Defense Personal Property Program International Tender - 2012

Personal Property Publication

Rules Governing the International Movement of Personal Property for Department of Defense and the Coast Guard

Military Surface Deployment and Distribution Command

1 Soldier Way, Bldg 1900W

Scott AFB, IL 62225

Effective 15 May 2012 through 14 May 2013

List of Changes

Version No	Description	Revision Date	Page Numbers
1.0	Editorial changes were made to the following: Application and Scope, TSP Correspondence, Item 106 Codes of Service, Item 110 Filing Dates, Item 139 Rate Cycle, Item 150 Transportation Service Provider, Item 151 Transportation Service Provider's Agent/Representative, Item 203 Governing Regulations, Item 205 TSP's Individual International Manual Rate Tenders, Item 216 Storage-In-Transit (SIT) – HHG, Item 217 Storage-in-Transit – UB, Item 218 SIT Period, Item 220, Item 221, Item 223 (LHS) Item 224 Application of Transportation SFR – UB, Chapter 3 – Conditions, Rules and TSP Administrative Requirements, Item 307 Suspensions, Item 308 Disqualifications, Item 310 Combination Intertheater Codes T/4 and T/5 Rates, Item 314 Tonnage Allocation, Item 317 Reporting Requirements, Item 320 TSP Agent/ Port Agent Facilities, Item 325 Shipment Terminations, Item 330 Intratheater Pacific Rates, Item 331 Required Numbers, Item 333 Packing Privately Owned Firearms (POFs), Item 400 Claims, Item 401 Liability , Chapter 5 – Schedule of Rates and Charges, Item 500 Additional Services, Item 508 Crates/Special Containers, Item 509 Extra Pickup or Delivery, Item 518 SIT and Warehouse Handling Charges – HHG, Item 519 SIT and Warehouse Handling Charges – UB, Item 520 Pickup or Delivery Transportation Rates to Apply on SIT Shipments – HHG, Item 521 Pickup or Delivery Transportation Rate to Apply to SIT – UB , Item 523 Termination of Shipments – UB, Item 524 Reshipments – HHG, Item 526 Shipments Diverted After Commencement of Transportation Service, Item 527 Delivery of Split Codes T and 5 Shipments, Item 528 Use of Alternate Ports for Codes 5 and T Shipments, Item 529 Provisions Governing Code J Shipment On-Loaded at Other Than Designated APOE Off-Loaded at Other Than Designated APOD, Item 531 Partial Delivery Weighing, Chapter 6 – Billing & Payment, Item 700 Criteria for User of OTO Rates, Item 701 Procedures, Appendix 6A-1, Item 1101 Terms and Conditions for Code J Shipments, Item 1105 Movement from CONUS to Overseas, Table 1: Preparation of the Pallet Header Record for Each Pallet Load of Code J, Item 1106 Movement from Overseas to CONUS, Table 4: Preparation of the TCMD for pallet loads of Code J baggage, Item 1203 Ordering Authority, Item 1204 Administrative Instructions for Ocean Container/Shipment Bookings, Item 1206 Port Information, Item 1207 Co-loading, Item 1208 Ocean Compensation Factor, Item 1209 Bunker Adjustment Factor, Item 1210 Currency Adjustment Factor, Item 1300 Subdivided Countries/States, No Maps, Item 1302 Special Rate Information, Alaska as per comments from industry.	April 18, 2006	12-14, 16-17, 20, 22, 25, 27- 29, 33 -35, 38, 40, 41, 43 – 47, 49 – 56, 58 – 78, 80-83, 87- 95, 97, 98, 100, 102 – 105, 108, 109, 115, 119, 121, 123, 126, 127, 131- 135, 137, 138, 144
1.0	Editorial changes were made to the following: Table of Content, Item 106 – Codes of Service, Item 215- Pickup or Delivery at Commercial Warehouse, Item 216 – Storage-In-Transit (SIT) –HHG, Item 218 – SIT Period, Item 221 – Use of Foreign Flag Shipping, Item 223 – Application of Transportation SFR – HHG, Item 224 – Application of Transportation SFR – UB, Item 231 – Surcharge, Item 320 –TSP Agent/Port Agent Facilities, Item 312- Right to Audit by DOD, Item 328 – Worldwide Nonuse Actions, Item 500 – Additional Services, Item 501- Auxiliary Services, Item 505 – Reweighing, Item 509- Extra Pickup or Delivery, Item 511 – Attempted Pickup and Direct Delivery Charges, Item 512- Code 3 Billing Codes, Item 513 – Fuel Surcharge (CONUS, Including Alaska and Hawaii), Item 519- SIT and Warehouse Handling Charges – UB, Item 520 – Pickup or Delivery Transportation Rates to apply on SIT Shipments – HHG, Item 521 – Pickup or Delivery Transportation Rate to Apply to SIT – UB, Item 524 – Reshipments – HHG, Item 525 – Reshipments- UB, Item 528 – Use of Alternate Ports for Codes 5 and T Shipments, Item 529-	June 29, 2006	TOC, 14, 25-26, 28, 29-31, 34-35, 36, 38,42, 43, 44, 66,79, 81-82, 84, 85, 86, 88, 89, 93,96, 97, 103,104, 105-106, 106-107, 114, 131, 135

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2.0	Editorial changes were made to the following: Chapter II, Terms & Definitions, Item 231, Surcharge, e. Port Congestion Surcharge; Item 119, Item/Article, Item 149, Theatre Shipping and Consolidation Point (TSCP); Item 154, Theatre Shipping and Consolidation Point (TSCP); Item 325, Shipment Terminations-Chapter III, Administrative Requirements, Item 300, Rate Filing Prerequisites; Item 304, Compensatory Rates – Chapter IV, Terms, Conditions and Rule, Item 106, Codes of Service, Code 4…; Item 221, Use of Foreign Flag Shipping, c.1.i Air Shipments; Item 224, Application of Transportation SFR- UB b.4; Item 106, Codes of Service, Code J; Item 401, Liability; Item 400, Claims; Item 212, Impractical Pickup or Delivery and Auxiliary Services, d.; Item 216, Storage-in-Transit (SIT)- HHG, c.; Item 218, SIT Period; Item 223, Application of Transportation SFR- HHG, b.; Item 224, Application of Transportation SFR- UB, b.; Item 1101, Terms and Conditions for Code J Shipments- Chapter V, Schedule of Rates and Charges, Item 502, Labor Charges, e; Item 518, SIT and Warehouse Handling Charger- HHG; Item 519, SIT and Warehouse Handling Charges- UB; Item 520, Pickup or Delivery Transportation Rates to Apply on SIT Shipments- HHG; Item 523, Termination of Shipments- UB c.; Item 500, Additional Services- Florida; Item 500, Additional Services- New Jersey; Item 500, Additional Services; Item 502, Labor Charges, d.; Item 500, Additional Services; Item 505, Reweighing- 505A Reweigh- HHG; Item 506, Reweighing- 506B, Reweigh- UB; Item 521, Pickup or Delivery Rates to Apply SIT- UB; Item 531, Partial Delivery Weighing; Item 509, Extra Pickup or Delivery; Item 524, Reshipments- HHG; Chapter 5B; Item 500, Additional Services- Florida; Item 502, Labor Charges; Item 505, Reweighing, 505A, 505B; Item 510, Attempted Delivery to Residence from SIT; Item 533**-** Chapter VII, One-Time-Only (OTO) Procedures for HHG, UB, and Boats, Item 701, Procedures- Chapter X, Special Solicitation, Item 1003, General; Appendices 10Q, R, U, and V; Item 1003, General, j.; Item 1003, General, c.; Table 2 in Chapter 10, List of Currently Known DOD Agents; Chapter 10H- Chapter XI- Code J Unaccompanied Baggage,	Jun 05, 2007	5, 7, 14, 15, 16, 18, 19, 25, 26, 28, 29, 35-36, 37-38, 39, 40, 44-85, 45, 48, 55, 63-85, 64-85, 68, 77, 86-87, 88- 89, 90, 91, 93-94, 95, 96-100, 97, 100-101, 102, 103, 104, 105, 106, 112, 115-116, 123-124, 126, 127, 147-148, 149, 165

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	Item 1100, General- Chapter XII, Special Rate Areas and Maps, Item 1303, Maps of States and Counties Divided into Separate Rate Areas- Chapter XIV, PPSO Listing/ Rate Areas/ SPLC Codes, Item 1502, Overseas Rate Areas & SPLC Codes- Chapter XVII, Tonnage Estimates & Traffic Distribution- Chapter XVIII, Channel Control Listing, Item 105, Channel Control Listing; Chapter 16, Tonnage Estimates and Channel Control Listing- Table of Contents, Item 149, Theatre Shipping and Consolidation Point (TSCP); Item 154, United States Transportation Command (USTRANSCOM); Item 401, Liability- Table of Contents, Chapter 10, Special Solicitation, Table 2; Item 149, Theatre Shipping and Consolidation Point (TSCP); Item 154, United States Transportation Command (USTRANSCOM); Item 401, Liability		
2.0	Item 500. Additional Services	August 10, 2007	63-69. 71-82, 84-86
3.0	Editorial Changes & Clarification: Item 200 Application of Tender; Item 205 TSP's Individual International Manual Rate Tenders; Item 207 Hourly Rates; Item 215 Pickup or Delivery at Commercial Warehouse; Item 221 Use of Foreign Flag Shipping; Item 223 Application of Transportation SFR – HHG; Item 224 Application of Transportation SFR – UB; Item 226 Certification of DD Form 619 in the Republic of the Philippines; Item 300 Rate Filing Prerequisites; Item 304 Compensatory Rates; Item 315 Shipment Routings; Item 327 Rate Verification; Item 509 Extra Pickup or Delivery; Item 513 Fuel Surcharge; Item 516 Shipping Procedures for the Hawaiian Islands; Item 520 Pickup or Delivery Transportation Rates to Apply on SIT Shipments – HHG; Item 523 Termination of Shipments – UB; Item 530 Linehaul Rate Tables; Item 531 Partial Delivery Weighing; Item 533 Miscellaneous Charge; Item 702 RDD Status Reports; Item 1003 General; Item 1004 Participation; Item 1108 Code J Pallet Placard; 1204 Administrative Instructions for Ocean Container/Shipment Bookings; Item 1206 Port Information; Item 1208 Ocean Compensation Factors; Item 1300 Subdivided Countries/States, No Maps; 1301 Subdivided States/Countries, With Maps; Item 1303 Maps of States and Countries Divided into Separate Rate Areas; Item 1407 Code J Port Designation; Item 1409 Code T Port Designation (EFFECTIVE APRIL 1, 1998); Item 1414 Code 3 Ports of Embarkation and Debarkation; Item 1502 Overseas Rate Areas & SPLC Codes; Update: Chapter 4 – Claims & Liability; Rates Update: Item 500 Additional Services; Item 518 SIT and Warehouse Handling Charges – HHG; Item 519 SIT and Warehouse Handling Charges – UB; Item 520 Pickup or Delivery Transportation Rates to Apply on SIT Shipments – HHG; Item 521 Pickup or Delivery Transportation Rate to Apply to SIT – UB;	October 22, 2007	
4.0	Address change on the cover sheet	July 30, 2008	Cover, 97
5.0	Editorial changes & Clarification: Item 307 Suspensions, change of verbiage for clarification; Item 401 Claims for Loss and Damage, n.4 verbiage added for clarification; Chapter V Schedule of Rates and Chagres-VIRGINIA: Transferred responsibility of Langley AFB, VA (BGFC) to JPPSO-NE,Chelmsford, MA (AGFM); Item 502 Labor Charges, Billing notes f Note 1-3 McKinley Park is changed to Denali Park; Item 508 Crates/Special Containers, Billing Notes 2.b.1,c.1 and h verbiage added for clarification; Item 500 Additional Services, Area Application, Texas-NAS JRB, Fort Worth, TX (HBNL), item 518A rate increase from .11 to .12 ; Item 514 Use of Government-Owned	October 23, 2008	34,51,76,77,81 83,84,100,124, 125,128,129,130, 131,156,157,160, 161,167,168,170

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	Containers (GOC 's) added ; Item 526, deleted Item 526D and 526E minimum charges, verbiage added for clarification on Billing Note 2 and Billing Note 4; Schedule F inserted; Item 700 Criteria for use of OTO Rates,h-verbiage added; Item 1208 Ocean Compensation Factor, d2 effective year change 2008, added note for clarification; Item 1301 Subdivided States/Countries, With Maps 1301 f JA04 (Hokkaido)- OTO Area, g- Hawaii area added for clarification; Item 1302 Special Rate Information, j5 added JA04; Item 1302 Special Rate Information h. verbiage added for clarification; Item 1303 Maps of States and Countries Divided into Separate Rate Areas,added-JAPAN-JA04-OTO and JA96 Okinawa and Alaska cities listed by Zones;		
6.0	Editorial changes & Clarification: Item 327 Rate Verification, Change of verbiage for clarification; Item 514 A-E Use of Government-Owned Containers (GOC 's) Note added for billing purpose; Item 700 h. Change of verbiage for clarification	November 14, 2008	38, 87, 128
IT- 2008	Editorial changes & Clarification: Introduction phone number change for Rates; Item 203 Governing Regulations, deleted use of Rand McNally Mileage Guide verbiage; Item 216 Storage-In-Transit (SIT) – HHG, e-Note verbiage change for clarification; Item 334 Customer Satisfaction Survey verbiage change; Item 508 Crates/Special Containers, Billing Notes e, added verbiage for clarification; Item 520 Pickup or Delivery Transportation Rates to Apply on SIT Shipments-HHG, b 2 and c added verbiage for clarification; Item 528 Use of Alternate Ports for Codes 5 and T Shipments, a.- reference update; Item 534 Tender of Deliver of Containerized Shipments-HHG, b , c & c.3, verbiage added for clarification; Item 535 Tender of Delivery- UB b & c verbiage added for clarification;Chapter 7 OTO e-mail address change; Chapter 10 Special Solicitation-Canada rate information & Line Haul Rate Table removed from the chapter.	April 6, 2009	7,15, 20, 39.82, 83, 91,105, 108,128, 136
IT – 2009	Editorial changes & Clarification: Item 500 Additional Services, State Nevada, deletion of two counties (Douglas & Elko) in KKFA; Item 513 Fuel Surcharge (CONUS, Including Alaska and Hawaii) verbiage added for clarification; Item 702 changed from RDD Status Reports to Quality Assurance Reports and verbiage added; Item 703 Mistake in Rate Filing deleted.	May 11, 2009	69, 86-87, 130
IT – 2009 CHANGE 1	Editorial changes & Clarification: Item 216 Storage-In-Transit (SIT) – HHG added verbiage and table for clarification, e – Note- verbiage change for clarification; Item 223 Application of Transportation SFR-HHG b.2 verbiage change for clarification; Item 513 Fuel Surcharge (CONUS, Including Alaska and Hawaii) verbiage removed; Item 526 Billing Note 4.d verbiage change for clarification; Item 1208 Ocean Compensation Factor d.1 effective contract number and date change; Item 1303 Maps of States and Countries Divided into Separate Rate Areas, US 68-South Texas county change from Harrison to Harris & Map of CONUS Rate Areas added.	June 2, 2009 July 29, 2009	19- 21, 29, 86, 100, 154, 163 169
IT-2010	Editorial Changes & Clarification: Item 102 – Attempted Pickup – Deleted; Item 142 – Changed Verbiage; Item 200c – Added/Changed verbiage; Item 211c – New/Added verbiage; Item 216 e – Note 2 – Deleted; Item 220, Performance Periods – New/Added; Item 223 – New/Added verbiage; Item 224 – New/Added verbiage; Item 231d – Changed/Removed verbiage; Item 231e – Added verbiage; Item 500c – Rate Increase; Item 503 b – New/Added; Item 505 – Rate Increase; Item 506 a-d – New/Added; Item 508 – Added/Changed verbiage; Item 509 – Rate Increase; Item 510 – New/Added verbiage; Item 511 – Attempted Pickup and Direct Delivery Charge - Deleted; Item 513 – Added/Changed verbiage; Item 520 – Rate Increase; Item 521 – Rates Increase; Item 531 – Added/Changed verbiage; Item 532 – Added verbiage; Item 535 – Provided rate increases; Item 600b – New/Added verbiage; Item 701a – Added verbiage; Item 1000b&c –	03 Feb 2010	8, 11, 14, 19, 20, 23, 30, 31, 33, 34, 58-81, 84-85, 85-86, 87-90, 95-97, 98, 110, 112-124, 127-128, 136-138, 154-155, 164, 179-180

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	Added/Changed verbiage; Item 1001 – Changed verbiage; Item 1003 – Added verbiage; Item 1004 – Added verbiage; Item 1208 – Changed Chart; Item 1208c&d – Added verbiage; Item 1303 – Changed Zone IV verbiage; Item 1600 – Changed /Deleted verbiage; Item 1603 – Changed verbiage.		
IT-2010 Change 1	Editorial Changes & Clarification: Item 220 – Performance Periods – Updated/Added Performance period(s) and CSS date(s); Item # 505A & B – Reweighing – Rate increase; Item 518 – SIT and Warehouse Handling Charges- HHG, Billing Note 2 a. verbiage change; Item 519 – SIT and Warehouse Handling Charges – UB, Billing Note 1 verbiage change; Item 535 – Tender of Delivery – UB – Changed Schedule "A" Break points; Item 1004 – Participation and Performance – Table 2-Changed Verbiage; Item 1303 Maps of States and Countries Divided into Separate Rate Areas – State of Texas, Deleted Anderson County and Added – Aransas County under US 68 South; Item 1407- Code J Port Designation: Added DOV and Comment (+)	18 Feb 2010	24, 85-86, 92, 93, 113-115, 139, 163
IT-2010 Change 2	Editorial Changes & Clarification: Item 512 – Code 3 Billing Codes, Note 1 added; Item 518 – SIT and Warehouse Handling Charges-HHG, Billing Note 2 a. and e. verbiage added; Item 519 SIT and Warehouse Handling Charges – UB, Billing Note 1 verbiage added; Item 1409 - Code T Port Designation: Added DOV and Comment(+)	17 May 2010	90, 92-94, 172
IT- 2011	Editorial Changes & Clarification: Item 102 - Added definition; Item 200-Added language; Item 212 – Guidance changes; Item 221, c. 2). c. - Address change; Item 216-Clarified use of Block 18/19 and SIT; Item 220-Modification of Data Period; Item 232 – Added procedural guidance;Item 300-Added language; Item 304-Removed Sardinia; Item 500 b. – Updated Add'l Services, Updated rate table 520B, Merged GBLOCs (Regionalization): LKNQ - (LGNL/JANL/LDNP/LENQ) , CNNQ - (CQNL/FRNQ/FNNT), HAFC - (HBNT/HBNL) and updated rates; Item 508 h. - Added foam mattress guidance; Item 518C – Updated rates; Item 519A – Updated rates; Item 520 b. Note – Added verbiage; Item 520 a. & b. – Guidance added; Item 520A – Rate changes; Item 521 A/B/C/D/G/H/K/L – Rate updates; Item 521 h. – Guidance added; Item 531A – Rate & Break Point updated; Item 532A – Updated rates; Item 534-534-Clarified notification is through "DPS"; Item 535 Schedule B-3-5 – Updated Rates & Break Points; Item 600-updated US Bank language; Item 701 e & g – added USF guidance; Item 1000 d. - Added agent replacement guidance; 1004 table 2 – Updated agent listing; Item 1302-Updated Germany and Sardinia OTO designations	17 Dec 2010	9, 20, 27, 35, 58, 59-82, 60, 62, 67, 69, 71, 74, 75, 78, 80, 86, 92, 93-94, 95, 98, 99, 110, 115-116, 129, 136, 138-141, 160-162
IT-2011 Change 1	Editorial Changes & Clarification: Item 140 - changed timeline verbiage; Item 216-clarified; Item 221 – Added OCCA FFW email address; Item 500 - CGNT merged w/ CHAT (Regionalization); Item 534 b. & c. – Tender of Delivery guideline changes; Item 600 b. – GSA added; Item 1302 g. – Updated Germany Special Rate Information;	27Jan 2011	6,12, 21, 27, 64, 113-114, 129, 160
IT-2011 Change 2	Editorial Changes & Clarification: Item 505A (HHG) – Added reweigh guidance; Item 505B (UB) – Added reweigh guidance; Item 1000d-Added Special solicitation guidance	28Feb2011	86-87, 139
IT-2011 Change 3	Editorial Changes & Clarification: Updated SDDC-PP website throughout Int Tender; Item 106 – deleted Code I; Item 500 – GBLOC Regionalization: Effective 01SEP2011: BGNC (DMNC (NJ & PA)), Effective 01OCT2011: BGNC ((BCNV&BANT(MD), GLNT(IL,IN,WI), GONM(IL,IN) & FDNT(AR,MS,TN)); Item 505A (HHG) – Revised reweigh guidance; Item 505B (UB) – Revised reweigh guidance; Item 518 – SIT and Warehouse Handling Charges-HHG – Revised/updated billing and regulatory guidance; Item 519 – SIT and Warehouse Handling Charges-UB – Revised/updated billing and regulatory guidanceItem 520D & NOTE – Verbiage added for clarification; Item 530 L/H Rate Tables –Updated Table B-1 thru B-6;	30Jun2011	11, 70, 86-87, 96, 97, 99-100,130, 117-120, 138-142, 143, 153

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	Item 601 – Revised and update Billing Instructions; CH IX – Item 900-915 – Added and/or Revised Volume Move guidelines and requirements; Item 1000 d. – Updated Special Solicitaiton DoS Agent guidance; Item 1102 Palletizing Code J UB IT-Shipments – AMC Updated Pallet Guidance;		
IT-2012	Editorial Changes & Clarification: Introduction – Updated Telephone number Item 105 – Channel Control Listing-Added Channels - see added channels impacting the following countries: Austrailia (AS21); Germany (GE); Japan-Central(JA01); Japan- South(JA02); Japan-North(JA03); Okinawa(JA96); Spain(SP); Turkey(TU); United Kingdom(UK) Item 106 – CoS 3 Verbiage added Item 109 – Diversions-Revised Language Item 127 – OTO-Revised Language Item 139 – Rate Cycle-Revised Language Item 204 - Added "Timor Leste" Item 205 – CoS 3 Removed Item 220 – Performance Periods-Updated DTR Reference Item 223 – CoS 3 Removed Item 231 b.c.d. e. – Removed CoS 3 & Added CoS D & 2 Item 232 – TSP Representative: Revised Requirements/Language Item 307 – Suspensions-Updated Language/Reference Item 315 b. – CoS 3 Removed Item 328 – Worldwide Nonuse Actions, revised language Item 332 – Port Contract Facilities-Revised Language Item 400 e. – CoS 3 Removed Item 400 n. – CoS 3 Removed CH 5 – General Regs & Conditions-Removed CoS 3 Item 500 – Additional Services-Removed Table(Homepage link) Item 502 – Labor Charges-rate changes Item 505 – Reweighing-Language added for clarification Item 505A - Reweigh (HHG) paragraph c-deleted Item 512 CoS 3 Billing Codes Removed/Reserved for future use Item 518 – SIT and Warehouse Handling Charges-HHG, updated rate changes Item 519 – SIT and Warehouse Handling Charges-UB, updated rate changes Item 521 A-H Rate Increase Item 526 a,b,c,d,g & Note 1 – Revised Language Item 530 – Line Haul Rate Tables-added website w/Link for L/H Schedules Item 533 - Misc. Charges-Revised language Item 601 – Billing Information-updated reference Item 700 – Clarification of Boat Demensions & Guidelines CH 12 - CoS 3 Removed/Reserved for Future Use Item 1404 – CoS 3 Ports Removed/Reserved for Future Use Item 1407 – CoS J-Changed AMC channel to SUU Item 1409 – CoS T-Changed AMC channel to SUU Item 1414 – CoS 3 PoE&PoD Removed/Reserved for Future Use	12Dec2011	10-13, 18, 25-26 34-36, 41-42, 57-58-60, 62, 67-68, 70-75, 84-85, 87-89, 115, 130, 131, 134
IT-12ch1	Editorial Changes & Clarification: Item 328 – World Wide Non-Use Action: changed Note Item 500 – GBLOC Regionalization: Effective 15MAY2012: BGAC replaces BBAV[MD] & BAAV[MD], KKFA replaces KLAE(NM) Item 505 – Reweighing: Incorporated DTR language Item 519 – SIT & Warehouse Handling Charges-UB: chg to "gross" Item 700g – Criteria for Use of OTO Rates: Chg "above" to "below" and added para #'s Ch 9 – Pupose: Revised VM channel guidance Item 901 f. – Procedures: Revised guidance Item 908 – Cause for Suspension: revised/added QA language Item 915 – Additional Guidance: Added Note 4- blackout guidance	18Jan2012	42, 64, 72, 88, 97-99, 100, 117, 118-120, 130-133, 137

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	Item 1300 - Subdivided Countries/States, No Maps: Removed Sardina/IT20 Item 1302 – Special Rate Information: Changed Germany channel guidance for “Berlin, Leipzig, Dresden, Rostock, and Neukirch” Item 1303 - Maps of States and Countries Divided into Separate Rate Areas: Removed CONT merged w/ CNNQ; Removed LENL&LENV merged w/ LKNQ; replaced FISC w/ FLC (Fleet Logistics Center) Item 1407 - CODE J PORT DESIGNATION: Removed IT20 Item 1408 - OVERSEAS AMC TERMINALS FOR CODE J SHIPMENTS: Removed “Woomera” (closed) Item 1409 – Code T Port Destination: Removed “IC”; removed UK76; Added NOTE 4 – New AMC guidance for CONUS to/from AS11/21 Item 1410 - OVERSEAS AMC TERMINALS FOR CODE T SHIPMENTS: Removed “Woomera” (closed); removed La Maddelena Item 1502 – OVERSEAS RATE AREAS & SPLC CODES: Removed Sardina/IT20		

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INTRODUCTION

Purpose

This Tender provides guidelines, rules, regulations, and other information required to participate in the movement of personal property worldwide. Any changes or items of particular significance unique to each volume may be included by page changes in the Tender for each cycle. Transportation Service Providers (TSPs) filing rates in response to this Tender must submit rates in accordance with the procedures the International Rate Filing Instructions.

Application and Scope

This Tender is applicable to Department of Defense (DoD) approved TSPs eligible to transport household goods (HHG), unaccompanied baggage (UB), and boat shipments between designated rate areas including inter theater and intra theater shipments but not intra country shipments.

Authority

Under responsibilities assigned to the Commander, Military Surface Deployment and Distribution Command (SDDC), in DoD Directive 4500.9R, SDDC is responsible for the negotiation of rates worldwide for shipment of HHG and UB. The rates are solicited on behalf of the entire DoD, including civilian-appropriated and non-appropriated fund employees, and the U.S. Coast Guard. HQ SDDC has delegated the negotiation of certain intra-theater rates to SDDC-Europe.

TSP Correspondence

TSPs are prohibited from distributing any correspondence dealing with information in conflict with International program instructions furnished to PPSOs.

Sources of Assistance

In the event of problems or questions relative to these instructions, PPSOs should first contact SDDC or designated representative overseas. Problems not resolved at these levels will be elevated to SDDC.

AREA	OFFICE	DSN	COMMERCIAL
SDDC-Pacific	SDDC-PP-PO-P	456-3741	808-656-3741
SDDC-Europe	SDDC-PP-PO-E	314-421-4081/4/5/7	011-49-711-729-4081/4/5/7
SDDC	SDDC-PP-PO (Rates)	770-5485	618-220-5485
SDDC	SDDC-PP-PO (Operations)	770-5484	618-220-5484

Recommendations

Recommendations for proposed changes are welcome and will be considered for future application. PPSO recommendations may be forwarded to HQ SDDC, ATTN: SDDC-PP-PO or designated SDDC representative overseas.

CHAPTER 1 - TERMS & DEFINITIONS

ITEM 100 Air Mobility Command (AMC):

The single DoD operating agency responsible for providing DoD airlift services.

ITEM 101 Attempted Delivery:

When a TSP is ordered by the PPSO to perform delivery services at a member's residence, and service cannot be performed through no fault of the TSP, the TSP is authorized compensation for labor services and/or vehicle use per Item 503. Compensation on shipments from storage-in-transit (SIT) will be as outlined in Item 510.

ITEM 102 Reserved for future use

ITEM 103 Auxiliary Services:

The use of labor and/or nonstandard linehaul or delivery vehicles when essential to effect pickups or delivery of shipments when approved, in writing, by PPSO as the result of the origin or destination being inaccessible by virtue of building design or roadway nonexistence, design, condition, construction, or obstacles. (See Item 501)

ITEM 104 Carrier:

See Transportation Service Provider (TSP)

ITEM 105 Channel Control Listing:

A listing stipulating open and closed rate fields, by codes of service, for each origin/destination combination whereby rates are filed between CONUS and overseas rate areas, intertheater, and intratheater movements. The Channel Control Listing of solicited rates is available during the rate filing period in DPS. Note there are several recently added international channels added to the channel control list posted at www.sddc.army.mil/pp/default.aspx.

ITEM 106 Codes of Service:

Code 3 – International Door-to-Door Container: HQ SDDC no longer solicits Code 3 rates, effective 15 May 2012. TSP provides origin services, linehaul service from origin residence to a commercial ocean terminal, ocean transportation using the Surface Deployment and Distribution Command Universal Service Contract rates for over the ocean portion of the shipment, line haul to destination residence, and destination services.

Code 4 - International Door-to-Door Container: International Door-to-Door Container**:** Movement of household goods in containers whereby a Transportation Service Provider provides complete through service from origin residence to the destination residence over land and/or ocean means.

Code 5 - International Door-to-Door Container Government Ocean Transportation: Movement of HHG in SDDC-approved door-to-door shipping containers (wooden boxes) whereby a TSP provides line haul service from origin residence to military ocean terminal, the government provides ocean transportation to designated port of discharge, and the TSP provides line haul service to destination residence, all without rehandling of container contents.

Code 6 - International Door-to-Door Air Container: Movement of household goods whereby the TSP provides containerization at the origin residence, surface transportation to the airport nearest origin that can provide required services, air transportation to the airport nearest destination that can provide required services, and transportation to the destination residence.

Code 7 - International Land-Water-Land Baggage: Movement of UB whereby the TSP provides packing and pickup at origin, surface transportation to destination, and cutting of the banding and opening of the box(es) when delivery at the destination residence.

Code 8 - International Land-Air-Land Baggage: Movement of UB whereby a TSP provides packing and pickup at origin, transportation to the origin airport, air transportation to the destination airport ,

surface transportation to destination , and cutting the banding and opening of the box(es) at the destination residence.

Code J - Land-Air (AMC)-Land Baggage: Movement of unaccompanied baggage whereby a TSP provides packing and pickup at origin, and transportation to the designated AMC aerial port or receipt of property from the Theater Shipping and Consolidation Point (TSCP) to final delivery point. AMC provides terminal services at both origin and destination and air transportation to the designated AMC destination terminal. The TSP provides transportation to destination from AMC terminal and cutting of the banding and opening of the boxes at the destination residence.

Code T - International Door-to-Door Container (AMC): Movement of HHG in containers whereby a TSP provides containerization at the origin residence and transportation to the designated AMC terminal. AMC provides terminal services at both origin and destination and air transportation to the designated AMC destination terminal. The TSP provides transportation to the destination residence.

ITEM 107 Continental United States (CONUS):

As used in connection with HHG, it includes all areas within the United States, excluding Hawaii. For purposes of soliciting rates for UB, it includes all areas within the contiguous United States, excluding Alaska and Hawaii.

ITEM 108 Destination Point:

City or installation shown in the destination block on the Government bill of lading (GBL).

ITEM 109 Diversions:

A change in the original destination of a personal property shipment while the shipment is in transit or located at a POE/POD. Shipments requiring further over ocean transportation shall be terminated and reshipped.

ITEM 110 Filing Dates:

Designated dates announced by HQ SDDC during which International rates and other data must be filed.

ITEM 111 Final Delivery Point:

Place where TSP surrenders possession of property to the owner or owner's agent and no further transportation or services are required under the personal property Government bill of lading (PPGBL).

ITEM 112 Government Bill of Lading Office Code (GBLOC):

A designated code consisting of four alpha characters unique to each PPSO. GBLOCs are used for internal accounting purposes and for the distribution of information to PPSOs.

ITEM 113 Government Storage Warehouse:

Government-owned or leased facility used for storing HHG shipments.

ITEM 114 Gross Weight:

The aggregate weight of all articles plus necessary packing materials and shipping containers.

ITEM 115 Household Goods/ Personal Property:

Furniture, furnishings, boats, or equipment; clothing, baggage, personal effects, professional books, papers, and equipment; and all other personal property associated with the home and person, as defined in the Joint Federal Travel Regulations (JFTR).

ITEM 116 Installation Transportation Officer (ITO):

The military or civilian employee of the Government, designated by the appropriate authority to perform assigned personal property traffic management functions at an installation or activity, regardless of whether or not it is the organizational title of the individual. See PPSO.

ITEM 117 Inter-Theater Movement:

Movement of personal property from an origin point in one overseas theater to a destination point in another overseas theater. Movements to or from CONUS are not considered intertheater.

ITEM 118 Intra-Theater Movement:

Movement of personal property from an origin point in an overseas theater to a destination point in the same overseas theater.

ITEM 119 Item/Article:

The terms "item" and "article" used in this Tender shall be interchangeable. Each shipping piece or package, and the contents thereof, shall constitute one item. Any item taken apart or knocked down for handling or loading shall constitute one item.

ITEM 120 TGBL TSP Accepted/Rejected Rate Report:

DPS will send notification of rate filing errors and rate rejections. Accepted rates will be displayed in DPS.

ITEM 121 Kilogram:

One kilogram is equal to 2.2046 pounds. To convert kilograms into pounds, multiply kilograms by 2.2046 factor. To convert pounds into kilograms, multiply pounds by 0.453 factor.

ITEM 122 Kilometer:

One kilometer is equal to 3,280.8 feet or 0.62137 mile. To convert kilometers into miles, multiply the number of kilometers by a 0.62137 factor. To convert miles into kilometers, multiply the number of miles by a 1.609 factor.

ITEM 123 Military Surface Deployment and Distribution Command (SDDC):

The Army Component of the U.S. Transportation Command. HQ SDDC is responsible for all the Department of Defense's surface transportation shipments as well as several core transportation processes.

ITEM 124 Military Sealift Command (MSC):

The single DoD operating agency responsible for providing DoD sealift service.

ITEM 125 Net Weight:

The net weight of shipments transported in containers shall be the difference between the tare weight of the empty container and the gross weight of the packed container.

ITEM 126 Nontemporary Storage (NTS):

The term applied for the service of long-term storage, other than SIT, of personal property at owner's or Government expense.

ITEM 127 One-Time-Only (OTO) Rates:

The movement of a shipment where rates are solicited by HQ SDDC from individual carriers for the movement of personal property over a specific origin-destination channel for which rates are not otherwise published.

ITEM 128 Operation COHORT:

Operation COHORT is another name given to U.S. Army volume movements between CONUS and overseas locations. Any special requirements such as pickup, movement on the same vessel, and delivery en masse, will be contained in the Tender.

ITEM 129 Origin Installation:

Military installation or activity with a PPSO controlling and issuing PPGBLs for personal property shipments.

ITEM 130 Overseas Theater:

An overseas area composed of those elements of one or more of the Armed Services, designated to operate in a specific geographical area, e.g., the Pacific, European, Southern, or other command.

ITEM 131 Packing Carton:

Packing carton used for packing items requiring additional protection prior to placement inside shipping container.

ITEM 132 Personal Property:

See Household Goods

ITEM 133 Personal Property Government Bill of Lading (PPGBL):

An accountable shipping document used for the acquisition of authorized transportation and related services from commercial TSPs for the movement of DoD-sponsored personal property shipments (SF 1203).

ITEM 134 Personal Property Shipping Office (PPSO):

An office designated by appropriate authority to perform personal property traffic management functions for an area of responsibility. PPSO locations may be obtained at www.sddc.army.mil/pp/default.aspx.

ITEM 135 Pickup Point:

The specific location where the TSP takes possession of personal property for shipment.

ITEM 136 Point of Diversion:

The location of the shipment when orders are given to change destination point.

ITEM 137 Port of Embarkation/Debarkation:

a. Ocean (WPOE/WPOD): Includes dock, wharf, pier, or berth where cargo is loaded aboard ship or is discharged from ship, including the port terminal facility or warehouse of the TSP serving the port.

b. Aerial (APOE/APOD): Includes AMC facilities for loading, unloading, and handling of shipments, including the port terminal facility or warehouses of the TSP serving the port.

ITEM 138 Rate Area:

An area is generally defined as each of the states and the District of Columbia in CONUS, a country/U.S. possession, or other such description in the overseas area. However, individual states and countries may be subdivided into two or more rate areas or combined into a single larger rate area to facilitate service and rate computations.

ITEM 139 Rate Cycle:

Effective dates for DPS Rate Cycles will begin 15 May and end 14 May each year.

ITEM 140 Regular Working Hours:

Regular working hours include Monday through Friday, between the business hours of 8:00 a.m. and 5:00 p.m., excluding all other hours of the day, days of the week, and officially declared foreign national, U.S. national or state holidays, and during any hour on Good Friday when service is rendered on that day in New York City and the New York Counties of Dutchess, Erie, Genessee, Livingston, Monroe, Nassau, Niagara, Orange, Ontario, Orleans, Putnam, Suffolk, Ulster, Wayne, Westchester, and Wyoming.

ITEM 141 Required Delivery Date (RDD):

A specified calendar date on or before when the TSP agrees to offer the entire shipment of personal property for delivery to the member or member's agent at destination. If the RDD falls on a Saturday, Sunday, foreign national, U.S. national, or state holiday, the RDD will be the following work day.

ITEM 142 Rate Rejection Report:

A listing of rates, derived from TSP's rate submission, which is erroneous and is provided to TSPs via email from DPS.

ITEM 143 Shipping Container:

External container, crate, tri-wall, bi-wall, or other Government-approved container into which individual articles and/or packing cartons are placed.

ITEM 144 Special Solicitation:

Rates solicited by HQ SDDC from individual TSPs for movement of personal property between specific rate areas. See Chapter X.

ITEM 145 Standard Carrier Alpha Code (SCAC):

A four digit alpha code assigned to each TSP by the National Motor Freight Traffic Association to identify that TSP in the various procedures and documents used in the Department of Defense Personal Property Shipment and Storage Program. For purposes of this Tender "carrier" is equivalent to Transportation Service Provider (TSP).

ITEM 146 Standard Point Location Code (SPLC):

A standard point location code consisting of alphanumeric characters assigned to each rate area for the purpose of geographical accounting.

ITEM 147 Storage-in-Transit (SIT):

The term applied to the service under the PPGBL for the temporary storage, other than nontemporary storage, of a personal property shipment prior to final delivery.

ITEM 148 Supporting Documentation:

Documentation requiring TSP certification and submission to HQ SDDC by designated dates provided in each cycle Tender letter.

ITEM 149 Theatre Shipping and Consolidation Point:

The Theatre Shipping and Consolidation Point is responsible for the rapid segregation, sorting, and consolidation of multiple consignee shipments from a range of sources and delivery to the customer.

