivered during consignee-designated hours, for the convenience of the Government, the carrier may submit the following charges:

a. If the destination activity requires the driver(s) to stay with the shipment in order to provide continuous attendance, or guard service, the carrier may charge a DEL(1) \$ \_\_\_\_\_ per hour or any portion thereof. These per hour charges are subject to the following provisions:

- (1) Proper consignee delivery notification must occur during consignee-designated hours.
- (2) Shipment must be made available to the consignee for delivery at least one hour before the scheduled end of the consignee-designated day.
- (3) Per hour charges are continuous (to include weekends and holidays) until such time that the consignee is capable of unloading the shipment.
- (4) Once the conveyance is placed for unloading, the per hour DEL charge shall cease and free time, as outlined in Item 85, shall commence.

b. If through no fault of the carrier, a shipment of AA&E freight is turned away from destination and must be diverted or redelivered, and the carrier is required to transport the shipment to and from an approved secure holding area, the carrier will be entitled to collect charges in addition to those applicable on the movement from origin to the initial destination. Such charge will be calculated based on the applicable linehaul per mile charge multiplied by the DTOD hazmat mileage to and from the directed available secure holding, subject to a minimum charge of DEL (2) \$ \_\_\_\_\_ per diverted or redelivered power

unit movement. Redelivery charges (RCL) ITEM 185 will NOT apply. The carrier shall be entitled to charges DEL (1) if the carrier vehicle arrives at the secure holding area and the driver is required to remain with the vehicle.

2. In order to be eligible for the charges noted above the carrier must not have missed the scheduled delivery appointment, if applicable.

3. The charges noted above must be pre-approved by SDDC and are billable to the consignee via the PowerTrack eBill process. Carrier will notify SDDC when it becomes evident that the shipment will not be accepted by consignee. The carrier must provide the following information telephonically at 1-800-526-1465 or via e-mail to:

[mtfeconusc@SDDC.army.mil](mailto:mtfeconusc@SDDC.army.mil)

- a. Bill of Lading Number
- b. Origin Point of Contact Information
- c. Destination Point of Contact Information

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### **ITEM 310**

### **ASSISTANCE TO CARRIERS**

1. **Type of Service Provided.** 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 Government-owned shipments being transported or stored by carriers. Regulations of the military services prescribe policies, responsibilities, and procedures for the disposal of explosive ordnance material and commercial shipment of explosive-contaminated scrap metals.

2. **Carrier's Responsibility.** Assistance given in accordance with paragraph 1 above will be for carrier's account, and carrier may be held responsible for all expenses incurred by the Government, including salaries and wages paid by the Government. DOD personnel act and perform in these instances as carrier's agents. Government personnel assigned to assist carriers will retain their status as employees of the United States Government and, as such, will be entitled to the benefits as provided by law. The Government will not recognize or submit to any action for property damage in connection with such assistance furnished, when actual labor supervision or other services are performed at the carrier's request.

3. **Arrangements for Assistance to Carriers.** When Government personnel are called upon to give assistance to a carrier, the TO will prepare a self-addressed letter in the form of a request for Government service, including the important points in paragraph 2 above, to be signed by the carrier's representative. The letter will state clearly that the carrier acknowledges responsibility for performance of the services requested from the Government, and that performance of the services by Government personnel does not relieve the carrier 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. **Collection from Carriers for Services Rendered.** Collection of sums of money for services rendered under this ITEM will be in accordance with the proper finance office procedure under the regulations of each military service.

5. **Services Furnished without Charge to Carriers.** Carrier will not be billed or held responsible for any service performed by DOD personnel that was not requested by the carriers, such as dispatching of representatives to observe transfer of load or to suggest corrective measures in connection with seal breakage, shifting of loads or bracing, accidents, or other adjustments.

6. SDDC will coordinate requests from carrier representatives or dispatchers for secure holding during emergencies, such as when military (or, upon request, other Federal) shipments of Class 1, Division 1.1, 1.2, 1.3, or 1.4 (Classes A, B, or C) explosives are endangered by civil disturbance or natural disaster or prevented from proceeding to destination by circumstances beyond the control of the carrier. SDDC will identify suitable installations for secure holding from the Transportation Facilities Guide, obtain the necessary authorizations, and then advise the carrier of the secure holding location and point of contact.

a. The carrier will notify the consignor and consignee of the delay.

b. The provision of secure holding does not relieve the carrier of liability under the contract of carriage, nor does DOD assume responsibility for the shipment or equipment, so long as terms and conditions of providing secure holding are not inconsistent with carrier's contract of carriage. The secure holding accorded is strictly temporary. The vehicle must be removed from the military premises as soon as the installation commander or appropriate civil authority determines that the shipment is no longer endangered by local conditions.

c. Vehicles accorded secure holding will be parked inside an appropriate security area, preferably a fenced area. When required, installation security will be extended to provide reasonable protection. The compatibility restrictions and quantity-distance requirements of DOD Manual 6055.9 STD, as implemented by service directives, will be observed. Shipping documents will be examined to prevent surreptitious entry of any unauthorized shipments into the installation/activity. It will be within the prerogative of the installation commander to permit carrier personnel to remain with the vehicle for constant surveillance purposes or to decline to extend secure holding. Similarly, inspection provisions will be applied.

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**ITEM 311**

**ARMED GUARDS**

1. DOD/SDDC approved terminals that are used for in-transit holding of DOD shipments containing any quantity of arms, ammunition, and explosives must provide armed guards.

2. Terminal shall maintain a minimum requirement of two qualified professional armed guards on duty 24 hours a day, 7 days a week. Guard force personnel shall patrol restricted and controlled areas at intervals not to exceed one-hour. The guard force will provide around-the-clock coverage. Guards shall be professionals and will be afforded formal training and provided specific standing operating procedures. At a minimum, training will encompass the care and use of weapons, as required, responsibility and authority of security personnel, location and use of first aid, fire control and electronic security equipment. Guards will be educated on emergency planning and contingency response procedures, common tactics, and indicators of criminal and terrorist elements. They will be aware of the location and nature of classified, hazardous and sensitive equipment or material. Security force personnel will be provided with equipment necessary to accomplish the security mission. Guards will have a direct communications link to either their company headquarters or commercial security service dispatcher at all times in case of emergency. Hourly communications checks will be performed after normal working hours. Additionally, they will be provided with a reliable secondary means of communication when conducting security checks/patrols of the terminal surroundings.

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**ITEM 312**

**TERMINAL SECURITY STANDARDS FOR INTRANSIT HOLDING OF ARMS,  
AMMUNITION AND EXPLOSIVES (AA&E) BY COMMERCIAL MOTOR  
CARRIERS**

1. The below are the minimum required security standards for commercial carrier terminals to handle Security Risk Categorized (CAT) III, IV, and Uncategorized Division 1.1, 1.2 and 1.3 Arms, Ammunition and Explosives up to a maximum of 100 hours. No CAT I or II shipments are allowed in carrier terminals. All terminals must have professional armed guards as stated in ITEM 311.

a. The carrier shall maintain a comprehensive facility security plan, approved by the Surface Deployment & Distribution Command (SDDC) based on Transportation Safety and Security (TRANSS) team initial certification inspection and revalidated during annual follow-up visits. The plan will contain a detailed security diagram of the terminal, showing controlled and restricted areas, security force locations, and locations of Intrusion Detection System (IDS) and Closed Circuit TV (CCTV), as appropriate. It will address the specifics as to the terminal's implementation of the below standards. Components include:

- (1) Access Control
- (2) Guard Force standards, qualification, training, equipment.

