

INTERNATIONAL TENDER
INTERIM SHIPMENT DIVERSION TABLE
(ITEM 526)

LAYOUT A: CONUS ORIGIN

1. DIVERTED AT AN OCEAN/AERIAL PORT OF EMBARKATION (POE)

a. Diverted to CONUS Destination Point

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| 1) | Terminate at POE (see Item 522 or 523); shipment will require new booking by Responsible AOR GBLOC for onward Movement; PPSO can attempt to book with Original TSP if in the same Quartile for FRV continuity |
| 2) | Performance for packing will not apply when retendered to the original TSP using current Rates on File |
| 3 | SFR Reductions for non-performance of packing will apply when retendered to the original TSP using current Rates on File (see Item 524 & 525) |
| 4) | Onward Movement to CONUS Destination Point will be Domestic |

b. Diverted to a Different OCONUS Rate Area using Original POE

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| 1) | Terminate at POE (see Item 522 or 523); shipment will require new booking by Responsible AOR GBLOC for onward Movement; PPSO can attempt to book with Original TSP if in the same Quartile for FRV Continuity |
| 2) | SFR Reductions for non-performance of packing will apply when retendered to the original TSP using current Rates on File (see Item 524 & 525) |

c. Diverted to a Different OCONUS Rate Area using a New POE

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|----|---|
| 1) | Terminate at POE (see Item 522 or 523); shipment will require new booking by Responsible AOR GBLOC for onward Movement; PPSO can attempt to book with Original TSP if in the same Quartile for FRV continuity |
| 2) | L/H Miles based on Item 530 may apply using Item 533A MISC Charges may apply pending PPSO Approval (Origin to original POE) |
| 3 | SFR Reductions for non-performance of packing will apply when retendered to the original TSP using current Rates on File (see Item 524 & 525) |

2. DIVERTED AT AN OCONUS OCEAN OR AERIAL PORT OF DEBARKATION (POD)

a. Diverted to a CONUS Destination Point

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|----|---|
| 1) | Terminate Shipment at POD (see Item 522 or 523); shipment will require new booking by Responsible AOR GBLOC for onward Movement |
| 2) | Shipment will require new booking by Responsible AOR GBLOC for onward Movement; PPSO can attempt to book with Original TSP if in the same Quartile for FRV continuity |
| 3 | SFR Reductions for non-performance of packing will apply when retendered to the original TSP using current Rates on File (see Item 524 & 525) |

b. Diverted to an OCONUS Destination Point in the Original OCONUS Destination Rate Area

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| 1) | NO Change in SFR |
| 2) | TSPs Original SFR from Origin to Destination remains the same |

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| c. | Diverted to an OCONUS Destination Point in a Different OCONUS Rate Area utilizing the same POD: |
| 1) | Use the Original TSP's SFR to the Original OCONUS POD |
| 2) | Terminate Shipment at OCONUS POD Diversion Point |
| 3) | Shipment will require new booking by Responsible AOR GBLOC for onward Movement; PPSO can attempt to book with Original TSP if in the same Quartile for FRV continuity |
| 4) | SFR Reductions for non-performance of packing will apply when retendered to the original TSP using current Rates on File (see Item 524 & 525) |

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| d. | Diverted to an OCONUS Destination Point in another OCONUS Rate Area using a different POD, but no onward Water Transport is required: |
| 1) | Utilize TSP's SFR to the Original affected POD Diversion Point |
| 2) | Terminate Shipment at OCONUS POD Diversion Point (see Item 522 or 523) |
| 3) | Shipment will require new booking by Responsible AOR GBLOC for onward Movement; PPSO can attempt to book with Original TSP if in the same Quartile for FRV continuity |
| 4) | SFR Reductions for non-performance of packing will apply when retendered to the original TSP using current Rates on File (see Item 524 & 525) |

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| e. | Diverted to an OCONUS Destination Point in another OCONUS rate Area using a New POD; additional water transport is required: |
| 1) | Use the Original TSP's SFR to the Original OCONUS POD |
| 2) | Terminate Shipment at original OCONUS POD (see Item 522 or 523) |
| 3) | Shipment will require new booking by Responsible AOR GBLOC for onward Movement; PPSO can attempt to book with Original TSP if in the same Quartile for FRV Continuity |
| 4) | SFR Reductions for non-performance of packing will apply when retendered to the original TSP using current Rates on File (see Item 524 & 525) |
| 5) | Utilize ITGBL or DPM (if available) from the POD where terminated to the new Destination Point. |

3. DIVERTED AT AN OCONUS DESTINATION

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| a. | Diverted to a CONUS Destination Point: |
| 1) | Terminate at the OCONUS destination Point (see Item 522 or 523) |
| 2) | Shipment will require new booking by Responsible AOR GBLOC for onward Movement; PPSO can attempt to book with Original TSP if in the same Quartile for FRV continuity |
| 3) | SFR Reductions for non-performance of packing will apply when retendered to the original TSP using current Rates on File (see Item 524 & 525) |