ITEM 150 Transportation Control Movement Document (TCMD), DD Form 1384:

A form used to control the movement of property while in the Defense Transportation System (DTS). Similar to a bill of lading in the commercial transportation system.

ITEM 151 Transportation Service Provider (TSP):

Transportation Service Provider is any party, person, or carrier that provides freight/personal property transportation and related services to an agency, including Motor Carrier, Freight Forwarder and Broker.

ITEM 152 Transportation Service Provider's Agent/Representative:

A business firm, corporation, or individual acting, pursuant to a preexisting agreement on behalf and under the direction of a TSP.

ITEM 153 Unaccompanied Baggage:

The portion of a member's prescribed weight allowance of personal property including professional books, papers, and equipment, normally shipped separately from the bulk of personal property and designated as such on the member's application for shipment.

ITEM 154 United States Transportation Command (USTRANSOM):

Commander USTRANSCOM directs transportation components from the Army, Navy, and Air Force in order to fulfill Defense Transportation requirements.

ITEM 155 Volume Movement:

Movement of HHG, totaling 200,000 pounds or more, or UB, totaling 50,000 pounds or more, for military or civilian personnel from one origin or commuting area to one destination or commuting area within a 90-day period, will be considered a volume movement. Volume moves may be for lesser amounts if special requirements exist.

ITEM 156 Website:

You can view SDDC's website at www.sddc.army.mil/pp/default.aspx on the Personal Property Homepage for review and downloading.

ITEM 157 Working Hours:

See Regular Working Hours.

CHAPTER 2 - POLICY & PROCEDURES

Purpose:

This Tender provides guidelines, rules, regulations and other information required to participate in the movement of personal property worldwide. TSPs filing rates in response to this Tender must submit rates in accordance with the procedures outlined in the International Rate Filing Instructions located at www.sddc.army.mil/pp/default.aspx.

Item 200 Application of Tender

a. This Tender applicable to shipments transported for the account of the Department of Defense, including the Army, Air Force, and Navy Exchange Services, and the U.S. Coast Guard; herein called the Government. It applies on the transportation of personal property (HHG and UB) between rate areas within CONUS (excluding Hawaii) on the one hand, overseas rate areas (including Hawaii) on the other, and between rate areas within overseas (inter-theater/intra-theater) commands.

b. Provisions of this tender, including any applicable accessorial rates and charges, apply with the transportation SFR filed with HQ SDDC for the account of the Government. The TSP's effective rate on file on the pickup date is applicable.

c. Change in pickup date: The applicable SFR that applies is based on the requested pickup date at the time the shipment is offered and accepted by the TSP. If a TSP negotiates a change in pickup date with the member the prevailing applicable rate will remain the one in effect on the requested pickup date at the time of shipment award. (e.g. if a TSP negotiates a new pickup date that crosses into a new annual rate cycle the rate effective on the original requested pickup date will apply).

d. Unless otherwise stated, all rates and charges are expressed in U.S. dollars and cents per hundred weight (lbs).

e. HQ SDDC reserves the right to reject any or all offers; to waive informalities in offers received; to negotiate, accept, or reject initial or subsequent submissions without discussion of rates; to nonuse or cancel any rate upon 15 days notice; and resolicit rates. Acceptance of rates does not result in a requirements contract. Additionally, HQ SDDC reserves the right, on 15 days notice, to:

1) Extend the effective period of rates by 45 days to modify the rate filing period;

2) Change the type of rates being solicited;

3) Resolicit rates as a result of Government or Transportation Service Provider actions; and/or

4) Take any appropriate action to protect the Government's interests in response to delaying court injunctions, data processing failures, strikes, embargoes, and other policy or economic situations.

Item 201 Minimum Weight

The transportation SFR, and all other charges based on weight, are based on the weight of the shipment with the following minimums:

a. HHG - 500 pounds net.

b. UB – 300 pounds gross.

Item 202 Determination of Weight

a. Weighing Requirement: TSPs will determine the weight of each shipment transported prior to the assessment of any charges depending on the shipment weight. Except as otherwise provided in this item, the weight shall be obtained on a scale meeting the definition of a certified scale as provided in CFR 49m, part 375.7 – Determination of Weights

b. Weighing Procedures - HHG:

1) Except as otherwise provided herein, the weight of each shipment will be obtained by determining the difference between the tare weight of the vehicle on which the shipment is to be loaded prior to the loading and the gross weight of the same vehicle after the shipment is loaded, the gross

weight of the same vehicle after the shipment is loaded, or the gross weight of the vehicle with the shipment loaded and the tare weight of the same vehicle after the shipment is unloaded.

2) At the time of both weighings, the vehicle will have installed or loaded all pads, dollies, hand trucks, ramps, and other equipment required in the transportation of each shipment. Neither the driver nor any other persons shall be on the vehicle at the time of either weighing.

3) The fuel tanks on the vehicle will be full at the time of each weighing or, in the alternative, no fuel may be added between the two weighings when the tare weighing is the first weighing performed.

4) The trailer of a tractor-trailer vehicle combination may be detached from the tractor and the trailer weighed separately at each weighing providing the length of the scale platform is adequate to accommodate and support the entire trailer at one time.

5) Shipments may be weighed on a certified platform or warehouse scale prior to loading for transportation or subsequent to unloading. For containerized shipments, containers may be weighed independently.

6) The net weight of shipments transported in containers will be the difference between the tare weight of the empty container (including all pads, blocking and bracing used or to be used in the transportation of the shipment) and the gross weight of the packed container.

7) The shipper or any other person responsible for payment of the freight charges will have the right to observe all weighings of the shipment. The TSP must advise the shipper, or any other person entitled to observe the weighings, of the time and specific location where each weighing will be performed and must give that person a reasonable opportunity to be present to observe the weighings. Waiver by a shipper of the right to observe any weighing or reweighing is permitted and does not affect any rights of the shipper under these regulations or otherwise.

8) If authorized by the PPSO, TSPs may use Government scales to determine the gross, tare, and net weight of shipments not originating on Government installations. When requested by the PPSO, Government scales will be used to weigh or reweigh shipments originating or terminating at Government installations where such scales are available.

c. Weight Tickets: The TSP will obtain a separate weight ticket for each weighing required under this item except when both weighings are performed on the same scale; one weight ticket may be used to record both weighings. Every weight ticket must be signed by the person performing the weighing and must contain the following minimum information:

1) The complete name and location of the scale.

2) The date of each weighing.

3) Identification of the weight entries thereon as being the tare, gross, and/or net weights.

4) The company or TSP identification of the vehicle.

5) The last name of the shipper as it appears on the PPGBL.

6) The TSP shipment registration or PPGBL number.

7) The original weight ticket or tickets relating to the determination of the weight of a shipment must be retained by the TSP as part of the file on the shipment. All freight bills presented to collect any shipment charges dependent on the weight transported must be accompanied by true copies of all weight tickets obtained in the determination of the shipment weight.

8) Reweighing of Shipments: Before the actual commencement of the unloading of the shipment weighed at origin and after the shipper is informed of the billing weight and total charges, the shipper may request a reweigh. When a reweigh has been performed, the TSP will bill using the lower of the two weights (origin weight, reweigh weight).

9) Weighing Procedures - UB: The gross weight will be used in determining charges on the transportation SFR and all other charges based on weight. The gross weight will be determined by scale weight, except where an adequate scale is not available at origin or at destination (when physically delivered to destination transportation officer). In such instances, a constructive weight

based upon eleven (11) pounds per cubic foot shall be used in determining the applicable charges when authorized by the PPSO.

d. Weighing Procedures - Professional Books, Papers, and Equipment (PBP&E): When PBP&E are included as part of the shipment, the weight of such articles will be annotated separately on the PPGBL; the weight may be obtained using bathroom or platform-type scales. In the event scales are not readily available, a constructive weight of 40 pounds per cubic foot may be used. When a constructive weight is used for PBP&E, the symbol (C) will be inserted by the TSP/agent after the weight to indicate a constructive weight was used.

Item 203 Governing Regulations

a. International shipments made under this Tender are subject to the terms and conditions of the PPGBL, the rules and regulations contained herein, and the TSP Tender on file with SDDC. Where rates or other services are based on mileage, Defense Table of Official Distances (DTOD) shall be used.

b. TSP will not render, nor will the Government pay for, any service not authorized herein; EXCEPT when a specific service beyond the scope of this Tender is ordered by the PPSO. Such service(s) will be authorized in writing with the charge(s) agreed thereto and certified by the PPSO on the Government bill of lading or the DD Form 619.

Item 204 Designation of Overseas Theater Command Areas

The rate areas listed below are considered components of the named commands. Rates filed with SDDC to apply between rate areas within the same overseas theater are intratheater rates. Rates filed with SDDC to apply from a rate area in one theater to a rate area in another theater are intertheater rates.

Rate areas under the jurisdiction of the SDDC Personal Property Office-Europe are:

Algeria	Egypt	Luxembourg	Scotland
Azores	Ethiopia	Malta	Spain
Bahrain	France	Morocco	Sweden
Belgium	Germany	Netherlands	Switzerland
Crete	Ireland	Norway	Turkey
Cyprus	Israel	Portugal	United Kingdom
Denmark	Italy	Saudi Arabia	

Rate areas under the jurisdiction of the SDDC are:

Alaska

Barbados

Canada

Iceland

Mexico

Puerto Rico

Rate areas under the jurisdiction of the SDDC Personal Property Office-Pacific are:

American Samoa	Guam	Laos	Samoa
Australia	Hawaii	Malaysia	Singapore
Bangladesh	Hong Kong	Mongolia	Sri Lanka
Burma	India	Nepal	Taiwan
Cambodia	Indonesia	New Zealand	Thailand

China	Japan	Okinawa	Timor Leste
Fiji	Korea	Philippines	Vietnam

Rate areas under the jurisdiction of the Southern Command are:

Argentina	Columbia	Honduras	Uruguay
Belize	Costa Rica	Nicaragua	Venezuela
Bolivia	Ecuador	Panama	
Brazil	El Salvador	Paraguay	
Chile	Guatemala	Peru	

Rate areas under the jurisdiction of the U. S. Forces Caribbean Command are:

Dominican Republic

Item 205 TSP's Individual International Manual Rate Tenders

Where reference is made to this tender in the TSP's manual Uniform Tender of Rates and/or Charges for Transportation Services, the following abbreviated descriptions may be used and will apply as described in Item 106:

HHG (Code 4)

HHG (Code 5)

HHG (Code 6)

HHG (Code T)

UB (Code 7)

UB (Code 8)

UB (Code J)

Item 206 Holidays

a. Except as otherwise specifically provided in this Tender reference to the term "holiday" will be the date such U.S. national, foreign or officially declared state holidays are observed. When a holiday falls on a Saturday, the holiday will be observed on the preceding Friday. When a holiday falls on a Sunday, the holiday will be observed on the following Monday. Charges in this Tender for holidays will apply only when service is rendered at the request of the PPSO. TSPs are required to service shipments on days other than those listed herein. Union negotiated holidays do not fall into this category.

b. For reference purpose only, U.S. national holidays are:

New Year's Day, January 1

Martin Luther King's Birthday,

The third Monday of January

Presidents Day

The third Monday in February

Memorial Day

The last Monday in May

Independence Day, July 4

Labor Day

The first Monday in September

Columbus Day

The second Monday in October

Veterans Day, November 11

Thanksgiving Day

The fourth Thursday in November

Christmas Day, December 25.

c. Inauguration Day, which occurs on January 20 of each fourth year after 1965, is a holiday for the Washington, D.C. area only.

Item 207 Hourly Rates

Charges based on time shall be computed by multiplying the hourly rate by the time involved. Unless otherwise provided, fractions of an hour will be disposed of as follows:

Where the time involved is 15 minutes or less, the charge shall be for one quarter of an hour. When time is in excess of 15 minutes but not more than 30 minutes, charge for one half hour. When in excess of 30 minutes but not more than 45 minutes, charge for three quarters of an hour. When in excess of 45 minutes, charge for one hour.

Item 208 Advanced Charges

Charges advanced by the TSP for services of others engaged at the request of the PPSO will be supported by the TSP with a copy of invoice setting forth services rendered, charges and basis thereof, together with reference to applicable schedule or Tender if charges are assessed in accordance therewith. The charges so advanced are in addition to and shall be collected with all other lawful rates and charges.

Item 209 Disassembly and Reassembly

The SFR does not include removing any outdoor article embedded in the ground or secured to a building, nor the assembling or disassembling of any outdoor articles, such as steel utility cabinets, swing sets, slides, sky rides, jungle gyms, or other outdoor articles of similar nature. The assembling or disassembling of unusual articles found inside of buildings such as German schranks, water beds, steel shelving, pool tables, elongated work tables, counters, etc., may upon request of the PPSO be disassembled or reassembled subject to labor charges. The shipper, in such case, will be required to furnish, at the time of reassembling, any new hardware, nuts, bolts, etc., necessary to perform the service except that removed by the TSP during disassembly. TSP will not perform these services unless requested and approved by the PPSO.

Item 210 Impracticable Operation

Nothing in this Tender will require the TSP to perform any linehaul service or any pick up or delivery service or any other service from or to or at any point or location where, through no fault or neglect of the TSP, the furnishing of such services is impracticable because:

a. The conditions of roads, streets, driveways, alleys or approaches thereto would subject operations to unreasonable risk of loss or damage to life or property;

b. Loading or unloading facilities are inadequate;

c. Any force majeure, war, insurrection riot, civil disturbance, strike, picketing, or other labor disturbance would

   1) Subject operations to unreasonable risk of loss or damage to life or property or

   2) Unreasonably jeopardize the ability of the TSP to render linehaul or pickup or delivery or any other service from or to or at other points or locations;

d. Hauling contractors, employees or agents of the TSP are precluded, for reasons beyond the TSP's control, from entering premises where pickup or delivery is to be made;

e. Local, state or Federal restrictions, regulations, or laws prohibit performance of such services by linehaul equipment. When service is impracticable for reasons stated in this rule, and service can be completed through the employment of services of third persons, the PPSO may order such service.

Item 211 Articles Requiring Special Servicing for Safe Transportation

a. The transportation SFR includes the servicing and unservicing of household appliances and other articles which have free moving parts, mechanisms, attachments, or accessories which if not properly serviced might be damaged or rendered inoperative during transit. However, when the services of a third party are required to service articles (including disassembly and assembly) of an unusual nature, the TSP will, at the written request of the PPSO, arrange for such servicing. Payment for services of a third party will be advanced by the TSP and billed as an advanced charge. The charge will be supported by the PPSO's authorization and by the third party's invoice.

b. Servicing will not include disconnecting or reconnecting appliances, repairing articles, removal or installation of TV antennas or air conditioners, wiring or plumbing service, and securing stereo arms or turntables.

c. Third Party Servicing DOES NOT APPLY to washers (e.g. front load) and other household articles that require bracing/stabilization (and de-bracing/destabilization) of moveable parts IN or ON such appliances. The cost of this service is considered to be part of the TSPs SFR.

Item 212 Shuttle (Auxiliary) Service

a. It is the responsibility of the shipper to make shipment accessible to the TSP or accept delivery from the TSP at a point the normally assigned line haul vehicle may be safely operated.

b. When it is physically impossible for the TSP to perform pickup of a shipment at origin address or to complete delivery of a shipment at destination address with normally assigned line haul vehicles/equipment due to the structure of the building; its inaccessibility by highway; inadequate or unsafe public or private road; overhead obstructions; narrow gates; sharp turns; trees or shrubbery; the deterioration of roadway due to rain, flood, snow; or nature of an article or articles included in the shipment; the TSP will hold itself available at the point of pickup or tender delivery at destination at the nearest point of approach to the desired location where the line haul vehicles/equipment can be made safely accessible.

c. Upon request of the PPSO, the TSP will use or engage smaller equipment than its normal line haul vehicle or provide extra labor for the purpose of transferring the shipment between the origin or destination address and the nearest point of approach by the TSP's line haul vehicles. Charges for the auxiliary service to cover labor and additional vehicle (if used) will be as provided in Chapter 5 and will be in addition to all other transportation or accessorial charges.

d. If the owner does not accept the shipment at nearest point of safe approach by TSP's line haul vehicles/equipment to the destination address, the TSP may place the shipment, or any part thereof not reasonable possible for delivery, in storage at the nearest available DOD-approved warehouse. The responsible PPSO must be informed of such action prior to placement in warehouse.

e. Transportation charges to cover the movement of shipment, or part thereof, from point where it was originally tendered to warehouse location will be computed on basis of weight of shipment or that part of shipment stored in warehouse.

Item 213 Removal or Placement of Property from or to Inaccessible Locations

The owner is responsible for removal or placement of property from or to attics, basements, and other locations, and to make property available to the TSP where the location of property and goods to be shipped or delivered:

1) is not accessible by a permanent stairway (does not include ladders of any type),

2) is not adequately lighted,

3) does not have a flat continuous floor, and

4) does not allow a person to stand erect. When the PPSO requests and approves the removal or placement of property from or to such areas not readily accessible, labor charges are authorized.

Item 214 Extra Pickup or Delivery

Portions of a shipment may be picked up or delivered at one or more places of origin, destination, or en route.

Item 215 Pickup or Delivery at Commercial Warehouse

Except as otherwise provided herein, if a shipment is delivered to or picked up at a commercial warehouse, the rates for transportation include only the unloading or loading at the door, platform, or other point convenient or accessible to the vehicle. Exception: See Items 223.b.(5) and 531. However, if a TSP is requested by the PPSO to enter the facility to perform origin or destination services, labor charges apply.

Item 216 Storage-In-Transit (SIT) - HHG

a. SIT of property covered by this Tender is the holding of the shipment, or portion thereof, in a DOD approved facility or warehouse used by the TSP or its agent for storage, pending further transportation.

Note: For shipments with a direct delivery address at destination (as indicated on the Bill of Lading) the TSP is not authorized to place a shipment into SIT prior to a percentage (See Table-2A-1) of the Government Transit Time. On these shipments SIT can be authorized once both 70% of the standard transit time has been met (regardless of the requested delivery date) and the shipment has arrived in the destination area agreed to at the time the shipment was offered and accepted by the TSP (shown in Block 18 of the PPGBL/BL).

Table 2A-1: SIT authorization for direct delivery with address at destination.

	International Transit Time
Percentage (%)	70

For example, a shipment with a transit time of 60 days, the earliest date for which SIT could be authorized is 60*.70 = 42 days. Note: When percentage creates a decimal, decimals of .49 and under are rounded down and decimals of .50 and over are rounded up). This means that SIT could be authorized beginning on the 42 day.

b. When a shipment is placed in SIT in CONUS, the TSP agrees to the following:

1) Storage. The warehouseman shall have until the close of business of the third (3rd) working day following the date the SIT control number is issued to complete the handling-in services. Personal property shall be stored so as to protect it from loss and damage.

2) Shipping Container. Contents of containerized shipments will not be removed from containers when placed in SIT.

3) Identification. All lots of loose HHG, storage lots, and non-containerized HHG and UB shipments shall be properly identified.

c. A shipment or portion thereof may be placed in SIT one or more times for an aggregate period not to exceed storage authorized as specified from the PPSO. The PPSO will notify TSP of the extension (in DPS and/or writing) and the projected termination date. When the shipment is not removed from SIT during the period authorized by the PPSO, the TSP liability will terminate at midnight of the last day the TSP or warehouseman receives notice from the PPSO (in DPS and/or writing) that the entitlement has ended. The Government bill of lading character of the shipment will cease, the warehouse will be considered the final destination point of the shipment, the warehouseman will become the agent for the shipper, and the shipment then becomes subject to the rules, regulations, charges, and liability of the warehouseman.

1) Liability of the TSP will terminate after such time,

2) The international character of the shipment, or portion thereof, will cease,

3) The warehouse will be considered the destination of the property,

4) The warehousemen will become the agent for the shipper, and

5) The property will then be subject to the rules, regulations and charges of the warehousemen.

d. When SIT is at destination, charges may be billed after SIT is affected as follows:

1) SFR between origin and delivery address shown in block 18 of the PPBL.

2) Charges for additional services, advances, and other lawful charges performed at origin and while in transit.

e. The transportation rates to apply on shipment stored in transit:

1) At ORIGIN ONLY will be:

(a) Item(s) 520/530 pickup transportation rate from residence to Origin SIT (origin SIT location is the original requested pickup address-Block 19* of the BL at time shipment is accepted by TSP, not the warehouse location) and;

(b) The SFR from the Origin SIT (origin SIT location is the original requested pickup address-Block 19* of the PPBL at time shipment is accepted by TSP, not the warehouse location) to the destination shown in block 18 of PPGBL.

2) At BOTH ORIGIN and DESTINATION will be:

(a) Item(s) 520/530 pickup transportation rate from residence to Origin SIT (origin SIT location is the original requested pickup address-Block 19* of the bill of lading at time shipment is accepted by TSP, not the warehouse location) and;

(b) The SFR from Origin SIT (origin SIT location is the original requested pickup address-Block 19* of the BL at time shipment is accepted by TSP not the warehouse location) to the destination shown in block 18 of the Government PPBL and;

(c) Item 520/530 delivery Transportation Rate from Destination SIT (destination SIT is based on the original requested delivery address-Block 18* of the PPBL at time shipment is accepted by TSP, not the warehouse location) to final destination point.

3) At DESTINATION ONLY will be:

(a) The SFR from residence to the destination shown in block 18 of the Government PPBL and;

(b) Items 520/530 delivery transportation rate from Destination SIT (destination SIT is based on the original requested delivery address-Block 18* of the PPBL at time shipment is accepted by TSP, not the warehouse location) to final destination point.

(See Items 520 and 530 for Pickup or Delivery Transportation rates to apply on SIT shipments and application thereof.)

NOTE 1: Subject to PPSO approval, the TSP may use any DOD-approved SIT facility. All SIT and related charges are based on the destination city or installation shown in block 18 of the PPBL unless otherwise authorized by the servicing PPSO.

*NOTE 2: Exclusions apply such as changes prior to pickup and diversions. References made to Blocks in the PPBL will be reflected in the DPS PPBL at the completion of the pre move survey.

f. The transportation charges to apply on a portion of a SIT shipment delivered from warehouse location to destination will be the applicable transportation rate based on the weight of such portion, subject to the provisions of paragraph (e) of this item.

g. On property consigned to SIT wherein an overflow of property requires that a split shipment be delivered to the storage facility on different dates, the charges for such property will be as follows:

1) Transportation charges from initial point of pickup to storage location will be based on the combined weight of the property stored in transit, and computation of transportation charges will be as provided in paragraph (e) of this item.

2) Storage charges in effect on date of initial pickup will be assessed separately on each portion of shipment stored in transit, except the 500-pound minimum weight will apply to the combined weight of property stored in transit. Storage will be rated separately on each portion added.

3) Warehouse handling charge will apply only once, based on the combined weight of the property stored in transit.

4) All subsequent charges will be based on the combined weight of the property stored in transit.

h. During SIT, shipper may withdraw a portion of the property. When the selection of items requires unstacking and/or restacking of the shipment or a portion of the shipment, charges for such handling will be assessed in accordance with labor charges. Charges for transportation furnished, if any, for portion selected for delivery will be assessed on the same basis as would apply to that portion as an individual shipment. The following will be applicable to the portion remaining in storage.

1) Storage charges will continue to apply on the weight of remainder of the property.

2) Charges for transportation furnished, if any, for the delivery of the remainder of the property will be assessed on the same basis as would apply to that portion as an individual shipment.

i. During the SIT period, shipper may add property to those already in SIT. Charges for such property added will be as follows:

1) Transportation charges to apply on the additional between initial point of pickup and warehouse, will be as provided in paragraph (e) of this item.

2) Warehouse handling charge as provided in Chapter 5 will apply on the addition, subject to a 500-pound minimum.

3) First day storage charges will apply on the weight of the added property subject to a 500-pound minimum.

4) All subsequent charges, including SIT, will be based on the total weight of combined property.

j. If delivery cannot be made at the address specified on the Government bill of lading because of impractical operation as defined herein, or for any other reason other than the fault of the TSP, and neither PPSO nor owner designates another address where delivery can be made, TSP will place the property in SIT.

k. When property is placed in SIT, in segments, on different dates:

1) The transportation rates and additional service charges in effect on the date of initial pickup of the first segment will apply to that segment only, and

2) The transportation rates and additional service charges in effect on the date(s) of initial pickup of each subsequent segment placed in SIT will apply to these subsequent segments.

l. When property is removed from SIT and extra pickups are ordered:

1) The transportation rates and additional service charges in effect on the date the extra pickup is performed will apply to the entire weight of the extra pickup, and

2) The transportation rates and additional service charges in effect on the date of the initial pick up of the SIT portion will apply to the entire weight of that portion.

m. Except as specifically provided for herein, each portion of the shipment will be rated at the applicable rate in effect on the date of pickup of each portion, based on total weight of the entire shipment.

Item 217 Storage-in-Transit - UB

a. SIT of UB will be handled under the same rules that apply to HHG with the following exceptions:

1) Delivery to residence will be made on date specified for delivery, unless TSP is unable to deliver due to notification for delivery three working days prior to such date. In such case, delivery will be

affected no later than three working days after the date of notification. If notification is given before noon on a working day, that day will be day one. If notification is given after noon, the following day will be day one. In either case, storage charges will cease to accrue after day three (3) or the day after goods are removed from storage, whichever is earlier.

2) All references to minimum charges will be based on 300 pounds gross.

b. When a shipment is placed in SIT in CONUS, the TSP agrees to the following:

1) Storage. The warehouseman shall have until the close of business of the third (3rd) working day following the date the SIT control number is issued to complete the handling-in services. Personal property shall be stored so as to protect it from loss and damage.

2) Shipping Container. Contents of containerized shipments will not be removed from containers when placed in SIT.

3) Identification: UB shipments shall be properly identified.

Item 218 SIT Period

SIT service provided in this Tender will be for a period not to exceed storage authorized as specified by the PPSO. PPSO will notify TSP of the extension (in DPS and/or writing) and the projected termination date. When the shipment is not removed from SIT during the period authorized by the PPSO, the TSP liability will terminate at midnight of the last day the TSP or warehouseman receives notice from the PPSO (via DPS and/or in writing) that the entitlement has ended. The Government bill of lading character of the shipment will cease, the warehouse will be considered the final destination point of the shipment, the warehouseman will become the agent for the shipper, and the shipment then becomes subject to the rules, regulations, charges, and liability of the warehouseman.

Item 219 Partial Withdrawal from SIT

a. Items for withdrawal should be indicated at the time of packing, when possible.

b. Only complete cartons or item numbers on the inventory may be withdrawn. Individual cartons will not be opened.

c. Inventory item numbers will be furnished by the member to the PPSO, who will, in turn, order the service.

d. Certification of DD Form 619 by the PPSO is required.

e. The member or any other person responsible for payment of the freight charges will have the right to be present at the TSP's facility during the sorting of the property. The TSP will deliver, or the member has the option to pick up, the property.

TSP is responsible for obtaining weight of portion withdrawn. See Item 505, for applicable charges

Item 220 Performance and Data Periods

The performance periods over which TSPs will be evaluated under this tender will be as follows:

PERFORMANCE PERIOD	DATE PERIODS for CSS
▪ 01 JAN – 14 MAY	▪ 01 NOV – 31 OCT
▪ 15 MAY – 31 JUL	▪ 01 FEB – 31 JAN
▪ 01 AUG – 30 SEP	▪ 01 JUN – 31 MAY
▪ 01 OCT – 31 DEC	▪ 01 AUG – 31 JUL

Performance Scores are calculated and re-ranking of TSPs occurs at the end of the each performance period. Ranking is based on a TSPs Best Value Score (BVS) with the Performance Score calculated per shipment market and the Rate Score calculated for each channel and code of service combination in DPS. See DTR Part IV Chapter 402, Chapter 405, Appendix U.F, and Appendix U.Q for additional details on BVS and how performance periods apply.

Item 221 Use of Foreign Flag Shipping

(221A) Foreign Flag Adjustment

a. Ships registered under the laws of the United States must be used for the carriage of personal property (HHG, personal effects, or POVs) when such ships are available unless the necessity of the traveler's mission requires the use of a ship under a foreign flag.

b. A Justification Certificate for vessel or a Self Certification Statement for air (see below) is required for the use of a foreign flag vessel/aircraft. Rate adjustments will be permitted when rate differentials are involved due to use of foreign flag shipping. When increases or decreases occur in rates due to use of foreign flag shipping, billing and documentation submitted in connection with International shipment, will have differences between the Foreign flag vessel/aircraft rate and the rate used in computing the transportation SFR on file at SDDC, adjusted in favor of the TSP or Government on the basis of the ocean/air freight bill which must be submitted to support each Government bill of lading. An example of the adjustment required in the event of an ocean rate increase would be:

International Shipment: 3000 lbs., 450 Cubic Feet, International Rate $32.00 per cwt.

1) 3000 lbs X $32.00 per cwt. = $ 960.00

2) Ocean rate used in constructing the effective International rate: .81 cents per cubic foot.

3) Paid to Foreign Flag Ocean TSP as shown on freight bill: .90 cents per cubic foot.

4) Supplemental charge for ocean freight as stated on the ocean freight bill and computed in accordance with the measurement rule stated in Tender governing the rate:

   450 cubic feet at .09 cents per cubic foot = $40.50

5) Total charges due International TSP: $1,000.50

c. When it is determined use of a vessel or aircraft of United States registry will not provide the required service, the International TSP will request permission to use foreign flag vessel/aircraft prior to start of movement as follows:

1) Air shipments

   a) To assure compliance with the Fly America Act (49 USC 40118), air carriers and freight forwarders must provide the below self-certification with their invoice/payment request when it is necessary to select a non U.S.-flag carrier for international air transportation. When billing, TSPs should annotate that their self certification is available for inspection and must provide, when requested.

   b) When it is determined use of an aircraft of United States registry will not provide the required service during any segment of the routing to or from the United States, the ITGBL carrier will self certify to use a foreign flag aircraft prior to start of the movement. Questions concerning self certification or this procedure may be addressed to USTRANSCOM Command Acquisition, Scott AFB, IL 62225-5301, Commercial telephone (618) 229-2474**,** facsimile commercial (618) 256-2804 or 8316. Air shipments moving between overseas areas are exempt from having to obtain a foreign flag certificate.

   c) The following principles shall be followed in determining the availability of U.S. flag air Transportation Service Providers: The first or last leg from and to the U.S. shall be by a U.S. flag Transportation Service Provider. U.S. flag air Transportation Service Provider service available at the point of origin shall be used to destination or, in the absence of direct or through service, to the furthest point on a commonly used air route. When an origin or interchange point is not serviced by a U.S. air Transportation Service Provider, foreign flag air Transportation Service Provider service shall be used only to the nearest interchange point on a commonly used air route to connect with U.S.-flag air Transportation Service Provider service.

2) Surface shipments:

   a) U.S.-flag vessels participating in the Voluntary Intermodal Sealift Agreement (VISA) will receive preference over other vessels. See Item 229 for the prioritized order for utilization of commercial sealift capacity to meet DOD peacetime and contingency requirements.

b) Request permission from the appropriate HQ SDDC Operations Center designated Contracting Officer's Representative (COR) responsible for the surface port of embarkation (SPOE) to use a vessel of foreign registry when I determine the use of a vessel of U.S. registry will not provide the required service. The requirement for use of U.S.-flag vessels applies to shipments to, from, and between overseas ports. Use of foreign flag vessels is not authorized when the International HHG TSP, for its convenience, selects a port of loading where ocean transportation is available only by foreign flag vessel in lieu of a port customarily served by U.S.-flag vessels. Therefore, when a TSP, for its convenience, elects to use a port not normally serviced by U.S.-flag vessels, the certificate for use of a foreign flag vessel from that port will not be signed. It is understood by the TSP the selection of such a port is at its risk should it become necessary to divert the shipment to a port providing U.S.-flag vessel service. The movement of cargo partly by U.S.-flag vessel and partly by foreign flag feeder vessel will not be approved when a U.S.-flag vessel is available to transport HHG to their destination. TSP's agents may, if authorized in writing by the TSP, make the submission on behalf of the TSP. HQ SDDC Operations Center-designated CORs will furnish advice to International HHG TSPs as to the general availability of U.S.-flag vessels between specified origin and destination places when requested. If any segment of the intended routing involves use of a foreign flag vessel, a justification certification with a valid HQ SDDC Operations Center control number is required, and approval will be obtained prior to booking of shipment with the ocean TSP.

c) The request for authorization to use a foreign flag TSP will be accomplished and submitted to the appropriate HQ SDDC Operations Center-designated COR by e-mail or facsimile IAW the following:

1) Not more than 10 calendar days following the date of HHG pickup.

2) Not less than two (2) working days prior to booking cargo with a vessel operating common TSP (VOCC).

TSPs will submit the required certificate (Justification Certificate for Use of a Foreign Flag Vessel) to the SDDC Operations Center-designated COR with responsibility over the anticipated SPOE (listed below).

Note: If certificate is submitted in an untimely fashion, SDDC Operations Center-designated CORs will normally not sign the certificate and the original unsigned certificate will be returned to the TSP. Consideration of an untimely filed certificate will be at the discretion of the SDDC Operations Center-SDDC reviewing official. No late filing will be considered unless TSP fully documents all extenuating circumstances preventing timely filing of the certificate and such circumstances are deemed substantive cause for late filing by HQ SDDC Operations Center-SDDC reviewing official. Any subsequent reconsideration of such certificate will be by HQ SDDC. In all instances, SDDC Operations Center-designated CORs will respond within two (2) full working days of receipt of TSP certificate. Limited attempts may be made by HQ SDDC Operations Center-designated CORs within that time frame to resolve minor factual omissions or clarify supporting information. Response to TSP will be by the most expeditious means available, preferably electronic transmission (facsimile, e-mail, etc.).

OCCA ADDRESS/COMMUNICATIONS

SDDC Operations Center -Designated CORs

Official Mail Address	Telephone, FAX, DSN
SDDC Operations Center Ocean Cargo Division 1 Soldier Way, 1900 W. Scott AFB, IL 62225	TEL: (618) 220-6912 FAX: (618) 220-6056 DSN: 770-6912 EMAIL: sddc.ops.ffw@us.army.mil
Military Postal Service CDR 598th Transportation Group Attn: Chief OCCA Europe/S3 PSC 72 Box 168 APO AE 09709	TEL: 31-10-459-2523 FAX: 31-10-459-2426 DSN: (314) 362-2523
SDDC Europe Rotterdam International Postal Service Commander, 598th Transportation Group Lylantseplein 1 2908 LH Capelle a/d Ijssel Nederlands ATTN: MTEEU-OCCA	TEL: 31-10-459-2329
599th Transportation Group Ocean Cargo Clearance Authority Bldg 126 Schofield Barracks, Hawaii 96854 FPO AP 96347-2900	TEL: (808) 656-0157/6920 FAX: (808) 656-7020

3) Payment: Certificates not having an AMC/DSC control number will cause TSPs billing to be rejected. Payment requires a properly completed justification certificate.

JUSTIFICATION CERTIFICATE FOR USE OF A FOREIGN FLAG OCEAN VESSEL

SDDC Operations Center CONTROL #: _____ SUBMISSION DATE: _____

SDDC Operations Center Receipt Date: _____

TSP: _____ SCAC: _____

Award Date: _____ PPGBL #: _____

OTO #: _____

Pickup Date:_____ RDD: _____

Origin: _____ Destination: _____

Property owner's name and rank:_____

Name of Foreign Flag TSP:_____

(Legal name of operator)

Foreign flag TSP will be utilized between _____ on _____ on

(Port of Embarkation) (Date of Embarkation)

_____ arriving at _____ on _____

(Name of vessel & voyage number) (Port of Debarkation) (Date of Debarkation)

I certify that it is necessary to transport the household goods and/or personal effects of the above-named property owner by foreign flag TSP as designated above for the following reasons:

_____

_____

_____

(A FULL EXPLANATION IS REQUIRED)

NOTE: The explanation must include documented description of efforts made to secure U.S. flag TSP including points of contact (with names and telephone numbers) with a least two U.S. flag TSPs contacted. Copies of telephone notes, telegraphic, and facsimile message or letters will be sufficient for this purpose if adequate details are included therein to support conclusions that U.S.-flag TSPs were not available.

_____

(Signature of TSP Official)

_____ _____

(Title) (Date)

Verification:

I certify that no U.S.-flag vessel was available to meet the requirements of the above shipment.

_____

(Signature of SDDC Operations Center Official)

_____ _____

(Title) (Date)

Attached:

PPGBL: Yes / No OTO Award Message: Yes / No

(If no, provide explanation.)

The PPGBL rate on file with SDDC will be protected to the extent provided by paragraph 33e of the Tender.

Statement of Non-Availability of U.S.-Flag Air Carriers

International air transportation of property by U.S.-flag air carriers was not available and/or it was necessary to use foreign-flag air carrier service for the following reasons:

Shipment Identification: _____

I certify that it was necessary for _____ to use _____

(Forwarder / SCAC) (Foreign Flag Carrier)

between _____ and _____ enroute from _____ to _____ on _____

(Date)

due to the following reason(s): _____

(Include description of efforts made to obtain US Flag service.)

_____ _____

Transportation Service Provider's Signature Date

Item 222 Air Clearance Authorities

a. ARMY AIRLIFT CLEARANCE AUTHORITY

Telephone: Commercial: (256) 955-9764/65, DSN: 645-9764/9764

Fax: Commercial: (256) 955-3246, DSN: 645-3246

b. NAVY AIRLIFT CLEARANCE AUTHORITY

Telephone: Commercial: (877) 418-6824

Fax: Commercial: (757) 443-1655; DSN: 646-1655

c. AIR FORCE AIRLIFT CLEARANCE AUTHORITY

Telephone: Commercial: (937) 257-4946, DSN: 787-4946

Fax: Commercial: (937) 257-3185, DSN: 787-3185

d. MARINE CORPS AIRLIFT CLEARANCE AUTHORITY

Telephone: Commercial: (760) 577-6842, DSN: 282-6842

Fax: Commercial: (760) 577-6679, DSN: 282-6679

Item 223 Application of Transportation SFR - HHG

a. Transportation SFR INCLUDES THE FOLLOWING SERVICES:

1) Packing, including use of packing containers and materials from origin to destination and unpacking. When Government-owned containers are utilized or when packing is not required, reductions to the SFR will be annotated on the PPGBL. Shipping containers and packing materials furnished by the TSP will remain the property of the TSP.

2) For all shipments from Germany to CONUS, TSPs are responsible for providing the following services:

a) Identifying clearly all outdoor articles consecutively on the last page of the HHG descriptive inventory.

b) Packing all outdoor articles in the same container and as close to the front door as possible.

c) Stenciling "OHA" on the exterior of all containers which include outdoor articles.

3) Servicing and unservicing of appliances, except third party service.

4) All land, water and air transportation, EXCEPT:

a) Additional land transportation charges for shipments picked up or delivered from or to SIT.

b) Port handling and stevedoring services within the military ocean terminal or within the commercial ocean terminal, when used in lieu of the military ocean terminal, and Government-arranged ocean movement (Code 5).

c) Terminal services within the AMC terminal and Government-arranged air movement (Code T).

d) Bunker fuel charges (BSC), air fuel surcharges (231), port security surcharge (COF) /congestion surcharges (CON), and/or war risk surcharges (WAR), where applicable, and when actually billed to the International TSP by ocean freight TSP, air TSP or port agent pursuant to regularly filed Tender(s) with the Regulatory Bodies or Commissions. Such charges will be separately stated on the GBL and supported by prorated ocean, air TSP or port agent invoices for the actual amount. (See Item 513 for application of the Fuel Surcharge for CONUS linehaul, including Alaska and Hawaii). Note: port agents as used here means agents of the governmental body operating the seaport or air terminal where charges are incurred.