- (3) Fencing
- (4) Lighting
- (5) Barriers (e.g., jersey concrete barriers, etc.)
- (6) Key and lock control
- (7) Emergency communications
- (8) Emergency power
- (9) Emergency response forces
- (10) Procedures for response to terrorism/criminal threats or other emergencies

b. General: AA&E shall be afforded double barrier protection. General terminal areas will be designated “controlled areas” and 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 a minimum of 20 feet in height. The restricted area will also be protected by its own perimeter fence located on top of the earth-graded berm. The entrance into the restricted area will be constructed in such a way that it prevents a straight drive / view into the parking area. Since the guards do not have direct unobstructed view of the entire area, the restricted area will have a color CCTV system to provide enhanced security over the parking area. Administrative buildings that are located within the terminal, maintenance facilities and terminal guard stations will be included within the controlled area and provided CCTV coverage. Structures used by security forces will be of substantial construction (i.e. masonry or shielded) to mitigate any threat from small arms fire.

c. Warning Signs: Warning signs shall be posted at each entry point and along the terminal perimeter where they can be easily seen and understood by anyone 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. The wording of the signs will denote warning of a restricted area. Warning signs will be posted at intervals not to exceed 100 feet.

d. Access Control: The carrier shall establish strict personnel and vehicle access measures for both controlled and restricted areas in the terminal. At a minimum, photo identification cards will be required for all company employees and worn during the performance of their official duties. Visitors and vendors will be logged in and out, and will either require escort or a temporary visitors badge which will be prominently displayed at all times prior to being granted access to terminal facilities. Visitor logs will be retained on file for a period of not less than one year and will be subject to audit during external reviews or inspections. No privately owned vehicles will be granted access to the “restricted area”. Visitor verification procedures will be established by the motor carrier company headquarters. Procedures must include prior notification of all visitors requesting entry to terminals holding DoD shipments and be validated by SDDC Operations Center Fort Eustis’s Carrier Assistance Hotline (telephone 1-800-524-0331). The only exception to this strict DoD visitor verification procedure is that any facility regularly visited by Defense Security Service Agents or DSS Credentialed Representatives that can be verified by personal recognition will be allowed. However, if there is any doubt as to the validation of an individual, including DSS personnel, then verification must be made through the SDDC Operations Center Fort Eustis’s Carrier Assistance Hotline.

e. Fencing: All 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 ten feet apart. Fence mesh fasteners will not be of aluminum construction. 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. A top guard 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. When buildings form part of, or are incorporated into perimeter barriers they will provide protection comparable to the adjacent associated fence line. Such 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 such structures will have anti-intrusion barriers such as razor wire or barbed wire.

(1) The number of gates and perimeter entrances shall be the minimum required for safe and efficient operation of the terminal facility. Active perimeter entrances must be designated so that the guard force maintains full control. Semi-active

entrances must be locked on the inside when not in use. When closed, gates and entrances must provide a barrier structurally comparable to their associated barriers.

(2) Sewers, air and water intakes, exhausts and other utility openings of ten inches or more in diameter that pass through or under perimeter barriers shall have security measures equivalent to that of the perimeter.

(3) Clear zones shall be maintained on both sides of the perimeter barrier to provide an unobstructed view of the barrier and ground adjacent to it. Clear zones will be kept free of weeds, rubbish, vehicles, containers, pallets, trash receptacles, or other material capable of offering concealment or assistance to an intruder attempting to breach the barrier. A clear zone of 20 feet or more shall exist on both sides of the perimeter barrier. A 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. When it is impossible to have adequate clear zones because of property lines, topography, natural or man-made features, it will be necessary to increase the height of the perimeter barrier, increase security patrol coverage, add more security lighting or install an intrusion detection device along that portion of the perimeter.

f. Lighting: Protective lighting shall be installed to discourage or deter attempts by intruders, make detection likely if entry is attempted and prevent glare that may temporarily blind guards. Security lighting will be automatically timed and controlled to provide illumination from dusk until dawn. Lighting will not unnecessarily expose/silhouette guards or other terminal personnel to targeting by criminal/terrorist elements. Lighting will illuminate the area beyond the terminal perimeter to the outer edge of the clear zone that extends 25 feet beyond the terminal fence. If mercury vapor lights or any other lights that require more than 5 minutes to cycle through a cool down process when power is disrupted, emergency halogen lights must be utilized to provide limited lighting of the restricted area during this process. The carrier will have a professional security firm perform a lighting survey of each terminal facility, and a lighting plan will be approved by SDDC during the initial terminal certification inspection.

g. Power: Primary and alternate power sources shall be identified. The primary source may be a local public utility. An alternate source will be provided to start automatically upon failure of the primary power, adequate to power the emergency communications systems, CCTV cameras and monitor, guard building lighting, and the entire controlled and restricted area lighting system. An uninterrupted power supply will be provided to eliminate the delay associated with CCTV cameras and monitor settings or reset back to their default settings during power disruptions. The alternate source will be equipped with adequate fuel storage and supply, be periodically tested (minimum of every 6 months) under load to ensure effectiveness and located within the controlled area for additional security. All electrical cabling and telephone lines within ten feet of the ground will be encased in metal conduit to preclude lines from being manipulated/cut.

h. Key and Lock Control: A formal key and lock control system shall be established for the terminal. The terminal manager or facility security officer will be designated in writing as the responsible employee to control keys and locks. Possession of keys and locks will be limited to personnel whose official duties require access to them. Only DOD approved locks and locking devices to include hasps and chains will be utilized to safeguard AA&E temporarily stored within the terminal. When unattended or not being used, keys and padlocks will be stored in a locked metal container or key depository. In the event of lost, misplaced, or stolen keys, the affected locks or locking devices will be replaced immediately. Lost keys will be immediately reported to the terminal manager or his/her designee. The use of a master key or multiple key system is prohibited. Keys will be signed out as needed to authorized employees on a key control register. A 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% physical inventory of all keys and padlocks will be performed on a monthly basis. Documents used to control keys and locks will be retained on file for a minimum of one year.

i. Communications: Terminals shall provide a means of alerting local law enforcement and/or emergency response forces to the presence of intruders immediately. The terminal manager will identify and coordinate with the backup force capability. The terminal shall have the following emergency communications:

(1) A duress system that includes a Satellite Monitoring (SM) unit with panic button will be located at the guard post linked to the Defense Transportation Tracking System at the main guard post and a portable unit 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 SM unit may be a cellular phone or radio-telephone.

(2) An intercom system for communications between guard office and primary vehicle entry gate.

j. Vehicle Inspections: Undercarriage inspections shall be performed on all vehicles entering the controlled and restricted areas.

k. Employee Investigations: All terminal employees responsible for the transportation, handling and or storage of Security Risk Category (CAT) shipments; and other sensitive cargo, shall have a background investigation conducted in accordance with background investigative requirements listed in Section II of this rule publication.

2. **Additional Security Requirements during Elevated Threat Levels**: In the event of either a Department of Homeland Security nationwide elevated threat level of “Orange” or “Red”; or a specific identified threat associated with the terminal facility or area, coordination shall be made with contract security force, local, county or state law enforcement officials to provide an additional armed security guard until the situation can be resolved. In addition, coordination shall be effected to immediately install a vehicle barrier system (i.e., cement barriers, water-filled barriers, etc.) to slow vehicles that are approaching the terminal facility entrance.

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**ITEM 314**                    **TERMINAL SAFETY STANDARDS FOR INTRANSIT HOLDING OF ARMS, AMMUNITION AND EXPLOSIVES (AA&E) BY COMMERCIAL MOTOR CARRIERS**

1. The below are the minimum required safety standards for commercial carrier terminals to handle Division 1 Ammunition and Explosives. Additional requirements for Division 1.1 and 1.2 are in paragraph 2 below.

a. The carrier shall maintain a comprehensive facility site plan, prepared and approved by the Surface Deployment & Distribution Command (SDDC) based on Transportation Safety and Security (TRANSS) initial certification inspection and revalidated during annual follow-up visits. Additionally, the terminal will maintain the terminal approval certificate or other approval issued by a state or local HAZMAT approving authority and will make it a part of their plan. SDDC will share results of initial and follow-up facility inspections with the approval authority. The site plan shall consist of the following as a minimum:

(1) Description of the business of the terminal and any nearby DOD installations/activities that it serves.

(2) Maximum Net Explosive Weight (NEW) to be held in the terminal. This is the NEW for which the carrier is seeking approval by SDDC. DOD shipments held in a terminal for longer than 4 hours will not exceed the SDDC-approved NEW limitations. It is SDDC policy that carriers shall hold the minimum number of explosives vehicles for the minimum amount of time in carrier terminals.

(3) Terminal diagram, to include a detailed layout, with measurements, of the terminal boundary. This should include buildings and places where people work, congregate or assemble (inhabited buildings) in and highways, roads, alleys, bridges, tunnels, and overpasses (public travel routes) around the terminal. A terminal planning to handle Division 1.3 and 1.4 items must not be located within 300 feet of any of these inhabited buildings and public travel routes. A terminal planning to handle Division 1.1 and 1.2 items must further comply with the more stringent inhabited building and public travel route distance requirements in paragraph 2, below.

(4) Designation of the terminal area(s) involved in temporary storage of the explosives and handling (movement of containers), administrative areas, and any other areas where people are located.

(5) Number(s) of personnel in each area involved in (4), above.

(6) A copy of the state, or local HAZMAT approving authority’s approval to operate.

(7) A copy of the overall terminal safety SOP, to include but not limited to the emergency and evacuation plan and employee safety training SOP or plan. All emergency and evacuation plans and a validation of emergency contact numbers shall be conducted at a minimum of twice a year.

b. The following general safety precautions shall be taken in the terminal:

(1) The terminal shall have a clear zone 20 feet inside and 20 feet outside of the perimeter that is clear of weeds, brush, vegetation or other combustible materials.