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| b. | Diverted to an OCONUS Destination Point in the same OCONUS rate Area as the Original Destination Point: |
| 1) | Utilize TSP's SFR from Origin to new Destination |

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| 2) | L/H Miles based on Item 530 may apply using Item 533A MISC Charges may apply pending PPSO Approval |
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| c. Diverted to an OCONUS Destination Point in a different OCONUS Rate Area: | |
| 1) | Terminate at the original OCONUS destination Point (see Item 522 or 523) |
| 2) | Shipment will require new booking by Responsible AOR GBLOC for onward Movement; PPSO can attempt to book with Original TSP if in the same Quartile for FRV continuity |
| 3) | SFR Reductions for non-performance of packing will apply when retendered to the original TSP using current Rates on File (see Item 524 & 525) |

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|---|---|
| d. Diverted to an OCONUS Destination Point in another OCONUS Rate Area requiring additional Water Transport | |
| 1) | Terminate Shipment at OCONUS Destination (see Item 522 or 523) |
| 2) | Shipment will require new booking by Responsible AOR GBLOC for onward Movement; PPSO can attempt to book with Original TSP if in the same Quartile for FRV continuity |
| 3) | SFR Reductions for non-performance of packing will apply when retendered to the original TSP using current Rates on File (see Item 524 & 525) |
| 4) | Utilize ITGBL or DPM (if available) and procedures from original Destination point where terminated to the new Destination Point. |

LAYOUT B: OCONUS ORIGINS

1. DIVERTED AT AN OCONUS OCEAN/AERIAL PORT OF EMBARKATION (POE)

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|---|---|
| a. Diverted at an OCONUS POE, on an Inter/Intra-Theater Movement, to a Destination Point in CONUS | |
| 1) | Terminate Shipment at original OCONUS POE (see Item 522 or 523) |
| 2) | Shipment will require new booking by Responsible AOR GBLOC for onward Movement; PPSO can attempt to book with Original TSP if in the same Quartile for FRV continuity |
| 3) | SFR Reductions for non-performance of packing will apply when retendered to the original TSP using current Rates on File (see Item 524 & 525) |

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| b. Diverted at an OCONUS POE from a Destination Point in one CONUS Rate Area to a New Destination Point in a different CONUS Rate Area | |
| 1) | Terminate Shipment at original OCONUS POE |
| 2) | Shipment will require new booking by Responsible AOR GBLOC for onward Movement; PPSO can attempt to book with Original TSP if in the same Quartile for FRV continuity |
| 3) | SFR Reductions for non-performance of packing will apply when retendered to the original TSP using current Rates on File (see Item 524 & 525) |

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| c. Diverted at an OCONUS POE to an OCONUS Destination Point in the same OCONUS Rate Area as the POE where Diversion is effected | |
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| 1) | Terminate Shipment at original OCONUS POE (see Item 522 or 523) |
| 2) | Utilize ITGBL, Intra-Theater Rates or DPM (if available) on File from Termination Point to the new Destination |
| 3) | SFR Reductions for non-performance of packing will apply when retendered to the original TSP using current Rates on File (see Item 524 & 525) |

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| d. | Diverted at an OCONUS POE to different OCONUS Destination Point in a different OCONUS Rate Area: |
| 1) | Terminate Shipment at original OCONUS POE (see Item 522 or 523) |
| 2) | Shipment will require new booking by Responsible AOR GBLOC for onward Movement; PPSO can attempt to book with Original TSP if in the same Quartile for FRV continuity |
| 3) | SFR Reductions for non-performance of packing will apply when retendered to the original TSP using current Rates on File (see Item 524 & 525) |
| 4) | Utilize ITGBL, Intra-Theater Rates, or DPM (if available) on File from Origin to the POE where Diversion is effected |

2. SHIPMENT DIVERTED AT A CONUS or OCONUS OCEAN or AERIAL PORT OF DEBARKATION (POD):

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| a. | Diverted at a CONUS POD to a New CONUS Destination Point in the same CONUS Rate Area as the Original Destination Point |
| 1) | NO Change to SFR |
| 2) | Utilize TSP's Original SFR from Origin to destination CONUS Rate Area |

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| b. | Diverted at a CONUS POD to a Destination Point in a different CONUS Rate Area which utilizes the Same POD: |
| 1) | Terminate Shipment at original CONUS POD (see Item 522 or 523) |
| 2) | Shipment will require new booking by Responsible AOR GBLOC for onward Movement; PPSO can attempt to book with Original TSP if in the same Quartile for FRV continuity |
| 3) | SFR Reductions for non-performance of packing will apply when retendered to the original TSP using current Rates on File (see Item 524 & 525) |