5) Customs Clearance:

a) TSP will arrange all customs clearance and other related services that pertain to and influence the movement of personal property (gun control, quarantine, pest infestation, etc.) and will comply with all DOD, foreign, and domestic regulations.

b) Export and import documentation services involving customs clearances; movement of shipment arriving in CONUS, in bond, to the U.S. Customs House nearest the ultimate consignee. The responsible destination PPSO will be notified in advance when a shipment is to move in bond.

c) Customs and agricultural inspection charges

6) Removal and placement of each article in the residence/warehouse or other building.

7) Hoisting or lowering of article.

8) Elevator, stair and excessive distance carry, piano/organ carry and/or heavy or bulky item charge (exception: see paragraph b.(5) below).

9) Ferry, tunnel and bridge charges/tolls.

10) Prelodge costs, i.e., those costs incurred as a result of the advance notification and document delivery of shipments to military ocean terminals (Code 5).

11) Pier Pass (https://www.pierpass.org) or related charges levied in an attempt to reduce truck traffic and pollution during peak daytime traffic hours and to alleviate port congestion.

b. Transportation SFR WILL NOT INCLUDE:

1) Storage, waiting time and/or handling charges (includes excess linehaul costs associated with movement of shipment in bond to the U.S Customs House nearest the ultimate consignee), caused by failure of the origin transportation officer to furnish acceptable custom documents or by refusal of customs officials to clear shipments. These charges will be billed at rates provided in this Tender when performed by the TSP. When services are performed by a third party, billing will be at the actual cost charged to the TSP and supported by third party invoices. The billing will reference applicable rate schedules and/or Tenders when charges are assessed in accordance with such publications. Charges for excess linehaul costs, associated with movement in bond, are those expenses over the TSP's normal linehaul operating expenses. Such expenses will be supported by an invoice for the actual charges, along with a copy of the freight agreement or other supporting documentation, to justify the excess cost.

2) Any Government or public authority ordered charges for inspection (VACIS), dis-infestation, decontamination, fumigation, demurrage or other charges occasioned by such orders not the fault of the Transportation Service Provider. TSP's are responsible for picking up shipments in a timely manner to prevent demurrage and/or storage.

3) Servicing of articles requiring services of third parties.

4) When an article cannot be picked up or delivered from a residence by the conventional method (doorways, stairs, elevator to floor) or the structural nature of the residence must be changed to accommodate a pickup or delivery (removal of windows, doors, etc.), the TSP, upon approval of the PPSO will be authorized third party service or labor rates under Item 502, if performed by a local agent. This exception is directed at the pickups and deliveries from high rise apartment buildings (higher than 2 floors) and is not intended to be used for minor hoisting and lowering, such as first floor balconies in apartments and single family dwellings.

5) a) Shipments picked up or delivered to a mini warehouse, which involve a carry in excess of 75 feet between the TSP vehicle and the outside entrance door of the actual storage area, the PPSO can authorize an excessive distance carry charge. Item 532 lists the schedule of charges.

b) Shipments picked up or delivered to a residence, with construction or other safety factors that prevents the TSP (through no fault of their own) from normal carry access within 75 feet, the

PPSO can authorize an excessive distance carry charge. Approval must be granted prior to service being performed. Item 532 lists the schedule of charges.

6) Charges to the TSP by agents of the governmental body operating the seaport or air terminal where charges are incurred.

NOTE: Charges will only be considered when DOD specific and/or temporary in nature.

Item 224 Application of Transportation SFR - UB

The transportation SFR, per gross hundredweight, filed with SDDC, including shipments between or within overseas (intertheater/intratheater) command applies from origin area to destination area, on UB shipments controlled by and moving on PPGBL. The SFR includes packing and pickup at any point within the origin area and delivery and unpacking to any point within the destination area

a. Transportation SFR includes the following services:

1) Packing, including use of packing containers and materials from origin to destination.

2) Unpacking of internal cartons/containers/crates

3) Servicing and un-servicing of appliances.

4) All land, water, and air transportation, except:

a) Additional land transportation charges for shipments picked up or delivered from or to SIT.

b) Port handling and stevedoring services within the military ocean terminal and Government-arranged ocean movement.

c) Terminal services within the AMC terminal and Government-arranged air movement.

d) Bunker fuel charges (BSC), air fuel surcharges (231), port security surcharge (COF) /congestion surcharges (CON), and/or war risk surcharges (WAR), where applicable, and when actually billed to the International TSP by the ocean freight TSP, air TSP or port agent pursuant to regularly filed Tender(s) with the Regulatory Bodies or Commissions. Such charges will be separately stated on the GBL and supported by ocean, air TSP or port agent invoices for the actual amount. (See Item 513 for application of the Fuel Surcharge for CONUS linehaul, including Alaska and Hawaii). Note: port agents as used here means agents of the governmental body operating the seaport or air terminal where charges are incurred.

5) All export and import service charges. All customs clearance and other related services that pertain to and influence the movement of personal property, in compliance with all DOD, foreign, and domestic regulations. Movement of shipments in bond, to the U.S. Customs House (in such cases the responsible destination PPSO will be notified in advance when a shipment is to move in bond). All customs and agricultural inspection charges.

6) Placement and/or unpacking of UB external shipping container/crate into member's residence, cutting of bands, opening of external container/crate and unpacking of internal boxes/containers. If shipping container is too large for placement into residence, property must be removed and placed into residence as part of SFR.

7) Ferry, tunnel, and bridge charges/tolls.

8) For baggage shipments delivery is included in the SFR.

9) At CONUS destinations where TSP is not represented by a UB agent, provide the PPSO the name, address, and telephone number of a point of contact who will make arrangements to accomplish those destination services that may be required by the local PPSO.

10) Advise the destination PPSO by electrical transmission in advance of the RDD with the reason for delay and specify the date the shipment will be available for delivery in the event a shipment cannot be delivered by the RDD.

11) Pier Pass (https://www.pierpass.org) or related charges levied in an attempt to reduce truck traffic and pollution during peak daytime traffic hours and to alleviate port congestion.

b. Transportation SFR WILL NOT INCLUDE:

1) Storage, waiting time, and/or handling charges (includes excess linehaul costs associated with movement of shipment, in bond, to the U.S Customs House nearest the ultimate consignee), caused by failure of the origin transportation officer to furnish acceptable custom documents or by refusal of customs officials to clear shipments. These charges will be billed at rates provided in this Tender when performed by the TSP. When services are performed by a third party, billing will be at the actual cost charged to the TSP and must be supported by third party invoices. The billing will reference applicable rate schedules and/or Tender when charges are assessed in accordance with such publications. Charges for excess linehaul costs, associated with movement in bond, are those expenses over the TSP's normal linehaul operating expenses. Such expenses will be supported by an invoice for the actual charges, along with a copy of the freight agreement or other supporting documentation, to justify the excess cost.

2) Any Government or public authority ordered charges for disinfestation, decontamination, fumigation, demurrage or other charges occasioned by such orders not the fault of the TSP. TSP's are responsible for picking up shipments in a timely manner to prevent demurrage and/or storage.

3) Servicing of articles requiring service of third parties, when ordered or authorized in writing by the PPSO.

4) Charges to the TSP by agents of the governmental body operating the seaport or air terminal where charges are incurred.

NOTE: Charges will only be considered when DOD specific and/or temporary in nature.

Item 225 Special Provisions for Movement of Personal Property

When circumstance beyond the control of the TSP or Government prevent the TSP/agent from performing services under normal means, special provisions will be authorized to continue movement of property. Provisions will be added or amended, as required, in Chapter 5 of this Tender.

Item 226 Certification of DD Form 619 in the Republic of the Philippines

a. Air Force Shipments. DD Forms 619 must be sent to the following for certification:

Chief, Traffic Management Branch
ATTN: LGTRT
25 E Street, Suite I326
Hickam AFB, HI 96853-5427

b. Navy Shipments. Certification of DD Form 619 for accessorial services may be accomplished by the service member or service member's designated agent, not the TSP's agent.

Item 227 Pickup at or Delivery to a Military Terminal

When notified that an entire shipment is available for pickup at a military terminal (air or water), the TSP will pick up the shipment as soon as possible, but not later than one (1) workday for military air terminals and not later than five (5) workdays for military water terminals from date of receipt of notification. If the shipment is not removed within that period, the terminal PPSO has the option of charging storage in accordance with the rate tender beginning on the second or sixth day (whichever is appropriate) and/or terminating the PPGBL and issuing a new PPGBL for onward movement by the same or different mode/method of transportation. Upon delivery of a shipment to a military air or ocean terminal, the TSP agrees to provide the terminal PPSO with a memorandum copy of the PPGBL describing the shipment.

Item 228 General Average/Salvage

On ocean shipments, in addition to its Tender, the TSP assumes full liability for and will pay all contribution in general average or salvage assessed against personal property and will provide bonds or make arrangements for the prompt release of the shipments from any maritime lien arising there from.

Item 229 DOD Peacetime and Contingency (VISA) Sealift Requirements.

a. The Secretary of Defense has approved the Voluntary Intermodal Sealift Agreement (VISA) as a sealift readiness program for the purpose of Section 909 of the Merchant Marine Act of 1936, as amended (46 App. U.S.C. 1248)

b. The objective of VISA is to provide DoD a coordinated, seamless transition from peacetime to wartime for the acquisition of commercial sealift and intermodal capability to augment DoD's organic sealift capabilities.

c. VISA is designed to create close working relationships between the Maritime Administration (MARAD), U.S. Transportation Command, and participants through which contingency needs and the needs of the civil economy can be met by cooperative action. During contingencies, participants are afforded maximum flexibility to adjust commercial operations by TSP Coordination Agreements (CCA), in accordance with applicable law.

d. TSPs filing rates in response to this Tender must comply with the Voluntary Intermodal Sealift Agreement (VISA) priorities listed below for the ocean portion of the overall movement. For the purpose of this item, to allow VISA participants the first opportunity to directly meet DoD requirements, the underlying ocean bill of lading must be issued by a VISA participant to qualify for priorities (1), (3), and (5).

   1) U.S.-flag vessel capacity operated by a participant and U.S.-Flag Vessel Sharing Agreement (VSA) capacity of a participant.

   2) U.S.-flag vessel capacity operated by a non-participant.

   3) Combination U.S./foreign flag vessel capacity operated by a participant and combination U.S./foreign flag VSA capacity of a participant.

   4) Combination U.S./foreign flag vessel capacity operated by a non-participant.

   5) U.S.-owned or operated foreign flag vessel capacity and VSA capacity of a participant.

   6) U.S.-owned or operated foreign flag vessel capacity and VSA capacity of a non-participant.

   7) Foreign-owned or operated foreign flag vessel capacity of a non-participant.

Item 230 Release of Cost Data

Proprietary rate and cost data, submitted by TSPs upon request of SDDC, is not releasable under the Freedom of Information Act.

Item 231 Surcharge

Surcharge: An extra fee, levied to a shipment, paid by the transportation service provider and sometimes reimbursed by the U.S. Government. Except for those five surcharges identified below, surcharge reimbursement is considered on a case-by-case basis with reimbursement decision resting at the sole discretion of the Surface Deployment and Distribution Command. Specific surcharge definitions are provided below:

a. **Air Fuel Surcharge (231**) – An extra charge that is charged to the TSP by the aerial TSP. This surcharge is applicable to codes of service 6 and 8.

b. **Bunker Surcharge (BSC**) – An extra charge, also known as Bunker Adjustment Factor (BAF) or Fuel Adjustment Factor (FAF), sometimes added to ocean TSP rates. This surcharge is justified by higher fuel costs. This surcharge is applicable to codes of service 4 and 7.

c. **War Risk Surcharge (WAR**) – Insurance coverage for loss of goods resulting from any act of war or as a result of the vessel “entering” the war risk area when billed by the ocean/air TSP. This charge is only applicable to areas deemed “war risk” areas, as provided for on the SDDC website, www.sddc.army.mil/pp/default.aspx, Personal Property/POV, International, War Risk Areas. This surcharge is applicable to codes of service 4, 6, 7, and 8.

d. **Port/Terminal Security Handling Surcharge (COF) –** An extra charge that is billed to the TSP for security of their cargo while at the port of embarkation/debarkation. This surcharge is applicable to codes of service 4, 6, 7, and 8.

e. **Port Congestion Surcharge (CON)** – An extra charge that is billed to the TSP for controlling the congestion of trucks/vessels entering/departing the port. This surcharge is applicable to codes of service 4 and 7.

NOTE: Air fuel, Bunker, War Risk, Port/Terminal Security Handling (COF), and Port Congestion (CON) surcharges are not applicable on shipment codes of service T, 5, and J.

Item 232 TSP Representation

TSPs will be required to enter a name and phone number for a valid representative within DPS at the time of shipment acceptance. If the awarded TSP updates or changes either of the valid origin and destination shipping agent representative fields in DPS, an automated email will be sent to the customers designated email account in the counseling module. TSPs that fail to maintain accurate representative data in DPS may be subject to potential punitive action(s).

CHAPTER 3 - CONDITIONS, RULES AND TSP ADMINISTRATIVE REQUIREMENTS

Purpose

This chapter contains terms, conditions and rules, TSP administrative requirements and rules that the TSPs agree to adhere to for participation in the International program. By the filing of rates, TSPs verify they will adhere to the terms, conditions, rules, and accessorial rates and charges contained in this Tender.

Item 300 Rate Filing Prerequisites

TSP's must have satisfactorily completed the following administrative requirements to participate in the rate filing cycle:

a. International Approval: TSPs must receive approval to participate in the International program through our TSP carrier qualification program. To see additional information on obtaining or expanding

   TSP approvals see the How to Do Business in the Department of Defense (DoD) Personal Property Program located on SDDC's website at www.sddc.army.mil/pp/default.aspx.

b. TSP Approvals: TSPs must be properly qualified by DOD representative as provided in the DoD 4500.9R, Defense Transportation Regulation (DTR), Part IV. In order to file rates, a TSP must have satisfied all the administrative requirements for DoD qualification; their Performance Score must be at or above the Minimum Performance Score (MPS) prior to filing rates; and they must have a current Certificate of Independent Pricing (CIP)/Certificate of Responsibility (COR). The CIP/COR must be resubmitted annually during the Qualification Open Season. A TSP not filing rates for three (3) consecutive rate cycles may have its approval withdrawn, thereby precluding participation in future rate cycles. Any TSP whose approval is revoked in this manner must reapply during a qualification open season as a new entrant in order to again participate.

Item 301 No SDDC Accepted Rate

Rate Not Filed: When a TSP accepts a shipment over a traffic channel where the TSP does not have a rate on file, the TSP will move the shipment at the lowest prevailing rate for the traffic channel. TSP will file an OTO tender to cover shipments moved under these conditions.

Item 302 Criteria for Eligibility as Small Disadvantaged Business Concern for the Purpose of Transportation Service Acquisition

For the purpose of transportation service acquisition, the term "disadvantaged" refers to socially and economically disadvantaged individuals as defined below:

a. Socially disadvantaged individuals are those U.S. citizens who have been subjected to racial or ethnic prejudice or cultural bias because of their identity as a member of a group without regard to their individual qualities.

b. Economically disadvantaged individuals are those socially disadvantaged individuals whose ability to compete in the free enterprise system has been impaired due to diminished capital and credit opportunities as compared to others in the same line of business and competitive market area that are not socially disadvantaged. Socially and economically disadvantaged individuals are defined as "Black Americans, Hispanic Americans, Native Americans (includes American Indians, Eskimos, Aleuts, and Native Hawaiians) Asian-Pacific Americans, and other minorities found to be disadvantaged by the Small Business Administration."

c. To qualify as a small disadvantaged business, a concern must be a small business concern with at least 51 percent of the stock owned by one or more socially and economically disadvantaged individuals; or a publicly-owned business with at least 51 percent of the stock owned by one or more such individuals. Management and daily business operations must be controlled by one or more socially and economically disadvantaged individuals.

Item 303 Filing with Regulatory Bodies

TSP(s) certifies (certify), where required, the requisite number of copies of this Tender is being filed concurrently with the Surface Transportation Board, in accordance with the Interstate Commerce Act, or with other regulatory agencies, as appropriate.

Item 304 Compensatory Rates

a. Rates submitted will be filed in compliance with the policies and procedures of this Tender. TSPs should evaluate each rate filed to ensure that quality service can be provided at that rate. Rates will be filed only between those rate areas where the TSP desires to serve. TSPs must provide service to the entire rate area and not just the area immediately surrounding the installation. TSPs filing rates and refusing to serve the entire rate area may have their rates removed for the rate area

b. SDDC may initiate setoff action or seek recourse against surety for any increased expenditures to the Government, such as re-procurement costs for transportation services, resulting from a TSP failing to honor its rates.

Controlled rate areas are:

Australia	Italy	Puerto Rico
Azores, The	Japan-Central	Sicily
Bahrain	Japan North	Spain
Belgium	Japan South	Turkey
Crete	Korea	United Kingdom
Germany	Netherlands, The	(England and Wales)
Guam	Okinawa	
Hawaii	Portugal	

Item 305 Selective Use of Code 5/Direct procurement Method (DPM)

Based on evaluations of traffic flow and port agent reports, SDDC may elect to alleviate commercial port congestion or resolve other traffic management problems by directing the selective use of Code 5 and DPM service. If utilized, SDDC will normally provide sufficient advance notice of conversions to permit affected TSPs to prepare to handle shipments. The following procedures would apply: PPSOs would be directed to route a specified percentage of all shipments in Code 5 and DPM service over selected channels. When Code 5 is directed, shipments will be distributed to the best value Code 5 TSP.

Item 306 Acceptance of Government-Owned Containers (GOCs)

When the TSP is out of containers and cannot or refuses to purchase them locally, TSPs will be required to accept usable GOCs offered by the PPSO. The TSP must also notify the destination PPSO at the time of notification of arrival when the shipment contains a GOC. Failure to accept GOC may result in placement of TSP in nonuse into and out of the rate area concerned.

Item 307 Suspensions

When a TSP violates any provision of its agreement and/or the DP3 Business rules, or commits unethical or unlawful acts, the PPSO may issue a LOW, LOS, or recommend the TSP's disqualification to SDDC. CSS comments may be used as supporting evidence in the issuance of a LOW/LOS as discussed in DTR Part IV Chapter 405 and Appendix U.Q. The PPSO must take into consideration the severity of the violation; impact on the DOD customer; the quality of the TSP's past performance and the actions the TSP may have taken to correct the deficiencies. Quality assurance actions in DP3 are discussed in detail (see DTR Part IV Chapter 405 and Appendix U.Q.)

Item 308 Disqualifications

SDDC disqualification may be imposed in accordance with the DOD 4500.9R, DTR, and/or SDDC Regulation 15-1.

Item 309 Intra-European Theater Rates

a. Both SDDC and the SDDC – Europe (SDDC-PP-PO-E) solicit rates for movement of containerized HHG

b. When shipments move under the SDDC-PP-PO-E Tender, the low rate setter will receive 100 percent of the containerized shipments. The cycle of this Tender begins 01 April and ends 31 March. PPSOs will compare the low containerized rate against other available methods to determine mode of shipment.

c. TSP's SFR submissions will include any anticipated currency fluctuations.

Item 310 Combination Inter-theater Codes T/4 and T/5 Rates

Combination rates between Pacific and European theaters will only be solicited under the OTO program. All International Code T rates will be solicited as through rates.

Item 311 Inter-theater Code 5 Shipments

The Government will be responsible for over CONUS movement of intertheater Code 5 shipments moving between intertheater rate areas. TSPs will not be required to provide the linehaul movement between CONUS ports for these intertheater shipments, and TSP's SFRs should not include CONUS overland transportation costs.

Item 312 Inter-theater Codes J and T Shipments

The TSP will be responsible only for origin and destination services and delivery to and from the appropriate aerial port. The Government will be responsible for routing between APOE in one theater and APOD in another theater. The TSP's SFRs should not include CONUS overland transportation costs.

Item 313 Fire Control Systems in Overseas Warehouses (European Theater Only)

TSP/agent facilities located in the European theater and approved to store DoD Personal Property must meet the following minimum standards:

a. A supervised/unsupervised fully automatic sprinkler system or supervised fire detection and reporting system (heat or smoke detector). A supervised system is defined as a system that is connected to and/or monitored by a full-time operation fire department.

b. Fire prevention and detection systems shall be properly maintained and inspected at least semiannually.

c. Personal Property warehouses will have access to an adequate source of water for firefighting purposes and must be supported by a responsive fire department.

Item 314 Shipment Allocation

Shipments will be distributed based on Best Value in accordance with DP3 business rules.

Item 315 Shipment Routings

Codes 4, 6, 7, and 8 shipments moving between CONUS and overseas rate areas will be open routing; however, TSPs are required to meet DoD performance standards irrespective of routing actually used. In this respect, TSPs are cautioned to avoid routings through ports which historically become congested during peak shipping months with the resultant frustration of DoD shipments. Shipments (Codes 5 and T) entering the Defense Transportation Service (DTS) will be routed as indicated on TCMD.

Item 316 Reserved for Future Use

Item 317 Reporting Requirements

Within, but not more than 14 calendar days following the date of pickup of a shipment, the TSP will provide the following information in DPS:

a. Estimated date the shipment will be picked up by line haul equipment for movement to the ocean or aerial port.

b. Estimated date of sailing and identity of port and vessel (Code 4).

c. Routing of vessel and discharge port (Code 4).

d. Estimated date of arrival at destination (Code 4).

Item 318 Reserved for Future Use

Item 319 Delivery to Storage In Government Facilities

When a shipment is delivered to non-temporary storage in a Government facility, the facility is considered as the final destination. Further movement of the shipment will be made under separate GBL/invoice.

Item 320 TSP Agent/Port Agent Facilities

a. TSPs participating in the International program must guarantee SDDC free access to agent/port agent's facilities during normal working hours. This must be reduced to a written binding agreement between the TSP and its agent. SDDC port operators or official representatives will randomly inspect the condition of TSP containers at these facilities. Data will be provided on both inbound and outbound shipments. Containers found to be in a condition rendering the container unacceptable for continued movement of the contents; will be identified to the concerned TSP and/or agent for immediate corrective action. Unacceptable conditions would include damaged or poorly constructed containers; illegible, improper, or nonexistent markings; improper waterproofing, or other such violations. The agent/port agent of the TSP must immediately arrange to have the container restored to an acceptable condition or, alternatively, must repack the shipment in an acceptable container prior to onward movement. TSPs failing to take corrective action may be immediately placed in nonuse by SDDC and the shipment may be terminated by the Government. Any additional Government expenses may be set off against the TSP's PPGBL.

b. In accordance with Section 406 of Title 37, United States Code, no TSP, port agent, warehouseman, freight forwarder, or other person involved in the transportation of property may have any lien on, or hold, impound, or otherwise interfere with, the movement of baggage and household goods being transported under this section. Personal property shipments moved under this Tender are DOD-sponsored and, as such, will not be detained by TSPs or agents. Additionally, the Government has the right to inspect TSP's containers on any premises of the TSP/agent. Accordingly, TSPs agree to include the following stipulation in their contracts, agreements, and/or orders with underlying TSPs/agents:

> "By acceptance of this contract/agreement/order/reimbursement schedule, I recognize the property being transported hereunder is United States DOD-sponsored personal property and, as such, will not be detained by my firm under any circumstances. Further, I guarantee the Government free access to any facilities, including those of my agents, during normal working hours, for their lawful purpose of inspecting and removing TSP containers in which DOD-sponsored personal property is shipped."

Agents refusing to consummate agreements/contracts containing this clause will not be used by TSPs.

c. In addition to the condition of containers, the SDDC representatives will observe general warehousing practices, such as: housekeeping practices (i.e., floor free of debris); staging in proximity to hazardous materials; an overall impression of orderliness and condition of building; and protection of property from the elements and adequate security.

Item 321 Right to Audit by DOD

By filing rates in response to this Tender, the TSP agrees SDDC, or other appropriate Government agencies, shall have the audit and inspection rights for any purposes described as follows:

a. Costs: The right to examine Transportation Service Provider “Financial Records”, documents, and other evidence (collectively “Financial Records”) including accounting procedures and practices, sufficient to reflect all direct and indirect costs of whatever nature claimed to have been incurred and anticipated to be incurred for the performance of this service. These Financial Records will be provided by the TSP at no additional cost to the Government. SFR submitted by TSPs will include

cost associated with these audits and the submission of these Financial Records. Such right of examination shall include inspection at a reasonable time, at the Transportation Service Provider's place of business, or such parts thereof, as may be engaged in the performance of the solicitation.

b. Cost Data Elements: If the Transportation Service Provider submits cost or pricing data in connection with the prices offered in the tender or any change or modification thereto, SDDC, or its designated Government representatives, shall have the right to examine all financial records, documents, and other such Transportation Service Provider data related to the pricing or performance of such service, change, or modification, for the purpose of evaluating the accuracy, completeness, and reasonableness of the costs or pricing data submitted. The right of examination shall extend to all documents necessary to permit adequate evaluation, along with the computations and/or projections used therein.

Item 322 Right to Audit by Comptroller General

The Comptroller General of the United States or its designated Government representatives may have access to and the right to directly examine pertinent books, papers, documents, and records (collectively "Financial Records") of the Transportation Service Provider involving transactions related to the tender for any lawful purpose until three (3) years after final payment of any PPGBL under these rates. These Financial Records will be provided by the TSP at no additional cost to the Government. SFR submitted by TSPs will include cost associated with these audits and the submission of these Financial Records. The periods of access and examination of records relating to litigation or settlement of claims arising from the performance of the Transportation Service Provider, or costs and expenses of these rates to which exception has been taken by the Comptroller General or its representatives, shall continue until such appeals, litigation, or claims have been settled.

Item 323 Intra-theater Tenders

Intra-theater tenders will not be utilized for over ocean transportation to/from ports within CONUS or moving within an overseas theater unless prior approval is provided, this approval would be granted on a case by case basis for emergency services only. You may view intra-theater tenders on SDDC's Website at www.sddc.army.mil/pp/default.aspx. (Exception - Pacific, there are no intra-theater pacific rates at this time).

Item 324 Toll Free Number (For Service Member Use Only)

TSP agrees to provide a toll free number for customer inquiries and problem resolution during any phase of the move. If toll free capability is not available, the TSP shall accept collect calls. The number shall be operational 24 hours a day, seven (7) days a week; however as a minimum, it must be manned during normal business hours for the area in which the toll free number is established. A type of recorder, beeper, answering service, Internet e-mail capability or other electronic device may be used for hours other then specified. Knowledgeable personnel representing the TSP must acknowledge and respond to the customer's concerns within 24 hours from the customer's initial call if received Monday through Friday and by close of business the following workday for calls/inquires received by the TSP on Saturdays, Sundays, or legal (officially declared national) holidays. The TSP is required to provide to the customer the toll free number and other means of contact information by the shipment pick up date. The TSP may furnish this information to the member directly or through their local agent. This provision is an independent requirement; therefore, any cost associated with this requirement shall be included as part of the TSP's proposed rates.

Item 325 Shipment Terminations

The Government reserves the right to terminate shipments at any point during transportation prior to delivery and to separately arrange for onward movement to destination under the following conditions:

a. A shipment becomes frustrated at the facility of an origin/destination agent or port agent due to:

   1) Nonpayment of charges by the ITGBL TSP, whereby the shipment is being detained by the ocean or motor TSP either aboard a vessel or within an ocean or motor terminal.

   2) Nonpayment of port agent's fees and/or charges by a TSP, whereby the shipment is being detained at a port agent's facility by a port agent.

3) Detention of a shipment by an origin/destination local agent for any reason relative to TSP/agent disputes.

4) Non-traceable or unavailable documentation attributable to the fault of the TSP or its agents.

5) Port congestion arising from the inability of the port agent and/or TSP to book and clear shipments in a timely manner.

b. The TSP is unable to perform in such a manner as to ensure the timely movement of the shipment.

c. In any of the above or similar instances whereby the TSP cannot meet performance standards, the Government may terminate the shipment, obtain release of the shipment from the agent, port agent, ocean or motor TSP, as applicable, and at its option, pay any charges necessary to release the shipment, and initiate action for setoff of expenses incurred by the Government in excess to those which would have been incurred if the TSP had maintained total through movement of the shipment. The TSP will be paid up to the point of termination in accordance with rates and charges contained in this Tender. Original TSP's containers will be made available to original TSP by the new TSP at destination.

d. In the case of port agents, all DOD HHG and UB shipments must be identified on ocean bill of lading/manifests as DOD-sponsored property subject to release to DOD upon demand. This will be reduced to a written binding agreement between the TSP and its agent. In any case of shipment terminations, liability limits are as described in Item 401.

Item 326 Excess Cost

To enable DOD to collect excess costs incurred due to TSPs/forwarders defaulting on shipments contained in the pipeline, TSPs assuming the onward movement will maintain records of all excess costs including demurrage, storage, etc., over and above those normally associated with a shipment. TSPs will report such costs to SDDC, ATTN: SDDC-PP-PO, for further notification to the finance centers and the General Services Administration.

Item 327 Rate Verification

TSPs are required to verify their rates, as shown in block 31 of the PPGBL. If the rate on the PPGBL does not agree with the tendered rate of the TSP, then the TSP or TSP representative will notify the PPSO immediately by telephone. The PPSO is responsible for verifying the destination rate area. TSPs will notify SDDC, ATTN: SDDC-PP-PO if PPSOs fail to provide PPGBL in a timely manner.

Item 328 Worldwide Nonuse Actions

When worldwide Non-Use punitive action is taken against a TSP:

1. SDDC-PP-PO will:
   At the discretion of the Director, HQ SDDC Personal Property may retender standard shipment(s), Special Solication (Chapter 10), or solicit a One-Time-Only (Chapter 7) to facilitate onward movement in the best interest of the DoD and customer.
2. JPPSO/PPSOs will:
   a. Inspect local and port agent facilities, located in their area of responsibility, for shipments awarded to subject TSP still on hand.
   b. Be responsible for the Termination (Item 523) of shipments and the Reshipment (Item 524 and Item 525) to final destination point.

Note: Detailed procedures for processing frustrated shipments are contained in DoD 4500.9-R, Part IV.

Item 329 Payment of Debt

Should SDDC be advised a TSP filing rates, under the terms of this Tender, has failed to comply with the terms of an arrangement entered into between the TSP and an agency of the Federal Claims Collection Act of 1966 relating to transportation services, SDDC may place this TSP in nonuse or disqualification status until such time as the arrangement entered into by the TSP has been complied with.

Item 330 Intra-theater Pacific Rates

Code T HHG originating at Australian APOEs for Pacific intra-theater movement should not transit CONUS. Shipment will be routed to Hickam AFB, Hawaii, for onward movement to the destination

APOD, via AMC airlift. Should shipments be short loaded at CONUS port, movement will be via AMC opportune airlift or via surface transportation at TWCF (Transportation Working Capital Fund) expense. Should International TSP be required to move shipment between CONUS ports, compensation will be made under provisions of Item 528, Use of Alternate Ports Code 5 and Code T shipments. SDDC Personal Property Office – Pacific will be contacted on any clarifications concerning this item.

Item 331 Required Numbers

Each TSP participating in the International program will maintain a facsimile number and email address for purposes of tracings, shipment notification of changes, etc. SDDC, ATTN: SDDC-PP-PO, will be notified immediately of any change in number.

Item 332 Port Contract Facilities

TSP's Code 5 SFR will include pickup and delivery of containers positioned at port contractor's facility if facility is located within 50 miles of the designated port. For example, at the military ocean terminal in Seattle, Washington, shipments may be line hauled to port contractor's facility in Kent, Washington, (approximately 26 miles from Seattle), or to Tacoma, Washington, (approximately 31 miles from Seattle). Associated line haul costs are considered part of and included in the TSP's SFR.

Item 333 Packing Privately Owned Firearms (POFs)

a. All privately-owned firearms (POFs) will be placed in a number one (1) external shipping container and positioned so that they are readily accessible for examination by customs officials, when required, and the container closed and sealed at member's residence.

b. TSPs must comply with the following provisions of Public Law 103-159, Brady Handgun Violence Protection Act and the PPCIG.

   1) Marking the outside of any package, luggage, or other container indicating that the package contains a firearm is prohibited. This does not exclude attaching documentation in a sealed envelope to a box/container of household goods.

   2) Written acknowledgement of receipt from the recipient of any package containing a firearm is required. Signatures can be on a bill of lading, inventory, or TSP-generated receipt. Signatures are only required at the time of delivery, i.e., not required at in transit points as shipments move between TSPs and agents.

Note: The above provisions only apply when shipments are moving within the United States.

Item 334 Customer Satisfaction Surveys (CSS)

Customer Satisfaction Surveys are the primary source of data that is used in determining the performance portion of each TSP's Best Value Score. These surveys will determine the member's satisfaction with the TSP services at origin, destination and their overall satisfaction with the TSPs performance.

Item 335 Military Shipment Label, DD Form 1387 Requirement for Code T Shipments

TSP or TSP representative will prepare and attach a DD Form 1387 (Military Shipping Label – MSL) in accordance with the Defense Transportation Regulation (DTR, 4500.9R) including the requirement for linear and two dimensional (2D bar coding). The 2D MSL bar code will be in accordance with Materials Handling Standard MH10.8.2. Please refer to Item 1104 for Code J 2D MSL requirements.

CHAPTER 4 - CLAIMS AND LIABILITY

Purpose

This section pertains to the claims process and TSP Liability on International shipments

Item 400 Claims

a. Liability Limits for Loss or Damage

The TSP is liable to the owner, or to the military service that contracted for the shipment, for loss or damage that occurs to the owner's personal property while it is in the custody of the TSP, or of any agent, employee, or subcontractor of the TSP. Liability on all shipments, whether domestic or international, will be determined in accordance with the Carmack Amendment to the Interstate Commerce Act, (Title 49, United States Code, Section 14706), except as otherwise provided in this Tender.

b. If a claim is filed directly with the TSP within nine months of delivery, then the TSP's maximum liability on each household goods (HHG) and unaccompanied baggage (UB) shipment will be:

1) $5,000 per shipment, or

2) $4.00 times either the net weight of the HHG shipment or the gross weight of the UB shipment, in pounds, not to exceed $50,000, whichever is greater.

c. On all other loss and damage claims asserted against the TSP, the TSP's maximum liability will be limited to $1.25 times either the net weight of the HHG shipment or the gross weight of the UB shipment, in pounds.

d. Payments by the TSP to an owner for inconvenience claims will not be deducted from the TSP's maximum liability for loss or damage, but are a separate liability.

e. For the purposes of meeting the nine (9) month filing deadline to qualify for FRV on shipments for which more than one TSP had custody of the goods in transit, filing a claim with the delivery TSP will satisfy the requirement for all TSPs and warehouses in the chain of custody.

f. Full Replacement Value (FRV) Liability

1) When the owner files a claim with the TSP within nine (9) months of delivery, the TSP is liable for the Full Replacement Value (FRV) of any lost or destroyed items.

2) If an owner submits a claim to a Military Claims Office (MCO) within nine (9) months of delivery but wants it to be forwarded to the carrier for settlement, the claim will be forwarded within 9 months of delivery and within 30 days of receipt by the MCO. If the TSP receives such a claim that has been forwarded by a MCO within nine months of delivery, the TSP will be liable for the full replacement value. If the TSP receives such a claim from a MCO more than nine months after delivery, but it is postmarked or electronically transmitted within nine months of the delivery date, then the TSP will treat the claim as if it had been filed directly with the TSP within nine months and the TSP will be liable for full replacement value protection. On these claims, the TSP's liability is as follows:

a) For items that are damaged but not destroyed, the TSP will, at its option, either repair the items to the extent necessary to restore them to their condition when received by the TSP, or pay the claimant for the cost of such repairs.

b) For most items that are destroyed (i.e., the repair cost exceeds replacement cost) or lost, the TSP will, at its option, either replace the lost or destroyed item with a new item, or pay the un-depreciated replacement cost of a new item. New items should, to the greatest extent possible, be from the same manufacturer and should be the same make and model as the item that was lost or destroyed. If the TSP cannot find a new item that is the same as the item that was lost or destroyed, it may replace the item with one of comparable qualities and features. However, for lost or destroyed items that are parts of sets, such as a silver service, crystal glasses, or china, the TSP may replace the lost item with a like item that matches the rest of the set. Likewise, some items, such as collectable figures (e.g., Hummel and Lladro), collectable plates, collectable dolls, baseball cards, antiques, comic books, coin and stamp

collections, and objects of art, cannot be properly replaced with new items because their value is based, in part, on the fact that they are no longer made and are no longer available for purchase as new items. For this type of item, the TSP may replace the lost or destroyed item with the same or comparable item or pay the replacement cost of the item.

c) When FRV applies to a shipment that includes one or more motor vehicles (automobiles, vans, pickup trucks, motorcycles or sport utility vehicles), the TSP's maximum liability for the vehicles shall be the value stated in the current issue of the N.A.D.A.'s Official Used Car Guide (the "Guide") for such vehicle(s), adjusted for mileage and other factors considered in the guide. However, if either the owner or the TSP has obtained an appraisal of the vehicle from a qualified appraiser, settlement will be based on the appraised value rather than the book value.

d) For boats, personal watercraft, ultra light aircraft, pianos, organs, firearms, objects of art, all-terrain vehicles, and snowmobiles, the TSP may replace the item with a comparable used item or pay the un-depreciated replacement cost, because these are large, expensive items that are not part of the typical shipment and have an active, widespread secondary market.

e) The owner may reject a payment or item offered by the TSP to settle a claim. If an owner files a claim with the TSP within nine (9) months of delivery, but fails to settle the claim directly with the TSP, the owner/consignee may transfer his claim to a MCO as provided in Section 2.1.2 of Claims and Liability Business Rules. In those cases where transfers have occurred, the TSP shall not have the option to repair or replace items in kind, but must pay to the MCO the repair cost or un-depreciated replacement cost of a new item, whichever is less. If the TSP can show that they offered the owner a replacement item of comparable or better quality than the item lost, the TSPs liability for that item will be limited to their replacement cost at the time offered (including any tax or drayage) or the amount demanded, whichever is less.

f) Replacement cost is based on the replacement cost at destination. It includes any shipping charges and sales tax. However, the TSP is not required to pay shipping charges and/or sales tax in excess of $10 on a claim until it receives proof that the charges and taxes were actually paid.

g. Actual Value (Depreciated) Liability

1) If the owner files a claim directly with the TSP more than nine months after delivery, the TSP is liable for the depreciated value of the items only up to a maximum of $1.25 times either the net weight of the HHG shipment or the gross weight of the UB shipment, or a lump sum declared on the bill of lading by the owner or shipper before packing commences, whichever is greater. Liability will be as follows:

a) For items that are damaged but not destroyed, the TSP will, at its option, either repair the items to the extent necessary to restore them to their condition when received by the TSP, or pay the claimant for the cost of such repairs, up to the depreciated value of the items.

b) For items that are destroyed (i.e., the repair cost exceeds depreciated replacement cost) or lost, the TSP will pay the depreciated replacement cost for the item. However, if the claimant is willing to accept a replacement item instead of cash payment, the TSP may settle all or part of a claim by delivering a replacement item(s) of like kind, quality and condition to the claimant.