(2) The terminal shall have “NO SMOKING” signs that include emergency response telephone numbers to be called in the event of a fire.

(3) All terminal employees shall be made aware of the hazard classification of explosives in each vehicle in the terminal and the hazard posed by them. They shall have been instructed in the measures and procedures to be followed in order to protect the public from those dangers.

(4) A vehicle that is capable of moving the explosives trailers shall be kept at the terminal at all times. All terminal personnel shall be familiar with the vehicle and trained in its use to move explosives vehicles where required. This vehicle shall not be parked within 25 feet of an explosives vehicle.

(5) Fire protection equipment capable of handling incipient fires shall be provided to include fire extinguishers consistent with the terminal’s design. Extinguishers shall have rating of at least 4-A:70-B:C and be located so as to be accessible to responders at locations throughout the terminal. An adequate water supply shall be available in addition to the portable fire extinguishers.

c. The following rules apply to parking vehicles in the terminal:

(1) Each vehicle entering a terminal will undergo a safety inspection. At a minimum, the vehicle shall be checked for hot tires, hot wheel bearings, hot brakes, excess oil or grease, safety defects, or any damage to the vehicle or cargo. All safety defects or hazards shall be corrected on the spot so as not to endanger personnel in the terminal.

(2) Parked trailers shall have a spacing of 5 feet, side-by-side or back-to-back. Parking shall be maintained so as to not require the moving of one vehicle in order to move another vehicle.

(3) Trailers in the terminal shall be maintained in highway condition, including placarding.

(4) No vehicle transporting other hazardous materials, including commercial explosives, shall be parked in a terminal unless the materials being transported are compatible with explosives.

d. The following rules apply to control of ignition sources in a terminal:

(1) Except for minor repairs, no other repair work shall be performed on any vehicle parked in a terminal. Any repair work involving cutting or welding, operation of the engine, or electrical wiring shall be performed outside the terminal.

(2) Smoking, matches, open flames, spark-producing devices and firearms shall be prohibited inside or within 50 feet of the terminal. As an exception, terminal security personnel and law enforcement authorities shall be permitted to carry firearms.

(3) Electric service lines shall not pass directly overhead of the terminal, and those nearby shall be no closer than the length of the lines, unless an effective means of ensuring that energized lines, on breaking, cannot come into contact with vehicles parked in the terminal.

e. The terminal manager will provide initial training for all employees within 5 days of employment and at least annual refresher training thereafter. It shall include:

(1) General HAZMAT awareness, munitions-specific, and safety training for munitions shipments as spelled out in Title 49 CFR, subpart H, Sections 172.700 through 172.704, and this standard.

(2) Emergency response procedures in accordance with the U.S. Department of Transportation Emergency Response Guide as well as emergency information contained on DOD shipping documents.

f. The carrier shall have an extensive terminal emergency plan that includes a fire response plan, emergency communications, and power back-up. The terminal manager shall conduct periodic training on the plan and hold realistic quarterly “table top” exercises involving all agencies supporting the terminal during an emergency situation. Written emergency instructions shall be posted and readily accessible to all employees.

g. The carrier will undertake *no* handling of DOD ammunition and explosives beyond the transfer of containers. In the event that emergency conditions require the opening of a trailer or container containing DOD ammunition and explosives, the carrier will contact the shipper and destination transportation officer immediately.

h. The carrier will use Material Handling Equipment designed for the terrain and weight of the container when transferring containers of DOD ammunition and explosives.

**2. Standards for Division 1.1 and 1.2 Explosives:**

a. In addition to the above standards, Figure 314 identifies the unbarricaded distances from inhabited buildings, public highways, and passenger railways will apply to all DOD HAZARD Division 1.1 and 1.2 explosives temporarily stored (100 hours or less) in carrier terminals. A carrier terminal holding Division 1.1 and 1.2 explosives will be designed to temporarily store, at a minimum, 30,000lbs Net Explosive Weight (NEW). This equates to 1,250 feet minimum separation from inhabited buildings and 750 feet minimum separation from public traffic routes (highways, streets, alleys, roads, and railroad tracks). The carrier may elect to store greater amounts of NEW. The figure below will be used to determine separation distances for greater amounts of NEW.

**(Figure 314) Table of Distances for DOD Explosives in Carrier Terminals**

| Net Explosive Weight (NEW) lbs | 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                 |

| Net Explosive Weight (NEW) | Inhabited Building Distance (IBD) | Public Travel Routes (PTR) |
|----------------------------|-----------------------------------|----------------------------|
| 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                 |

**Note: Carrier terminal design limits shall not exceed 250,000 lbs NEW.**

b. The terminal shall have lightning protection sufficient to protect the entire area where trailers and / or containers containing explosive shipments may be parked from lightning strikes. The carrier will have a professional lightning protection firm perform a lightning protection survey of each terminal facility, and a lightning plan will be approved by SDDC during the initial terminal certification inspection. Carrier will conduct a visual inspection of the lightning protection system at least every six months and maintain documentation of the inspection, findings, and corrective actions. Carrier will also conduct a grounding test of the lightning protection system at least once every 24 months and maintain documentation of the test results.

c. The NEW for the terminal will be the total NEW for the explosives vehicles. It will also include the NEW for any commercial shipments. It may not exceed the total quantity for which the terminal was sited and approved. Scheduling of shipments is of prime importance in order to minimize the total NEW at any one time.

**ITEM 316**      **TERMINAL SECURITY STANDARDS FOR SECURE HOLDING OF NON-AA&E SHIPMENTS**

1. Carrier conveyances containing non-AA&E shipments of Security Risk Codes (SRC) indicated in Paragraph 2 below, to include Night Vision Goggles, may be temporarily parked for short durations of less than 100 hours in a DOD secure holding installation/activity or SDDC-approved commercial carrier owned secure holding facility that has a valid facility clearance issued by DSS and must be approved by SDDC. Cargo must be under constant surveillance of carrier personnel or monitored by Closed Circuit Television (CCTV). Cargo may be temporarily parked in a DSS/SDDC-approved commercial carrier owned secure holding facility for more than 100 hours if carrier requests an exemption to policy through SDDC Domestic Business Services/AA&E Branch.

2. Items with the following SRCs are applicable to Item 316:

- 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.

U: Unclassified (applies only to non-AA&E items).

7: Item assigned a demilitarization code other than A, B, or Q for which another CIIC is inappropriate. The loss, theft, unlawful disposition, and/or recovery of an item in this category will be investigated in accordance with DOD 4000.25-M and DOD 7200.10-M (applies only to non-AA&E items).

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 carrier secure holding facilities to handle intransit non-AA&E items classified as above, to include Night Vision Goggles, are detailed in ITEM 312, Terminal Security Standards for Intransit Holding of Arms, Ammunition, and Explosives (AA&E) by Commercial Motor Carriers, with the following exceptions:

a. Armed Guards are not required. Facility can utilize armed or unarmed guards or qualified carrier personnel with security clearances to control access and maintain constant surveillance over the restricted area when DOD Transportation Protective Service (TPS) cargo is present.

b. Alternate power sources are not required. If there are no alternate power sources present, in the event of power loss, carrier must identify mitigating measures in the security plan such as increasing security personnel, etc.

c. Berms around restricted area(s) are not required.

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**ITEM 320**

**DRIVER REQUIREMENTS**

1. Instructions. DD Form 626 (Motor Vehicle Inspection) will be used for issuing instructions to drivers of all commercial vehicles transporting explosives or certain other dangerous articles for military departments over public roads within CONUS. This form provides the shipping TO with a medium for disseminating precautionary procedural instructions to the driver. The driver will require such instruction to learn how best to protect himself, the lading, the vehicle, and other life and property from such hazards as fire, accident, and vehicle breakdown. Depending upon the type of commodities involved, the TO will supplement the instructions contained in the form with specific instructions to ensure that the driver will take every precaution while transporting these commodities. The driver must transfer the form to each successive driver, if any, for delivery to the consignee at destination.

2. Reporting. When a shipment of Class 1, Division 1.1, 1.2, 1.3, or 1.4 ammunition, explosives, fireworks, chemical munitions, or radioactive yellow-III label material is involved in an accident or is delayed en route for a period of 12 hours or more, the carrier's driver will notify the consignor and consignee by the fastest available means. See ITEM 65 for emergency telephone numbers.