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| c. | Diverted at a CONUS POD to a Destination Point in a different CONUS Rate Area which utilizes a different POD: |
| 1) | Terminate Shipment at original CONUS POD (see Item 522 or 523) |
| 2) | Use the Original TSP's SFR to the Original CONUS Rate Area |
| 3) | If Mileage between the CONUS POD and Original Destination Point is less than the Distance between the CONUS POD and New Destination Point, the TSP will be paid for such Excess Mileage IAW applicable L/H Rate Tables in Addition to the Applicable SFR |

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| | <p>4) If Mileage between the CONUS POD and Original Destination Point exceeds the Distance between the CONUS POD and New Destination Point, an adjustment of the mileage differential will accrue to the Government at 100% of the applicable Line Haul Table for the difference in mileage. This amount will be deducted from the applicable SFR</p> |
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| d. Diverted at a CONUS POD to a Destination Point in an OCONUS Rate Area | |
| 1) | Terminate Shipment at CONUS POD and Re-Ship to new OCONUS Destination (see Item 522 or 523) |
| 2) | Shipment will require new booking by Responsible AOR GBLOC for onward Movement; PPSO can attempt to book with Original TSP if in the same Quartile for FRV continuity |
| 3) | SFR Reductions for non-performance of packing will apply when retendered to the original TSP using current Rates on File (see Item 524 & 525) |

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|---|---|
| e. Diverted at an OCONUS POD on an Inter/Intra-Theater Movement to a Destination Point in CONUS | |
| 1) | Shipment will be Terminated at OCONUS POD (see Item 522 or 523); utilize Inter/Intra-Theater Rates from Origin to the OCONUS POD where termination is effected |
| 2) | Shipment will require Reshipment via ITGBL or DPM to New CONUS Destination (see Reshipment Procedures); PPSO can attempt to book with Original TSP if TSP has current Rates on File and in the same Quartile for FRV continuity |
| 3) | SFR Reductions for non-performance of packing will apply when retendered to the original TSP using current Rates on File (see Item 524 & 525) |

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| f. Diverted to an OCONUS POD to a New Destination Point in a Different OCONUS Rate Area | |
| 1) | Terminate Shipment at OCONUS POD (see Item 522 or 523) |
| 2) | Shipment will require new booking by Responsible AOR GBLOC for onward Movement; PPSO can attempt to book with Original TSP if in the same Quartile for FRV continuity |
| 3) | Utilize ITGBL, Intra-Theater Rates, or DPM (if available) from point of Termination to new OCONUS Rate Area |
| 4) | SFR Reductions for non-performance of packing will apply when retendered to the original TSP using current Rates on File (see Item 524 & 525) |

3. SHIPMENT DIVERTED AT CONUS DESTINATION

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| a. Diverted to a Different CONUS Destination in the same Rate Area | |
| 1) | Utilize TSP SFR to Original Destination Rate Area |
| 2) | L/H Miles based on Item 530 may apply using Item 533A MISC Charges may apply pending PPSO Approval |
| 3) | A Holding Charge equal to Minimum Storage Rate and a Handling Charge equal to Warehouse Handling Charge will apply |

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| b. Diverted to a Different CONUS Destination in a Different CONUS Rate Area | |
| 1) | Terminate Shipment at original CONUS Destination (see Item 522 or 523) |
| 2) | Shipment will require new booking by Responsible AOR GBLOC for onward Movement; PPSO can attempt to book with Original TSP if in the same Quartile for FRV continuity |
| 3) | SFR Reductions for non-performance of packing will apply when retendered to the original TSP using current Rates on File (see Item 524 & 525) |

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|---|---|
| c. Diverted at CONUS Destination to a Different OCONUS Area | |
| 1) | Terminate Shipment at original CONUS Destination (see Item 522 or 523) |
| 2) | Shipment will require Reshipment via ITGBL or DPM to New OCONUS Destination (see Item 524-Reshipments); PPSO can attempt to book with Original TSP if TSP has current Rates on File and in the same Quartile for FRV continuity |
| 3) | SFR Reductions for non-performance of packing will apply when retendered to the original TSP using current Rates on File (see Item 524 & 525) |

4. INTER/INTRA-THEATER SHIPMENTS; SHIPMENTS DIVERTED AT INTERMEDIATE OCEAN/AERIAL PORT

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| a. | Divert shipment at diversion point (shipment stops at time of notification) |
| b. | Shipment to New Destination via ITGBL, Intra/Inter-Theater rates, or DPM; PPSO can attempt to book with Original TSP if TSP has current Rates on File and in the same Quartile for FRV continuity |
| c. | SFR Reductions for non-performance of packing will apply when retendered to the original TSP using current Rates on File (see Item 524 & 525) |

NOTE 1: If the TSP does not have an current Rate on File and/or in the same Quartile to the new Destination, the shipment will be terminated and responsible GBLOC will direct/re-direct the shipment as required.

NOTE 2: The Interim Item 526 Diversion Table will be utilized with current International Tender until the DPS automated system process functionality is implemented and supercedes this diversion table.