2) If the owner files a claim directly with a MCO, and does not want to file with the TSP for settlement, the military will adjudicate the claim pursuant to statutory and regulatory guidance. The MCO may then assert a recovery claim against the TSP. The TSP, on this type of a recovery claim, will be liable to the MCO for the depreciated replacement or repair cost, whichever is less. If the owner files a claim directly with a MCO, the TSP will not be liable for more than the depreciated replacement cost, not to exceed $1.25 times the net weight of the HHG shipment or the gross weight of the UB shipment, in pounds, or a higher lump sum that was declared on the bill of lading before packing commenced.

3) In settling claims for the depreciated replacement cost of an item, the MCO and TSP will use the Joint Military-Industry Depreciation Guide, for those items that are listed on the guide. The MCO and TSP will use the current replacement cost of the item as a base to apply the depreciation factor to arrive at the current actual value of the item. If an item cannot be replaced, or no suitable replacement is obtainable, the proper measure of damages for items that depreciate shall be the original cost, adjusted upward to reflect the increase in the consumer price index (CPI) since the date of purchase, and then adjusted downward to reflect the depreciation rate in the Joint Military –Industry Depreciation Guide.

4) Replacement cost is based on the replacement cost at destination. It includes any shipping charges and sales tax. However, the TSP is not required to pay shipping charges and/or sales tax in excess of $10 on a claim until it receives proof that the charges and taxes were actually paid.

h. Exclusions from Liability

1) The TSP shall be liable for physical loss or damage to any article that occurs while being carried or held in Storage-in-Transit (SIT) EXCEPT loss or damage caused by or resulting from the following:

a) From an act or omission of the owner.

b) From defect or inherent vice of the article.

c) From hostile or warlike action in time of peace or war including action in hindering, combating or defending against an actual, impending or expected attack; from any weapon of war employing atomic fission or radioactive force whether in peace or war; or from insurrection, rebellion, revolution, civil war, usurped power or action taken by governmental authority in hindering, combating or defending against such occurrence.

d) From seizure or destruction under quarantine or customs regulations; confiscation by order of any government or public authority; or risks of contraband or illegal transportation or trade.

e) From delay caused by strikes, lockouts, labor disturbances, riots, civil commotions, or the acts of any person or persons taking part in any such occurrence or disorder.

f) From Acts of God (also known as acts of Nature).

g) From pre-existing infestations by mollusks, arachnids, crustaceans, parasites or other types of pests; and for fumigation or decontamination when not the fault of the TSP.

h) From loss or damage that occurs prior to release to the TSP while the goods are in the possession of a non-temporary storage (NTS) contractor, or of a SIT contractor under an unrelated shipment of the goods. When a shipment is released from NTS or SIT under another TSP's control, the new TSP shall not be liable for an item claimed as missing which should have been listed as a separate item on the inventory, but which was not listed on the inventory that was prepared by the original contractor or TSP. However, the TSP will be liable for items packed in cartons, if the carton is listed on the inventory, unless the TSP can produce evidence to shift liability back to a prior handler and the item claimed bears a reasonable relationship to the contents of the carton listed on the inventory. If it does not bear a reasonable relationship, the TSP is not liable, but the NTS contractor may be liable.

i) The TSP shall not be liable for intangible property, securities, nor for the sentimental value of an item.

j) The TSP shall not be liable for pre-existing damage.

2) The exclusions listed above will not apply if the TSP's own negligence significantly contributed to the loss. However, if the TSP, after giving electronic notice to the appropriate government transportation office, or electronic or written notice to the owner, of a potential risk of loss or damage to the shipment from the above causes, is instructed by the government or the owner to proceed with such transportation and/or delivery, notwithstanding such risk, the TSP shall not be liable for the loss attributed to the risk.

i. Duty to Mitigate Loss

1) If a loss or damage occurs to a shipment from one of the excluded causes listed in this Item, the TSP may still be liable for additional damage that results from its failure to take reasonable steps to mitigate the extent of the loss. For example, if a shipment is damaged by water from a flood or hurricane, the TSP, as soon as practical, should attempt to clean and dry the items, rather than allow further damage (e.g., rust, warping, or mildew), to develop from prolonged exposure to dampness. In some cases, the responsible transportation office may direct the TSP to undertake specific mitigation work, or may authorize payment for mitigation work, subject to later determination of whether the government or the TSP will be liable for the cost. The cost of any such mitigation efforts that are not paid for by the government will be deducted from the TSP's maximum liability for loss or damage stated in this above.

j. Termination of Liability for Goods in Storage-in-Transit (SIT)

1) The TSP's liability under the bill of lading for a shipment in SIT shall terminate when SIT terminates, in accordance with Item 518 (HHG) & 519 (UB).

k. High Value Items and High Risk Inventories

1) High value items are limited to, currency, coins, jewelry, silverware and silver service sets, crystal, figurines, furs, objects of art, computer software programs, manuscripts, comic books, baseball cards, stamps, and other collectable items or rare documents that have a value in excess of $100 per pound. For purposes of determining the TSP's liability, all such items shall be deemed to weigh at least one pound. A collection of compact disks (CDs) and digital video disks (DVDs) will not be considered high value items. However, individual CDs or DVDs with a value in excess of $50 will be considered a high value item.

2) The contractor's liability for high value items shall be limited to $100 per pound of the article, if the owner fails to inform the TSP that such items are included in the shipment after the contractor asks the owner, in writing, to list any such items in the above categories that will be included in the shipment. In order to account for such items, and in order to facilitate special handling of such items, the TSP may use a separate high-risk inventory. Items such as CD's, video tapes and DVDs, that do not qualify as high value items for purposes of this provision limiting liability may be included on a high risk inventory.

3) A high risk/high value inventory form, even if it is signed by the owner upon delivery and fails to note any shortage at delivery, will normally be treated like any other inventory for purposes of determining whether there was any loss or damage in transit. The Loss and Damage AT Delivery/Loss and Damage AFTER Delivery documents, that gives the TSP notice of later discovered loss or damage would overcome the presumption of correct delivery, even of high value items listed on a special inventory, unless the following conditions are met:

a) If the high risk/high value inventory form has a block to denote delivery, the owner must initial each block for each item. A check mark, or an "x", is not sufficient.

b) The high risk/high value inventory form must contain a warning, in bold type larger than any other type on the form, that if the owner notes on this inventory that an item was delivered, he or she may never claim that the item was missing with either the TSP or with a MCO.

c) The delivery agent must attest in writing that, just prior to departure from the residence, the agent and the owner opened all containers in which the high risk/high value items were packed; that they removed the items from the containers; that they physically inspected each item; and that the agent advised the owner of the consequences of signing the high risk/high value inventory form.

l. Shared Liability on International Shipments Transported on Military Aircraft or Vessels

a) On some international shipments, the government requires the TSP to use Air Mobility Command aircraft or a vessel operating under a Voluntary Intermodal Shipping Agreement to transport the shipment for part of the journey (i.e. code 5, code T, or code J shipment).

b) TSPs are relieved of liability for loss or damage on these shipments when the TSP can reasonably establish that the loss or damage occurred while the shipment was in the custody and control of the Government. If a TSP receives a claim directly from the owner, and all of

the loss occurred while the goods were in the custody of the government, the TSP will deny liability and advise the owner to file a claim with the appropriate MCO. If only part of the loss or damage occurred while the shipment was in the custody of the government, the TSP will settle those portions of the claim for which it is liable and refer the owner to the MCO for the payment on the rest of the claim.

c) Where it is evident that the loss or damage occurred while the property was in the possession of the TSP, the TSP will be responsible to the full extent of its normal liability.

d) If the time and place of the loss or damage to this type of shipment cannot be clearly established, and if the owner submits a claim directly with the TSP, the TSP will pay the owner the full amount of the loss, not to exceed twice the TSP's maximum liability on the shipment. The TSP will then forward a request for payment of 50% of the settlement to the MCO designated by each military service, supported by a copy of the completed claim. The MCO will pay 50% of the settlement, but not more than 100% of the depreciated replacement cost, to the TSP within 30 days of receipt of the request, provided the claimant/owner was a proper claimant under the Military Personnel and Civilian Employees Claims Act, and the claim was timely filed.

e) If the time and place of the loss or damage to this type of shipment cannot be clearly established, and the owner files a timely claim directly with a MCO, the military will pay the owner. The MCO will then assert a recovery claim against the TSP for only 50% of the loss, not to exceed the TSP's maximum liability. The government will accept this compromise settlement of its recovery claim, if the TSP accepts and agrees to pay that amount within 60 days of receipt of the demand. In the event the TSP does not accept the MCO's adjudication of a claim in this category or does not accept and agree to pay within 60 days, then normal negotiating procedures will apply and the 50% compromise agreement will not be acceptable.

m. Item Liable to Cause Damage

1) The following will not be accepted for shipment by the Transportation Service Provider:

a) Property whose inherent nature is liable to impregnate, contaminate, or otherwise cause damage to other property or equipment.

b) Items which cannot be taken from or delivered to the premises without damage to the items or the premises.

n. Time Limitations on Liability for Loss and Damage Claims

1) The TSP will not be liable for loss or damage unless the owner files a timely claim directly with the TSP or with a MCO under the Military Personnel and Civilian Employees Claims Act (MPCECA) within two years of the delivery of the shipment that included the loss or damaged items. For purposes of timely filing with the TSP or a MCO, timeliness will be determined by the MCO based on the statute, case law, and the service's claims regulations and instructions.

2) When the owner files a claim with the TSP within nine (9) months of delivery, the TSP is liable for the Full Replacement Value (FRV) of any loss or damage items subject to the maximum liability listed in section 2.1.

3) For the purpose of the two-year limit for filing directly with the TSP, if a claim for loss or damage accrues during war or an armed conflict in which an armed force of the United States is involved, or has accrued within two years before war or an armed conflict begins, and there is good cause for delay in filing due to that armed conflict or war, then the claim must be presented within a reasonable time after the cause no longer exists, or after the war or armed conflict ends, whichever is earlier. An armed conflict begins and ends as stated in concurrent resolution of Congress or a decision of the President. Any extension granted by this provision will be at least as long as the duration of the good cause and may be longer, at the discretion of the TSP.

4) If the owner files a claim with a MCO, the TSP will not be liable to the government on a recovery claim if the government does not dispatch a written demand on the TSP within four years of delivery. This four-year period will be extended by any period granted under Time Limitations on TSPs Liability for Loss and Damage Claims. If the government does dispatch a written demand

on the TSP within four years of delivery, the government will have the normal six years specified in Title 28, United States Code, Section 2415, to resolve the claim or file suit.

5) If an owner files a claim directly with the TSP and then receives written notice from the TSP that all or part of the claim has been denied, then the owner may transfer the claim to the appropriate MCO, provided such a claim can still be timely filed under the MPCECA. If a recovery claim is not filed by a MCO against the TSP within four years of delivery, including any extended period in Time Limitations on TSPs Liability for Loss and Damage Claims, or Member's suit is not instituted within two years of receipt of the written notice, then the TSP shall not be liable for any part of the claim that was denied in the notice.

6) In summary, the specific timeline and steps for filing a claim are as follows:

   a) At delivery: Owner and TSP will review then sign the LOSS AND DAMAGE AT DELIVERY DOCUMENT if there is any Loss or Damage evident at the time of delivery.

   b) Within 75 days of Delivery: Owner must submit the LOSS AND DAMAGE AFTER DELIVERY DOCUMENT to the TSP.

   c) Within nie (9) months of delivery: Owner must file complete claim information to the TSP for settlement to be eligible for Full Replacement Value.

   d) If a claim is not completely settled after 30 days, claimants may transfer the claim to the appropriate MCO. However, claimants may transfer a claim immediately, and still be eligible for FRV.

   e) Within two (2) years of delivery: Owner has the right to file their claim up to two (2) years from delivery. If the claim is filed after nine (9) months from delivery but before two (2) years from delivery, the owner is only entitled to depreciated value of the items as per these business rules.

Item 401 Claims for Loss and Damage

a. The Transportation Service Provider shall not be liable for loss or damage when the Transportation Service Provider can reasonably establish such loss or damage occurred while the shipment was in the effective custody and control of the Government. Effective custody is defined herein to mean when a shipment is delivered to authorized representatives of the United States Government.

b. The United States Government (MSC, AMC, SDDC or other agency assuming effective custody) will be liable to the Transportation Service Provider for damage to or loss or destruction of containers due to negligence of the Government, reasonable wear and tear accepted.

c. When loss or damage occurs to a shipment transported jointly by a Transportation Service Provider and the Government (Codes 5, T, and J) and such loss or damage cannot be determined by the U.S. Government to be solely the responsibility of the Transportation Service Provider or the Government, the liability will be shared as described in Item 410.

d. Claims Filing

   1) Owners whose property is lost or damaged in transit and wish to file against the TSP must file their claims within two years of delivery of the shipment that gave rise to the claim. If the claimant submits the claim to the TSP within nine months of delivery, the TSP will be liable for the full, undepreciated replacement value on all lost or destroyed items, as specified in Item 410. If a claim is not completely settled after 30 days claimants may transfer the claim to the MCO. However, claimants may transfer a claim immediately, and still be eligible for FRV, upon:

      a) Notice that the TSP has made a final offer on the claim or denied it in full.

      b) Notification by SDDC that the TSP is in bankruptcy.

      c) Notification that the TSP has been placed in permanent, world-wide Non-Use status by SDDC.

      d) The TSPs failure to comply with the catastrophic loss provisions in Item 413, and as verified by the MCO.

e) The TSPs failure to comply with essential items provisions in Item 413, and as verified by the MCO.

2) For the purpose of filing with the TSP within two (2) years, if a claim for loss or damage accrues during war or an armed conflict in which an armed force of the United States is involved, or has accrued within two years before war or an armed conflict begins, and there is good cause for delay in filing due to that armed conflict or war, then the claim must be presented within a reasonable time frame after the cause no longer exists, or after the war or armed conflict ends, whichever is earlier. An armed conflict begins and ends as stated in concurrent resolution of Congress or a decision of the President. This same exception will apply to the nine (9) month filing period required to trigger the TSP liability for FRV. Any extension granted by this provision will be at least as long as the duration of the good cause and may be longer, at the discretion of the TSP. If the TSP anticipates the denial of an extension, they may contact the appropriate Service Military Claims HQ for an advisory opinion.

3) When an owner transfers a claim to the MCO, the MCO may contact the TSP using the 1-800 number or email address given the claimant, to determine if the TSP has already obtained any estimates. If the TSP has obtained estimates, the TSP will transmit them within 24 hours, or the next business day if notification occurs on a Friday or Saturday or the day before a holiday, by fax or electronic mail to the MCO. If the TSP has not already obtained estimates, the MCO may give the TSP until the next business day to decide if it will inspect and obtain estimates on those items requiring estimates, and make arrangements with the owner and repair firms for the estimates. If the TSP decides to inspect and obtain estimates, it will have until the second business day after it is contacted to obtain them unless the owner agrees to give it more time. If the TSP is unable to obtain estimates within two business days of being contracted and the owner does not agree to give it more time to do so, then the MCO will proceed to adjudicate and settle the claim.

4) The MCO may assert a demand against the TSP for TSPs liability as established under Item 410, Liability. The TSP will not be liable on such a recovery claim for payment on any items on which the TSP has already paid the owner, if the correspondence between the TSP and the owner lists the item as one on which payment is being made and clearly indicates that the prior payment was in full and final satisfaction of either the entire claim, or was in full and final satisfaction of the claim for the particular item.

5) For purposes of qualifying for FRV and for meeting the two-year limit for filing claims directly with the TSP, a claim submitted directly by the owner to the TSP must be submitted within the relevant time period (nine months to be eligible for FRV or two years for depreciated value). The claim must identify the claimant; contain facts sufficient to identify the shipment or shipments involved; must assert a demand for a specific or determinable amount of money; and, must specify the extent of the loss and damage.

e. Exceptions to Filing Claims Directly with the TSP

1) Filing with the delivery TSP will satisfy the requirement for all TSPs and warehouses in the chain of custody that a claim must be filed directly with a TSP to entitle the claimant to settlement on the basis of FRV. Exceptions to the requirement that the owner file directly with the TSP will be granted on a case-by-case basis, in writing, by the MCO. Exceptions to the requirement that the owner file directly with the TSP will be granted on a case-by-case basis, in writing, by the MCO. Some examples of exceptions are:

a) No access to a telephone or fax machine.

b) Claims for deceased owners (Bluebark) involving surviving family customers not familiar with the claims process.

c) Language barriers in the claims filing process.

f. Substantiation of Claims

1) In addition to the minimum requirements needed to meet any timely filing requirements, claims must include additional information in order for the TSP to begin the settlement process. On all claims, this additional information will include any notices of concealed damages or loss that were found after the day of delivery, and not previously provided to TSP under sufficient information

about the shipment to enable the TSP to locate its copy of the bill of lading, inventory; a description of each item that is lost; and a list of each item that is damaged stating the nature, location and extent of the damage. The description of items lost or damaged must also list the date of purchase of each item, the age of each item, if known, or, for items that were not purchased (e.g., gifts or bequests), the date the owner acquired the item, along with an estimate of the original purchase price or value at time of purchase/acquisition.

2) For claims filed directly with the TSP or within nine months of delivery, the TSP is responsible for obtaining any repair estimates or replacement cost estimates that it may need to settle the claim. The TSP may request the assistance of the closest MCO to obtain the name of reputable repair firms. If the TSP is still unable to obtain a repair or replacement estimate on an item, the TSP may ask the owner to obtain the estimates, provided that the TSP agrees to pay all estimate fees and drayage costs that are incurred, even if the final settlement does not include payment for that item. If the owner is unable or unwilling to get the estimate(s), the TSP must adjudicate the claim without them based on the other evidence in the file. The owner must cooperate with any reasonable request from the TSP in making items available for repair or for repair estimates. If the owner does not cooperate, the TSP should seek assistance from the closest MCO of that owner's military service. If the owner still does not cooperate, the TSP may delay settlement on those items that need estimates until the owner makes the items available or deny payment on those items.

g. Internal Damage Rule

1) If the claim includes repair of internal damage to appliances or electronic items, and there is no new external damage to the item, the claim must be supported by additional substantiation regardless of the amount claimed. For these items, the claimant must submit both a written statement explaining how they know the item was working when tendered to the TSP, along with an estimate of repair that includes both an explanation of the damage and a statement by the repair technician as to their opinion of the cause of the damage. For claims filed directly with the TSP, the same information will be required to establish that the loss or damage occurred in transit. However, on those claims that are filed directly with the TSP within 9 months of delivery, the TSP will attempt to obtain the repair estimate, including the repair technician's opinion as to the source of damage, and will have the right to request assistance from the owner as stated in Section 2.3.1.2 Claims and Liability Business Rules.

h. Notice of Loss and Damage

1) Recording Loss or Damage. When unloading or unpacking articles at destination, the TSP will, in coordination with the owner, check the inventory prepared at origin and inspects each article for loss or damage. The TSP will, along with the owner record loss and damage on a Loss and Damage "AT" Delivery document. The Loss and Damage "AT" Delivery document will indicate any differences in count and condition from that shown on the inventory prepared at origin and will be jointly signed by the TSP and the owner. For split shipments or partial deliveries, a Loss and Damage "AT" Delivery document will be completed whenever property is delivered to owner.

2) The Loss and Damage AT Delivery document will be prepared in five copies by the TSP. The TSP will obtain a receipt by owner signature in the space provided on the form and provide the owner three copies of the Loss and Damage "AT" Delivery/ Loss and Damage "AFTER" Delivery document, Notice of Loss or Damage. The TSP will furnish the origin PPSO a completed copy of the form within 75 days after delivery. One copy of the form will be held in the TSP's files for further reference.

3) Upon delivery of the HHG or UB, it is the joint responsibility of the TSP and the owner to record on the Loss and Damage "AT" Delivery document all loss and transit damage that is found at delivery. Later discovered loss or transit damage shall be listed on the Loss and Damage "AFTER" Delivery document. The TSP shall accept this form (Loss and Damage "AFTER" Delivery document), as overcoming the presumption of correctness of the delivery receipt, if it is transmitted or postmarked within 75 calendar days of delivery. Notice shall not be required if a claim is filed with the TSP within 75 days of delivery. Neither the Loss and Damage "AT" Delivery document nor Loss and Damage "AFTER" Delivery document are conclusive; both can be rebutted by other evidence.

4) If notice of loss or damage of HHG or UB is postmarked or transmitted to the TSP more than 75 calendar days after delivery, the loss or damage on that notice will be presumed not to have occurred while the goods were in the possession of the TSP unless there is good cause for the delay, as determined by the appropriate MCO. Good cause may include, but is not limited to, officially recognized absence or hospitalization of the owner during all or a portion of the period of 75 calendar days from the date of delivery. In case of recognized official absence, the appropriate Service MCO will provide the TSP with the proof of the officially recognized absence and the additional days granted shall not exceed the period of official absence.

5) The TSP failure to provide the Loss and Damage "AT" Delivery/Loss and Damage "AFTER" Delivery documents to the owner and to have proof thereof will eliminate any requirement for notification to the TSP. Notice using the Loss and Damage "AT" Delivery/Loss and Damage "AFTER" Delivery documents is not required by the TSP in the case of major incidents requiring the TSP to notify the Military Surface Deployment and Distribution Command and appropriate PPSO of the incident. Such incidents include fire, pilferage, vandalism, and similar incidents that produce significant loss, damage, or delay.

6) The inventory prepared at origin and delivery receipt is valid evidence that either the MCO or the TSP shall consider along with timely notification in determining whether or not a claimant has sustained loss and/or damage in the shipment. The service member will use the Loss and Damage "AT" Delivery document (List of Property and Claims Analysis Chart) when submitting a claim to the TSP or MCO. Loss and Damage "AT" Delivery document is obtainable from:

   a) http://www.dtic.mil/whs/directives/infomgt/forms/formsprogram.htm, or

   b) An MCO.

i. Inspection by the TSP

1) The TSP may inspect the damaged items at any time prior to settlement of the claim, but may not deny a claim solely on the basis that it was unable to inspect any item. If the owner has repaired an item before the TSP inspection, the owner must provide the repair bill or some other evidence of the damage and repair cost to the TSP. If the owner has disposed of a damaged item, he or she must give the TSP evidence that the item was damaged beyond economical repair.

2) If, before a claim is filed, an owner calls the TSP and asks it to inspect, or give permission to dispose of items, the TSP will, within two business days of being contacted, notify the owner that either the items will be inspected or that the owner may dispose of the items. In such cases, if the TSP gives notice to inspect the items, TSP will do so within 45 calendar days of being contacted by the owner unless the owner grants a further extension.

3) If the owner refuses to permit the TSP to inspect, the TSP shall contact the appropriate Service MCO and request assistance in arranging an inspection of the goods. If the owner causes a delay by refusing inspection, the TSP shall be provided with an equal number of days to perform the inspection/estimate (45 calendar days plus delay days caused by owner).

j. Substantiation of Claims - Repair Estimates

1) Responsible Party: The TSP will be responsible for paying for repair estimates it requires to process any and all claims that are filed with the TSP by the owner. The MCO will be responsible for paying for all repair estimates it requires to process and substantiate any and all claims that are filed with the MCO by the owner. The TSP is responsible for paying all estimates and associated fees presented by an MCO as a result of claims that were transferred to the MCO by the owner pursuant to Section 2.1 Claims and Liability Business Rule unless:

   a) The TSP previously provided a reasonable estimate, or

   b) The TSP previously offered to pay the owner a value that matches or exceeds the repair cost for all items on the estimate, or

   c) The item damaged is repairable and the TSP offered to repair it at no cost to the member, or

   d) The TSP previously offered to pay the replacement cost or to replace it in kind.

2) All estimates provided by the TSP must identify a repair firm that is willing and able to make the repair within a reasonable time, for the amount stated. The repair firm must be reputable, having a reputation for timely and satisfactory performance. All such estimates must be itemized.

3) If an MCO receives an itemized repair estimate from the TSP before a claim is settled, then the MCO will use that estimate provided that it is the lowest overall, and meets the criteria in paragraph 2, above. If the TSP's estimate is the lowest overall estimate and is not used, the MCO will advise the TSP in writing of the reason the lowest overall estimate was not used in determining the TSP's liability.

4) If the TSP sends the appropriate MCO a lower repair estimate after the recovery demand on the TSP has been dispatched to the TSP's home office, it will be considered in the TSP's recovery rebuttal or appeal process if lower than the estimate used by the MCO and if it establishes that the estimate submitted by the owner was unreasonable in comparison with the market price in the area or that the price was unreasonable in relation to the value of the goods prior to being damaged.

5) If a TSP has made an inspection/estimate based upon the Loss and Damage AFTER Delivery document and the owner subsequently updates the notice, the TSP is authorized to make an additional inspection/estimate. The TSP will contact the MCO to determine if it will authorize a deduction of $75.00 or actual inspection cost, if less, from the TSP's liability for performing the second inspection/estimate.

6) The TSP is required to ensure that qualified repair firms and subcontractors perform the repairs and they must provide the name of the repair firm that will be doing the work, if requested by either the MCO or the owner.

k. Settlement of Loss and Damage Claims

1) On loss and damage claims, the TSP shall pay, deny, or make an offer within 60 days of receipt of a complete, substantiated claim.

2) The TSP will complete payment to the claimant within 30 days of receipt of notice that the claimant has accepted a full or partial settlement.

3) In those cases where more than one independent TSP or warehouse may be responsible for the loss, the TSP or warehouse that receives a claim from the delivery TSP, the 60 day period for payment, denial or a final written offer will begin on receipt of the claim from the delivery TSP, not on the date that the delivery TSP originally received the claim.

l. Partial Settlements

1) The owner cannot reach a mutually acceptable settlement directly with the TSP on part of his or her claim; the owner can accept payment from the TSP on those items on which the owner and TSP have reached agreement. If the owner elects to accept partial settlement, the TSP may pay the owner on the items on which they have reached an agreement. The owner may transfer any unsettled portions of their claim to a MCO. The MCO may assert a recovery demand on the TSP. The TSP will not be liable on such a recovery claim for payment on any items on which the TSP has already paid the owner, if the correspondence between the TSP and the owner lists the item as one on which payment is being made and clearly indicates that the prior payment was in full and final satisfaction of either the entire claim, or was in full and final satisfaction of the claim for the particular item.

m. Quick Claim Settlement

1) TSPs may establish a quick claim settlement procedure to quickly resolve and pay claims for minor loss or damage discovered at the time of delivery. Such procedures should cover payment for less than $500 with payment made within five (5) days of delivery. The process of settling and paying such claims will be left to the discretion of each TSP. However, any small claim settlement agreement can contain only a limited release of liability and must specifically list the items and the damage for which payment is being made. Owners must be advised that they may still file claims for later discovered loss or damage. A copy of the settlement agreement must be made available to the appropriate MCO, on request. However, if the owner receives a "quick"

claim settlement and then files an additional claim with the TSP, the owner must indicate in the claim that he received a quick claim settlement and he may not file an additional claim for any items that he settled through the quick claim process.

n. Salvage:

1) To the extent not prohibited by law or agreement, the TSP is entitled to take possession of and sell for salvage any damaged item on which it has paid either the depreciated or undepreciated replacement cost, or replaced the damaged item with a new item.

2) If the TSP pays a claimant the depreciated or undepreciated replacement cost of a lost item, and the lost item is subsequently located, the TSP must notify the Contracting Officer and Transportation Officer (TO) and the owner for instructions. The owner may then decide either to request or decline delivery of the item(s). If the owner elects to receive a found item, the owner must refund any amount paid on that item. If the owner declines delivery of the item, the TSP may retain the item(s) for salvage.

3) If the TSP locates an item within 60 days of receipt of notice of the loss, and a claim on that item has not yet been paid, then the claimant will be obligated to accept delivery of the item in lieu of a claim, even if the owner has already replaced the item. In addition, if the TSP locates a lost item more than 60 days after receipt of notice of the loss, but the item has not been replaced, and a claim on the item has not been paid, then the claimant will be obligated to accept delivery of the item in lieu of a claim. If a lost item is later delivered with damage, the time limits for qualifying for FRV protection and for filing claims on that item will not commence until the delivery of that item. Notwithstanding the above, any essential item(s), as described in Essential Items, Paragraph 1.14, that a reasonable person would and has replaced promptly may be declined by the owner before the 60 day period has run. This provision applies only when:

a) The item has been missing for at least seven (7) days from the date of delivery and the TSP has been notified pursuant to Essential Items, Paragraph r.2.

b) The item is necessary for daily life, such that it must be replaced within 2 business days of notice to TSP.

c) The item has in fact been replaced.

4) TSP's must coordinate a date and time with the member/employee to take possession of salvaged item(s) if they elect to exercise their rights to salvage item(s) or upon the member/employee request and when paragraphs 5) thru 7) below do not apply. TSP must take possession at either the owner's residence or another location, acceptable to the owner, not later than 30 days after receipt of a completed claim from either the owner or the MCO. However, in no case will the 30-day period for the TSP to take possession end until after the period allowed for the TSP's inspections (see Inspection by the TSP, Paragraph i.2). The 30-day pickup period can be extended by an agreement between the TSP, and the owner. If the owner refuses to cooperate with the TSP in the exercise of salvage rights, the TSP should contact the appropriate Service MCO closest to the owner and request assistance. At any time the owner may ask the TSP whether it may dispose of an item and get an answer within two (2) days under, Paragraph (i.2).

5) The TSP will not exercise its salvage rights if the depreciated replacement value of all salvageable items totals less than $100.00, or, in the case of a single salvageable item, the item has a value of less than $50. If a shipment has more than one salvageable item, one of which has a value of $50.00 or more, yet the total of all salvageable items is $100.00 or less, then the TSP may exercise its salvage rights.

6) The TSP will not exercise its salvage rights on any item that is hazardous or dangerous to the health or safety of the owner or the owner's family. Such items include, but are not limited to, broken mirrors or glass, spoiled food, moldy mattresses or other fabric items. However, the owner for potential salvage will retain antiques, figurines, and crystal with a single item value of $50 or more.

7) If the TSP is unable to exercise its salvage rights due to the disposal of an item(s) by the owner, the TSP may reduce its liability by 25% on any item that has a depreciated replacement value of $50.00 or more. The TSP is entitled to no deduction for salvage on a single item with a depreciated replacement value of less than $50.00; unless the total combined depreciated replacement value of all items that have been disposed of is $100.00 or more.

o. Claims for $25 or Less.

1) In an effort to reduce administrative costs, the Military Services agree that they will not pursue a claim against a TSP for loss or damage to household goods that were transported under this document, if the amount of the claim is for $25 or less. The TSP agreed that they will not request reimbursement for such claims from the Military Services for an amount of $25 or less. However, this provision does not apply to claims submitted directly to the TSP by an owner.

p. Dispute Resolution

1) If an owner does not accept a settlement offered by the TSP, the owner may transfer a claim as specified in Section 2.1.2 Claims and Liability Business Rules, to the appropriate MCO. If the owner transfers a claim to the military, the MCO will resolve the owner's claim in accordance with its Service's claims regulations. The MCO will then assert a recovery claim against the TSP under this Tender. The TSP must pay, deny or make an offer on the recovery claim within 60 days of receipt of the claim, unless an extension is granted.

2) If the TSP and the MCO cannot reach a mutual settlement on the recovery claim, the military may collect the amount of its recovery claim by administrative offset from money that is owed to the TSP for transportation services, or from any other payment due the TSP directly from the government. If payments to the TSP are made by third party payment system, the TSP agrees that the appropriate MCO may direct the party paying the TSP to divert all or part of any payment to the appropriate military finance center in order to accomplish offset to pay a government claim from a prior shipment.

3) If the TSP, following such an offset, continues to dispute the amount of its liability, then it may file an administrative appeal under the provisions of Title 31, United States Code, Section 3702, to the Defense Office of Hearing and Appeals (DOHA) or it may file suit in the appropriate federal court.

q. Catastrophic Loss Payments

1) The TSP is responsible for identifying and making partial, advance payments to owners who have suffered a catastrophic loss. These payments are designed to relieve an owner's hardship associated with the loss of all or a majority of their household goods. The payments are an advance and should not exceed the owner's expected total liability. Claimant will still be required to file a claim for their loss. Any advance payment made will be deducted from the owner's eventual award. Such payments are subject to the same maximum liability and rules as all payments under this Tender.

2) Catastrophic loss occurs when over 60 percent (%) of the inventory line items in a given shipment are lost, damaged or destroyed. However, TSPs are free to declare any loss catastrophic and make a partial payment. If TSP cannot contact the owner within 48 hours, they will make payment or come to an agreement on payment within 48 hours of making contact. The declaration of a loss as catastrophic and the making of a partial payment is not an admission of liability regarding any particular piece of property.

3) TSPs are expected to make advance payments as soon as possible after a catastrophic loss occurs. Payments must be made within 48 hours of the TSP discovering or being notified of a catastrophic loss, unless the customer and TSP otherwise come to an agreement. TSPs are free to make an advance payment in any amount they believe will not exceed their total expected liability to the owner. However, TSPs are required to pay no less than 5 percent (%) of their total maximum liability for the shipment.

4) In the event that a TSP identifies or is informed of a catastrophic loss for which it believes it is not liable under Section 1.3 Claims and Liability Business Rules, the TSP shall inform the owner's MCO. In such cases, the MCO shall handle the advance payment and claim. If it is later

determined that the TSP was, in fact, liable for the loss, the MCO will assert a recovery claim against the TSP. The TSP shall be liable as if the Member had filed a claim with the TSP within nine months of their loss.

r. Essential Items

1) The TSP is responsible for promptly dealing with claimants who have had essential items lost, destroyed or made unusable due to damage. Owners are responsible for notifying the TSP, MCO, or PPSO of such a loss within seven (7) days of the date their goods were delivered. Any item not identified in this way by the owner shall not be considered "essential."

2) Upon notification of the loss of an essential item by either the claimant, MCO or SDDC, the TSP shall either pay for such items, provide temporary or permanent replacements for them, repair them or such other arrangement as agreed to by Member. Such action must be taken within two (2) business days of notification, regardless of whether a claim has been filed. Any payments made by the TSP pursuant to this paragraph shall be considered an advance and should not exceed the TSP's expected total liability. Claimant will still be required to file a claim for their loss. Any advance payment made will be deducted from the owner's eventual award. Such payments are subject to the same maximum liability and rules as apply to all payments under this Tender.

3) If a TSP declines to provide or pay for an essential item or fails to respond to notification within the two (2) business day period, the claimant may file a claim for said item(s) directly with the MCO. In such cases, the claimant shall retain his or her right to FRV for those essential items with which notice was provided to the TSP. The claimant is expected to file the remainder of their claim consistent with the provisions of this Tender.

4) In the event that a TSP identifies or is informed of the loss or damage of an essential item for which it believes it is not liable under Section 1.3 Claims and Libility Business Rules the TSP shall inform the owner's MCO within 24 hours. In such cases, the MCO shall handle the advance payment and claims. If it is later determined that the TSP was, in fact, liable for the loss, the MCO will assert a recovery claim against the TSP. The TSP may be liable as if the Member had filed a claim with the TSP within nine months of their loss.

5) Essential items are only those items necessary for everyday living, which would reasonably need to be replaced promptly. Items used solely for entertainment purposes are not considered essential. Fungible items that are regularly used up or worn out and must be routinely replaced are not considered essential. Essential items include:

a) Refrigerators or other appliances necessary for the safe storage and preparation of food.

b) Necessary medical equipment.

c) Mattresses.

NOTE: DOD, or any of its components, may require TSPs to provide claims reports. These reports shall include, as a minimum, shipment information/identification, loss/damage reports and, information about claims settlement, if settlement has occurred.

Item 402 Collection of Freight Charges on HHG Shipments Involving Loss or Destruction in Transit and on Shipments Transported on More than One Vehicle

a. Transportation Service Provider will not collect, or require a shipper to pay, any published freight charges (including any charges for accessorial or terminal services) when that shipment is totally lost or destroyed in transit. Notwithstanding any other provisions of this item, a Transportation Service Provider will collect, and the shipper will be required to pay, any specific valuation charge that may be due. This item will not be applicable to the extent that any such loss or destruction is due to the act or omission of the shipper.

b. In the event that any portion, but less than all, of a shipment of HHG is lost or destroyed in transit, a motor common Transportation Service Provider of HHG in interstate or foreign commerce will, at the time it disposes of claims for loss, damage, or injury to the articles in the shipment, as provided in

49CFR, Part 1005, refund the portion of its published freight charges (including any charges for accessorial or terminal services) corresponding to the portion of the shipment which is lost or destroyed in transit. To calculate the charges applicable to the shipment as delivered, the Transportation Service Provider shall multiply the percentage corresponding to the shipment as delivered, the Transportation Service Provider shall multiply the percentage corresponding to the portion of the shipment delivered by the total charges (including accessorial and terminal charges) applicable to the shipment as tendered by the shipper. If the charges computed in the manner set forth above exceed the charges otherwise applicable to the shipment as delivered, the lesser of those charges will apply. Notwithstanding any other provisions of this paragraph, a Transportation Service Provider shall collect, and the shipper will be required to pay, the proportion of any charges for accessorial or terminal services rendered corresponding to the proportion of the shipment not lost or destroyed in transit and any specific valuation charge that may be due. The provisions of this paragraph will not be applicable to the extent that any such loss or destruction is due to the act or omission of the shipper. Transportation Service Providers will determine, at their own expense, the proportion of the shipment not lost or destroyed in transit.

c. In the event of the loss or destruction of any part of a shipment being transported on more than one vehicle, the collection of charges as provided in paragraph (b) of this item will also be in conformity with the requirements of this item.

CHAPTER 5 - SCHEDULE OF RATES AND CHARGES

Purpose:

This section provides rates and charges for shipments moving under this Tender. These rates are subject to change, and will be updated prior to the implementation of DP3.