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**ITEM 328**

**DROMEDARY BOXES**

1. Dromedary services and equipment are defined as follows:

a. Regular Dromedary service without mechanical restraining devices (Equipment Code AD and Rate Qualifiers DH, DL, or DZ) is a service that can be performed in a straight truck, closed van trailer, or dromedary box (See Item 601, Section D, Paragraph 6 of Standard Tender instructions). The straight truck or closed van trailer will be fully enclosed with sides, floor, and top; and have doors that can be locked and sealed.

b. Regular Dromedary service with mechanical restraining devices (Equipment Code AD6 and Rate Qualifiers DH, DL, or DZ) is a service in which the carrier furnishes a dromedary equipped with the properly installed mechanical restraints and the proper devices for blocking and bracing the freight.

c. 410 Dromedary Service without mechanical restraining devices (Equipment Code A10 and Rate Qualifiers DH, DL, or DZ) is a service that can be performed in a straight truck, closed van trailer, or dromedary container (See Item 601, Section D, paragraph 6 of the Standard Tender instructions). The straight truck or closed van trailer will be fully enclosed with sides, floor, and top; and have doors that can be locked and sealed.

d. 410 Dromedary Service with mechanical restraining devices (Equipment Code A16 and Rate Qualifiers DH, DL, or DZ) is a service in which the carrier furnishes a 410 dromedary equipped with properly installed mechanical restraints and the proper devices for blocking and bracing the freight.

If the service is performed in either a regular dromedary box or 410 dromedary container, the box/container must be securely fastened to the chassis of a truck, tractor or flat bed trailer. It must be demountable and capable of being handled with a forklift truck, and must be protected by a plymetal shield and equipped with doors on each side that can be locked and sealed.

2. Dromedary shipments of white phosphorus or initiating or priming explosives, wet: Diazodinitrophenol, mercury fulminate, guanyl, nitrosaminoguanylidene hydrazine, lead azide, lead styphnate, nitromannite, nitrosoguanidine, pentaerythrite tetranitrate, tetrazene, lead mononitroresorcinate, will require Exclusive Use service (EXC) per ITEM 105. Therefore, the shipper is required to request EXC when a dromedary shipment contains such commodities.

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

| 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                 |

Any shipment exceeding one or more of these dimensions will not be transported at tender rates subject to the service defined in this ITEM.

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### ITEM 329 HINGES AND HASPS ON TRAILERS OR CONTAINERS

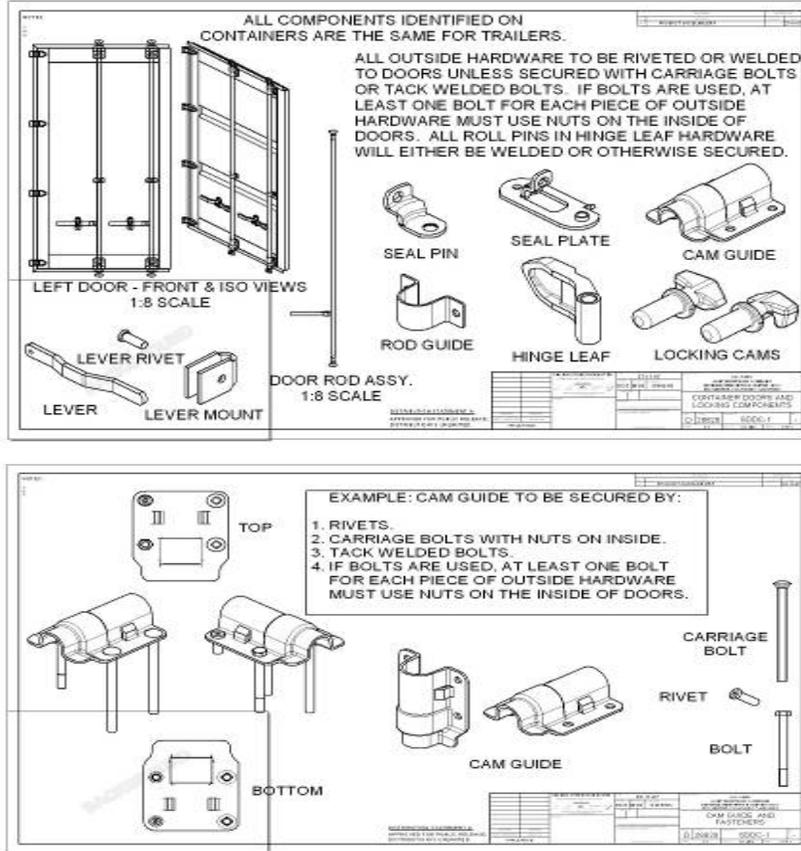
1. In accordance with DOD 5100.76M, carrier-provided trailer door hinges and hasps used to haul AA&E will be installed to preclude removal when doors are closed and locked. Hinges and hasps shall be attached to doors by welding bolt nuts or by riveting.

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.

The following diagrams are provided for hinge/hasp arrangement and general reference:

Hinge and Hasp Illustrations



**ITEM 330**

**INSPECTION OF VEHICLES**

1. When transporting ammunition and explosives (Class 1, Divisions 1.1, 1.2, and 1.3), inhalation hazard poisons, or radioactive yellow-III label material, the carrier is required to comply with safety regulations prescribed by transportation regulatory bodies and the Department of Defense.
2. Both shipping and receiving activities will use DD Form 626 [Motor Vehicle Inspection (Transporting Hazardous Materials)] to complete inspection of carrier vehicles.
3. Shipping activities must inspect carrier vehicle(s) using applicable items on DD Form 626 as follows:
  - a. Before loading, complete Sections I and II. Only vehicles against which no unsatisfactory conditions are noted will be accepted for loading. Vehicles will not be rejected, however, if the carrier corrects deficiencies before loading.
  - b. After loading, complete Section III. All items will be completed; additional pages may be used if necessary. Vehicles will not be released for transportation until all items are satisfactory.
4. Receiving installations must inspect carrier vehicle(s) using applicable items on DD Form 626 as follows:
  - a. Before acceptance for delivery, receiving installation will inspect carrier vehicle for deficiencies. The carrier must correct deficiencies before the vehicles are permitted to enter sensitive or restricted areas.

b. Prior to unloading. Deficiencies will be corrected at the time of inspection, if practical and considered necessary for safe delivery of the shipment to the unloading area. If any deficiencies are not corrected at the time of inspection, proper action will be taken to ensure safe delivery of the shipment.

5. Deficiencies which exist at the time of inspection and are corrected before loading/unloading the vehicle will be entered in the "Comments" column of DD Form 626.

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**ITEM 340**

**REGULATORY COMPLIANCE**

1. Responsibilities. All parties participating in the shipment of explosives and other dangerous articles are responsible for compliance with rules and regulations of regulatory bodies governing the safe transportation of those commodities. All matters pertaining to the establishment, amendment or clarification of such rules and regulations as they concern Department of Defense shipments will be referred to the HQ SDDC, ATTN: MTOP-PRF, for coordination, determination or further handling with regulatory bodies.

2. Labels and Placards. Regulations require that certain conspicuous and distinctive labels or markings be attached to or made upon containers used in transporting shipments of explosives or other dangerous articles, and that placards be applied to equipment used to transport such shipments. Labeling or marking of containers and vehicles is the responsibility of the shipper. No unit of transportation equipment loaded with explosives or other dangerous articles will be released without proper labeling of containers therein and proper placarding of the equipment as required by the appropriate regulatory or supervisory authority as described herein. Labels will not be applied to packages containing articles which are not subject to parts 171-179 of the U.S. Department of Transportation Regulations (CFR 49). When DOT Regulations exempt the package(s) from labeling, the exemption must be indicated by the words "No Labeling Required" immediately following the Description of Articles on the BL.

## **SECTION 4**

### **RULES: SPECIAL**

#### **PART B**

##### **HEAVY AND SPECIALIZED MOVEMENTS**

**Shipments which are overweight and/or overdimensional or require any of the services listed in Part B of this Section will be offered exclusively through the electronic Spot Bid process.**

**Shippers not having access to the Spot Bid web-based application can contact SDDC's Freight Systems Office at 1-800-336-4906 to obtain access.**

**Shipment requests may also be sent to SDDC Operations Center for processing through Spot Bid.**

**The provisions of Part B will apply only when SDDC determines that special circumstances (e.g. surges in demand, national emergencies) exist which make it unfeasible for such shipments to be awarded exclusively through Spot Bid.**

*For Explanation of Abbreviations, Codes, Definitions, and Reference Marks*

*See Section 5*

**ITEM 400**

**APPLICATION**

1. Part B of this section covers the rules regarding overweight and overdimensional shipments and related services. Per ITEM 18, such shipments will be offered exclusively through the Electronic Spot Bid process. Nonetheless, SDDC may determine that special circumstances (e.g. surges in demand, national emergencies) exist which make it unfeasible for such shipments to be awarded exclusively under Spot Bid. For this reason, carriers may choose to include the accessorials in this section in any of their tenders, in the event that such special circumstances arise.
2. For the purposes of Part B, whenever rates are based on distance and the vehicle is overdimensional and/or overweight, the mileage basis will be the DTOD practical mileage. However, rates based on distance for those accessorial services in Part B which can be performed in a vehicle that is not overdimensional or overweight (e.g. EMT) will be based on DTOD short-route miles.