General Requirements and Conditions

a. Commodity or Service: HHG: Codes 4, 5, 6, & T, UB: Codes 7, 8, & J

b. International Schedule of Rates: International Personal Property Rate Tender

c. Between: All points in the United States (other than Hawaii); Alaska is considered within CONUS for HHG, but OCONUS (overseas) for UB

d. And: Overseas points (including Hawaii) and between intertheater and intratheater commands

e. TSP Certification: By filing rates and certification thereof, TSPs certify they hold the necessary authority and do hereby, offer on a continuing basis to SDDC (to include the military departments of the Government and the Coast Guard, hereinafter called the Government), pursuant to Section 10721 of the Interstate Commerce Act, or other appropriate authority, the transportation services herein described, subject to the terms and conditions herein stated, the property to which rates herein apply must be shipped by or for the United States Government on a PPGBL.

f. Rate: As filed with SDDC.

g. Minimum Weights: As provided herein.

h. Accessorial Services: The accessorial services shown herein, which are not included in the transportation SFR will be furnished by the TSP upon request of the shipper at the rates or charges specified herein.

i. Lawful Performance: Operating Authorities: By submission of rates, the TSP(s) represent(s) to the United States that the services will be performed in accordance with applicable Federal, state, and municipal laws and regulation and that the TSP(s) possess(es) the required operating authority to transport the commodity from, to, or between the places herein set forth, as embraced in the following dockets, permits or temporary operating authorities; as authorized to each individual TSP participating in the International program shown herein by Federal, state or municipal Governments, or Exempt Carriage.

j. Payment: The TSP shall bill the United States through DPS, see Chapter 6 for further guidance.

k. Assignment of Bills. Except for assignment of payment of my original bills to a bank, factor, or other financial institution for collection, TSPs will not subrogate their rights and/or interest in the bills for service rates and charges on which such charges are based, or any subsequent claims thereon to third parties, unless the subrogation is revocable and under my control TSPs will always retain the right and authority either to claim or not claim or to cancel claims on services to the Military Services which my company furnished and/or billed for, and TSPs do not now have, nor will TSPs enter into, agreements with parties not subject to my control which in any way infringe, controvert, or otherwise subordinate or prevent my company from deciding unilaterally whether it will, or will not, submit a claim or file suits against the Government or pay a claim by the Government after the original bill for services performed under this tender has been submitted. Failure to comply with the above certification will make my company or me ineligible to participate in the DoD Personal Property Shipment and Storage Program, and the sole determination in this matter will rest with the DOD through SDDC.

l. References: Where reference is made in this Tender to an item, such reference will be deemed to include amendments thereto or reissues thereof, unless otherwise specified herein.

m. Filing With Regulatory Bodies: TSP(s) certifies (certify), where required, the requisite number of copies of this document is being filed concurrently with the Interstate Commerce Commission in

accordance with Section 10721 of the Interstate Commerce Act or with other regulatory agencies as appropriate.

n. Alternation: Volume Of Traffic: This schedule of rates and charges will not apply for a TSP where the total charges accruing hereunder exceed the total charges otherwise applicable for that TSP for the same service(s). Submission of single factor rates will not be construed as a guarantee by the Government of any particular volume of the traffic.

Item 500 Additional Services

a. The column headed "Area Application" lists there under the state, installations, and the counties of the state under the DoD area of responsibility. Such "Area Application" also applies to U.S. Coast Guard shipments as further explained hereunder.

b. Rates and schedules shown opposite these installations apply in dollars and cents per hundred weight (cwt) for services performed in the counties named per designated GBLOC. Labor will be based on rates in dollar and cents per hour for services performed in the counties named per designated GBLOC.

EXAMPLE 1: Services performed at CHAMBERS COUNTY, AL

Under the state listing for Alabama, Chambers County is shown under the installation of "Fort Benning, GA." All rates and schedule opposite "Fort Benning, GA" apply for services performed in Chambers County. (The same rates and schedules would also apply when services are performed in Lee and Russell Counties, AL.)

EXAMPLE 2: Services performed at CHATTAHOOCHEE COUNTY, GEORGIA

Under the state listing for GEORGIA, Chattahoochee County is shown under the installation of "Fort Benning, GA." All rates and schedules opposite "Fort Benning, GA" apply for services performed in Chattahoochee County. (The same rates and schedules would also apply when services are performed in Harris, Marion, Meriwether, Muscogee and the other Georgia Counties named under Ft. Benning, GA.)

c. The rates and schedules for the installations provided also apply to U.S. Coast Guard shipments. To ascertain such rates and schedules, locate the county and state where the service(s) are being performed.

d. The rates and schedules aligned with the Services designate DoD Installation and associated GBLOC will apply for services performed in any of the counties named for the DoD installations.

a. Please refer to our home page: www.sddc.army.mil/pp/default.aspx and located within the following Links:

i. "Intl Rate Tables"

ii. "Item 500 Additional Services Table"

b. Explanation of Abbreviations used in this Section:

ADDL	Additional
EA	Each
ELV	Elevator
1st	First
L/C	Long Carry
O/T	Overtime
P/D	Pickup or Delivery
REG	Regular
S/C	Stair Carry
SIT	Storage-in-Transit
W/H	Warehouse Handling

Item 501 Shuttle (Auxiliary) Services

(501A) - Auxiliary service - vehicle hours
(501B) - Auxiliary service - labor - regular
(501C) - Auxiliary service - labor - overtime
(501D) - Auxiliary service - labor - Sunday/holiday - Alaska only

Billing Note: Use applicable labor rates contained in Item 502 when billing regular services under sub item 501B, overtime labor services under sub item 501C, or Sunday/holiday labor (Alaska only) services under sub item 501D.

a. Auxiliary services rates will be applied under the conditions stated in the Policy and Procedures in Chapter 2.

b. Charges for auxiliary service:

   1) Per additional vehicle: **$21.50** (501A) per hour

   2) Labor: See Item 502

Item 502 Labor Charges

(502A) - Labor - regular
(502B) - Labor - overtime
(502C) - Labor - Sunday/holiday - Alaska only

Billing Note: Use applicable rate based upon the location of the service, time of the service, and whether the shipment is considered HHG or UB when billing labor services under sub items 502A, 502B, or 502C.

a. Covers all services for which no charges are otherwise provided in the Tender when such services are authorized and confirmed in writing on a DD Form 619 by the responsible PPSO.

b. Charges based on time are computed by multiplying the hourly rate by the time involved. When fractions of an hour are used, charges will be as follows: 15 minutes or less, one quarter of an hour; 16 to 30 minutes, one-half hour; 31 to 45 minutes, three-quarters of an hour; and in excess of 45 minutes, 1 hour.

c. See paragraph 500 Geographical Application of Rates and Schedules, for labor rates to apply to HHG shipments WHEN SERVICE IS PERFORMED AT POINTS WITHIN CONUS.

d. The following labor rates will apply to UB shipments when service is performed at points within CONUS:

SERVICE AREA	RATES $ Per Man Hour Regular (502A)	Overtime (502B)
CALIFORNIA: When service is performed in the state of CA, PPSO area of responsibility with KKFA and LHNQ, these rates apply:	$32.44	$45.03
NEW YORK: When service is performed in the state of NY, area of responsibility of DBAQ, AGFM and DCAT, these rates apply:	27.03	36.32
ALL OTHER POINTS WITHIN CONUS:	12.70	18.00

e. The following labor rates will apply to both HHG and UB shipments for points outside of CONUS (except Alaska):

SERVICE AREA	RATES $ Per Man Hour Regular (502A)	Overtime (502B)
Germany, Belgium, and Netherlands:	$21.48	$32.22
HAWAII: Islands of Hawaii & Oahu:	36.01	54.26
ALL OTHER POINTS OUTSIDE CONUS (for Alaska see below)	18.28	27.42

f. The following labor rates will apply to both HHG and UB shipments for Alaska:

	NOTE	RATES $ Per Man Hour	
From 8:00 a.m. to 5:00 p.m. during Monday thru Friday of each week, EXCEPT on holidays	(1)	$51.07	(502A)
	(2)	48.92	(502A)
From 5:00 p.m. to 8:00 a.m. during Monday thru Friday of each week, and all hours on Saturday, EXCEPT on holidays	(1)	61.33	(502B)
	(2)	58.26	(502B)
During all hours on Sunday and holidays	(1)	76.47	(502C)
	(2)	72.96	(502C)

NOTE 1: Applicable ONLY North of the Range as defined below:

NORTH OF THE RANGE TERRITORY - (Applicable ONLY when specific reference is made hereto). When reference is made hereto, the rates and charges apply at points "North of the Range," located in that portion of the State of Alaska on, connected to, or within mobile access of the state highway system, lying north or an imaginary line drawn between Denali Park (see Note) and Big Delta (Fort Greely), Alaska (including Denali Park (see Note) and Big Delta (Fort Greely), Alaska.)

NOTE 2: Applicable ONLY South of the Range as defined below:

SOUTH OF THE RANGE TERRITORY - (Applicable ONLY when specific reference is made hereto). When reference is made hereto, the rates and charges apply at points "South of the Range," located in that portion of the State of Alaska on, connected to, or within mobile access of the state highway system, lying south of an imaginary line drawn between Denali Park (see Note) and Big Delta (Fort Greely), Alaska

NOTE 3: "Denali Park " is a station by that name on the Alaska Railroad.

Item 503 Waiting Time

(503A) - Waiting time - vehicle hours
(503B) - Waiting time - labor - regular
(503C) - Waiting time - labor - overtime
(503D) - Waiting time - labor - Sunday/holiday - Alaska only

Billing Note: Use the applicable labor rates contained in Item 502 when billing regular labor services under sub item 503B, overtime labor services under 503C, or Sunday/holiday labor services (Alaska only) under sub item 503D.

a. This item will not apply when waiting time is the fault of the TSP.

b. Waiting time service is subject to the availability of the TSP to perform and is only applicable if requested/preapproved by the PPSO and performed beyond the free waiting times indicated in this item

c. Loading and unloading or pickup and delivery will be performed during regular working hours, (See definition in Chapter 1). Waiting time charges will be applicable only between these hours at a rate of **$21.50** (503A) per hour per vehicle less free waiting time.

d. Free waiting time is allowed as follows: three (3) hours for direct deliveries, one (1) hour for deliveries from SIT.

e. Additional waiting time, after expiration of the free waiting time, requires prior approval of the PPSO and is subject to the convenience of the TSP.

f. Charges based on time are computed by multiplying the hourly rate by the time involved. When fractions of an hour are used, the charges will be as follows: 15 minutes or less, one quarter (¼) of an hour; 16 to 30 minutes, one-half hour; 31 to 45 minutes, three quarters (¾) of an hour; and in excess of 45 minutes, one hour.

g. Labor charges for the vehicle driver and helper(s) will be at the hourly labor rate in Item 502.

Item 504 Overtime Loading and Unloading

(504A) - Overtime loading and unloading - HHG shipments
(504B) - Overtime loading and unloading - UB shipments

a. Except as otherwise provided for and subject to applicable notes below, labor charges located in Item 502 will apply for each overtime loading or each overtime unloading when this service is performed other than during regular working hours and authorized and confirmed, in writing, by the PPSO.

b. Overtime loading and unloading charges apply when the service is (1) performed other than during regular working hours when this service is made necessary by landlord requirements, (2) required by prevailing laws or ordinances, or (3) rendered at the specific request of the PPSO or its agent, made in writing, and the shipper or its agent is notified of the additional charge specified in this item for this service before the loading and/or unloading begins. (See notes below.)

NOTE 1: Overtime loading and unloading charges will not apply when service is performed for TSP's convenience or when shipments are delivered to a warehouse at destination.

NOTE 2: Overtime loading and unloading services will be rendered only at the option of the TSP. Service involving loading or unloading at a warehouse must be agreed to by the warehouseman.

NOTE 3: Other than regular working hours is defined as follows:

a) Between 5 p.m. and 8 a.m., except Saturdays, Sundays, and holidays.

b) During any hour on Saturday.

c) During any hour on Sunday.

d) During any hour on officially declared foreign national, U.S. national or state holidays, except such charges apply on state holidays ONLY when service is rendered within that State on such holiday.

c. The above provisions apply to HHG and UB except the charge for UB will be **$14.25** (504B) per shipment for either a pickup or delivery. (Minimum weight has no bearing on UB.)

Item 505 Reweighing

TSPs must be cognizant of reweigh requests and must accomplish requested reweighs prior to the actual commencement of unloading the shipment for delivery. TSP must inform the owner and the responsible PPSO of the reweigh and allow either party the opportunity to witness the reweigh. If the reweigh shows a lesser shipment weight, TSP must update DPS by entering the lesser weight(s) prior to invoicing or within three (3) business days of reweighing the shipment, whichever is earlier. Before the actual commencement of the unloading of a shipment weighed at origin and after the government is informed of the billing weight and total charges, the customer/employee or government may request a reweigh.

(505A) - Reweigh – HHG

a. The TSP will reweigh the shipment prior to delivery when requested to do so by the PPSO. The lower of the two (2) net scales weights will be used for determining transportation charges. The reweigh charge of **$62.04** (sixty two-dollars and four cents) applies will be payable for the service only when one of the following conditions is met:

1) The reweigh net scale weight is equal to or greater than the initial net scale weight;

2) The reweigh net weight is less than initial net weight and within the following tolerances:

(a) Shipments weighing 5,000 pounds or less; the initial net scale weight minus reweigh net scale weight is less than 100 pounds; or

(b) Shipments weighing more than 5,000 pounds; the initial net scale weight minus reweigh net scale weight is less than 2% of the lower net scale weight.

b. For additional reweighing guidance reference DTR Part IV Chapter 402/Appendix U.J.

(505B) - Reweigh – UB

a. The TSP will reweigh the shipment when requested to do so by the PPSO. The lower of the two (2) gross scale weights will be used for determining transportation charges. The reweigh charge of **$27.94** (twenty seven dollars and ninety four cents) applies will be payable for the service only when one of the following conditions is met:

1) The reweigh gross weight is the same as or more than the initial gross weight.

2) The reweigh gross weight is less than the initial gross weight and the difference is less than 25 pounds.

b. For additional reweighing guidance reference DTR Part IV Chapter 402/Appendix U.J.

Item 506 Debris Removal – HHG ONLY

(506A) - Debris removal within 30 days

a. Debris Removal Charges apply when the PPSO requests that the TSP perform debris removal of unpacked cartons subsequent to the date of delivery and the service is performed.

Compensation: Debris Removal Service is **$111.10** per shipment

b. Debris Removal Service is utilized by exception only as provided by Services guidance (e.g., Blue Bark, etc) and only upon specific request and preapproval by the PPSO/PPPO.

c. When debris removal is performed in conjunction with unpacking service, a debris removal charge will NOT APPLY for the cartons unpacked by TSP.

d. Debris removal service performed after delivery must be performed within 30 days of delivery date and be preapproved by the government.

NOTE: Until otherwise announced, when applicable and preapproved as noted above, debris removal shall be billed as a miscellaneous item code.

Item 507 RESERVED FOR FUTURE USE

Item 508 Crates/Special Containers HHG Only

(508A) - Minimum Charge
(508B) - Special containers/crates internal
(508C) - Special containers/crates - external
(508D) - Member containers/crates - regular labor
(508E) - Member containers/crates - overtime labor
(508F) - Member containers/crates - Sunday/holiday labor - Alaska only

Billing Note 1: Sub item 508A is subject to a minimum charge when billing for the construction of containers or crates that will fit into Type “2” containers. Each crate/container should be billed separately.

Billing Note 2: If TSPs utilize crates retained by the member from a previous move, use the applicable labor rates contained in Item 502 when billing for regular labor services under sub item 508D, overtime labor services under sub item 508E, or Sunday/holiday labor services (Alaska only) under sub item 508F.

Billing Note3: Crating is not recognized as a third party service. TSPs must bill the appropriate item code 508 and will only be paid according to the charges in Item 508.

a. Compensation to the TSP is authorized for construction of crates/containers necessary for safe transit of motorcycles, mopeds, minibikes and items of unusual nature such as but not limited to, hang gliders, sailboards, hot tubs, slate pool tables, marble/glass table tops and certain grandfather clocks (protruding glass faces), etc.
b. External shipping containers (FED SPEC PPP-B 601) are authorized for items that will not fit into standard HHG shipping containers.

   1) Compensation: **$9.15** (508C) per cubic foot, no minimum charge. TSP’s must bill the actual cubic foot dimensions. No rounding of cubic dimensions is allowed.
   2) Container becomes property of the Government.

c. Internal crates (MIL SPEC MIL-C-53950, TYPE 1, STYLE B) are authorized for items that will fit into standard HHG shipping containers but require additional protection for safe transit.

   1) Compensation: **$12.59** (508A) per crate or **$5.58** (508B) per cubic foot, whichever is greater. TSP’s must bill the actual cubic foot dimensions. No rounding of cubic dimensions is allowed.
   2) Crates remain the property of service member.

d. This item does not apply to rug or sofa boxes.

e. Transportation Service Providers are responsible for notifying the PPSO of any item requiring crates/containers prior to performing any services. The PPSO is responsible for determining the necessity of requests for crating by Transportation Service Providers, as well as service members. The PPSO must provide authorization prior to construction of crates/containers. Vehicular equipment, such as motorcycles, mopeds, mini-bikes and ATV’s are automatically approved for crating.

f. If a TSP utilizes crates retained by the member from a previous move, compensation for service performed will be made under labor costs.
g. Flat Screen Televisions: No additional compensation will be provided for Flat screen television cartons or containers. Subject to PPSO approval, crating charges may ONLY apply to flat screen televisions in excess of a 60 inch diagonal screen size. Crating DOES NOT APPLY to flat screen televisions with screen sizes below 60 diagonal inches. TSPs may utilize the member’s previously used shipping container, if available and serviceable, at no cost to the government. The member/employee shall be responsible for the servicing of such a television at origin and destination, including all associated connection/disconnection and mounting/unmounting costs. Flat screen television(s) include Plasma, LED, and Liquid Crystal Display (LCD) types, which are by design, four inches or less in depth and are incapable of standing alone without a form of support. Flat screen television(s) must always be handled in an upright position.

h. Foam Mattresses: Tempur-Pedic or comparable mattress(s) can be internally or externally crated for International shipments only. TSP services performed under this item must be pre-approved by the responsible PPSO.

Item 509 Extra Pickup or Delivery

(509A) - Extra pickup - HHG
(509B) - Extra pickup - UB
(509C) - Extra delivery - HHG
(509D) - Extra delivery - UB
(509E) - Extra pickup/delivery - regular - labor
(509F) - Extra pickup/delivery - overtime - labor

(509G) - Extra pickup/delivery - Sunday/holiday - labor (Alaska only)
(509H) - Extra pickup - over 100 miles
(509I) - Extra delivery - over 100 miles

Billing Note 1: Rate is based upon a flat rate plus mileage rates when billing for extra pickup or delivery services for HHG shipments under sub-items 509A, 509C, 509H and 509I, respectively. Each extra pickup or delivery should be billed separately.

Billing Note 2: Rate is based upon a flat rate only when billing for extra pickup or delivery services for UB shipments under sub-items 509B and 509D respectively.

Billing Note 3: Use the applicable labor rates contained in Item 502 when billing for regular labor services under sub-item 509E, overtime labor services under sub item 509F, or Sunday/holiday labor services (Alaska only) under sub-item 509G.

a. Portions of a shipment may be picked up or delivered at one or more places--origins, destinations, or enroute, provided all portions of the shipment are made available to the TSP at the same time. Service under this item will be authorized by proper entry on the PPGBL or by ordering of service and certification on DD Form 619 by the responsible PPSO.

b. Charges for extra pickup or delivery of HHG will be computed as follows:

CONTIGUOUS UNITED STATES AND HAWAII	OVERSEAS, EXCLUDING ALASKA AND HAWAII	ALASKA
509A and 509C Flat rate	509A and 509C Flat rate	509A and 509C Flat rate
$45.95 per extra pickup/delivery	$29.10 per extra pickup/delivery	$68.40 per extra pickup/delivery

c. For additional pickups/deliveries of HHG in excess of 100 miles from origin/destination, the TSP shall bill the following, in addition to the flat rate specified above:

CONTIGUOUS UNITED STATES AND HAWAII	OVERSEAS, EXCLUDING ALASKA AND HAWAII	ALASKA
509H and 509I	509H and 509I	509H and 509I
.20 cents per cwt per 10 mile increment or fraction thereof	.20 cents per cwt per 10 mile increment or fraction thereof	.50 cents per cwt per 10 mile increment or fraction thereof

For example, if a TSP is ordered to perform an extra pickup for a 12,000 lbs. HHG shipment that is located 125 miles from origin within CONUS, the TSP shall bill **$45.95** plus [(.20*120)*3]

d. Charges for Extra Pickup or Delivery of UB will be as follows:

1) Portions of a shipment may be picked up or delivered at one or more places at origin or destination, provided that all portions of the shipment are made available to the TSP at the same time. Services performed under this item will be ordered on a DD Form 619 and certified by the responsible PPSO.

2) An additional charge of **$17.10** (509B & 509D) per extra pickup or delivery per shipment will apply.

Item 510 Attempted Delivery to Residence From SIT

(510A) Attempted delivery - pickup/delivery from SIT - HHG

(510B) Attempted delivery - pickup/delivery from SIT - UB
(510E) Attempted delivery - pickup/delivery from SIT - UB - Neighbor islands of Hawaii
(510F) Attempted delivery - warehouse handling - HHG
(510G) Attempted delivery - warehouse handling - UB
(510I) Attempted delivery - waiting time
(510J) Attempted delivery - labor - regular
(510K) Attempted delivery - labor - overtime
(510L) Attempted delivery - labor - Sunday/holiday (Alaska only)

NOTE 1: Attempted delivery will normally NOT APPLY as deliveries are usually arranged directly between the TSP and customer. Only in circumstances where the delivery date in question was scheduled by the PPSO may the TSP request attempted delivery. In DPS, the TSP is responsible to make direct contact with the member/employee.

NOTE 2: Only in circumstances where attempted delivery is authorized (see Note 1), then it requires preapproval while at residence. If a TSP arrives at delivery point and cannot locate the member or an authorized Representative, the TSP must contact the PPSO while at the delivery point to request preapproval of an attempted delivery. The PPSO will have one (1) hr of free waiting time from the time they are contacted to attempt to locate the member/representative or to approve/disapprove the attempted delivery.

NOTE 3 : Once the TSP and member/employee have agreed to a delivery date, the TSP MUST update DPS with a "Scheduled delivery date" PRIOR to the actual delivery date or two (2) hours after agreeing to a delivery date/time with the customer, whichever is EARLIER. If a TSP fails to enter the scheduled delivery date in DPS the PPSO will have grounds for disapproval of any attempted delivery charge, even if the delivery was scheduled by the PPSO.

Billing Note 1: The provisions and rates for pickup or delivery from SIT under Item 520 apply when billing round trip mileage from the warehouse to residence and return for a HHG shipment under sub item 510A.

Billing Note 2: The provisions and rates for pickup or delivery from SIT under Item 521 apply when billing round trip mileage from the warehouse to residence and return for a UB shipment under sub item 510B.

Billing Note 3: The warehouse handling rates under Item 518 apply when billing warehouse handling services for a HHG shipment under sub item 510F.

Billing Note 4: The warehouse handling rates under Item 519 apply when billing warehouse handling services for a UB shipment under sub item 510G. Sub item 510G is subject to a minimum charge.

Billing Note 5: The per hour per vehicle rates under Item 503 apply when billing for waiting time under sub item 510I.

Billing Note 6: Use the applicable labor rates contained in Item 502 when billing for regular labor services under sub item 510J, overtime labor services under sub item 510K, or Sunday/holiday labor services (Alaska only) under sub item 510L.

a. Compensation to the TSPs for attempted delivery to residence from SIT when failure to deliver is not the fault of the TSP will be as follows:

    1) Round trip mileage from the warehouse to residence and return.

        a) If total mileage is 50 miles or less, Pickup or Delivery Transportation Rate on SIT shipments will apply.

        b) If total mileage is greater than 50 miles, applicable provisions of Item 520/521 will apply.

    2) Warehouse Handling: A second warehouse handling charge will apply if the shipment is again placed into SIT.

NOTE: If the shipment remains on the vehicle until delivered, this additional warehouse handling charge WILL NOT APPLY.

3) Waiting Time: The provisions of Item 503 will apply if TSP is required to wait at residence.

4) SIT: If property is again placed into SIT, the same SIT control number will apply. Storage charges will continue at the additional daily rate.

b. If a delivery from SIT is cancelled and the TSP's agent has performed services in preparation for the delivery, labor charges are authorized in accordance with the rates set forth in the Tender. The PPSO should determine at the time of cancellation if services were performed. If services have been performed, the PPSO must determine the applicable charges.

Item 511 Reserved for Future Use

Item 512 Reserved for Future Use

Item 513 Fuel Surcharge (CONUS, Including Alaska and Hawaii)

(513A) – Fuel Surcharge – LHS

(513B) - Fuel Surcharge – Delivery From SIT

The current Fuel-Related Rate Adjustment Policy No. TR-12 can be found on SDDC's PP Home Page website: www.sddc.army.mil/pp/default.aspx.

1. This provision shall apply only to any inland transportation segment within CONUS where a Fuel Surcharge applies to that segment of a shipment transported via domestic Line Haul.

2. In circumstances where a TSP elects to subcontract for any portion of household goods transportation services provided by truck, the TSP shall be required to pass through any fuel-related adjustments paid by the government to the TSP to the person(s), corporation(s), household goods carriers, household goods freight forwarders, or other authorized TSP(s) that actually bear the fuel cost for any shipment(s), or any portion thereof, transported under this tender. TSPs shall insert a clause that meets the intent of this requirement in any subcontract with any motor carrier or household goods freight forwarder, or other person or entity at any tier authorized to transport household goods shipments.

a. In no event shall this legal requirement be interpreted to provide any subcontractor lacking privity of contract with the U.S. Government with legal standing to assert a transportation claim for payment pursuant to 31 U.S.C. 3726 against SDDC, US TRANSCOM, or the Department of Defense due to a TSP's failure to insert the required clause in any subcontract, or the failure of a TSP to otherwise properly comply with the fuel-related surcharge pass-through requirement established by Section 884 of the 2009 National Defense Authorization Act.

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

NOTE: For the convenience of TSPs, a sample provision implementing this requirement is provided herein as follows:

TSP agrees that it shall be solely responsible to pass-through and pay subcontractor any fuel-related surcharge for the relevant portion of truck transportation services actually performed by subcontractor for fuel surcharge

sums actually paid to TSP for DoD household goods shipment(s). TSP agrees that any fuel-related surcharge amount owed to subcontractor shall be paid immediately upon TSP's receipt of payment from DoD. TSP and subcontractor agree that in no event shall subcontractor be entitled to file a transportation claim directly with the U.S. government, or that the subcontractor shall have a cognizable or valid transportation claim for fuel-related surcharges directly against the government due to failure or refusal of a TSP to pay any subcontractor any lawfully owed fuel-related surcharge for fuel costs actually incurred by subcontractor.

Billing Note 1: The code identified for fuel surcharge billing is an authorized ANSI code. Fuel price adjustments will be clearly shown on all paper and electronic Government Bills of Lading and invoices. The amount of any diesel fuel rate surcharge must be shown as a separate item on the Transportation Service Provider's invoice.

Billing Note 2: Fuel surcharge is not authorized, and shall not be billed or paid, on third party services (TPS).

Item 514 [GOC] Use of Government-Owned Containers (GOCs)

(514A) - Use of GOCs - reduction charge
(514B) - Use of GOCs - auxiliary service charge - vehicle hours
(514C) - Use of GOCs - auxiliary service charge - labor - regular
(514D) - Use of GOCs - auxiliary service charge - labor - overtime
(514E) - Use of GOCs - auxiliary service charge - labor - Sunday/holiday - Alaska only
NOTE: Until further notice, GOCs shall be billed under Item code 533A-Miscellaneous charge.

Billing Note 1: Use the auxiliary service for per hour per vehicle are under Item 501 when the container turn-in point is beyond a 10-mile radius and bill the charge under subitem 514B.

Billing Note 2: Use the applicable labor rates contained in Item 502 when billing regular labor services under subitem 514C, overtime labor services under subitem 514D, or Sunday/holiday labor services (Alaska only) under subitem 514E.

a. Transportation Service Providers must report GOCs by container number to the destination PPSO upon notification of delivery.

b. Transportation Service Providers may use GOCs to transport ITGBL shipments when containers are made available by the PPSO. When a Transportation Service Provider uses GOCs, a reduction of **$45.00** (514A) for each container of 166 cu. ft. or greater will apply to the shipment. The PPGBL will be annotated as follows:

   "(Number of) containers, 166 cu. ft. or greater, were used to transport shipment. $(Amount) reduction applies to shipment."

c. GOCs will be returned by the Transportation Service Provider to Government control without cost to the Government if either the destination residence or Transportation Service Provider's facility is within a 10-mile radius of the destination PPSO turn-in point.

d. If the turn-in point is beyond a 10-mile radius, disposition instructions will be issued by the destination PPSO. Charges will be computed based on same charge as for Auxiliary Services.

Item 515 RESERVED FOR FUTURE USE

Item 516 Shipping Procedures for the Hawaiian Islands

(516A) – Vehicle hours

(516B) – Labor – regular
(516C) – Labor – overtime

a. For shipments from/to the Island of Oahu, the SFR for US89 applies.

b. For shipments that are destined to the Island of Oahu and then transported to a neighbor island, TSPs will be authorized additional labor, vehicle, and water/air charges for shipments which are transported to the Island of Oahu (US89) and require further movement to an outer island due to misconsignment of the shipment by the original PPSO or reassignment of the service member. Charges for labor and vehicle will be in accordance with rates set forth in Items 501 and 502 of the Tender. In order to substantiate payment, a certified DD Form 619 and ocean bill of lading, or airway bill for UB shipments must be submitted to the appropriate finance and accounting office with the TSP's payment invoice.

c. For shipments from/to the neighbor Islands of Oahu, see Item 1302i. These shipments will be handled under the OTO program.

Neighbor islands of Oahu are Kauai, Maui, Molokai, Lanai, and the island of Hawaii ("Big Island").

Item 517 Shipping Procedures for the Florida Keys

(517A) - Pickup or delivery - Florida Keys

This item applies to HHG only. For pickup or delivery of shipments from/to the Florida Keys, the SFR for US4964400 plus **$5.05** (517A) per net CWT charge will apply.

Item 518 SIT and Warehouse Handling Charges - HHG

(518A) - SIT - each additional day (CONUS)

(518B) - SIT - first day (CONUS) and warehouse handling

(518C) - SIT – first day (OCONUS) and warehouse handling

(518D) – SIT – each additional day (OCONUS)

Billing Note 1: Use a combination of sub item 518B for the first day charge and warehouse handling and 518A for each additional day charge when billing SIT services within CONUS.

Billing Note 2: Use a combination of sub item 518C for the first day charge and warehouse handling and 518D for each additional day charge when billing SIT services outside CONUS.

a. SIT and warehouse handling charges are in dollars and cents per net CWT and apply based on location listed on Block 18 for Destination SIT and Block 19 for Origin SIT of the BL. Charges for these services will be based on actual weight of goods stored in transit, subject to a 500-pound minimum. Rates in effect on the date of initial pickup at origin will apply.

b. This item applies when an automated SIT Control Number is issued by DPS to the requesting TSP/ authorized Agent or the responsible PPSO validates and authorizes an automated SIT Control Number.

   1) Storage charges apply for each day of storage and apply each time SIT service is rendered. Storage days will include the day goods are placed in storage and the day goods are removed from storage.

   2) If the goods are removed from storage on the same day they are placed in storage, one (1) day storage will apply.

c. Except as provided below, a shipment or portion thereof may be placed in SIT one or more times for an aggregate period not to exceed storage authorized as specified from the PPSO. PPSO will notify TSP of the extension of the projected termination date. When not removed from SIT at midnight on the day specified by the PPSO in writing via email, facsimile, or U.S. Postal Service mail: the liability of the TSP shall terminate at midnight on the 90th day or at the end of the extended SIT period authorized by the PPSO, the through PPGBL character of the shipment will cease, the warehouse will be considered the destination of the shipment, the warehouseman will become the agent for the

shipper, and the shipment becomes subject to the rules, regulations and charges of the warehouseman.

EXCEPTION: When the shipper has requested final delivery of its property, on a date five days preceding the expiration of storage, and when the TSP, through no fault of the shipper, does not deliver the property prior to the end of the of the authorized period, then SIT charges will not apply after the expiration date of the SIT period authorized by the PPSO. All other provisions under the original tender will continue in effect until property is delivered to final residence.

d. Delivery to residence should be made on the date requested, if possible. If prior commitments prevent delivery on that date, (every effort should be made to deliver as soon as possible thereafter within five (5) working days after the requested delivery date). In any event, storage charges shall cease to accrue on either of the following dates, whichever is earlier:

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

2) Date of actual delivery for CONUS locations, or the date immediately prior to the date of actual delivery for overseas locations.

e. See paragraph 500, Geographical Application of Rates and Schedules, for SIT and Warehouse Handling Rate to apply WHEN SERVICE IS PERFORMED AT POINTS WITHIN CONUS (other than points listed below).

OVERSEAS APPLICATION: Rates apply in the territory or at the points shown below based on the location (Block 18 for Destination SIT and Block 19 for Origin SIT)

Overseas Area	1st day of SIT and Warehouse Handling NWCT (518C)	EA Additional Day NWCT (518D)
ALASKA	$5.53	$0.19
ARGENTINA	$3.42	$0.10
AUSTRALIA	$5.89	$0.10
BELGIUM, CRETE, SPAIN, TURKEY & ALL OTHER EUROPEAN COUNTRIES NOT OTHERWISE PROVIDED	$5.29	$0.15
BRAZIL	$4.78	$0.13
CANADA	$3.35	$0.07
CHILE, COLOMBIA, COSTA RICA, ECUADOR, EL SALVADOR	$3.39	$0.09
GERMANY	$7.03	$0.20
GUAM	$3.07	$0.09
GUATEMALA, HONDURAS, PERU & VENEZUELA	$4.33	$0.12
HAWAII	$6.52	$0.20
ICELAND	$5.05	$0.14
ITALY, SICILY & SARDINIA	$4.38	$0.12
JAPAN – CENTRAL (JA01)	$5.39	$0.18
JAPAN – SOUTH (JA02)	$5.17	$0.15
JAPAN – NORTH (JA03)	$4.85	$0.16

OKINAWA (JA96)	$4.11	$0.14
KOREA, PHILIPPINES & SUBIC BAY	$5.56	$0.13
THE NETHERLANDS	$6.07	$0.14
PUERTO RICO	$5.31	$0.14
UNITED KINGDOM	$5.67	$0.19
URUGUAY	$2.99	$0.08
ANY OTHER POINT OTHER THAN THOSE LISTED ABOVE	$3.36	$0.08

Item 519 SIT and Warehouse Handling Charges – UB

(519A) - SIT – first day and warehouse handling
(519C) – each additional day

a. SIT and warehouse handling charges are in dollars and cents per gross CWT and apply based on location listed on Block 18 for Destination SIT and Block 19 for Origin SIT of the BL. Charges for these services will be based on actual weight of goods stored in transit, subject to a 300 lbs minimum. Rates in effect on the date of initial pickup at origin will apply.

b. This item applies when an automated SIT Control Number is issued by DPS to the requesting TSP/ authorized Agent or the responsible PPSO validates and authorizes an automated SIT Control Number.

1) Storage charges apply for each day of storage and apply each time SIT service is rendered. Storage days will include the day goods are placed in storage and the day goods are removed from storage.

2) If the goods are removed from storage on the same day they are placed in storage, one (1) day storage will apply.

c. Except as provided below, a shipment or portion thereof may be placed in SIT one or more times for an aggregate period not to exceed storage authorized as specified from the PPSO. PPSO will notify TSP of the extension of the projected termination date. When not removed from SIT at midnight on the day specified by the PPSO in writing via email, facsimile, or U.S. Postal Service mail: the liability of the TSP shall terminate at midnight on the 90th day or at the end of the extended SIT period authorized by the PPSO, the through PPGBL character of the shipment will cease, the warehouse will be considered the destination of the shipment, the warehouseman will become the agent for the shipper, and the shipment becomes subject to the rules, regulations and charges of the warehouseman.

EXCEPTION: When the shipper has requested final delivery of its property, on a date three (3) days preceding the expiration of storage, and when the TSP, through no fault of the shipper, does not deliver the property prior to the end of the of the authorized period, then SIT charges will not apply after the expiration date of the SIT period authorized by the PPSO. All other provisions under the original tender will continue in effect until property is delivered to final residence.

d. Delivery of shipments to residence from SIT at origin, in route or at destination will be made on the date requested, if possible. If prior commitments of the TSP prevent delivery on that date, every effort should be made to deliver as soon as possible, subject to the following:

1) If the shipment is not removed from storage by the 3rd working day (excluding Saturday, Sunday and Holidays) after the requested delivery date(s), storage charges will cease to accrue after such date.

2) If the shipment is removed from storage prior to the 3rd working day after the requested delivery date(s), storage charges will cease to accrue the day the shipment is removed.

3) Date of actual delivery for CONUS locations or the date immediately prior to the date of actual delivery for overseas locations, storage charges will cease to accrue after such date.

Billing Note 1: Delivery to residence will be made on the date requested by the Member/Customer or authorized JPPSO/PPSO provided the request for delivery in IAW the above guidance.

e. See paragraph 500, Geographical Application of Rates and Schedules, for SIT and Warehouse Handling Rate to apply WHEN SERVICE IS PERFORMED AT POINTS WITHIN CONUS (other than points listed below).

Rates are in dollars and cents per gross CWT and apply in territory or areas shown below, based on location (Block 18 for Destination SIT and Block 19 for Origin SIT)

When Warehouse is Located At:	1ST day of SIT and Warehouse Handling – Per Gross CWT (519A)	SIT each additional day – Per Gross CWT (519C)
ANY POINT WITHIN CONUS	$2.45	$0.10
OVERSEAS:		
ALASKA (ALL ZONES)	$3.25	$0.15
AUSTRALIA	$5.76	$0.23
BELGIUM	$5.15	$0.26
GERMANY	$6.22	$0.33
HAWAII	$5.61	$0.16
JAPAN – CENTRAL (JA01)	$5.03	$0.29
JAPAN – SOUTH (JA02)	$5.29	$0.30
JAPAN – NORTH (JA03)	$3.12	$0.15
OKINAWA (JA96)	$3.28	$0.16
KOREA	$4.35	$0.21
THE NETHERLANDS	$5.50	$0.26
NORWAY	$3.92	$0.20
PUERTO RICO	$4.48	$0.24
SCOTLAND/UNITED KINGDOM	$5.62	$0.28
ALL OTHER OVERSEAS AREAS	$2.47	$0.10

Billing NOTE 2: Delivery to residence will be made on the date specified by the PPSO provided the PPSO has given the TSP three (3) working days notice. TSP must deliver shipment no later than three (3) working days after PPSO notification. If notification is given before noon of a working day that day will be considered day one. If notification is given after noon of a working day, following day will be considered day one. Storage charges will cease as shown below:

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

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

Billing NOTE 3: This item applies when SIT is ordered by a PPSO and performed by a TSP or its agent. Storage days will include the day goods are placed in storage and the day goods are removed from storage.

Item 520 Pickup or Delivery Transportation Rates to Apply on SIT Shipments - HHG

(520A) - SIT - pickup or delivery charges

(520B) –SIT – pickup or delivery over 50 miles for CONUS

(520C) - SIT - overtime loading and unloading

(520D) – SIT – pickup or delivery for OCONUS

Billing Note: The applicable rate is based on mileage and location as described in this item, when billing pickup or delivery services under sub item 520A. Use the applicable HHG rate contained under Item 504 when billing overtime loading and unloading services under sub item 520C.

a. Rates in this item apply to drayage of SIT shipments as follows:

   1) From residence to Origin SIT (origin SIT location is the original requested pickup address-Block 19** of the bill of lading at time shipment is accepted by TSP, not the warehouse location).

   2) From destination SIT (destination SIT is the original requested delivery address-Block 18** of the bill of lading at time shipment is accepted by TSP, not the warehouse location) to final residence.

*NOTE 1: Applies to shipments stored at either Commercial or Government facility.