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**ITEM 401**

**EMPTY MOVEMENT OF EQUIPMENT (EMT)**

1. When required to support a DOD initiative, SDDC may require a carrier to deadhead equipment immediately, regardless of its location, 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 must be supported by shipper or consignee endorsement on the BL identifying point of dispatch and applicable Standard Point Location Codes. Deadhead mileage will be based on short route miles.
2. Empty movement charges will not exceed carrier's lowest line-haul charge from the vehicle dispatch point to point of pickup for the same type of equipment, regardless of commodity, in any tender filed with SDDC.

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**ITEM 405**

**ESCORT/FLAGMAN/TELEPHONE SERVICE (MES/MEN/MET)**

1. When an escort vehicle or a flagman is requested by the shipper or required by a regulatory agency, the charge shall be:
  - a. MES(1) \$\_\_\_\_ per mile per escort vehicle/flagman, subject to a minimum charge of MES(2) \$\_\_\_\_ per escort vehicle/flagman.

These charges shall apply only for the mileage for which the requirement exists which may not necessarily be the same as the mileage from the shipment's origin to its destination.

- b. When movement hours are restricted by a regulatory agency, carriers may include an overnight subsistence charge of MEN(1) \$\_\_\_\_\_ per night per flagman and/or escort vehicle driver, when applicable.
  - c. When an escort vehicle or flagman is furnished by the state, county, or municipality, the carrier will advance the required charges for subsequent reimbursement from DOD, in accordance with ITEM 55.
2. When requested by the shipper or consignee, mobile telephone(s) or two-way radio(s) will be furnished by the carrier at a charge of MET(1) \$\_\_\_\_\_ for each vehicle so equipped. This charge will not apply when the telephones/radios are required as part of a transportation protective service described in Section 2 of this publication.

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**ITEM 407**

**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 410**

**IMPACTOGRAPHS (IMP)**

Subject to availability of equipment, impactographs will be provided at the request of the shipper or consignee, at a charge of:

IMP(1) \$\_\_\_\_\_ per loaded mile per impactograph, subject to a minimum charge of IMP(2) \$\_\_\_\_\_ per impactograph.

**ITEM 415**

**OVERDIMENSIONAL FREIGHT SERVICE (520)**

1. A shipment is overdimensional when it contains one or more non-divisible articles, any of whose dimensions exceed:

|                     |                               |
|---------------------|-------------------------------|
| Length              | 576 inches (48 feet)          |
| Width               | 102 inches (8 feet 6 inches)  |
| Height (see para 5) | 162 inches (13 feet 6 inches) |

2. Overlength dimensional charges will not be assessed 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.

3. a. Line-haul Charges. 520 will apply only to truckload shipments. Line-haul 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.

b. Overdimensional Charges. The overdimensional charges in paragraph 4 below will apply only within those states that assess a permit fee for the overdimensional load. When a shipment is overdimensional in more than one dimension, the overdimensional charge of only one of the dimensions (the one producing the highest charge) will apply. In no case will overdimensional charges be assessed on more than one dimension.

c. Permits and Bonds. When a special permit or bond is required by any state, county, or municipality because of the overdimensional nature of the shipment, and the carrier obtains such permit or bond at the request of the shipper, the carrier will advance the charges so incurred for subsequent reimbursement from the Government.

d. Tolls and Fees. Tolls or fees for access to bridges, ferries, highways, or tunnels, which are incurred by the carrier because of the overdimensional nature of the shipment, shall be advanced by the carrier for subsequent reimbursement from the Government.

4. a. Overwidth Charges. Minimum Charge: 520(1) \$\_\_\_\_\_.

| Article Width (in inches) |          | Charges per Mile  |
|---------------------------|----------|---|
| Over                      | Not Over |   |
| 102                       | 108      | 520(2) \$ _____   |
| 108                       | 120      | 520(3) \$ _____   |
| 120                       | 132      | 520(4) \$ _____   |
| 132                       | 144      | 520(5) \$ _____   |
| 144                       | 156      | 520(6) \$ _____   |
| 156                       | 168      | 520(7) \$ _____   |
| 168                       | 180      | 520(8) \$ _____   |
| 180                       | 204      | 520(9) \$ _____   |
| 204                       |          | 520(10) \$ _____ per foot or fraction thereof on that portion over 17 feet wide, plus the charge per mile in 520(9) |

b. Overlength Charges. Minimum Charge: 520(11) \$\_\_\_\_\_.

| <b>Article Length (in inches)</b> |                 | <b>Charges per Mile</b>  |
|-----------------------------------|-----------------|--|
| <b>Over</b>                       | <b>Not Over</b> |  |
| 576                               | 600             | 520(12) \$_____  |
| 600                               | 660             | 520(13) \$_____  |
| 660                               | 720             | 520(14) \$_____  |
| 720                               | 780             | 520(15) \$_____  |
| 780                               |                 | 520(16) \$_____ plus<br>520(17) \$_____ per foot for that portion over 65 feet long. |

c. Overheight Charges. Minimum Charge: 520(18) \$\_\_\_\_\_.

| <b>Article Height (in inches)</b><br>(see para 5) |                 | <b>Charges per Mile</b> |
|---|-----------------|-------------------------|
| <b>Over</b>                                       | <b>Not Over</b> |                         |
| 162   | 168             | 520(19) \$_____         |
| 168   | 174             | 520(20) \$_____         |
| 174   | 180             | 520(21) \$_____         |
| 180   | 192             | 520(22) \$_____         |
| 192   | 204             | 520(23) \$_____         |
| 204   |                 | 520(24) \$_____         |

5. Dimensions are measured from the ground to the top of the article after loading.

**ITEM 416**

**OVERWEIGHT PERMIT SHIPMENTS (PER)**

1. An overweight shipment consists of any non-divisible article which exceeds 48,000 pounds (45,000 pounds when loaded on lowboy equipment) which is assessed an excess weight permit charge for each state transported from, to, or through.
2. a. Line-haul charges will be determined from rates contained in the relevant tender.  
  
b. Per ITEM 55, carrier shall advance and then claim reimbursement for the following costs incurred as a result of an overweight shipment:
  - (1) Tolls and fees for access to bridges, ferries, highways, or tunnels;
  - (2) Any special permits or bonds required by any city, county, state, or municipal agency.
3. Carriers wishing to offer overweight service will complete Section F, Item 2, Accessorial Services, by entering PER in the Service column, and inserting zeroes (“0000”) in all data elements in the Minimum Charge/Weight Column.

**ITEM 417**

**OVERDIMENSIONAL AND OVERWEIGHT PERMIT CHARGES**

1. This publication will no longer maintain the ever-changing tables containing the costs and other requirements of each state regarding permits for overdimensional and overweight shipments. DOD will reimburse carriers for the costs of such permits. In the automated PowerTrack environment, the actual receipts cannot be submitted. Nonetheless, for audit purposes, carriers must retain the valid receipts and any other documentary evidence to support these claims.
2. If the carrier has an applicable annual permit, the carrier shall be reimbursed for permit charges based upon a pro-rated cost of the annual permit. Under no circumstances shall the carrier bill for an amount greater than the cost of single trip permit. Any billing questions should be directed to [costquestions@sddc.army.mil](mailto:costquestions@sddc.army.mil).

**ITEM 420**

**RESTRICTED SPEEDS (RSS)**

The shipper may restrict the carrier to speeds below normal operating speeds, because of the unusual character of the shipment, by specifying this requirement on the BL or by other specific written instructions when tendering the shipment to the carrier. The carrier will comply with such restricted speeds insofar as possible. The following charges shall apply:

| <u>RESTRICTED SPEED</u> | <u>RATE PER VEHICLE<br/>MILE</u> |
|-------------------------|----------------------------------|
| 20 MPH or less          | RSS(1) \$ _____                  |
| 21 to 25 MPH            | RSS(2) \$ _____                  |
| 26 to 35 MPH            | RSS(3) \$ _____                  |
| 36 to 40 MPH            | RSS(4) \$ _____                  |
| 41 to 46 MPH            | RSS(5) \$ _____                  |

**ITEM 425**

**SPECIAL SERVICES**

1. Shipper shall be required to provide special facilities, equipment, qualified personnel, or permission necessary for such special services as:
  - a. Raising of overhead wires;
  - b. Removing (and, if necessary, replacing) obstructions, as required for the passage of shipments;
  - c. Shoring;
  - d. Reinforcing of bridges, culverts, or roadways where necessary to provide for the safe passage of the load and equipment.
2. Any and all delay to carrier's equipment caused by the failure of the shipper to provide such necessary services as provided in paragraph 1 above, shall be charged for at the rate shown in ITEM 85 without benefit of free time.
3. The carrier, acting as agent of the shipper or consignee, will provide the services set out in paragraph 1 above at the request of the shipper (and with approval of SDDC). The carrier will advance the necessary expenses for later reimbursement by the shipper. Request for this service shall be annotated in clear and specific language on the BL.