**NOTE 2: Exclusions apply such as changes prior to pickup and diversions. References made to Blocks in the PPBL will be reflected in the DPS PPBL at the completion of the pre move survey.

b. Shipments stored within CONUS:

   1) Pickup or delivery within a 50-mile driving radius of pickup or delivery location requested at the time the shipment is accepted by TSP (designated in Block 19* or Block 18* of the bill of lading); apply the rates in applicable schedule in this item.

   2) Pickup or delivery beyond 50-mile driving radius of the location requested at the time the shipment is accepted by TSP (designated in Blocks 19* or 18* of the bill of lading), apply applicable schedule in this item plus rate for additional mileage beyond 50 miles, as contained in linehaul table. See Item 530. The combined cost is billed under 520B.

*NOTE: Exclusions apply such as changes prior to pickup and diversions. References made to Blocks in the PPBL will be reflected in the DPS PPBL at the completion of the pre move survey.

c. Shipments stored within overseas areas: All mileage billed under 520D

   1) For shipments stored overseas (except for overseas areas in Schedules R, S, T, U, V, W, and X), apply the applicable rate table. See Item 530.

   2) The break point indicated in this item is the weight at which the use of the minimum weight and applicable rate table of the next higher weight bracket becomes cost favorable.

d. Long delivery out of SIT may not be used for shipments requiring further over-ocean movement or shipments requiring delivery from one overseas rate area to another overseas rate area. These shipments must be terminated at the SIT facility and reshipped.

NOTE: With the exception of shipments requiring over-ocean movement or shipments requiring delivery from one overseas rate area to another overseas rate area, deliveries out of SIT greater than 50 miles (aka long delivery out of SIT) will move under the same GBL that brought the shipment into SIT. No additional documentation will be provided and the TSP will bill the additional transportation charges in accordance with rates in Item 530 (line haul tables)

e. The PPSO may order, subject to the TSP's concurrence, the services provided by this item during other than regular working hours. The rates specified below plus overtime loading and/or unloading charges will apply. These additional charges will not apply when service is performed for the convenience of the TSP. When such service is ordered, it must be confirmed in writing. Rates in effect on date of initial pickup at origin will apply.

f. See Item 500, Geographical Application of Rates and Schedules for Pickup or Delivery Transportation Schedules to apply WHEN SERVICE IS PERFORMED AT POINTS WITHIN CONUS.

Pickup or Delivery Transportation Rates applying on Storage-in-Transit	APPLY RATES IN SCHEDULE

At any point with CONUS, refer to	ITEM 500
AT ANY POINT OUTSIDE CONUS, excluding Canada	T, U, V, W, X OR APPLICABLE RATE TABLE.
CANADA: Provinces of British Columbia, Labrador and Territories of Northwest and Yukon and Toronto, Ontario; Montreal, Quebec, Halifax, Nova Scotia; Ottawa, Ontario; Calgary, Alberta; Edmonton, Alberta; Winnepeg, Manitoba; Hull, Quebec, and any point within a 25 mile radius of each above named city	S
All other points within Canada	R

PICKUP OR DELIVERY TRANSPORTATION RATE SCHEDULES:

If applicable, please refer to our website: www.sddc.army.mil/pp/default.aspx and refer to the following:

1) "Links"

2) Intl Rates Tables

3) Item 520 Pickup or Delivery Rate Schedule(s): "A – X" Rate Schedules

Item 521 Pickup or Delivery Transportation Rate to Apply to SIT - UB

(521A) - SIT – any point within CONUS – 30 miles or less
(521B) – CONUS and the Island of Oahu, Hawaii – over 30 miles – min charge
(521C) – Alaska – 30 miles or less
(521D) – Alaska – over 30 miles – min charge
(521E) – Germany 0 30 miles or less
(521F) – Germany – over 30 miles – min charge
(521G) – Hawaii – 30 miles or less
(521H) – Islands of Hawaii (other than Islands of Oahu) – over 30 miles – min charge
(521I) - all other overseas areas – 30 miles or less
(521J) – all overseas areas except (Germany, Alaska, or Hawaii) – over 30 miles – min charge
(521K) – minimum charge
(521L) – administrative fee

Billing Note 1: Sub item 521A is subject to a minimum charge when billing pickup or delivery services from SIT for UB shipments. The rates used for costing sub item 521A are based upon location and mileage.

a. Rates apply for pickup of shipments at residence and transportation to origin SIT or for delivery from destination SIT to residence or other final delivery point; however, for the purposes of determining applicable distances, mileage is measured between the original requested pickup address (Block 19* of the bill of lading for origin SIT) or original requested delivery address (Block 18* of the PPBL for destination SIT) at the time the shipment is accepted by the TSP and actual residence (not the warehouse location).

   NOTE: This item applies when either a commercial or Government storage facility is used.

   *NOTE 2: Exclusions apply such as changes prior to pickup and diversions. References made to Blocks in the PPBL will be reflected in the DPS PPBL at the completion of the pre move survey.

b. Rates apply in territory or areas shown below based on location of warehouse where SIT service is provided. Charges are subject to a **$49.48** (521K) minimum per shipment.

c. The following rates apply within 30-mile radius of the original requested pickup address (Block 19 of the PPBL for origin SIT) or original requested delivery address (Block 18 of the PPBL for destination SIT) at the time the shipment is accepted by the TSP, independent of warehouse location:

APPLICABLE RATES WHEN	RATES PER

WAREHOUSE IS LOCATED AT:	GROSS CWT
Any point within CONUS (521A)	$22.77
Overseas:	
Alaska (521C)	21.85
Germany (521E)	10.26
Hawaii (521G)	19.20
All other overseas areas (521I)	5.96

d. For distances over a 30-mile radius:

1) Within CONUS and the Island of Oahu, Hawaii, apply the rates in the applicable linehaul rate tables or the above rates, whichever is greater, subject to **$65.01**(521B) minimum charge per shipment.

2) Overseas (except Germany, Alaska, and Hawaii), apply the rates in the applicable linehaul rate tables or the above rate, whichever is greater, subject to **$39.68** (521J) minimum charge per shipment.

3) Within Alaska, apply the rates in the applicable linehaul rate tables or the above rate, whichever is greater, subject to **$65.01** (521D) minimum charge per shipment.

4) Germany (either origin and/or destination) apply rates in the applicable linehaul rate tables or the above rate, whichever is greater, subject to **$39.57** (521F) minimum charge per shipment.

5) An administrative fee of **$20.71** (521L) per shipment.

e. For delivery or pickup of shipments from/to SIT to Islands of Hawaii other than Oahu, the rate of **$13.08** (521H) per gross CWT in addition to the above will apply.

f. Pickups and/or deliveries may be made after regular hours or days at the written request of the PPSO, subject to the TSP's concurrence and additional charges. If this service is provided for the convenience of the TSP with the member's concurrence, additional charges WILL NOT APPLY.

g. Charges noted above are in addition to the SFR.

NOTE: If PPSOs request delivery out of SIT greater than 30 miles (aka long delivery out of SIT) the TSP will agree to deliver the shipment under the same GBL that brought the shipment into SIT. No additional documentation will be provided and the TSP will bill the additional transportation charge in accordance with rates in Item 530 (line haul tables).

Item 522 Termination of Shipments - HHG

(522A) - Termination charge

(522B) - Shipments Terminated Prior to Origin Departure

(522C) - Shipments Terminated Subsequent to Movement from Origin

(522D) - SFR Reduction

Billing Note 1: For shipments terminated prior to commencement of ocean or air transportation, TSPs are entitled to bill for packing related services, using the rates contained under Item 522 and applicable linehaul services from the origin to point of termination in lieu of their SFR.

Billing Note 2: For shipments terminated during or following the completion of over water transportation, TSPs are entitled to bill their SFR to the rate area of termination or their SFR to the rate area of the original destination point, whichever is less, reduced for nonperformance of unpacking services contained under Item 522. Charges should be billed by referencing the appropriate billing code as prescribed below. TSPs are also entitled to bill a termination charge under sub item 522A.

a. A shipment will be terminated when appropriate and ordered by a PPSO or other authorized Government representative.

b. When an order for termination is received, the TSP will locate the shipment, advise the PPSO of shipment's location and effect the required change. The PPSO will issue a PPGBL correction notice to reflect the termination point.

c. The following will apply to shipment terminated for the convenience of the Government:

1) Shipments terminated prior to departure from the origin area (both CONUS and overseas). Applicable payments are authorized as follows:

a) **$24.56** (522B**)** per net CWT in CONUS; **$33.65** (522B) per net CWT in overseas areas for packing, including the use of packing materials and stuffing into HHG containers.

b) SIT charges, warehouse handling charges, and delivery to SIT, when required and authorized.

c) When SIT is not ordered, apply applicable linehaul rate table to cover local drayage charges, when applicable.

2) Shipments terminated subsequent to movement from origin but prior to commencement of ocean or air transportation. Applicable payments are authorized as follows:

a) **$24.56** (522C) per net CWT in CONUS; **$33.65** (522C) per net CWT in overseas areas for packing, including the use of packing materials and stuffing into HHG containers.

b) Apply applicable linehaul rate tables to cover local drayage from residence to warehouse.

c) Applicable linehaul rates found in rate tables from origin warehouse to point of termination.

d) SIT and warehouse handling charges, when required and authorized.

3) Shipments terminated during or subsequent to the completion of over water transportation. Applicable payments are authorized as follows:

a) TSP's SFR to rate area of the termination point or TSP's SFR to the rate area of the original destination point, whichever is less, minus **$3.00** (522D**)** per CWT for nonperformance of the unpacking services. The PPGBL correction notice will reflect this reduction.

b) If the shipment is to be delivered to a residence or warehouse also within the rate area of the termination point, the TSP's SFR rate as specified above in paragraph c(1), plus appropriate charges for additional services as ordered by the PPSO on a DD Form 619, will apply.

4) A termination charge of **$10.00** (522A) per shipment will apply in addition to other charges authorized herein. The termination charge will be supported by the PPGBL correction notice.

a) When shipments are terminated through the fault of the TSP, the provisions of the Chapter 3, Item 325, Shipment Termination, apply. The termination charge of **$10.00** will not apply.

NOTE: Any charges for services performed after the termination of the shipment will be in accordance with applicable rules and rates.

Item 523 Termination of Shipments - UB

(523A) - Termination charge

(523B) - Shipments Terminated Prior to Departure from Origin

(523C) - Shipments terminated Subsequent to Movement from Origin

Billing Note 1: For shipments terminated prior to commencement of ocean or air transportation, TSPs are entitled to bill for packing related services, using the rates contained under Item 523 and applicable linehaul services from the origin to point of termination in lieu of their SFR.

Billing Note 2: For shipments terminated during or following the completion of over water transportation, TSPs are entitled to bill their SFR to the rate area of termination or their SFR to the rate area of the original destination point, whichever is less, reduced for nonperformance of unpacking services contained

under Item 523. Charges should be billed by referencing the appropriate billing code as prescribed below. TSPs are also entitled to bill a termination charge under sub item 523A.

a. A shipment will be terminated when appropriate and ordered by a PPSO or other authorized Government representative.

b. When an order for termination is received, the TSP will locate the shipment, advise the PPSO of shipment's location and effect the required change. The PPSO will issue a PPGBL correction notice to reflect the termination point.

c. The following will apply to shipment terminated for the convenience of the Government:

1) Shipments terminated prior to departure from the origin area (both CONUS and overseas). Applicable payments are authorized as follows:

a) **$21.71** (523B) per gross CWT for packing, including the use of packing materials and stuffing into containers, if used.

b) SIT charges, warehouse handling charges, and delivery to or from SIT, when required and authorized.

c) Unpacking charges, if applicable.

d) When SIT is not ordered, apply applicable linehaul rate table to cover local drayage charges.

2) Shipments terminated subsequent to movement from origin but prior to commencement of ocean or air transportation. Applicable payments are authorized as follows:

a) **$21.71** (523C) per gross CWT for packing, including the use of packing materials and stuffing into containers, if used.

b) Applicable linehaul rates for mileage from origin to point of termination.

c) SIT and warehouse handling charges, when required and authorized.

d) Unpacking charges, if applicable.

3) Shipments terminated during or subsequent to the completion of over water transportation. Applicable payments are authorized as follows:

a) TSP's SFR to rate area of the termination point or TSP's SFR to the rate area of the original destination point, whichever is less.

b) If the shipment is to be delivered to a residence also within the rate area of the termination point, the TSP's SFR rate as specified above, plus appropriate charges for additional services as ordered by the PPSO on a DD Form 619, will apply.

4) A termination charge of **$10.00** (523A) per shipment will apply in addition to other charges authorized herein. The termination charge will be supported by the PPGBL correction notice.

d. When shipments are terminated through the fault of the TSP, the provisions of Chapter 3, Item 325, Shipment Termination, apply. The termination charge of **$10.00** will not apply.

e. UB shipments requiring long delivery out of SIT in the USEUCOM area, due to service members' reassignment to another rate area location, will be terminated. The PPSO is responsible for determining and selecting the most cost-effective method for onward movement of the shipment.

Item 524 Reshipments - HHG

(524A) - Reshipment: Original TSP

(524B) - Reshipment: New TSP

(524C) - SFR Reduction

Billing Note: This item applies to HHG shipments terminated for the convenience of the Government and require over ocean transportation either by air or water. The onward movement of property will be treated as a new shipment under a new PPGBL. The following procedures will be followed in determining

applicable rates for the new PPGBL and related charges should be billed by referencing the appropriate billing code as prescribed below:

If the TSP originally handling the shipment is awarded the onward transportation under an existing SDDC-approved rate on file to the new destination, bill the SFR less the reduction for nonperformance of packing and stuffing described under Item 524.

If the onward transportation of the shipment is tendered to a TSP under a negotiated OTO rate, there is no reduction to the SFR.

If another TSP is awarded the shipment under an existing SDDC-approved rate on file to the new destination, bill the SFR less the reduction for nonperformance of packing and stuffing described under Item 524. If a TSP must repack a shipment to ensure safe transport and/or for liability reasons, upon approval by the PPSO, the reduction for non-performance of packing will not apply.

a. This item applies to shipments which are terminated for the convenience of the Government and which require over ocean transportation either by air or water. A reshipment normally will be handled by the TSP originally tendered the shipment if that TSP has a cost effective SDDC-approved rate on file or negotiates an acceptable OTO rate with SDDC.

b. The point of termination will be considered the final destination of the original shipment and the GBL will be adjusted accordingly.

c. Onward movement of property will be treated as a new shipment under a new PPGBL. The following procedures will be followed in determining applicable rates for the new PPGBL:

    1) If the TSP originally handling the shipment has a cost effective SDDC approved rate on file to the new destination, that SFR, less **$12.50** (524A) per net CWT in CONUS, **$18.00** (524A) per net CWT in overseas areas for nonperformance of packing and stuffing will apply. The reduction will be supported by a PPSO annotation on the original PPGBL.

    2) If the TSP originally handling the shipment does not have a cost effective, SDDC-approved SFR on file to the new destination, an acceptable OTO SFR will be negotiated or the shipment will be tendered to another TSP.

    3) If the shipment is tendered to another TSP with a cost effective, SDDC approved rate on file, this SFR will be reduced by **$5.00** (524B) per net CWT for nonperformance of packing services. The shipment will be decontainerized and restuffed into other containers and original containers returned to the owner.

d. The above procedures are not applicable to those shipments terminated and retendered due to the fault of the TSP, such as TSP bankruptcy or failure to complete movement as defined in Chapter 3, Item 325. The following procedures will apply:

    1) Shipments will remain in the original TSP's containers. These containers will be made available to the original TSP by the new TSP at destination.

    2) The SFR will be reduced by **$5.00** (524C) per net CWT for nonperformance of packing services when the shipment is tendered to another TSP with a cost effective SDDC-approved rate on file.

    3) SFR reductions for nonperformance of packing will not apply when OTO rates are solicited by SDDC to complete onward movement of these shipments.

e. Old and new PPGBLs will be cross-referenced.

Item 525 Reshipments - UB

(525A) - Reshipment: Original TSP

(525B) - Reshipment: New TSP

Billing Note: This item applies to UB shipments terminated for the convenience of the Government and require over ocean transportation either by air or water. The onward movement of property will be treated as a new shipment under a new PPGBL. The following procedures will be followed in determining applicable rates for the new PPGBL and related charges should be billed referencing the appropriate billing code as prescribed below:

If the TSP originally handling the shipment is awarded the onward transportation under an existing SDDC-approved rate on file to the new destination, bill the SFR less the reduction for nonperformance of packing and stuffing described under Item 525.

If the onward transportation of the shipment is tendered to a TSP under a negotiated OTO rate, there is no reduction to the SFR.

If another TSP is awarded the shipment under an existing SDDC-approved rate on file to the new destination, bill the SFR less the reduction for nonperformance of packing and stuffing described under Item 525.

a. This item applies to shipments which are terminated for convenience of the Government and which require over ocean transportation either by air or water. A reshipment normally will be handled by the TSP originally tendered the shipment if that TSP has a cost effective, SDDC-approved rate on file or negotiates an acceptable OTO rate with SDDC.

b. The point of termination will be considered the final destination and the original PPGBL will be terminated at that point.

c. Onward movement of property will be treated as a new shipment under a new PPGBL. The following procedures will be followed in determining applicable rates for the new PPGBL:

   1) If the TSP originally handling the shipment has a cost effective, SDDC approved rate on file to the new destination, that SFR, less **$5.00** (525A) per gross CWT for nonperformance of packing will apply. The reduction will be supported by a PPSO annotation on the original PPGBL.

   2) If the TSP originally handling the shipment does not have a cost effective, SDDC approved rate on file to the new destination, an acceptable OTO SFR will be negotiated or the shipment will be tendered to another TSP.

   3) If the shipment is tendered to another TSP with a cost effective, SDDC approved rate on file, this SFR will be reduced by **$5.00** (525B) per gross CWT for nonperformance of packing services.

d. Old and new PPGBLs will be cross-referenced.

Item 526 Shipments Diverted After Commencement of Transportation Service

(526A) - Diversion charge

(526B) - Diversion - Port Handling

(526C) - Diversion - Storage

NOTE: Linehaul transportation charges in connection with a diversion shall be billed under Item code 533A-Miscellaneous charge.

Billing Note 1: A charge per shipment using 526A applies when a change to a new destination point occurs more than 50 miles (HHG) and 30 miles (UB) from the original destination point.

Billing Note 2: A port handling charge will apply to some shipments diverted at an overseas terminal to another overseas destination point. Bill the port handling charge as 526B using rates under either code 518C, 1st day of SIT and warehouse handling – HHGs, or code 519A, 1st day of SIT and warehouse handling – UB.

Billing Note 3: Diversion of some shipments affects the SFR. Reference the appropriate International Personal Property Rate Tender guidance under Item 526 for proper billing procedures. Bill the adjustment caused by a diversion using the appropriate billing code as prescribed below.

Billing Note 4: A storage charge will apply to some shipments diverted at an overseas terminal to another overseas destination point. Bill the storage charge as 526C, using rates from either Item 518C and 518D for HHG or Item 519A and 519C for UB shipments.

a. Upon instructions made and confirmed in writing by the PPSO, shipments will be diverted subject to the provisions and charges shown below. However, when charges are assessed in accordance with the provisions of this item, the charges associated with delivery from SIT herein will not apply.

Diversions requests for OTO shipments must be submitted by PPSO to SDDC-PP-PO for processing. and will be approved on a case by case basis.

b. The term(s) diverted or diversion as used herein means:

1) A change to the destination of an in-transit international shipment outside of the original rate area.
2) A diversion will be made only at an ocean or aerial port of embarkation, an ocean or aerial port of debarkation, or at destination point. If the PPSO directs the movement of the shipment to a place which is less than 50 miles for HHGs or 30 miles for UB (see Item 520 and Item 521) from the original destination point of the shipment, the shipment will be terminated at the point designated by the PPSO and no diversion will occur. In such instance, the SFR will be that applicable to the original destination point. If the PPSO directs the movement of the shipment to a place which is more than 50 miles for HHGs or 30 miles for UB from the original destination point, the transportation charges as stated below in this item will apply.

EXCEPTION: The provisions of this item will not apply if instructions are received to change the destination of a shipment that is in SIT at destination. In such instances, transportation charges to the new destination point from the SIT warehouse will be computed under the provisions of Pickup/Delivery Transportation Rate to apply on SIT shipments.

c. Diversion only applies to personal property shipments that are in transit, located at POE and POD. Shipments requiring further over ocean transportation shall be terminated and reshipped per Item 522 & 523. In such instances, transportation guidelines under the provisions for pickup or delivery will apply.

d. Diversion requests for OTO shipments must be submitted by the PPSO to sddc.safb.rates@us.army.mil for further shipment instructions and disposition.

e. The following outlines the proper execution of diversions for International Shipments IAW DTR Part IV, Chapter 402:

1) PPSO will notify awarded TSP within 24 hrs of diversion notification.

2) Within three (3) business days of notification, the TSP must provide the location of the shipment and be prepared to hold shipment for further diversion instructions.

3) The TSP will not be responsible for failure to effect the change ordered, unless such failure is due to error or negligence of the TSP or its designated representative(s).

NOTE: Location at time of notification will determine the diversion point; the nearest city/county combination within a respective geographical GBLOC AOR will determine responsibility for onward movement.

f. Upon receipt of an order to divert from the PPSO the TSP's may bill (with PPSO preapproval) a diversion charge of **$40.00** (526A) per shipment.

g. If applicable, please refer to our website: www.sddc.army.mil/pp/default.aspx and refer to the following:

1) “Links”

2) Intl Rates Tables

3) Item 526 Diversion Table: CONUS Origin and OCONUS Origin Layouts

4) Layouts and scenarios guidelines are IAW DTR Part IV, Chapter 402; current IT procedures, provisions, rates, and charges will apply accordingly.

NOTE 1: If the instructions for charges herein indicate the use of a SFR or an intertheater or intratheater rate from a POE or POD, the actual transportation rate to be utilized will be the rate from the PPSO nearest the POE or POD. The applicable linehaul rate table will have no application.

NOTE 2: If the TSP does not have a SFR on file from the origin to the new destination, the shipment will be terminated and the nearest PPSO will direct the shipment as required.

Item 527 Delivery of Split Codes T and 5 Shipments

(527A) - Multiple pickups for split Code T/5 shipments

(527B) - Multiple deliveries for split Code T/5 shipments

a. Door-to-Door Container AMC (Code T) and Door-to-Door Container MSC (Code 5) shipments which arrive at the POD on separate aircraft or vessels, and are offered to the TSP or TSP's agent not consolidated, may be considered split shipments. When offered a split shipment by an aerial or ocean POD, the TSP or TSP's agent will obtain a certificate from the aerial or ocean port that a complete shipment could not be provided.

b. The certificate must provide the flight or voyage number which will be applicable to each portion of the split shipment.

   1) When pickups of a split shipment results in more than one pickup at the port/terminal, compensation to TSP for extra pickups at the port will be **$25.00**. (527A)

   2) When receipt of a split shipment results in more than one delivery to residence to completely deliver shipment, the following additional charge will apply:

      a) For CONUS destination: For each delivery in addition to the first delivery - **$40.00**. (527B)

      b) For overseas destination: For each delivery in addition to the first delivery - **$15.00** (527B)

c. Charges for delivery of split Code T and Code 5 shipments will be supported by copies of the POD certificates for each increment and a separate DD Form 619, issued by the destination PPSO stating the number of multiple deliveries ordered by the PPSO and performed by the International TSP to complete shipment.

d. When a split delivery occurs between two ports (primarily experienced on Code T shipments), both the provisions of Items 527 and 528 should be made applicable. Only that portion of the shipment arriving at the non-designated POD would append the linehaul adjustment of Item 528. However, both PODs should issue the certificate of split/partial delivery: additionally, the POD receiving the portion as a non-designated POD should issue the separate certificate supporting Item 528.

Item 528 Use of Alternate Ports for Codes 5 and T Shipments

(528A) - Alternate Port

Billing Note: When a Code T or 5 shipment is routed through a military ocean/aerial terminal (MOT/MAT) other than the designated MOT/MAT shown in SDDC's rate Tender and this results in different land mileage, adjustments of such mileage differential will be computed as follows:

- If the mileage between the MOT/MAT used and the origin or destination point exceeds the distance between the designated MOT/MAT and the origin or destination point, the TSP is entitled to be paid for such excess mileage based upon the applicable linehaul rate table in addition to the applicable SFR.

- If the mileage between the MOT/MAT used and the origin or destination point is less than the distance between the designated MOT/MAT and the origin or destination point, the TSP is supposed to reduce the applicable SFR by the mileage differential based upon 100 percent of the applicable linehaul rate table. In either case, such adjustments should be made to the TSP's SFR and be billed referencing code "LHS" instead of Item 528. The alternate port must be identified when an adjustment to the SFR is caused by use of alternate port. Identify the alternate terminal or port next to the "LHS" charge when billing. Use the authorized terminal or port codes identified in the personal property rate Tender. Use the N1 segment as defined by the DOD EDI Convention to identify the alternate port when billing via EDI.

(Also Applicable When Code 4 Shipments are off-loaded at Other Than Manifested POD)

a. International TSPs will deliver HHG's shipments moving in Code 5 and T to the military ocean/aerial terminal (MOT/MAT) shown on the Transportation Control Movement Document (TCMD). PPSOs will use DOD 4500-9R PART II Chapter 2, 202 Para.Y for routing Code 5 shipments.

b. When a Code 5 or T shipment is routed through a MOT/MAT other than the designated MOT/MAT shown in the Tender and this results in different land mileage, adjustments of such mileage differential will be computed as follows:

   1) If the mileage between the MOT/MAT used and the origin of destination point exceeds the distance between the designated MOT/MAT and the origin or destination point, the TSP will be paid for such excess mileage in accordance with the applicable linehaul rate table in addition to the applicable SFR.

   2 f the mileage between the MOT/MAT used and the origin or destination point is less than the distance between the designated MOT/MAT and the origin or destination point, an adjustment of the mileage differential will accrue to the Government at 100 percent of the applicable linehaul rate table for the difference in mileage. This amount will be deducted from the applicable SFR.

c. To substantiate the ports utilized, the TSP will submit with his billing, any one of the following documents designating such ports:

   1) Thru Government bill of lading

   2) Ocean freight bill

   3) Port agent invoice

   4) Underlying linehaul TSP bill of lading

   5) Certificate issued by a PPSO or terminal officer showing the ocean/aerial Port used

d. When for any reason, i.e., strikes or other emergencies, International Code 4 shipments are ordered off-loaded at a MOT instead of the manifested commercial Port of Debarkation (POD), and this results in a differential in land mileage, adjustment will be computed in accordance with above.

Item 529 Provisions Governing Code J Shipment On-Loaded at Other than Designated APOE Off-Loaded at Other Than Designated APOD

(529A) – Alternate Port

Billing Note: When a Code J shipment is routed through a MAT other than the designated MAT shown in SDDC's rate Tender and these results in different land mileage, adjustments or such mileage differential will be computed as follows:

If the mileage between the MAT used and the origin or destination point exceeds the mileage between the MAT designated and the origin or destination point, the TSP is entitled to be paid for such excess mileage based upon the applicable line haul rate table in addition to the applicable SFR.

If the mileage between the MAT used and the origin or destination point is less than the mileage between the MAT designated and the origin and destination point, the TSP is supposed to reduce the applicable SFR by the mileage differential based upon 100 percent of the applicable linehaul rate table. In either case, such adjustments should be made to the TSP's SFR and be billed referencing code "LHS" instead of Item 529. The alternate terminal must be identified when an adjustment to the SFR is caused by the use of an alternate terminal. Identify the alternate terminal or port next to the "LHS" charge, when billing via DPS. Use the authorized terminal or port codes identified in the Personal Property Rate Tender.

a. International TSPs will deliver UB shipments moving in Code J service to the AMC Terminal or APOE shown herein.

b. When a TSP is directed to deliver a Code J UB shipment to a specified APOE, other than that designated herein, and results in different land mileage, adjustments for such mileage will be computed as follows:

   1) If the mileage between the APOE used and the origin point exceeds the distance between the designated APOE and the origin point, the TSP will be paid for such excess mileage in accordance with applicable linehaul rate table in addition to the SFR.

2) If mileage between APOE used and origin point is less than the distance between the designated APOE and the origin point, an adjustment of the mileage differential will accrue to the Government at 100 percent of the rate in the applicable line haul rate table for the difference in mileage. This amount will be deducted from the SFR.

c. When AMC routes a Code J shipment through a destination AMC terminal, Aerial Port of Debarkation (APOD), other than that designated and this results in different land mileage, adjustments for such mileage will be computed as follows:

1) If the mileage between APOD used and the destination point exceeds the distance between the designated APOD and the destination point, the TSP will be paid for such excess mileage in accordance with the applicable line haul rate in addition to the SFR.

2) If the mileage between the APOD used and APOD destination point is less than the distance between the designated APOD and the destination point, an adjustment of the mileage differential will accrue to the Government at 100 percent of the rate in the applicable line haul rate table for the difference in mileage. This amount will be deducted from the SFR.

NOTE: The destination point for Code J (unaccompanied baggage) shipments due to a military airlift terminal (MAT) closure is to be considered as the port agent's facility. This should be used for the purposes of calculating any excess mileage due to use of an alternate (MAT). The final destination of the shipment will have no bearing on the calculation of excess mileage. The port agent must submit to the TSP for billing, a copy of the TCMD provided by AMC, showing the alternate MAT used and the excess distance in mileage to the port agent's facility. The TSP will submit all billings to DFAS. All documentation must be kept for the purposes of any post audit.

d. To substantiate the ports utilized, the TSP will submit, with his billing, any one of the following documents designating such ports:

1) Thru Government bill of lading

2) Ocean freight bill

3) Port agent invoice

4) Underlying line haul TSP bill of lading

5) Certificate issued by a PPSO or terminal officer showing the Ocean/Aerial Port used

Item 530 Linehaul Rate Tables

1. The following tables will be used for delivery in/out of SIT, diversions, terminations, alternate ports, etc. Break point indicates weight at which a lower charge develops by use of lowest weight and applicable rate in next higher weight bracket.

Schedule A	HHG CONUS, Hawaii, and (Alaska, diversion only)
Schedule B	HHG Overseas Linehaul Rates
Schedule C	UB CONUS and Hawaii
Schedule D	UB Overseas Germany
Schedule E	UB Overseas except Germany, Hawaii, and Alaska
Schedule F	UB Alaska

2. The line haul transportation charge for a shipment shall not exceed the charge that would apply by use of the next greater unit of weight at rate applicable in the next higher rate bracket.

3. The break point represents weights at which the minimum weight in the next higher weight column times the rate in that weight column, produces a lower charge than the actual weight of the shipment times the applicable rate in such rate section. To illustrate:

a. Shipment weighs 3,450 pounds, moving 510 miles. Under Chapter 5, Appendix 5A the rate would be 3,450 pounds times $17.50 per CWT equals $603.75.

b. Using the lowest weight in the next weight bracket 4,000 pounds times the rate in that bracket ($14.15) equals $566.00.

c. The correct charge for the above shipment is the lower of the two computations, namely $566.00.

4. **LINE HAUL RATE TABLES - "A-F" CONUS & OCONUS HHGs and UB SCHEDULES**

If applicable, please refer to our website: www.sddc.army.mil/pp/default.aspx and refer to the following:

1) "Links"

2) Intl Rates Tables

3) Line Haul Rate Table: CONUS and OCONUS Line Haul Rate Schedules

5. ELECTRONIC FUNDS TRANSFER PAYMENT

a. Method of Payment. Payments by US Bank under this solicitation, including invoice and personal property Government bills of lading (PPGBLs) payments, may be made by electronic funds transfer (EFT) at the option of the US Bank. US Bank may also forward the associated payment information by electronic transfer. The term "EFT" refers to the funds transfer and may also include the information transfer.

b. Mandatory Submission of Transportation Service Provider's EFT Information.

1) The Transportation Service Provider is required, as a condition to any payment under this solicitation, to provide US Bank with the information required to make payment by EFT as described in paragraph 4 unless the payment office determines that submission of the information is not required. The Transportation Service Provider shall provide EFT information as described in paragraph 4 below.

2) If the Transportation Service Provider provides EFT information applicable to multiple PPGBLs, the Transportation Service Provider shall specifically state the applicability of this EFT information in terms acceptable to the payment office.

c. Transportation Service Provider's EFT Information. Prior to submission of the first request for payment under this solicitation, the Transportation Service Provider shall provide the information required to make payment by EFT directly to US Bank. If more than one payment office is named, the Transportation Service Provider shall provide a separate notice to each office. In the event that the EFT information changes, the Transportation Service Provider shall be responsible for providing the change to US Bank.

d. Required EFT Information. US bank make payments as noted in the Trading partner agreement with TSP. The Transportation Service Provider shall provide the following information for both methods in a form acceptable to the designated payment office. The Transportation Service Provider may supply this data for this or multiple PPGBLs (see paragraph 2).

Item 531 Partial Delivery Weighing

(531A) – Partial delivery weighing

Billing Note: Item 219, partial withdrawal (weighing), will also be billed using Item 505. The TSP must provide the weight of the portion withdrawn.

Weight determination for partial delivery from SIT must be accomplished by the use of either truck or platform scales. A weighing fee of **$61.93** (531A) will apply. TSP must forward weight tickets to origin PPSO, who in turn will enter weight information into DPS.

Item 532 Excessive Distance Carry Charges To/From Residence or Mini-Storage Warehouse

(532A) Long Carry

Billing Note: Long carry from/to residence may be approved by the local transportation office due to construction or other safety factors which prevent normal carry access to the residence. Long carry involving a mini-storage warehouse will be billed using sub item 532A if a pickup or delivery involves carries of more than 75 feet between the TSP's vehicle and the entrance to the facility. Approval must be granted prior to performing these services. See Item 223 for details on application of SFR.

See Item 500 for the CONUS geographical application of rate schedules below. Schedule C below also applies to all OCONUS areas.

RATES IN DOLLARS AND CENTS SCHEDULES

	A	B	C	D
CWT	**.55**	**.66**	**.94**	**1.16**

Item 533 Miscellaneous Charge

(533A) Misc Charge

Any authorized charge incurred by the TSP, which is not covered by any other designated service code and not performed by a third party service, will be billed as a miscellaneous charge. All miscellaneous charges, to include a description of the service rendered must be listed within DPS.

Item 534 Tender of Delivery of Containerized Shipments - HHG

a. Transportation Service Provider must notify PPSO of arrival of containerized shipment by arriving the shipment in DPS and provide first available delivery date within one workday after arrival at agent's facility.

b. If the member is available to receive property on the TSPs first available delivery date then SIT is not authorized

c. The PPSO will furnish delivery instruction or SIT approval within three hours of shipment arrival in DPS. PPSOs should monitor their "Inbound" DPS queues to ensure TSP has arrived shipments prior to approving SIT.

d. SIT, when approved, will always be effective on the Transportation Service Providers' first available delivery date, not the date of notification (SIT control number will be equal to the Transportation Service Provider's first available delivery date, not the date of notification)

e. If a direct delivery address exist's, SIT approval cannot be effective prior to the applicable transit time threshold (see Item 216). If no direct delivery address exists then SIT approval is not dependent on transit times (SIT is effective on the TSP's first available delivery date, not the date of notification).

f. The PPSO may request/authorize waiting time if additional time is required to provide delivery instructions or SIT approval.

Item 535 Tender of Delivery - UB

a. Transportation Service Provider must notify the PPSO of arrival of a shipment within one (1) working day after arrival at the agent's facility by arriving the shipment in DPS. Exception: Shipments weighing 250 pounds or less may be delivered direct and the PPSO notified within 48 hours of delivery.

b. If the member is available to receive property on the TSPs first available delivery date then SIT is not authorized

c. The PPSO will furnish delivery instruction or SIT approval within three hours of shipment arrival in DPS, PPSOs should monitor their "Inbound" DPS queues to ensure TSP has arrived shipments prior to approving SIT.

d. SIT, when approved, will always be effective on the Transportation Service Providers' first available delivery date, not the date of notification (SIT control number will be equal to the Transportation Service Provider's first available delivery date, not the date of notification)

e. If a direct delivery address exists SIT approval cannot be effective prior to the applicable transit time threshold (see Item 216). If no direct delivery address exists then SIT approval is not dependent on transit times (SIT is effective on the TSP's first available delivery date, not the date of notification).

f. The PPSO may request/authorize waiting time if additional time is required to provide delivery instructions or SIT approval.

CHAPTER 6 - BILLING & PAYMENT

Purpose

This chapter pertains to billing and payment procedures for all International shipments.

Item 600 Billing and Payment Requirements

a. US Bank's third party payment system and the use of SDDC's DPS is mandatory for all transactions and payments for shipments moving under this Tender.

b. Currently, the third party payment system does not have the capability to process administrative offsets under the provisions of 31 USC 3716. By accepting shipments under this tender, the transportation service provider gives consent for a representative of the Department of Defense, U.S. General Services Administration, or United States Coast Guard to access the third party payment system, generate, and approve electronic bills (ebills) in lieu of an administrative offset under 31 USC 3716, and agrees to hold US Bank, or a successor administrator of the third party payment system, harmless for any ebills approved, paid or collected under this provision. Approved ebills paid or collected under these provisions by the Department of Defense, U.S. General Services Administration, or United States Coast Guard shall be treated as an administrative offset for the purpose of appeals and refunds.

Item 601 Billing Instructions

View additional information and guidance on the billing and payment requirements under this Tender through SDDC's website at www.sddc.army.mil/pp/default.aspx, found at: http://www.transcom.mil/dtr/part-iv/dtr_part_iv click "DTR", click "DP3 Phase II (Appendix)", click "Appendix T".

CHAPTER 7 - ONE-TIME-ONLY PROCEDURES FOR HHG, UB AND BOAT MOVES

Purpose

These instructions provide procedures for the RFQ of OTO rates for personal property shipments (International HHG, UB and Boats). **Until further notice, OTOs will be processed in the legacy TOPS system. Refer to www.move.mil and service headquarters guidance on which shipment types should be processed in DPS and TOPS.**

Item 700 Criteria for Use of OTO Rates

OTO procedures will apply under the following conditions:

a. When origin to destination rates are not solicited under the International program Standard or Special Solicitation channels.

b. When a shipment is diverted to or from a point which there is no accepted rates on file for the applicable rate cycle.

c. When a shipment requires conversion, i.e., from Code 4 to Code 5 service or from Code 7 to Code 8 service, due to strike or other conditions which impedes timely service and the TSP to which the shipment was tendered does not offer alternate rates in the converted service.

d. When a shipment requires reshipment under conditions specified in Chapter 5 of this Tender.

e. When a TSP accepts shipment on a channel where it has no effective rate on file, acceptance constitutes an agreement by the TSP to perform the transportation services at a rate negotiated under these procedures. If there is a SDDC accepted rate on file for the channel, then the low rate on file will be the negotiated rate.

f. Under certain circumstances, SDDC may agree to terminate the shipment, especially when the shipment remains at origin or has not proceeded beyond the port of embarkation. However, when termination is approved, the TSP agrees to reimbursement only for costs incurred to the point of termination, as contained in Chapter 5 of this Tender.

g. Where HHG movement is to, from, or between OCONUS (including Alaska) locations and the combined boat/trailer exceeds the below dimensions or will not fit into a standard HHG ocean container, it will be shipped using the One-Time-Only (OTO) program.