**ITEM 430**

**SURVEYING ROUTES (SRS)**

When, because of the unusual size or weight of a shipment, a survey of the route is required for the safety of the shipment, carrier will notify the consignor of the shipment. Upon written authorization of the shipper (with approval of SDDC), the carrier will furnish the necessary vehicle(s) and employee(s) or agent(s), to perform such survey service at a charge of:

SRS(1) \$ \_\_\_\_\_ per mile per vehicle, subject to a minimum charge of SRS(2) \$ \_\_\_\_\_ for each survey vehicle; and  
SRS(3) \$ \_\_\_\_\_ per mile per person, subject to a minimum charge of SRS(4) \$ \_\_\_\_\_ for each person.

SRS mileage is based on the one-way mileage of the route followed by the survey vehicle(s). If shipper refuses to agree to such survey, carrier will not be obligated to perform the transportation. The word "survey" means the dispatching of carrier's vehicle(s) and employee(s) or agent(s) to ascertain the route over which a shipment can or may be transported.



**SECTION 4**  
**RULES: SPECIAL**

**PART C**

**SECOND AND THIRD PROVISO COMMODITIES MOVING**  
**VIA HOUSEHOLD GOODS CARRIERS**

*For Explanation of Abbreviations, Codes, Definitions, and Reference Marks*

*See Section 5*

**ITEM 500**

**APPLICATION**

1. Household goods motor carriers filing tenders with SDDC will use the DOD Standard Tender of Freight Services and will be governed by the tender instructions and all rules in this publication. Second and/or third proviso commodities are considered to be freight commodities and will be described as provided in paragraphs 2 and 3 of this ITEM.

2. Second proviso commodities will be entered in the description field in Line 14 of the DOD tender, using either one of the following description alternatives:

a. DOD Unique Commodity Code 999910. Place an "X" next to DOD Unique and enter the following:

| <u>NUMBER</u> | <u>DESCRIPTION</u>   |
|---------------|--|
| 999910        | Second proviso commodities defined in ITEM <u>510</u> of MFTRP No.1C, released value not exceeding \$2.50 per pound. |

b. National Motor Freight Classification (NMFC) item number and commodity description, for identification of specific commodities. Place an "X" next to NMFC and enter the following information:

| <u>NUMBER</u>                          | <u>DESCRIPTION</u>   |
|--|--|
| (Enter NMFC commodity item(s) numbers) | Enter the complete NMFC commodity description, including released value if applicable; and<br><br>Add the words "Second Proviso" enclosed in parentheses at the conclusion of the commodity description statement. |

See ITEM 190, concerning released values and application of Line 15 of the DOD tender.

3. Third proviso commodities will be entered in the description field in Line 14 of the DOD tender, using either one of the following description alternatives:

a. DOD Unique Commodity Code 999920. Place an "X" next to DOD Unique and enter the following:

| <u>NUMBER</u> | <u>DESCRIPTION</u>   |
|---------------|--|
| 999920        | Third proviso commodities defined in ITEM <u>510</u> of MFTRP No.1C, released value not exceeding \$250 per pound. |

b. National Motor Freight Classification (NMFC) item number and commodity description, for identification of specific commodities. Place an "X" next to NMFC and enter the following information:

| <u>NUMBER</u>                          | <u>DESCRIPTION</u>  |
|--|---|
| (Enter NMFC commodity item(s) numbers) | Enter the complete NMFC commodity description, including released value if applicable; and<br><br>Add the words "Third Proviso" enclosed in parentheses at the conclusion of the commodity description statement. |

See ITEM 190, concerning released values and application of Line 15 of the DOD tender.

4. Specialized equipment will be a closed van, air ride, with temperature and humidity control (equipment code A8), padded closed van equipped with air ride suspension (equipment code A9) or regular closed van, air ride (equipment code AA1, AA2, or AA3) in combination with a tractor unit (equipment code A5) which is also equipped with air suspension or easy ride suspension.
  5. The use of equipment code A9 is restricted to household goods motor carriers handling second and/or third proviso commodities.
- 

**ITEM 510                      DEFINITION OF SECOND AND THIRD PROVISO COMMODITIES**

1. "Second Proviso" commodities are those commodities described in 49 U.S.C.A. Section 10102 (11) (B), as follows:

Furniture, fixtures, equipment and property of stores, offices, museums, institutions, hospitals or other establishments when a part of the stock, equipment, or supply of such stores, offices, museums, institutions, hospitals, or other establishments, except that this definition shall not be construed to include the stock-in-trade of any establishment, whether consignor or consignee, other than used furniture and used fixtures, except when transported as an incident to the removal of the establishment, or a portion thereof, from one location to another.

2. "Third Proviso" commodities are those commodities described in 49 U.S.C.A. Section 10102 (11) (C), as follows:

Articles, including objects of art, displays, and exhibits, which because of their unusual nature or value require the specialized handling and equipment usually employed in moving household goods and such similar articles as the Interstate Commerce Commission may provide by regulation, except that this definition shall not be construed to include any article, whether crated or uncrated, which does not, because of its unusual nature or value, require the specialized handling and equipment usually employed in moving household goods.

---

**ITEM 520                      RESERVATION - PORTION OF A VEHICLE (RSV)**

(Applicable only to Household Goods Motor Carriers  
Filing Second and/or Third Proviso Commodity Tenders)

1. Subject to availability of equipment, shipper may reserve a portion of the capacity of a vehicle by ordering a specific quantity of space, and accepting transportation charges based on actual weight of shipment subject to minimum weights as follows:

- |                         |  |
|-------------------------|--|
| a. 150 cu. ft. or less  | RSV(1) _____ pounds  |
| b. 151 to 200 cu. ft    | RSV(2) _____ pounds  |
| c. More than 200 cu. ft | RSV(3) _____ pounds per each 100 cu. ft. unit or fraction thereof ordered. |

2. Shipper shall endorse the BL:

"SPACE RESERVATION \_\_\_\_\_ CU. FT. ORDERED"



**SECTION 5**

**EXPLANATION OF ABBREVIATIONS, CODES, DEFINITIONS, & REFERENCE MARKS;**

**REFERENCE AND REVISIONS TABLES**

**ITEM 1000****ABBREVIATIONS**

|       |  |
|-------|--|
| AA&E  | Arms, Ammunition & Explosives              |
| ATA   | American Trucking Associations             |
| BL    | Bill of Lading                             |
| CAT   | Category                                   |
| CONUS | Continental United States                  |
| CFR   | Code of Federal Regulations                |
| DD    | Delivery Date                              |
| DOD   | Department of Defense                      |
| DPM   | Direct Procurement Method                  |
| DSS   | Defense Security Service                   |
| DTOD  | Defense Table of Official Distances        |
| DTTS  | Defense Transportation Tracking System     |
| EC    | Electronic Commerce                        |
| EDI   | Electronic Data Interchange                |
| FAK   | Freight All Kinds                          |
| FSO   | Facility Security Officer                  |
| FRV   | Full Replacement Value                     |
| FVC   | Full Visible Capacity                      |
| GFM   | Global Freight Management                  |
| IRRIS | Intelligent Road & Rail Information Servor |
| JPAS  | Joint Personnel Adjudication System        |
| LTL   | Less than Truckload                        |
| MFTRP | SDDC Freight Traffic Rules Publication     |
| SDDC  | Surface Deployment & Distribution Command  |
| NMFC  | National Motor Freight Classification      |
| OSM   | Other Sensitive Material                   |
| RDD   | Required Delivery Date                     |
| SCAC  | Standard Carrier Alpha Code                |
| SNSV  | Satellite Motor Surveillance Vendor        |
| SPE   | Small Package Express                      |
| SPLC  | Standard Point Location Code               |
| SRC   | Security Risk Code                         |
| TL    | Truckload                                  |

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SECTION 5

|          |                                   |
|----------|-----------------------------------|
| TO       | Transportation Officer            |
| TPS      | Transportation Protective Service |
| TRANSCOM | US Transportation Command         |