   1) For Members/Employees: All boats or personal watercraft (including but not limited to canoes, kayaks, dinghies, rowboats, jet skis, and skulls) with or without an associated trailer equal to or less than the following dimensions:
   Length = 14 feet (168 inches)
   Width = 6 feet 10 inches (82 inches)
   Height = 6 feet 5 inches (77 inches)
   shall be shipped with Household Goods (HHG) or as a Personally Procured Move (PPM).

   2) Boats or personal watercraft with or without an associated trailer that exceed the above dimensions will be shipped via OTO or personally procured transportation, if authorized, provided the length does not exceed 18 feet.

   3) For an employee to ship a boat/personal watercraft at government expense, the overall measurement of the boat/personal watercraft with or without its associated trailer cannot exceed 18 feet in length.

   4) Authorized boats or personal watercraft (i.e. canoes, kayaks, dinghies, rowboats, and skulls) may be crated utilizing IT, Item 508, if PPSO approved, and moved with the member's/employee's HHG shipment under the Transportation Service Provider's SFR.

Item 701 Procedures

The following procedures are applicable to OTO rates.

a. When one of the above criteria exists, the PPSO will submit the necessary information to solicit an OTO rate. At this time, this information will be submitted via TOPS. If a shipment location does not have TOPS availability, that shipping location shall submit their OTO request to SDDC Europe or SDDC Pacific NLT 20 days prior to the pickup date requested by the shipper. Requests submitted to SDDC Europe/Pacific must conform to the message format in Appendix 7C-1 and 7D-1. Requests submitted via email to SDDC HQ Scott AFB, or not conforming to the format in this chapter will not be accepted for processing.

b. PPSOs will provide routing instructions for Codes 5, J, and T shipments. This routing will be included in the RFQ to TSPs. In the event a shipment is offloaded at a port other than the port designated, the provisions covering alternate ports will apply.

c. SDDC will solicit rate proposals from approved OTO TSPs; TSP(s) must have one (1) year of continuous service as a DOD-approved International TSP and comply with the stipulations below in order to participate in the OTO program. Bids submitted without proper approval will be rejected.

   1. Must have had a satisfactory performance during the 12-month period. Satisfactory ITGBL performance is defined as a performance score above the minimum performance score.
   2. A copy of the Transportation Service Provider's standard operating procedures (tracing and traffic management procedures) used to process international OTO shipments.
   3. Telephone numbers at which key employees can be reached during nonworking hours in case of an emergency. These numbers will be utilized in case of emergency situations, such as an embassy evacuation. This is a voluntary requirement; however, Transportation Service Providers who cannot be contacted on short notice may not be able to submit their bids in a responsive manner.

d. Bids will continue to be submitted to SDDC-PP-PO via the SDDC Personal Property (www.sddc.army.mil/pp/default.aspx) Home page until notification is provided to utilize current OTO application for OTO shipments. In the current process, bids must be submitted before the 1300 CST deadline. Once DPS is utilized, bidding start and end times will be shipment specific for qualified TSPs. If you are experiencing problems with your transmission, please contact SDDC-PP-PO before the 1300 CST deadline or otherwise applicable deadline. Bids received after the deadline will be considered non-responsive and will not be considered. If U.S. Flag carriers use in current OTO application OTO bids, each bid must be accompanied with all required routing and carrier information with current OTO application by an email to sddc.safb.rates@us.army.mil indicating details on the U.S. Flag (USF) routing in order to be considered a valid bid. Any origin or destination foreign flag feeders within a USF routing claim will not be considered a valid USF routing claim and be considered a Foreign Flag route.

   1. Bids will include whether United States Flag (USF) or Foreign Flag (F/F) service will be provided. Transportation Service Provider(s) claiming USF carriers only will be required to provide Air, Water, and Land modes of transport (carrier & routing information), to include Flight and/or Vessel data/information during bidding process.
      a) All modes of transport (Air, Rail, Water, and Line Haul) must be included from origin to final destination. When a Transportation Service Provider plans to utilize Foreign Flag assets in conjunction with USF carriers it must identify the Foreign Flag Feeder non-powered asset portion in their bid.
      b) TSPs claiming F/F or USF on CoS 6 & 8 shipments will be required to provide air carrier data and routing information at time of bid(s) from origin and final destination. Acceptance of a bid with F/F routing from SDDC does not grant F/F approval.
   2. Air shipments moving between overseas areas are exempt from having to obtain a Foreign Flag certificate. F/F approval must be obtained when (1) the use of an aircraft of United States registry will not provide the required service during any segment of the routing to or from the United States or (2) the use of a USF ocean vessel will not provide the required service on shipments to, from, and between all overseas ocean ports with no exception.

e. For the current OTO program awards, rate tenders and supplements must be sent via e-mail to sddc.safb.ototenders@us.army.mil within 21 Days of the award notification. TSPs must enter their

tender numbers within 24 hours in the current OTO application once they have received an OTO shipment award.

f. Bids will be submitted to SDDC-PP-PO only via the current ETA OTO application until further notice. Bids must be submitted NLT 1300 hrs CST deadline. If you are experiencing problems with your transmission, please contact SDDC-PP-PO before the 1300 hrs CST deadline. Bids received after the deadline will be considered non-responsive and will not be considered.

Item 702 Quality Assurance Reports

a. RDD Report

Transportation Service providers participating in the OTO program will be required to provide an RDD status report of all shipments that will miss the RDD. Reports are requested the first work day of each week to SDDC, ATTN: SDDC-PP-PO, Quality Assurance Team at sddc.safb.ppperf@us.army.mil. This report will reflect shipment information in the following format:

OTO Number	Member's Name	RDD	Est. Del. Date	Current Location	Remarks

This report, which must be submitted via e-mail transmission, must provide information on all shipments not arrived at the destination location or cleared by the PPSO/GSO for storage.

Definitions are as follows:

1. OTO Number: SDDC OTO or DPS generated number.
2. Member's Name: Last name, first name of the member.
3. Est. Del. Date: Transportation Service Provider's estimated delivery date to destination PPSO/GSO.
4. Current Location (three categories): 1–origin PPSO/GSO area; 2-intransit via transport; 3-destination PPSO/GSO area.
5. Remarks: Problems; unusual delays; why shipment will miss the RDD; waiting clearance for use of foreign flag, etc.

b. Quality Report

If PPSOs Embassies, or any affected party has information on quality assurance related failures that occur in conjunction to OTO shipments they should send that information along with all pertinent details, to the SDDC. Quality Assurance Team at sddc.safb.ppperf@us.army.mil. The email shall indicate the SDDC OTO number on the subject line along with the GBL number, shipper's name, pickup, delivery, current disposition, and a description of any existing issues so that SDDC can review for possible action.

APPENDIX 7A-1

ONE-TIME-ONLY MESSAGE REQUEST

Following message will be utilized by SDDC to solicit One Time Only (OTO) rates (this information will be available in DPS or otherwise provided).

SUBJ: REQUEST FOR ONE-TIME-ONLY PERSONAL PROPERTY SHIPMENT

1. MEMBERS NAME, RANK, LAST FOUR OF SSN, MILITARY SERVICE.
2. CODE OF SERVICE.
3. ORIGIN (INCLUDE CITY, STATE/COUNTRY, GBLOC).
4. DESTINATION (INCLUDE CITY, STATE/COUNTRY, GBLOC).
5. PICKUP DATE. FOR SHORT FUSE WITHIN 5 BUSINESS DAYS OF REQUEST, ARRANGE PICKUP AND PROVIDE NAME OF LOCAL AGENT.
6. REQUIRED DELIVERY DATE.
7. ESTIMATED WEIGHT IN NET POUNDS FOR HOUSEHOLD GOODS AND GROSS POUNDS FOR UNACCOMPANIED BAGGAGE.
8. DATE OTO INFORMATION IS REQUIRED FOR BOOKING PURPOSES.
9. ROUTING FOR CODE 5/T SHIPMENTS.
10. LIST SUSPENDED CARRIERS.
11. REMARKS (INCLUDE INFORMATION, I.E., SHIPMENT PACKED AND CRATED, SHIPMENT IN NTS, USE OF SPECIFIC AGENTS AT ORIGIN OR ANY OTHER UNUSUAL CIRCUMSTANCES).
12. POINT OF CONTACT/TELEPHONE/E-MAIL/FAX NUMBER.

APPENDIX 7A-2

ONE-TIME-ONLY BOAT MESSAGE REQUEST

Following message will be utilized by SDDC to solicit Boat One Time Only (BOTO) rates (this information will be available in DPS or otherwise provided).

SUBJ: REQUEST FOR PERSONAL PROPERTY ONE-TIME-ONLY (OTO) WITH BOAT RATE

1. MEMBER'S NAME/RANK/LAST FOUR OF SSN.
2. CODE OF SERVICE (4).
3. ORIGIN PPSO: INCLUDING GBLOC AND PICKUP POINT OF SHIPMENT IF OTHER THAN INSTALLATION. (HHG AND BOAT)
4. DESTINATION CITY, INSTALLATION, GBLOC, STATE/COUNTRY.
5. PICKUP DATE.
6. REQUIRED DELIVERY DATE.
7. ESTIMATED WEIGHT IN NET POUNDS FOR HHG.
8. ESTIMATED WEIGHT IN NET POUNDS FOR BOAT. BOAT REQUESTS MUST INCLUDE THE FOLLOWING: BOAT-LENGTH, WIDTH, HEIGHT, MOTOR-MAKE, SERIAL NUMBER, WEIGHT, WHETHER INBOARD OR OUTBOARD. IF TRAILER IS INCLUDED, PROVIDE TRAILER LENGTH, WIDTH, HEIGHT AND WEIGHT IN LBS.

NOTE: WHEN BOAT IS MOVING WITH TRAILER, COMBINED DIMENSIONS ARE REQUIRED.

9. DATE BOAT OTO INFORMATION IS REQUIRED FOR BOOKING PURPOSES.
10. LIST TRANSPORTATION SERVICE PROVIDERS IN NONUSE.
11. POINT OF CONTACT/TELEPHONE/E-MAIL/FAX NUMBER.

CHAPTER 8 - SOLICITATION FOR FRUSTRATED SHIPMENTS

Purpose

These provisions will be used to solicit OTO rates for personal property shipments, both HHG and UB that become frustrated because of nonpayment of ocean charges.

Item 800 Ports

Rates will be solicited for the following ports:

a. CONUS: Baltimore, Charleston, Houston, Jacksonville, Los Angeles (includes Long Beach), Miami, New Orleans, New York, Norfolk, San Francisco (includes Oakland), Savannah, Seattle, and Toledo.

b. OVERSEAS: Agana, Algeciras, Balboa, Bremerhaven, Cadiz, Catania, Cristobal, Felixstowe, Glasgow, Holy Loch, Honolulu, Inchon, Iraklion, Istanbul, Iskenderun, Izmir, La Maddalena, Leghorn, Naha, Naples, Pireaus, Pusan, Rota, Rotterdam, San Juan, Yokohama, Yokosuka.

Item 801 Rates - HHG

Rates for HHG will be stated as a SFR. Rate must include costs for any port handling fees, linehaul from port to destination, and destination services other than SIT and associated costs. An amount equal to delivery from SIT will be in addition to the rate stated to adjust destination costs.

Item 802 Rates - UB

Rates for UB will be stated as a SFR. Rates must include port handling costs, linehaul from port to destination and destination, services normally associated with UB shipments. Unpacking, SIT, warehouse handling, and delivery out of SIT will not be included in your rate. No additional additives will apply to shipment of UB.

Item 803 Awards

Separate awards for each port will be made on the basis of lowest percentage offered for each commodity. Tie bids will result in a drawing for award. TSP's credit standing with ocean TSPs will be considered in the award process.

Item 804 Payment Responsibility

TSPs will be responsible for payment of ocean charges to either ocean TSP or TSP paying total ocean charges, as required. Bids will not include these costs. TSP will bill through DPS for their portion of the ocean charges as third party service supported by proper documentation. TSPs will be responsible for payment of demurrage for the entire ocean container, if original TSP was responsible.

Collection from other TSPs will be the responsibility of the TSP. TSPs are required to maintain records identifying all charges associated with demurrage and report same to SDPP-PO upon request. TSPs will be required to obtain new weight tickets and will bill on the new weight. The weight of the original shipment will have no bearing on the new shipment.

Item 805 Return of TSP Equipment

TSPs will be responsible for notifying original TSP's agent that property (containers, etc.,) is available for pickup upon delivery of shipment.

Item 806 Reporting Operational Problems

TSPs must notify SDDC, ATTN: SDDC-PP-PO, when any problems occur such as failure to obtain PPGBL from PPSO or failure to obtain release of shipment from ocean TSP.

Item 807 Standards

Shipments are subject to all provisions and rules contained in this Tender and in the Tender of Service.. Awards to TSPs failing to provide timely movement of property will be terminated and the TSPs will be removed from the OTO program unless failure is through no fault of the TSP.

Item 808 Announcement for Bids

When it becomes necessary to obtain bids for the movement of frustrated shipments, SDDC will issue a message through DPS announcing the effective dates and name(s) of the involved Transportation service Providers. The estimated volume of property to be moved will be provided in the announcement, if known. The deadline for submission of bids will also be contained in the message.

Item 809 Submission of Bids

Bids may be submitted for all ports for both HHG and UB or Transportation Service Providers may choose only those ports and commodity they desire to serve. Rate filing format is provided in the Rate Filing Instructions.

CHAPTER 9 - VOLUME MOVES PROCEDURES

Purpose

These instructions provide procedures, formats, and other information required to properly file voluntary IRTs on behalf of Transportation Service Providers (TSPs) engaging in the movement of DoD and USCG-sponsored international volume movements CONUS to/from OCONUS (to include Alaska-UB only) and OCONUS to/from OCONUS. These instructions supersede all previously published procedures, formats, and other information for IRT filings applicable to international volume movement shipments.

Item 900 Criteria for Use of Volume Move Rates

Volume Move procedures will apply under the following conditions:

a. Estimated tonnage/shipments consisting of one or more of the following:

   1) HHG totaling 200,000 net pounds for military and civilian personnel.

   2) UB totaling 50,000 gross pounds for military and civilian personnel.

   3) PPSOs having special operational requirements may request a volume move for lesser amounts (for example: U.S. Army COHORT moves, base closure, etc...).

b. Movement is from one origin (within 75 miles) to one destination (within 75 miles).

c. Requests must be sent via email to HQ SDDC sddc.safb.ppintlrate@us.army.mil at least 90 days prior to the requested start date of the volume move. (Exceptions will be made on a case-by-case basis).

d. Movement is normally within a 90-Day period.

e. Due to DoD base closures, realignments, drawdowns (etc..) mission changes, this headquarters reserves the right to waive the normal 90-day period for volume moves, if circumstances warrant. Although every effort is made to ensure personnel and tonnage estimates are accurate as possible, there is no guarantee on number of shipments or tonnage for any volume move. When circumstances warrant, HQ SDDC can adjust the Volume Move End Date by either shortening it or lengthening it. When lengthening the Volume Move End Date, HQ SDDC can extend up to 45 days to meet mission requirements.

Item 901 Procedures

The following procedures are applicable to volume movements:

a. When the above criteria exist, the responsible PPSO is required to submit a request via DPS to HQ SDDC providing appropriate information. PPSOs must include POC information (Name, telephone number, email address) and any special operational requirements in the request. The minimum amount of pounds (lbs) to be handled by each bidding TSP, per day, is normally 40,000 lbs (however, HQ SDDC can adjust as necessary).

b. HQ SDDC will, in turn, review the volume move request and submit it for bids. DPS will send out an email to all eligible TSPs that have rates on file for the Channel-Code of Service combination selected and are in a status allowing them to move HHGS throughout the Volume Move (as of the Volume Move Solicitation Date).

c. TSP will provide containers for block surface movement, including proposed manifest data, i.e., name of vessel, departure, and arrival dates.

d. To participate in the volume move, TSPs must log into DPS and submit a rate that is lower (higher discount for dHHG or lower SFR for iHHG/iUB) than their rate on file for the same channel-code of service combination.

e. The deadline date for receipt of the rate tender number and bid information at SDDC will be specified in the volume movement solicitation and can be viewed by logging into DPS. TSPs will be required to

submit proper and complete information, as indicated in this chapter, for bids to be considered responsive.

f. PPSOs will continue to tender shipments to the Best Value TSP until the TSPs maximum Daily weight is met. *See Item 913 for distribution guidelines.

g. PPSOs will provide routing instructions for Codes 5 and T shipments. In the event a shipment is offloaded at a port other than the port designated in block 13, the provisions of this Personal Property Publication (International Tender) regarding alternate ports will apply. Adjustments to the rate will be authorized, when appropriate, in accordance with established procedures.

Item 902 Participation

The submission of voluntary bids into DPS is the only way to participate in the movement of DoD/USCG-sponsored volume movements. Rates and charges offered in bid submissions must be independently determined and expressed when submitting bids within DPS. Competitive rate tenders submitted in response to these filing procedures must be submitted by the exact deadline and under the exact terms, conditions, and procedures specified. This solicitation stands alone, is not influenced by prior practices or procedures, and is subject to modification by HQ SDDC Personal Property prior to the solicitation bid deadline or after as needed.

Item 903 Rates and Charges

TSPs will submit their rates in DPS; for details on volume move rate filling see document titled “Rate Filing User Guide Transportation Service Provider (TSP) Edition” located on the SDDC website.

(a) Transportation Service Providers can enter only one (1) bid per volume move and rates must be error-free. The TSP may edit, change, correct or delete any of their entered information during the Volume Move Solicitaiton bid window, after the Bid End Date/Time no changes, withdrawals, or cancellations will be allowed. **Rates will not be allowed to be entered after the Bid End Date/Time.** Volume Moves will not be restricted by the Rate Cycle Dates.

(b) The rate will be expressed as a Single Factor Rate (SFR) per this Personal Property Publication (Chapter 2). Only one (1) SFR is authorized for each volume movement shipment filed with SDDC from and to the same origin/destination and code of service combination. The SFR(s) entered must be lower than their rate on file for the same channel-code of service combination.

(c) Rates submitted for volume moves are an exception to Duality, in that two rates for a TSP will be permitted to be filed with SDDC from and to the same origin/destination and code of service combination (e.g., one rate for the volume move and another rate for regular channel).

NOTE: This Volume Move International Rate Tender will not apply where charges accruing hereunder exceed charges otherwise applicable for the same service.

(d) In addition to rates and charges, the TSP must enter the following information to be eligible to participate in the Volume Move:
    (1) The maximum amount of tonnage expressed in pounds per day that can be picked up at origin. The TSP entered maximum amount cannot be below the minimum established by SDDC.
    (2) Tender Number
    (3) TSP POC information (Name, Telephone #, Email Address)
    (4) Agreement in DPS to move the minimum daily tonnage required by the Volume Move Solicitation.

(e) The TSP must agree to the following information to be eligible to participate in the Volume Move process:
    (1) Move at least the minimum pounds per day identified on the Volume Move Solicitation.

(2) Move up to the maximum amount of pounds per day that the TSP identified as being capable of handling.
(3) Not refuse any Volume Move shipments (Note: shipments will not be offered to a TSP that will exceed the TSPs maximum daily tonnage capability).

(f) SDDC will evaluate all competitive rate offers received from TSPs. Acceptance of rates does not guarantee any offer of shipments or tonnage.
(1) Although no guarantee is expressed or implied, SDDC will make every effort to protect the confidentiality of rates submitted in response to a volume move solicitation.
(2) International volume moves are processed by the SDDC Personal Property Rates Team. DPS must be used for the submission of all rates associated with a solicited Volume Move. Refer any questions/ problems to sddc.safb.ppintlrate@us.army.mil.

Item 904 Receipt of Submission

The bid submission must be received in DPS within the solicitation start and end date/time Central Standard/Daylight Time, on or before the designated deadline for each Volume Move. SDDC will not be responsible for rates which are not in DPS on time. Computer glitches/ issues are a fact of doing business, SDDC suggests bid rates be entered as soon as possible to preclude any problems with meeting the deadline. Rate bids received after the Bid End Date will be rejected.

If TSPs have issues or discrepancies during the solicitation and bid process it is recommended they contact the DPS helpdesk.

Item 905 Preparation of Individual rate Submissions

Each TSP is completely responsible for the proper preparation and submission of its bid(s), in accordance with the procedures prescribed herein within DPS. Note: E-mailed/faxed submissions will not be accepted.

Item 906 Terms and Conditions for Individual Rate Bid Submission

TSPs wishing to participate in the movement of DOD/USCG-sponsored volume moves will submit rates and charges only through DPS. TSPs that are in a suspended, nonuse, disqualified or other inactive status during any portion of the volume move will not be considered. The rules and regulations contained in the volume move procedures provide all terms and conditions and shall not be altered in any manner. These procedures will be retained by the participating TSP. SDDC reserves the right to reject any or all offers and to waive minor irregularities in offers received.

Item 907 Effective Period for Accepted Bid Submissions

The Bid Start Date and the Bid End Date will be identified in the initial email that will be sent out to all TSPs that have met the criteria (Item 901) to allow them to submit a bid in the volume move. SDDC reserves the right to adjust the Bid End Date or resolicite bids as determined necessary by SDDC.

Item 908 Cause for Suspension Action

1. Any rate proposal which misrepresents a material fact shall be grounds for the suspension of the TSP from future DOD/USCG personal property shipments. Additionally, if there is lack of appropriate operating authority, such incident shall be subject to referral to the appropriate Government agency for inquiry. The provisions of this rate solicitation and the Tender of Service shall apply equally to DOD-sponsored shipments, whether moving individually or as volume moves.
2. TSP performance will be monitored by both the origin and destination installation transportation officers and will be subsequently reported to SDDC. TSPs understand that the personal property transportation office may give consideration to CSS comments, QA inspection findings, and other performance data in selecting TSP(s) under this Personal Property Publication.
3. If punitive (suspension, nonuse, etc...) action is taken against a TSP that impact either the volume move or regular DPS, it will impact both standard and volume move shipments. When a participating

TSPs overall performance clearly indicates an unwillingness to comply with the standards of service specified in the Tender of Service, suspension action should be considered. Suspension action taken at the PPSO level may apply to all domestic shipments out of that GBLOC. If disqualification is imposed by SDDC, disqualification will apply to all shipments as determined by the TSP review board. Questions concerning disqualification of a TSP should be sent to HQ SDDC-Personal Property Quality Assurance team.

4. Failure to pick up Volume Move shipments or comply with requirements may result in immediate suspension from the volume move (to include shipments traveling over the same market not consigned to the volume move. If repeated violations occur, suspensions may be progressively escalated as indicated in the DTR (4500.9-R).

5. Volume Move shipment refusals are not authorized in DPS and may result in immediate suspension for all DPS shipments as indicated in the DTR. If repeated violations occur, suspensions may be progressively escalated as indicated in the DTR

Item 909 Correction to Volume Movement Individual Rate Tenders

Corrections or changes to volume move rates after the specified Bid End Date will not be permitted. The Deputy Chief of Staff for Passenger & Personal Property will not be responsible for late or misdirected rate bid submissions which do not arrive in DPS prior to the Bid End Date when caused by any party or parties not assigned to the Personal Property Division. The Deputy Chief of Staff for Passenger & Personal Property reserves the right to reject any or all offers, to waive informalities and minor irregularities in offers received, to negotiate or accept offers without discussion of rates, and to nonuse any rate and/or to re-solicit rates as required prior to or during the effective dates of the volume movement.

Item 910 Acceptance/Rejection of Indivual Rate Submission

1. General: Each Individual Rate submission received by SDDC will be reviewed for technical and administrative accuracy prior to acceptance, distribution, and use or rejection. TSPs must use the utmost care in bid preparation, since rates cannot be withdrawn once the Bid End Date has passed.

2. Notification of Acceptance: Each TSP who is accepted will be notified by an acceptance email (to the TSP Master and TSP Operations user roles). Inquiries about this solicitation relative to TSP ranking and participation should be satisfied by reference to DPS and viewing the TSPs Volume Move screens. However, each TSP tendering rates will be furnished with information relative to the acceptance or rejection of its tender via email.

3. Notification of Rejection: Any TSP failing to enter a Tender Number, POC information, or other mandatory information will be stopped by DPS until the information is entered. All TSPs that are rejected will receive a rejection email (to the TSP Master and TSP Operations user roles) indicating the basis for rejection.

Item 911 Volume Move Rates – Public File

All accepted Tender Numbers are kept via electronic means in DPS.

Item 912 Selecting Number One TSP for Volume Movement

1. Selection of number one TSP will be selected using the BVS computation matrix.

2. Announcement of TSPs standing in a Volume Move will be announced via emails to all TSPs that have successfully entered rates for the Volume Move and have not received a rejection notification.

Item 913 Volume Move Shipment Distribution

1. PPSOs must distribute shipment tonnage to the number one (1) ranked TSP until that ranked TSP receives their minimum daily tonnage authorization.

2. After number one (1) ranked TSP reaches their minimum daily tonnage, PPSOs should continue distributing shipment tonnage to the number one (1) TSP until they reach their designated maximum tonnage. PPSO will then select TSP's sequentially (1,2,3..) by volume move BVS ranking until maximum daily tonnage is met.

Item 914 Volume Move Blackout Status

1. Volume Move blackouts are identified by Volume Move start/end dates, for a given Volume Move or a set of Volume Moves.

   a. TSPs will be provided the ability to blackout dates for all “Accepted” volume moves or select dates on a specific “Accepted” volume move to blackout.

   b. TSPs will not be allowed to blackout volume move(s) before they are in an “Accepted” status.

2. TSPs in a Volume Move Blackout status will be charged the “Administrative Tonnage” in the TDL report.

3. TSPs not in Volume Move Blackout status will be subject to SDDC Quality Assurance punitive action if tonnage minimums are refused.

4. Volume Move Blackouts are independent of any other blackout type in the system (e.g. iHHG/iUB blackout will not blackout a TSP for a Volume Move under which they are accepted).

Item 915 Additional Guidance

1. If a TSP is offered and accepts a volume move shipment over a traffic channel and later negotiates a change in the pickup date that crosses out of the volume move cycle, the TSP will move the shipment at the volume move rate and tables effective on the original requested pickup date at the time the shipment is offered and accepted by the TSP.

2. DPS shall offer short fuse shipments in volume moves on a first come first serve basis to accepted volume move TSPs only in the same way that DPS shipment management currently offers short fuse shipments.

CHAPTER 10 - SPECIAL SOLICITATION

Purpose

This chapter pertains to instructions, information and procedures on the soliciting and awarding for special solicitation rate areas.
***Until further notice, Special Solicitation shipments will be processed in the legacy TOPS system. Please refer to www.move.mil and service headquarters guidance on which shipment types should be processed in DPS and TOPS.**

Item 1000 Standards

a. TSP will abide by provisions of the Tender and the International Personal Property Rate Tender. Special solicitation shipments are considered international shipments and are subject to the rules, regulations, and provisions of this Tender. Accessorial services will be governed by rates and charges contained in this Tender. TSPs failing to meet service standards may be removed from participation by HQ SDDC.

b. TSPs submitting rates for each special solicitation must provide rates for, and service, all channels that comprise the special solicitation. Failure to successfully file rates for all channels will negate the TSP the opportunity to be selected the “winner” of the special solicitation. Special solicitation winners are selected based on the TSP with the highest overall BVS score for all channels in the solicitation,

c. TSP rates will be reviewed for consistency with other rates submitted for the same rate area as well as adjacent rate areas. Suspect rates will be reviewed by SDDC on a case-by-case basis. TSPs may be required to provide the rate construction breakdown of the suspect rate(s), in accordance with Item 326. If a rate(s) is deemed to be outside the competitive rate range (e.g. deemed noncompensatory), it may be rejected by DPS. The rejection of a single rate(s) will be cause for ineligibility of that TSP for the applicable special solicitation as they would be unable to service all channels in the solicitation.

d. TSPs must submit bids based upon the use of agents approved for use by the Department of State (DoS) or DoD installations responsible for overseas areas being bid on. Chapter 10, Table 2 provides a courtesy list of known agents, but TSP’s are responsible for validating selected agent(s) is/are approved for applicable DoD/DoS installations prior to filing rates. The name and point of contact of your agent in overseas areas must be submitted IAW the ITGBL Rate Filing Schedule deadline dates for all Special Solicitation Channels accepted. Failure to select and report an approved DoD/DoS agent will cause your tender to be non-responsive and lead to removal from that Special Solicitation by HQ SDDC. Accepted TSPs may change their Agents as long as the selected agent is DoD/DoS approved and the TSPs SFR does not change. SDDC reserves the right to change and update the known agent listing based on DoD/DoS inputs within the specific rate cycle. In the event DoD/DoS places a known agent in “non-use status”, TSPs using that agent will be afforded 45 days to negotiate and acquire a DoD/DoS approved replacement agent as stated above. During that timeframe the TSP will not be ranked for bookings and PPSOs will use the #2 TSP who will act as the #1 TSP. Failure to meet the 45 days replacement agent timeline will be grounds for removal from the affected Special Solicitation for the reminder of the peak/non peak period and/or annual cycle.

Item 1001 Estimated Traffic/Shipments

Estimated traffic/shipments are based on historical records. Traffic/shipment data will not be construed as a guarantee by the Government of any volume of traffic.

Item 1002 Firm Charges

Rates and charges tendered herein are firm for the term of the tender (12 months) and may not be changed or cancelled.

Item 1003 General

These procedures solicit competitive rates for the following areas. Each channel-COS combination below comprises one unique special solicitation and an accepted rate must be on file for all channels in order for a TSP to be considered for selection as the “winning” TSP. Specific channel groupings that comprise

each Special Solicitation are located on the DPS channel control listing located at www.sddc.army.mil/pp/default.aspx.

a. UB shipments from Virginia (BGAC – JPPSOWA Ft. Belvoir AOR) to American Embassies.

   1) Code 8 rates for UB shipments from the Virginia, to specified American Embassies.

   2) Shipments will be controlled by Joint Personal Property Shipping Office, Fort Belvoir, Virginia.

   3) TSPs will provide destination services unless directed by the responsible American Embassy at destination.

b. HHG and/or UB shipments FROM Egypt to CONUS.

   1) Code T rates for HHG shipments and code 8 shipments from Egypt and moving to CONUS rate areas and Code T shipments from CONUS to Egypt

   2) Shipments will be controlled by various PPSOs dependent upon the member's duty station.

   3) CONUS AMC Terminal – McGuire

c. HHG and UB shipments TO/FROM South and Central America.

   1) Code T, and 4 HHG and Code 8 UB shipments from/to South and Central American countries and CONUS rate areas. NOTE: Due to the use of commercial narrow-body aircraft, external shipping containers for Code T shipments moving to/from South and Central America in accordance with PPP-B-601, style A or B, are required, not to exceed 60 inches in height. In accordance with Item 508, special packing arrangements will be authorized by the PPSO for oversize items which will not fit into the restricted height container.

   2) Shipments will be controlled by various PPSOs dependent upon the member's duty station.

   3) Rates for Dominican Republic and Nicaragua and Panama are solicited under the OTO program.

   4) TSPs will submit bids based upon the use of agents provided in Chapter 10, Table 2. Agents requesting approval should address their request to the Personal Property Office, Naval Station, Roosevelt Roads, and Puerto Rico.

   5) CONUS AMC terminal - Charleston

d. HHG and/or UB shipments FROM Thailand to CONUS.

   1) Code 4 rates for HHG shipments and Code 8 rates for UB shipments originating in Thailand and moving to CONUS rate areas.

   2) Shipments will be controlled by various PPSOs dependent upon the member's duty station.

   3) TSPs will submit bids based upon the use of one of the following Embassy-approved agents: F.P.S. Transport and Services Co., Ltd., Fax (662) 391-9147, Transport International Ltd., Fax (662) 259-6555, Union Transfer and Storage Co., Ltd., Fax (662) 249-9619, JVK Int'l Movers, Fax (662) 375-2925, Thai International, Fax (662) 375-8238.

e. HHG and/or UB shipments TO/FROM CONUS and Singapore.

   1) Code 4 for HHG shipments and Code 8 rates for UB shipments to/from Singapore and CONUS rate areas.

   2) Shipments will be controlled by various PPSOs dependent upon the member's duty station.

f. HHG and/or UB shipments TO/FROM CONUS and Greece.

   1) Code 4 rates for HHG shipments and Code 8 rates for UB shipments to/from Greece and CONUS rate areas.

   2) Shipments will be controlled by various PPSOs dependent upon the member’s duty station.

g. UB TO/FROM Qatar

1) Code 8 rates for UB shipments to/from Qatar and CONUS rate areas

2) Shipments will be controlled by various PPSOs dependent upon the member's duty station

h. UB TO/FROM Saudi Arabia (USMTM shipments does not apply to shipments inbound/outbound to/from Embassy(s)/Consulate(s))

1) Code 8 rates for UB shipments to/from Riyadh, Saudi Arabia and CONUS rate areas

2) Shipments will be controlled by various PPSOs dependent upon the member's duty station

i. UB Shipments TO/FROM Kuwait

1) Code 8 rates for UB shipments to/from Kuwait and CONUS rate areas

2) Shipments will be controlled by various PPSOs dependent upon the member's duty station

Item 1004 Participation and Performance

Participation in these RFQs is strictly voluntary. Because each special solicitation grouping is a winner takes all based on the TSP with the highest overall BVS for the aggregate of all channels in the solicitation, TSPs may NOT blackout or refuse shipments on any channels that comprise the Special Solicitation once selected the winner. If a TSP blacks out or refuses shipments for a special solicitation channel SDDC may nonuse them from any or all channels that comprise the special solicitation for a minimum of 30 days.

TABLE 2: Courtesy List of Known State Department Agents for OCONUS Special Solicitation Rate Areas

COUNTRY	AGENT NAME	FAX NUMBER
EGYPT:	- AGS	(02) 02 2411 5533
	Email: manager@asgegypt.com	
	- Allied Pickfords Company – Egypt	+202-35390 831/2
	Email: george@alliedpickfords-eg.com	
	- Four Winds International	(02) 02 23580113/3583608
	Email: fw@fourwinds-eg.com or info@fourwinds-eg.com	
	- Crown Relocations Company	+202 2 7042297 / 98
	Email: nrockingham@crownrelo.com	
	- DHL Global Forwarding	(02) 2417 2040
	Email: amani.habashy@dhl.com or ossama.alfi@dhl.com	
	- United Trans Company	+202 2460 33 70
	Email: trans@grpunited.net	
CANADA:	- Tippett Richardson	(403) 299-9721
	Email: robm@tippet-richardson.com	
	- AMJ Campbell	(403) 204-6253
	Email: DJasper@AMJCampbell.com	
	- Williams Freight Forwarders	(403) 295-5525
	Email: janderson@thewmsgroup.com	
SINGAPORE:	- Santa Fe Relocation Services (S) Pte. Ltd.	65 6398-8588
	Email: janet.bg@santafe.com.sg	
	- AGS Four Winds International Relocation Pte. Ltd.	065 6777 1166
	Email: yannick.lothou@agsfourwinds.com	
	- Unigroup Worldwide UTS Singapore	65-6266-5525
	Email: Yvonne_tay@unigroupworldwide.com/Nita_ng@unigroupworldwide.com	
	- Asian Tigers K.C. Dat (S) Pte Ltd.	065 6261-8116
	Email: patrick.goh@asiantigers-singapore.com	
	The Family Mover(s) Pte Ltd.	065 6266-5225
	Email: rbock@familymovers.com	

KUWAIT:	- Al-Sawan Cargo Co.	00965-471-1440
	Email: jabber@alsawan.com	
	- Al-Ghanim Freight	00965-474-5533
	Email: karu@alghanim.com	
	- Global Freight Systems, Co. W.L.L.	965 2431 6530
KUWAIT (Cont.):	Email: venkatesh@global-freight.net	
	- Gulf Agency Company (Kuwait)	965 22264164
	- Gulf Agency Company (Kuwait)	965 22264164
	Email: shankara.iyer@gac.com / moving.kuwait@gac.com	

CENTRAL/SOUTH AMERICA:

ARGENTINA	- Argentina International Moving, S.R.L.	011-5411-54322-2297
	Email: argenmove@argenmove.com.ar	
	- Lift Van International Co., S.A.C.	011-5411-4741-7211
	Email: Mdavid@liftvan.com	
BELIZE	- Searle Packing	011-502-223-3902
	Email: Searlefam@btl.net	
BOLIVIA	- Bolivian Movers, S.R.L.	011-591-2-222-8143
	- Exprinter Lift Vans, S.A.	011-591-2-244-3802
	Email: norma.camberos@expreintur.com	
	- Faros	011-591-2-222-5453
	Email: farosmovers@yahoo.ex	
	- Inbolpack – International Bolivian Packers	011-591-2-239-2036
	Email: flavinbo@ceibo.entelnet.bo	
BRAZIL	- Metropolitan Transports, S.A.	011-5521-3452-9250
	Email: lima@metropolitan-transports.com.br	
	- Transportes Fink, S.A.	011-5521-2445-8113
	Email: lsantori.fink.com.br	
CHILE	- Deca Pack	011-562-223-9803
	- Ward Van Lines, Ltd.	011-562-623-3916
COLUMBIA	- ABC Cargo Logistics S.A.	011-571-4222388 x 145
	Email: operativomudanzas@abccargolog.com	
	- Portan S.A.	011-571-2770441
	Email: lacolmenares@portan.com	
	Email: pcolmenares@portan.com	
	- Aviomar	011-571-4255555 x 145
	Email: Ximena.tobar@aviomar.com.co	
COSTA RICA	- APA Inversiones Comerciales, S.A.	011-506-233-0517
	- Mudanzas Mundiales, S.A.	011-506-53-3390
	- Mudanzas y Carga de Cubujuqui, S.A.	011-506-317-135
COUNTRY	**AGENT NAME**	**FAX NUMBER**
ECUADOR	- Ecuadorian Transport	011-59322-592172
	Email: ecutrans@uio.sat.net.net	
	- Global Transportes Co., Ltda.	011-5932-2-472587
	Email: globalec@uio.telconet.net	
	- International Shipping	011-5932-2-406067

	Email: insa@uio.satnet.net	
EL SALVADOR	- Mudanzas Internacionales, S.A. (MUDISA)	011-503- 78-1244
	- Mudanzas Suarez, S.A.	011-503- 23-3278
GUATEMALA	- Caniz Van Lines, S.A.	011-502-334-8292
	Email: aortiz@caniz.com	
	- Intermud, S.A.	011-474-5184/5
	Email: intermud@guate.net	
	- Swiss Global Movers (CROPA)	011-502-471-6120
	Email: lilianasalguero@cropa.com.gt	
HONDURAS	- Mudanzas International	011-504- 232-7536
	Email: mudintl@hondutel.hn	
	- Mudanzas Airlift	011-504 232-2739
	Email: airlift@gbm.hn	
PARAGUAY	- Servimex, S.R.L.	011-595-21-311286
	Email: Servimex@servimex.com.py or	
	Email: Yinyim@servimex.com.py	
PERU	- Express Transoprts, S.A.	011-511-242-5115
	Email: krumdiek@express.com.pe	
	- Security International Moving	011-511-436-6300
	Email: mmartinez@simoving.com.pg	
URUGUAY	- AutoGiro Campos HNOS. & CIA., Ltda.	011-598-2-924-1682
	Email: trankmail@autogiro.com.uy	
	- Intermove S.A.	011-598-2-309-7893
	Email: intermov@adunet.com.uy	
VENEZUELA	- Aduanera SudAmericana	011-583- 12-1101
	- Clover Internacional Movers	011-582- 93-5466
	- Condor International, S.A.	011-582- 283-2657
	- Mudanzas Internacionales Global, S.A.	011-582- 238-3287
	- Traslada, S.A.	011-582-35-8146
THAILAND:	- Asian Tigers Transpo International, Ltd.	(662) 687-7888
	Email: info@asiantigers-thailand.com	
	- Santa Fe (Thailand) Co., Ltd.	662 742 9890-2
	Email: karen@santafe.co.th	
	- AGS Four Winds International Moving Ltd.	02 662 7880
	Email: enquiries-thailand@agsfourwinds.com	
	- Omega Logistics Company, Ltd.	(662) 295-2801
	Email: service@asiaaccess.net.th	
	- JVK International Movers Ltd.	(662) 379-4646
	email: orawan@jvkmovers.com	
GREECE:	- Orphee Beinoglou SA	011 30 210 931 9200
	Email: ggiotopoulos@beinoglou.gr	
	- APLIFT SA	011 30 210 961 1212
	Email: info@aplift.gr	
GREECE (Cont.):	- Attica Movers Ltd.	011 30 210 992 7221
	Email: gkasimati@atticamovers.gr	
	- Construct International	011 30 210 4010303
	Email: sophiep@atrans.gr	

- Venus International Forwarding Ltd. 011 30 210 931 9200
Email: venusgr@ath.forthnet.gr

SAUDI ARABIA: Shipments originating in or destined to USMTM controlled areas within Saudi Arabia will be serviced by Headquarters, United States Military Training Mission, Personal Property Shipping Office, Riyadh, email: tmo@usmtm.sppn.af.mil; Comm: 966 478 1100, ext 252-7076 when in Saudi Arabia. Therefore, TSP's SFR submission should not include these origin/destination services.