**ITEM 1005**

**CODES FOR ACCESSORIAL SERVICES/ TPS**

| ANSI code<br>(new code) | DOD code<br>(old code) | Description   |
|-------------------------|------------------------|---|
| 020                     | --                     | Address Corrections (SPE Only)                                    |
| 045                     | AC                     | Advancing Charges   |
| 140                     |                        | Call Tag Service (SPE Only)                                       |
| 520                     | OD                     | Overdimensional Freight Service (Truckload)                       |
| 520                     | --                     | Charges of Weight (SPE Only)                                      |
| 675                     | ST                     | Signature and Tally Record Service                                |
| CHN                     | CB                     | Chains and Binders  |
| CIS                     | CS                     | DOD Constant Surveillance Service                                 |
| DDP                     | DD                     | Dual Driver Protective Service                                    |
| DEL                     | --                     | Arms, Ammunition, and Explosive Shipment Delivery                 |
| DEP                     | DP                     | Detention: Vehicles with Power Units                              |
| DET                     | DW                     | Detention: Vehicles without Power Units                           |
| EMT                     | EM                     | Empty Movement of Equipment                                       |
| ERS                     | ER                     | Equipment, Empty Trailers – Return of                             |
| EVC                     | --                     | Excess Valuation (SPE Only)                                       |
| EXC                     | EU                     | Exclusive Use of Vehicle/Dromedary                                |
| EXD                     |                        | Extra Driver  |
| EXP                     | EX                     | Expedited Service   |
| FPT                     | --                     | Freight All Kinds Shipment Tracking                               |
| HAN                     | --                     | Additional Handling (SPE Only)                                    |
| HAZ                     | --                     | Hazardous Materials Handling (SPE Only)                           |
| HHB                     | HF                     | Handling Freight At Positions Not Immediately Adjacent To Vehicle |
| HOL                     | PD                     | Sunday/Holiday Pickup/Delivery                                    |
| IMP                     | IM                     | Impactographs   |
| LIE                     | LI                     | Liability of Carrier  |
| MES                     | EF                     | Escort/Flagman/Telephone Service                                  |
| MEN                     |                        |   |
| MET                     |                        |   |
| MVS                     | MS                     | Motor Surveillance (8-hour calls)                                 |
| NFY                     | --                     | Shipment Notification (SPE Only)                                  |
| PER                     | OW                     | Overweight Permit Shipment  |
| POD                     | --                     | Proof of Delivery Service (SPE Only)                              |
| PRL                     | PR                     | Prelodging  |
| PSS                     | PS                     | Protective Security Service                                       |
| PTS                     | PT                     | Protective Tarping for Security Purposes                          |
| PUC                     | --                     | Pickup Charges for Scheduled Services (SPE Only)                  |
| PUD                     | PD                     | Pickup/Delivery (on workdays outside normal business hours)       |
| RCC                     | RC                     | Reconsignment or Diversion  |
| RCL                     | RD                     | Redelivery  |
| RLS                     | RV                     | Relocation of Vehicles  |
| RSS                     | RU                     | Restricted Speeds   |
| RSV                     | RP                     | Reservation – Portion of Vehicle                                  |

|     |    |                                      |
|-----|----|--------------------------------------|
| SAT | PD | Saturday Pickup/Delivery             |
| SDL | SP | Split Delivery                       |
| SEV | SE | Security Escort Vehicle Service      |
| SNS | SM | Satellite Motor Surveillance Service |
| SRS | SR | Surveying Routes                     |
| SOC | SO | Stop-off in Transit                  |
| SPU | SP | Split Pickup                         |
| SRG | SG | Storage                              |
| TOW | -- | Towaway                              |
| URC | LU | Loading-Unloading by Carrier         |
| VFN | VF | Vehicles Furnished but not Used      |
| WTV | WV | Weight Verification                  |

**ITEM 1010****DEFINITIONS**

**CLEARED CARRIER** - A commercial carrier who has met the following criteria for handling SECRET shipments:

- a. Can provide the Transportation Protective Service (TPS) requirement established by a TO.
- b. Has authorization by law or regulation 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 Protective Security Service (PSS).

**CONTINENTAL UNITED STATES (CONUS)** - United States territory, including the adjacent territorial waters, located within the North American continent between Canada and Mexico.

**DELIVERY DATE (DD)** - A specific date by which delivery of a shipment must be accomplished by the carrier at the CONUS destination or CONUS air/water terminal.

**DRAYAGE** – Movement that terminates within 30 miles of origin.

**DROMEDARY BOX** - A freight box carried on and securely fastened to the chassis of a truck tractor, step deck or flatbed trailer. A dromedary is demountable and can be handling with a forklift truck. It is protected by a Plymetal shield and is equipped with doors on each side that can be locked with a padlock and sealed.

**eBill** – Functionality in PowerTrack that is used to request a debit (from a shipper to a carrier) or a credit (from a carrier to a shipper). The party initiating the eBill will not be paid until the other party approves the transaction. EBills are most commonly used to reconcile or adjust shipment payment amounts for shipments that have already been approved.

**EMERGENCY** - , Any “*situation*” associated with intransit DOD AA&E or OSM that endangers the material itself, the general public, the transporting carrier’s personnel/equipment/facilities, or threatens national security due to loss of Ordnance-related high 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.

**HOLIDAYS** – The Federally-designated holidays: 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.

**INTERMODAL MOVE** - 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.

**LESS-LOAD RATES** - Less-load rates or classes are those applicable to a quantity of freight less than the truckload weight specified for the same article.

**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. Loading includes furnishing to the carrier the BL, forwarding instructions and/or other documentation necessary for forwarding and completion of the transportation requested. Unloading includes signing of the delivery receipt and/or other documentation required by the carrier for billing purposes and notification to the carrier that the vehicle is released.

**MILVAN** - A DOD-owned or -leased demountable container, conforming to U.S. and International standards, used for the movement of military cargo.

**OTHER SENSITIVE MATERIAL (OSM)** - Materials other than AA&E which, at the owning Services prerogative require monitored movement due to concerns such as the hazard posed to the public, high value, or security classification.

**OVERDIMENSIONAL** - A shipment will be considered to be overdimensional when it contains one or more non-divisible articles which measure in excess of 576 inches (48 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 will not be 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.

**OVERWEIGHT** - A shipment will be considered to be overweight when it contains a non-divisible article which exceeds 48,000 pounds (45,000 pounds when loaded on low boy equipment).

**QUALIFIED CARRIER REPRESENTATIVE** - A person employed by a carrier or terminal involved in the handling of DOD shipments moving in security service who is:

- a. Designated by carrier or terminal management to attend a vehicle.
- 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 vehicle and has the means and ability to so.
- e. When providing PSS, cleared under the DOD Industrial Security Program to handle SECRET shipments and who has carrier-issued identification.

**RELEASED VALUATION RATE** - A rate applied subject to limitation with respect to the liability of carriers for loss of and/or damage to a shipment.

**REQUIRED DELIVERY DATE (RDD)** - Date when material is required by the consignee.

**ROUTING OR ROUTE ORDER** - An order issued by a routing officer specifying the mode of transportation and the means within that mode by which shipment will move.

**SECURED AREA** - An area to which access is controlled and which is under the regular, periodical surveillance of security personnel.

**SECURE HOLDING LOCATION:** - A DOD or contractor designated for the temporary parking of commercial carriers' motor vehicles transporting Categorized AA&E or classified materials.

**SECURITY CAGE** - A structure fabricated of steel grating which can be used for temporary storage of classified or protected material within low security structures, including carrier terminals.

**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 quantity of freight tendered for transportation by one shipper at one point, on one day, on one BL, for delivery to one consignee, at one site, at one destination.

**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

**SNS VENDOR (SNSV):** - Commercial company employed by the carrier to assist in providing SNS to the Government utilizing any technical means that meets the requirements set forth in this rules provision. Additionally, the service offered must be approved by the Federal Communications Commission (FCC).

**TRACTOR** - A mechanically powered unit used to propel or draw a trailer or trailers on the highway.

**TRIP LEASE** – Lease of less than 30 days’ duration

**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 carrier 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.

**ITEM 1015**

**REFERENCE MARKS (see NOTE)**

1. The reference mark “R” followed by a number describes an ITEM which has been modified (other than for corrections of typographical errors, page layouts, etc.) since the original issue of this publication was effective on January 4, 2004.
2. The reference mark “N” followed by a number describes an ITEM which has been added after the original issue of this publication became effective on January 4, 2004.
3. The reference marks appear just after the ITEM number on the title line of each ITEM and in the appropriate column in the Table of Contents. The latter will appear only with the Change number, which will not be preceded with the letters “R” or “N”.
4. ITEMS which appeared in the original issue of this publication (effective January 4, 2004) and have remained unchanged will not have a reference mark in their title line, and will show “O” (for Original) in the appropriate column in the Table of Contents.

|      |   |
|------|---|
| (N-) | Denotes new ITEM, as follows:                           |
| (C-) | Denotes most recent change in text of ITEM, as follows: |
|      |   |

*NOTE: No reference marks appear in the Original Edition of the 1C; reference marks will appear in subsequent editions. Information about the changes from the 1C to the 1C- Revised appears in ITEM 1035.*

**ITEM 1020**

**REFERENCE TABLE 1 (WEBSITES)**

For easy reference, all Websites listed in this publication are listed here:

| WEBSITE | CONTAINS | ITEM NUMBER(S) |
|---------|----------|----------------|
|---------|----------|----------------|

|   |                                |    |
|---|--------------------------------|----|
| <a href="https://dtod.sddc.army.mil/default.aspx">https://dtod.sddc.army.mil/default.aspx</a>   | DTOD                           | 5  |
| <a href="http://www.gpoaccess.gov/fr/index.html">http://www.gpoaccess.gov/fr/index.html</a>   | Federal Register Notices       | 15 |
| <a href="http://www.SDDC.army.mil">www.SDDC.army.mil</a> (search Partner Trading Agreement)   | EC/EDI                         | 16 |
| <a href="http://www.lmi.org/lmi/dtedi">www.lmi.org/lmi/dtedi</a>  | EDI Implementation Conventions | 16 |
| <a href="http://www.ccr.gov">http://www.ccr.gov</a>   | CCR Registration               | 16 |
| <a href="http://www.usbank.com/powertrack">www.usbank.com/powertrack</a>  | PowerTrack Information         | 19 |
| <a href="http://www.sddc.army.mil/Public/Global%20Cargo%20Distribution/Domestic/GOCARE">http://www.sddc.army.mil/Public/Global%20Cargo%20Distribution/Domestic/GOCARE</a> | GOCARE Freight                 | 65 |

**ITEM 1025**

**REFERENCE TABLE 2 (TELEPHONE NUMBERS)**

1. For easy reference, all telephone numbers shown in this publication are listed here:

| TELEPHONE NUMBER  | USED FOR  | ITEM NUMBER(S) |
|-------------------|---|----------------|
| 703-428-3430      | Information on EC/EDI program                             | 16             |
| 1-800-417-1844    | PowerTrack certification                                  | 19             |
| 1-800-826-0794    | DTTS  | 47             |
| 1-800-631-0434    | (GOCARE) Freight or other nonemergency notifications      | 65             |
| 1-800-524-0331    | AA&E Accidents, incidents, delays, or other emergencies   | 65             |
| 1-800-851-8061    | Non-explosive hazardous cargo emergency response guidance | 65             |
| 703-697-0218/0219 | Explosive cargo emergency response guidance               | 65             |
| 1-757-878-8141    | SDDC Operations Center                                    | All            |

2. The DSN telephone number begins with 826 for HQ SDDC commercial telephone numbers beginning with 757-878

**ITEM 1030**

**REFERENCE TABLE 3 (FORMS)**

For easy reference, all forms shown in this publication are listed here:

| FORM NUMBER | USED FOR                   | ITEM NUMBER(S) |
|-------------|----------------------------|----------------|
| DD-1907     | Signature and Tally Record | 30,35, ,40,45  |
| DD-626      | Motor Vehicle Report       | 48,320,330     |

**ITEM 1031**

**REFERENCE TABLE 4 (E-MAIL ADDRESSES)**

| E-MAIL ADDRESS   | USED FOR | ITEM NUMBER |
|--|----------|-------------|
| <a href="mailto:mtfecarrierregistration@SDDC.army.mil">mtfecarrierregistration@SDDC.army.mil</a> | FCRP     | 1           |

|                             |                           |    |
|-----------------------------|---------------------------|----|
| CostQuestions@SDDC.army.mil | Dispute Resolution        | 15 |
| nnvhazmat@sddc.army.mil     | Rules Changes Suggestions | 15 |

**ITEM 1032****SECURITY RISK CODE TO SECURITY RISK CATEGORY CROSS REFERENCE**

|              | <b>CAT I</b> | <b>CAT II</b> | <b>CAT III</b> | <b>CAT IV</b> |
|--------------|--------------|---------------|----------------|---------------|
| <b>SRC 1</b> | <b>X</b>     |               |                |               |
| <b>SRC 2</b> |              | <b>X</b>      |                |               |
| <b>SRC 3</b> |              |               | <b>X</b>       |               |
| <b>SRC 4</b> |              |               |                | <b>X</b>      |
| <b>SRC 5</b> | <b>X</b>     |               |                |               |
| <b>SRC 6</b> | <b>X</b>     |               |                |               |
| <b>SRC 8</b> |              | <b>X</b>      |                |               |

**ITEM 1035****REVISIONS FROM THE PREVIOUS EDITION**

This second edition of 1C-R has been changed from the original edition. To maintain continuity, ITEMS appearing in both editions have the same ITEM number. The following table contains the status of items that have been revised.

| ITEM #           | Current Status | ITEM #           | Current Status | ITEM #           | Current Status | ITEM #  | Current Status | ITEM #           | Current Status | ITEM #           | Current Status |
|------------------|----------------|------------------|----------------|------------------|----------------|---------|----------------|------------------|----------------|------------------|----------------|
| <b>SECTION 1</b> |                | <b>SECTION 2</b> |                | <b>SECTION 3</b> |                |         |                | <b>SECTION 4</b> |                | <b>SECTION 5</b> |                |
| 1                | NC             | 30               | NC             | 52               | NC             | 120     | NC             | 300              | R              | 1000             | NC             |
| 2                | NC             | 31               | NC             | 55               | NC             | 150     | NC             | 305              | NC             | 1005             | NC             |
| 5                | NC             | 32               | NC             | 60               | NC             | 175     | NC             | 310              | NC             | 1010             | NC             |
| 13               | NC             | 33               | NC             | 65               | NC             | 176     | NC             | 311              | NC             | 1015             | NC             |
| 15               | NC             | 35               | NC             | 70               | NC             | 178     | R              | 312              | NC             | 1020             | NC             |
| 16               | NC             | 38               | NC             | 73               | NC             | 180     | NC             | 314              | NC             | 1025             | NC             |
| 18               | NC             | 40               | NC             | 85               | NC             | 185     | NC             | 316              | NC             | 1030             | NC             |
| 19               | NC             | 41               | NC             | 90               | NC             | 190     | NC             | 320              | NC             | 1031             | NC             |
| 21               | NC             | 45               | NC             | 92               | NC             | 195     | NC             | 328              | NC             | 1032             | NC             |
|                  |                | 47               | NC             | 100              | NC             | 205     | NC             | 329              | NC             | 1035             | R              |
|                  |                | 48               | NC             | 105              | NC             | 209     | NC             | 330              | NC             |                  |                |
|                  |                | 49               | NC             | 106              | NC             | 210     | NC             | 340              | NC             |                  |                |
|                  |                |                  |                | 110              | R              | 215     | NC             | 400              | NC             |                  |                |
|                  |                |                  |                | 112              | NC             | 220     | NC             | 401              | NC             |                  |                |
|                  |                |                  |                | 113              | NC             | 225     | NC             | 405              | NC             |                  |                |
|                  |                |                  |                | 115              | NC             | 228     | NC             | 407              | NC             |                  |                |
|                  |                |                  |                | 116              | NC             | 230/231 | NC             | 410              | NC             |                  |                |
|                  |                |                  |                | 120              | NC             | 240     | NC             | 415              | NC             |                  |                |
|                  |                |                  |                | 125              | NC             | 250     | R              | 416              | NC             |                  |                |
|                  |                |                  |                | 126              | NC             |         |                | 417              | NC             |                  |                |
|                  |                |                  |                | 130              | NC             |         |                | 420              | NC             |                  |                |
|                  |                |                  |                | 132              | R              |         |                | 425              | NC             |                  |                |
|                  |                |                  |                | 146              | NC             |         |                | 430              | NC             |                  |                |
|                  |                |                  |                |                  |                |         |                | 500              | NC             |                  |                |
|                  |                |                  |                |                  |                |         |                | 510              | NC             |                  |                |
|                  |                |                  |                |                  |                |         |                | 520              | NC             |                  |                |

(\*) The following table denotes a change/revision based on an advisory with the following effective dates:

| Item# | Subject                            | Eff Date |
|-------|------------------------------------|----------|
| 110   | Expedited Service (EXP)            | 03/01/09 |
| 132   | Loading/Unloading By Carrier (URC) | 03/01/09 |
| 178   | Protective Tarping Services (PTS)  | 03/01/09 |
| 250   | Weight Verification (WTV)          | 03/01/09 |
| 300   | Application                        | 03/01/09 |