QATAR:

- Gettco Trading Comm: 974 432 7151
Email: gettco@qatar.net.qa Mobil: 974 583 2561
- Swift Freight International Comm: 974 460 4815
Email: swiftint1@qatar.net.qa Mobile: 974 589 5704

***NOTE: Please refer to** www.sddc.army.mil/pp/default.aspx **for the complete DoS Approved Local Agent Listing.**

CHAPTER 11 - CODE J UNACCOMPANIED BAGGAGE

Purpose

This chapter contains information on the movement of Code J shipments.

Item 1100 General

These terms and conditions apply specifically to the handling and management of Code J UB shipments. TSPs participating in Code J service agree:

a. To comply with requirements and procedures of AMC in reporting and documenting shipments. This includes palletization, preparation of TCMD for each pallet or individual shipment, deliver of pallet loads or individual shipments to the AMC air terminal, and the receipt of pallet loads or individual shipments from AMC air terminal.

b. To ensure the shipment actual weight/cube information is provided to the origin ITO/TMO within three (3) work days after pickup at the member's residence.

c. To assume on a door-to-door basis, full responsibility for shipments and liability to the limits, as prescribed in Item 400.

d. To pickup cargo from AMC no later than one (1) working day from time of notification or to take receipt of cargo from a Theater Shipping and Consolidation Point entity/conveyance no later than one (1) workday from time of notification and forward these shipments to their ultimate destination.

Item 1101 Terms and Conditions for Code J Shipments

These terms and conditions apply specifically to the handling and International management of Code J UB shipments moving between overseas areas and CONUS.

a. International TSPs participating in Code J service agree to:

   1) Comply with requirements and procedures of AMC in reporting, documenting and handling military shipments. This includes palletizing shipments, preparation of the Transportation Control Movement Document (TCMD), DD Form 1384, for each pallet or individual shipment, delivery of pallet loads or individual shipments to the AMC air terminal, and the receipt of pallet loads or individual shipments from CONUS or overseas AMC air terminal, or from a Theater Shipping and Consolidation Point entity or conveyance.

   2) Accept 100 percent of the Code J traffic tendered.

   3) Assume on a door-to-door basis, full responsibility for shipments and liability to the limits prescribed in Item 401, Limitation of TSP Liability.

   4) Pick up cargo from AMC no later than one workday from time of notification and forward these shipments to their ultimate destination or take receipt of cargo from a Theater Shipping and Consolidation Point entity/conveyance no later than one workday from time of notification and forward these shipments to their ultimate destination.

   5) Configure all Code J pallets for DC-8 or DC-10 aircraft.

Item 1102 Palletizing Code J UB Shipments

Port agents will consolidate Code J shipments into pallet loads. This will be accomplished by using serviceable 463L pallets and applying two (2) serviceable (no rips, tears, holes and dry) plastic covers to completely cover the shipment and secured with serviceable side and top nets, which will be supplied by the AMC air terminals. In addition, the baggage must be elevated (i.e., wooden skid) from the surface of the 463L pallet to reduce the possibility of water seeping into fiberboard boxes due to inclement weather conditions. All pallets must be configured for DC- 8 or DC-10 aircraft. Shipments belonging to different TSPs may be placed on the same pallet, provided these TSPs use the same port agent at the POD. These will be identified as pure pallets. Shipments belonging to several TSPs that use different agents at the POD may be placed on the same pallet when there is insufficient tonnage/shipments to build pure pallets. These will be identified as mixed pallets. All pallets will have a placard identifying them as pure or

mixed in accordance with Item 1108. Intertheater Code J shipments will be delivered to the aerial port loose and not be commingled (palletized) with shipments having a final destination in CONUS.

Item 1103 Transportation Control and Movement Document

Port agents are responsible for preparing a TCMD for each pallet or individual Code J UB shipment delivered to AMC air terminals in accordance with the instruction herein. TSPs are responsible for ensuring port agents have the necessary equipment for preparing TCMDs. Port agents will place a copy of the TCMD in a packing envelope, which will be attached to the pallet in such a manner as to be accessible to AMC personnel. The port agent will provide TCMD information on computer diskette(s) to the origin AMC air terminal in a format capable of interfacing with current transportation automated information systems.

Item 1104 Military Shipment Label, DD Form 1387

TSPs will be responsible for preparing and attaching the DD Form 1387 (Military Shipping Label) in accordance with the Defense Transportation Regulation Part II (DTR, 4500.9R), including the requirement for linear and two dimensional (2D) bar coding. The 2D bar code will be in accordance with Materials Handling Standard MH10.8.2.

Item 1105 Movement from CONUS to Overseas

a. CONUS Port Agent Responsibilities:

1) General: Port agents will be responsible for ensuring outbound Code J UB shipments are not delayed at their facilities. Port agents will build pallets by channel and deliver to the origin AMC air terminal.

2) United Kingdom: Port agents palletizing Code J shipments for the United Kingdom must ensure the DD Form 1434 (United Kingdom Customs Form) accompanies each shipment when turned over to the AMC aerial terminal at McGuire AFB, NJ. Prior to delivery to the air terminal, the DD Forms 1434 for all shipments on each Code J pallet will be consolidated and placed in a single envelope and attached to the short side of the pallet. International TSPs are responsible for ensuring port agents are aware of this requirement.

b. TCMD Requirements:

1) General: TSPs can mix military services' UB on the same TCMD and pallet; however, particular attention must be devoted to accurately listing the military services' Transportation Account Code (TAC) and the correct Transportation Control Number (TCN) for each baggage shipment on the computer diskette(s) provided to the AMC air terminal in a format capable of interfacing with current transportation automated information systems. This information is found on the GBL.

2) Preparation of the TCMD Cards for Pallet Loads: On pallet loads, TSPs/port agents will prepare a pallet header record for each pallet and a prime TCMD and trailer card for each shipment on the pallet (see Tables 1, 2, and 3).

3) Preparation of the TCMD for Individual Shipments: These instructions apply when there is insufficient volume to consolidate by channel and RPDD. TSPs will prepare a prime TCMD and trailer cards for each shipment. A pallet header record is not required (see Tables 2 and 3).

4) Instructions on Constructing a TSP Reference Information (CRI) Number: Each TSP will construct a CRI for each pallet. The CRI will be inserted in card columns 30-46 of the pallet TCMD card. The CRI will include 00, TSP code, Julian date TCMD prepared, L (stands for 463L pallet), TSP pallet ID number (number assigned by the TSP for pallet identification), and PCG.

Example: OO ABCD4180L 001 PCG

Constant Code	Carrier Code*	Julian Calendar Year	Date TCMD Prepared	Type Modular	Type Pallet ID No.	Module CONF	Cargo Code
Oo	ABCD	4	180	L	001	PC	G

Port agents will enter “MIXD” when pallets contain shipments for different TSPs and different aerial port of debarkation (APOD) agents.

Weight Tolerance:

a. Port agents must ensure that total gross weight of all shipments on Code J pallets identified in card columns 72-76 of the tab card or pallet header record matches the gross weights of individual shipments identified in card columns 72-76 of the prime card for each shipment.

b. In the event the aerial port weighs the pallet and the tare weight of the pallet is plus or minus 150 pounds of the original weight indicated in card columns 72-76 of the prime card, the pallet is considered out of tolerance and will be turned back to the TSP or port agent to resolve the difference in weights. TSPs will have to break down the pallet and weigh each piece or correct their documentation.

TABLE 1: Preparation of the Pallet Header Record for Each Pallet Load of Code J

TCMD COLUMN #	REQUIRED INFORMATION
1-3	"TAB" (constant)
4-8	Blank
9-14	Consignor DODAAC
15-19	Blank
20	Blank
21-23	Appropriate AMC origin terminal code (see Item 1407 & 1408)
24-26	Appropriate AMC destination terminal code (see Item 1407 & 1408)
27	"F" (constant)
28-29	Blank
30-46	International TSP CRI (see item 1103b(4) for instructions on constructing a CRI for each pallet header record).
47-52	Consignee DODAAC
53	"2" (constant)
54	Blank
55-57	Height of pallet in inches, i.e., 72 = 072
58-60	Blank
61	Enter "N"
62-63	Enter "10"
64-67	Blank
68-71	Total pieces on pallet, i.e., 48 pieces = 0048
72-76	Total gross weight of loaded (pallet, i.e. 100 lbs = 0)
77-80	Cube of pallet (in cubic feet), (i.e. 100 cu ft = 0100.)

TABLE 2: Preparation of the Prime Card for Each Shipment on a Pallet

TCMD COLUMN #	REQUIRED INFORMATION
1-3	"TFD" (constant)
4-8	Blank
9-14	Consignor DODAAC
15-17	Blank
18-19	"JZ" (constant)
20	"A" (constant)
21-23	Appropriate AMC origin terminal code (See Item 1407 & 1408)
24-26	Appropriate AMC destination terminal code (See Item 1407 & 1408)
27	"F" (constant)
28-29	Blank
30-46	Individual shipment unit TCN from PPGBL
47-52	Consignee DODAAC
53	"2" (constant)
54-56	Required delivery date (RDD) of individual shipment
57-60	Blank
60-62	Blank
63	Blank
64-67	TAC (from PPGBL) for individual shipments
68-71	Pieces in individual shipment, i.e., 48 pieces = 0048
72-76	Weight of individual shipment, i.e., 100 lbs = 00100
77-80	Cube (in cubic feet), of individual shipment, i.e.100 cu ft = 0100

TABLE 3: Preparation of Trailer Cards for Individual Shipments on a Pallet

TCMD COLUMN #	REQUIRED INFORMATION
1-3	"TFH" (constant)
4-8	Blank
9-14	Consignor DODAAC
15-17	Blank
18-19	"JZ" (constant)
20	"A" (constant)
21-23	Appropriate AMC origin terminal code (See Item 1407 & 1408)
24-26	Appropriate AMC destination terminal code (See Item 1407 & 1408)
27	"F" (constant)

28-29	Blank
30-46	Individual shipment unit TCN from PPGBL
47-52	Consignee DODAAC
53	"2" (constant)
54-66	Owner's name (last)
67-68	Owner's initials
69-70	Owner's grade, i.e., Captain = "03", MSG = "E7", and civilian = "CV"
72-76	Blank
77-80	TSP SCAC

Item 1106 Movement from Overseas to CONUS

a. Overseas Port Agent's Responsibilities:

1) General: Port agents will be responsible for ensuring outbound Code J UB shipments are not delayed at their facilities. Shipments with 20 days or less remaining to the RDD will be delivered to the AMC terminal within 72 hours after arriving at the port agent's facility. Shipments with over 21 days remaining to the RDD will be held for consolidation. However, when the aerial port and port agents agree there is not sufficient tonnage/shipments being generated to build pallet loads, Code J shipments will be delivered to the AMC air terminal within 72 hours after arriving at the port agents facility

2) Transportation Control and Movement Documentation (TCMD): Port agents are responsible for preparing a TCMD on punch cards for each pallet load or individual Code J UB shipment delivered to the AMC terminal. TSPs are responsible for ensuring their port agents have the necessary equipment for preparing TCMDs. The port agents will provide TCMD information on computer diskette(s) to the origin AMC terminal in a format capable of interfacing with current transportation automated information systems.

3) Constructing a TCN for each pallet: TSPs will construct a TCN for each pallet. The TCN will be placed in Block No. l0 (Transportation Control Number) on all pages of the TCMD. The TSP TCN will include: "OO, TSP code, Julian day TCMD prepared, "L" (stands for 463L pallet), TSP pallet ID number (number assigned by International TSP for pallet identification), LSG.

Example: *OO ABCD4l80 *L 00l *LSG.

Constant Code	Carrier Code*	Calendar Year	Julian Day TCMD Prepared	Constant Code	Pallet ID No.	Com. Code
OO				L	001	LSG

*"00", "L," and "LSG" are constant and must be shown in same position in each TCN constructed by TSP. First pallet loaded on Julian day shown, continue sequentially for other pallets loaded the same day, i.e., First pallet = "00l," Second pallet = "002." The TCN will be typed in Block No l0 of the TCMD. The TSP TCN must appear on all copies of the TCMD and will also appear on the pallet placard in full view for immediate pallet identification by TSP personnel, AMC, and U.S. Customs. Port agents will enter "MIXD" when pallets contain shipments for different TSPs and different aerial port of debarkation (APOD) agents. The port agents will provide TCN information on computer diskette(s) to origin AMC terminal in a format capable of interfacing with current transportation automated information systems.

4) The transportation data (blocks l through 3l) entered on the first page of the TCMD need not be duplicated on the remaining pages, but the TCN (block l0) and the correct sequential page number must appear on all pages of the TCMD.

5) In those instances where more than one page is necessary to complete TCMD documentation, annotate page numbers in the space provided (upper right-hand corner) on the TCMD.

TABLE 4: Preparation of the TCMD for pallet loads of Code J baggage:

HEADER DATA

TCMD COLUMN #	REQUIRED INFORMATION
1	"TAB" (constant)
2	TSP leave blank; APOE will fill in a pallet control number prior to transmittal of header and individual shipment data to the Airlift Clearance Authority (ACA).
3-4	Leave Blank
5	“A” (constant)
6	Appropriate AMC origin terminal code (See Item 1407 & 1408)
7	Appropriate AMC destination terminal code (See Item 1407 & 1408)
8	“P” (constant)
9	“PT” (constant)
10	International TSP TCN
11	In-the-clear name of the APOD where pallet should be returned to TSP
12	“2” (constant)
13-21	Blank
22	Total pieces on pallet
23	Total weight of pallet
24	Cube of pallet (in cubic feet)
25-31	Blank

SHIPMENT DATA (First line for each shipment unit)

TCMD COLUMN #	REQUIRED INFORMATION
32	“TFD” (constant)
33	TSP leave blank; APOE will fill in pallet control number prior to transmittal of header and shipment data to the ACA
34	DODAAD Code of Origin PPSO (from origin PPSO)
35	"JZ" or, for in bond shipments, "JI."
36a	“A” (constant)
36b	APOE Code
37	APOD Code

38	“P” (constant)
39	“BX” (constant)
40	Individual Shipment Unit TCN (from PPGBL)

SHIPMENT DATA (First line for each shipment unit) (Continued)

TCMD COLUMN #	REQUIRED INFORMATION
41	DODAAD Code of Destination PPSO (from origin PPSO)
42	“2” (constant)
43a	RDD of Individual Shipment
43b-43d	Blank
43e	TAC (from PPGBL) for individual shipment
44a	Pieces in Individual Shipment
44b	Weight of Individual Shipment
44c	Cube (in cubic feet) of Individual Shipment

OWNER DATA (Second line for each shipment unit)

TCMD COLUMN #	REQUIRED INFORMATION
32	"TFH" (constant)
33	TSP leave blank; for APOE use
34-39	Leave Blank.
40	TCN from "TFD" line
41-42	Leave Blank
43a-43d	Member's name (Last, First, and Middle Initial).
43e	Member's Grade (i.e., O-3, E-6, etc.)
44a	TSP SCAC
44b-44c	Leave Blank

TABLE 5: Preparation of the TCMD for individual shipments.

These instructions apply when there is insufficient volume to consolidate for a full pallet load.

HEADER DATA

TCMD COLUMN #	REQUIRED INFORMATION
1	"TFl" (constant).
2	TSP Leave Blank
3	DODAAD Code of Origin PPSO (from origin PPSO)
4	"JZ" or, for in bond shipments, "JI."
5	"A" (constant)
6	Appropriate AMC Origin Terminal Code—APOE (See Item 1407 & 1408)

7	Appropriate AMC Destination Terminal Code—APOD (See Item 1407 & 1408)
8	"P" (constant).
9	"BX" (constant).
10	Individual Shipment (TCN from PPGBL)
11	DODAAD Code of Destination PPSO (from origin PPSO)
12	"2" (constant).
13	Julian Day—RDD
14	Leave Blank
15	Julian Day of Scheduled Pickup (from PPGBL)
16	Estimate Time of Arrival at APOE-Expressed as Code
17	TAC (from PPGBL).
18	Leave Blank
22	Total Pieces in Shipment
23	Total Weight of Shipment
24	Total Cubic Feet of Shipment Indicate Only Whole Number. Round Fractions to Next Whole Number
25-31	Leave Blank
(b)	OWNERSHIP DATA FOR BAGGAGE (Individual Shipment Data):
32	"TF8" (constant).
33-42	Leave Blank
43a – 43d	Owner's Name, Initials
43e	Rank
44a	TSP SCAC
44b – 44c	Leave Blank

Item 1107 Tracing Procedures

a. TSPs will trace a Code J shipment on request from a PPSO and make a report as to its location within 72 hours. When a tracer is received on a Code J shipment that has entered the AMC airlift system the following procedures will apply:

   1) Confirm with your port agent the shipment has been delivered to the AMC aerial port. Once this has been determined, contact the applicable air clearance authority (ACA) for lift data. Be certain you are tracing with the correct TCN.

   2) Provide the tracing activity with the name of the APOE, the date you delivered the shipment to the APOE, and all known lift data. Advise the tracing activity if the ACA has not been able to provide lift data.

b. After you provide the information stated above, all further tracers will be initiated by the destination PPSO. However, you are still required to monitor these shipments and submit reports required by paragraph 41E of the Tender when a shipment has not arrived at the APOD with enough time left to meet the RDD.

Item 1108 CODE J PALLET PLACARD

NAME:	Excellent Forwarders
PALLET TCN:	00 89305323L013 LSG
APOE:	FRF
APOD:	DOV
PIECES:	25
WEIGHT:	3,450 lbs
CUBE:	318
TYPE:	MIXED OR PURE

CHAPTER 12 - Reserved for Future Use

CHAPTER 13 - RATES AREAS & MAPS

Purpose

This chapter contains rate area maps and/or explanations which illustrate special rate Tender information and/or the subdivision of states and countries. All other rate areas encompass the entire state or country.

Item 1300 Subdivided Countries/States, No Maps

Numerous countries and/or states are divided into more than one rate area. The following list is provided to distinguish those areas.

a. ITALY:

Italy (IT)
- 40 TAC Group Aviano
- NSA Naples
- 8th SUP GP Leghorn
- ITO Rome
- USASETAF Vicenza

Sicily (IT10)
- NAF Sigonella

b. PORTUGAL:

Portugal (PO)
- USMAAG Lisbon Portugal
- US Nat Support Unit, Lisbon, Portugal

Azores (POO1)
- Lajes Field, Terceira

c. UNITED KINGDOM:

United Kingdom (UK)
- HQ Burtonwood
- RAF Alconbury
- USNA London
- Menwith Hill St, Harrogate
- RAF Mildenhall
- 20th TFW High Wycombe
- RAF Chicksands
- 81 TFW Bentwaters
- RAF Upper Heyford

d. DISTRICT OF COLUMBIA:

District of Columbia (DC) is only that area designated as the city limits of Washington, DC. The counties and municipalities in Maryland and Virginia, formerly included in US24 DC, are not considered part of US24. The metropolitan area associated with local drayage will not be recognized as the boundary of DC for movement of personal property in the International program.

e. MARYLAND:

All counties and municipalities within the state boundaries.

f. VIRGINIA:

All counties and municipalities within the state boundaries.

Item 1301 Subdivided States/Countries, With Maps

The following countries and/or states are subdivided into more than one rate area. Maps showing the specific rate area for each PPSO in that country and/or state can be found in Item 1303.

a. California:
   US87 (North)
   US88 (South)

b. Florida:
   US49 (North)
   US4964400 (South)

c. Texas:
   US66 (North)
   US68 (South)

d. Alaska:
   US8101000 (Zone I)
   US8190100 (Zone II)
   US8030400 (Zone V)
   US8050500 (Zone III)
   US8142800 (Zone IV) - **OTO Area**

e. Australia:
   AS11 (Zone 1)
   AS21 (Zone 2)

f. Japan:
   JA01 (Central)
   JA02 (South)
   JA03 (North)
   JA04 (Hokkaido)-**OTO Area**
   JA96 (Okinawa)

g. Hawaii:
   US89 (Island of Oahu)
   US891 (All neighbor islands of Oahu)-**OTO Area**

Item 1302 Special Rate Information

a. **Alaska**. Alaska is divided into five rate areas. UB rates (Codes 7 and 8) are the only codes of service solicited under the International program between CONUS and Alaska. Rates for HHG are solicited between Alaska and certain overseas areas. **Shipments to/from Adak will be handled under the OTO program.**

b. **Australia**. Shipments to/from Western Australia will be handled under the OTO program. Shipments to/from Tasmania and the city of Townsville will be handled under the OTO program. Additionally, Darwin, and RAAF Tindal and all of the Northern territory (excluding Alice Springs) will be handled under the OTO program.

d. **Baleric Islands**. Shipments to/from Menorca and Mallorca which are a part of the Baleric Islands will move under the OTO program.

e. **Cuba**. Rates for HHG and UB between CONUS and Guatanamo Bay are handled under the DPM procedures. Shipments moving to Havana are moved under the OTO program.

f. **Dominican Republic**. Shipments to/from Dominican Republic will be handled under the OTO program.

g. **Germany**. Shipments to/from Berlin**,** Leipzig, Dresden, Rostock, and Neukirch will no longer be treated as OTO Areas. Effective 15 May 2012 TSP's accepted annual rates to Germany (controlled rate area GE) will include all Pickup and Delivery costs associated within Germany.

h. **Greece**. OCONUS Shipments to/from Greece will be handled under the OTO program.

i. **Hawaii**. Shipments to/from all neighbor islands of Oahu will be handled under the OTO program.

j. **Japan**. Japan consists of four rate areas. Carrier approvals will be separate for each rate area.

1) JA01 Central: Consists of all prefectures in central Japan north of Hyogo prefecture to Yamagata and Miyagi prefectures (but not including these two prefectures), including the installations of Yokota AB; Camp Zama; NAF Atsugi; and CFAY Yokosuka.

2) JA02 South: Consists of all prefectures in southern Japan commencing with Hyogo prefecture, including the installations of Sasebo NB and MCAS Iwakuni.

3) JA03 North: Consists of all prefectures in northern Japan (Island of Yamagata and Miyagi prefectures), including the installation of Misawa AB.

4) JA96 Okinawa: Consists of the installations of USAG Makiminato Okinawa, Kadena AB, MCB Camp Butler, and US Fleet Activity, Kadena.

5) JA04 Hokkaido: Shipments to/from the island of Hokkaido will be handled under the OTO program.

k. **Korea**. Shipment to/from the outer island of Cheju-do will be handled under the OTO program.

l. **Nicaragua**. Shipments to/from Nicaragua will be handled under the OTO program.

m. **Norway**. Shipments to/from Norway will be handled under the OTO program.

n. **Philippines**. Shipments to/from the Philippines will be handled under the OTO program.

o. **Puerto Rico**. Shipments to/from the offshore communities of Vieques and Culebra will be handled under the OTO program.

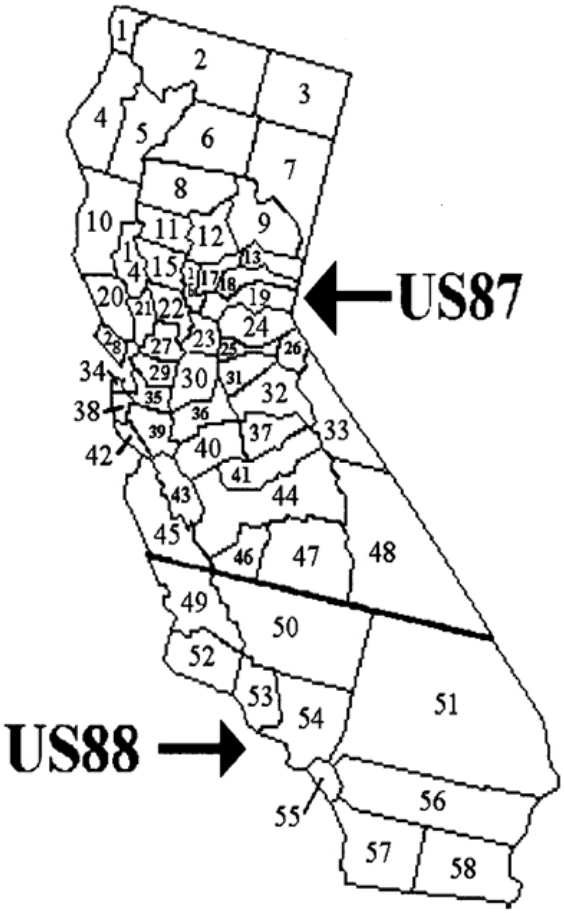
p. **Sardinia** (IT20). Rate area IT20 is re-designated as the single rate area for Sardinia and will now be handled under the OTO program.

q. **Spain**. Shipments to/from Estaca De Vares, El Ferrol Del Caudillo and Estartit will be handled under the OTO program.

r. **United Kingdom**. The United Kingdom consists of four separate countries: England, Scotland, Wales, and Northern Ireland. However, for our purposes, there are three distinct rate areas. Rates for England and Wales will be found in rate area printout under UK. Scotland and Northern Ireland are OTO rate areas.

Item 1303 Maps of States and Countries Divided into Separate Rate Areas

CALIFORNIA



US87 - North
JPPSO COS (KKFA)
COGUARD Alameda (LHNQ)
Presidio of Monterey(LHAT)
FLC San Diego (LKNQ)
NPGS, Monterey (LFNT)

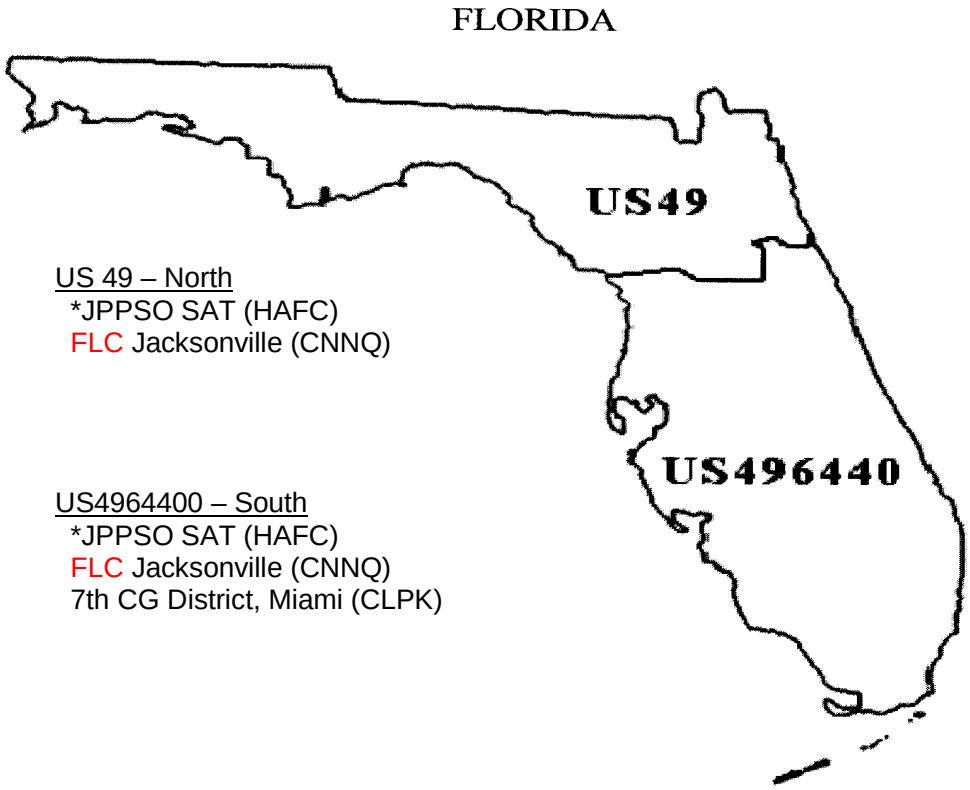
US88 - South
Camp Pendleton (LFMT)
FLC San Diego (LKNQ)
*MCAS Yuma, AZ (KDML)
NTC Fort Irwin (LKAT)
Twentynine.Palms (LIMT)
JPPSO COS (KKFA)

* Asterisk identifies PPSO located in an adjacent state controlling traffic in the rate area indicated.

COUNTIES

1. Del Norte
2. Siskiyou
3. Modoc
4. Humboldt
5. Trinity
6. Shasta
7. Lassen
8. Tehama
9. Plumas
10. Mendocino
11. Glenn
12. Butte
13. Sierra
14. Lake
15. Colusa
16. Sutter
17. Yuba
18. Nevada
19. Placer
20. Sonoma
21. Napa
22. Yolo
23. Sacramento
24. El Dorado
25. Amador
26. Alpine
27. Solano
28. Marin
29. Contra Costa
30. San Joaquin
31. Calaveras
32. Tuolumne
33. Mono
34. San Francisco
35. Alameda
36. Stanislauas
37. Mariposa
38. San Mateo
39. Santa Clara
40. Merced
41. Madera
42. Santa Cruz
43. San Benito
44. Fresno
45. Monterey
46. Kings
47. Tulare
48. InYo
49. San Luis Obispo
50. Kern
51. San Bernardino
52. Santa Barbara
53. Ventura
54. Los Angeles
55. Orange
56. Riverside
57. San Diego
58. Imperial

FLORIDA



US 49 – North
*JPPSO SAT (HAFC)
FLC Jacksonville (CNNQ)

US4964400 – South
*JPPSO SAT (HAFC)
FLC Jacksonville (CNNQ)
7th CG District, Miami (CLPK)

* Asterisk identifies PPSO's located in adjacent states controlling traffic in the rate areas indicated.

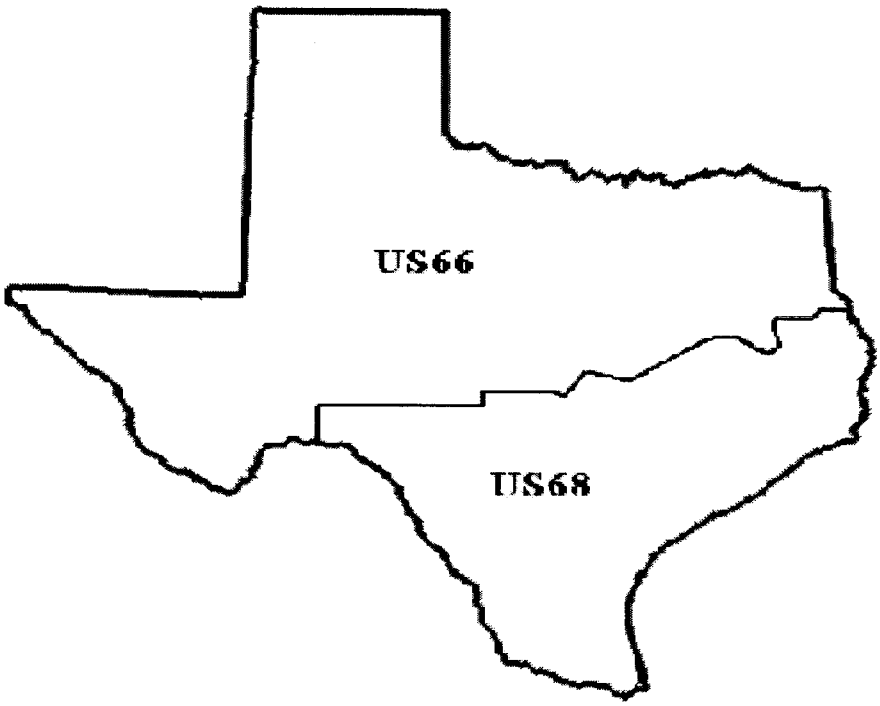
US49

Alachua	Gadsden	Nassau
Baker	Gilchrist	Okaloosa
Bay	Gulf	Putnam
Bradford	Hamilton	Santa Rosa
Calhoun	Holmes	StJohns
Clay	Jackson	Suwannee
Columbia	Jefferson	Taylor
Dixie	Leon	Union
Duval	Levy	Wakulla
Escambia	Liberty	Walton
Flagler	Madison	Washington
Franklin	Marion	

US496440

Brevard	Hillsborough	Pinellas
Broward	Indian River	Polk
Charlotte	Lake	Sarasota
Citrus	Lee	Seminole
Collier	Manatee	St Lucie
Date	Martin	Sumter
Desoto	Monroe	Valusia
Glades	Okeechobee	
Hardee	Orange	
Hendry	Osceola	
Hernando	Palm Beach	
Highlands Pasco		

TEXAS



US66 – North	US68 - South
Ft. Bliss (HAAE)	*Ft. Polk, LA (FSAT)
Ft. Hood (HBAT	JPPSO San Antonio (HAFC)
JPPSO San Antonio (HAFC)	
Red River AD (HBAQ)	
JPPSO-COS, Colorado Springs, CO (KKFA)	

* Asterisk identifies PPSOs located in adjacent states controlling traffic in the rate area indicated.

TEXAS (COUNTIES)

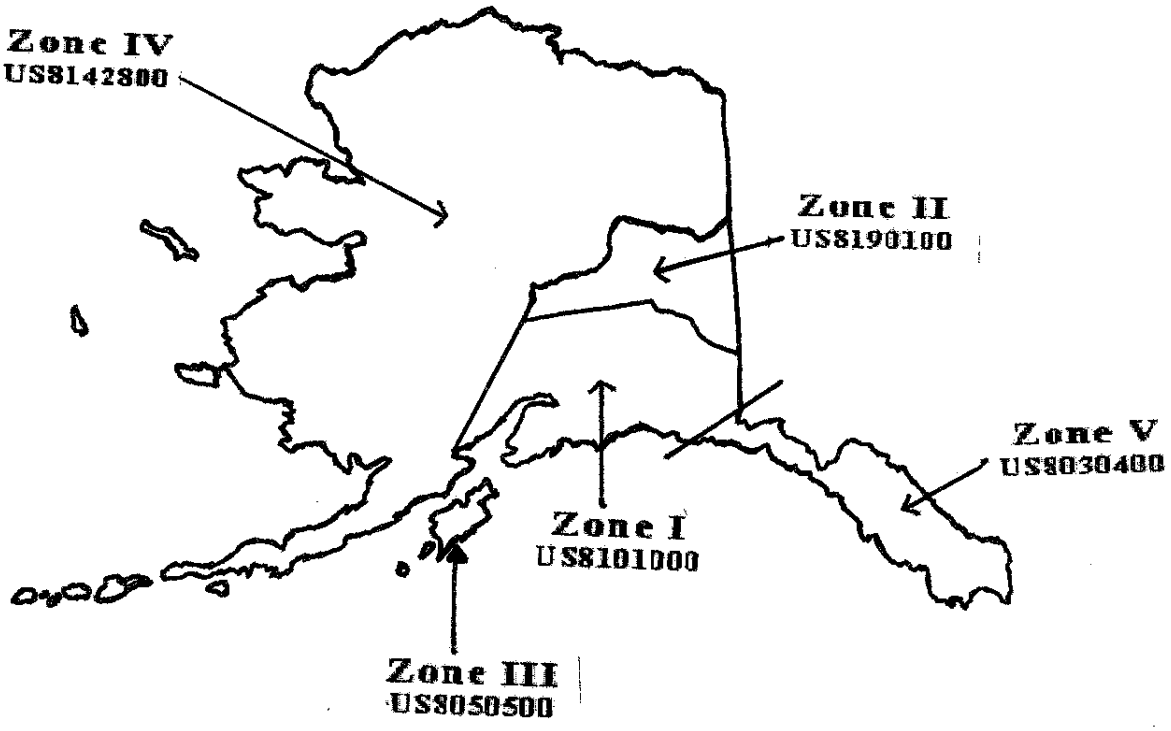
US66 - North Texas

Anderson
Andrews
Archer
Armstrong
Bailey
Baylor
Bell
Borden
Bosque
Bowie
Brewster
Briscoe
Brown
Burnet
Callahan
Camp
Carson
Cass
Castro
Cherokee
Childress
Classcock
Clay
Cochran
Coke
Coleman
Colin
Collingsworth
Comanche
Concho
Cooke
Coryeil
Cottle
Crockett
Crosby
Culberson
Dallam
Dallas
Dawson
Deaf Smith
Delta
Denton
Dickens
Donley
Eastland
Ector
El Paso
Ellis
Erath
Falls
Fannin
Fisher
Floyd
Foard
Franklin
Freestone
Gaines
Garza
Gray
Grayson
Green
Greg
Hale
Hall
Hamilton
Hansford
Hardeman
Harrison
Hartley
Haskell
Henderson
Hephill
Hill
Hockley
Hood
Hopkins
Howard
Hudspeth
Hunt
Hutchinson
Irion
Jack
Jeff Davis
Johnson
Jones
Kaufman
Kent
Kimble
King
Knox
Lamar
Lamb
Lanpasas
Limestone
Lipscomb
Llano
Loving
Lubbock
Lynn
Mantague
Marion
Martin
Mason
McCulloch
McLennan
Menard
Midland
Mills
Mitchell
Moore
Morris
Motley
Navarro
Nolan
Ochiltree
Oldham
Palo Pinto
Panola
Parker
Parmer
Pecos
Potter
Presidio
Rains
Randall
Reagan
Red River
Reeves
Roberts
Ruckwall
Runnels
Rusk
San Saba
Schleicher
Scurry
Shackelford
Sherman
Smith
Somervell
Stephens
Sterling
Stonewall
Sutton
Swisher
Tarrant
Taylor
Terrell
Terry
Throckmorton
Titus
Upshur
Upton
Van Zandt
Ward
Wheeler
Wichita
Wilbarger
Winkler
Wise
Wood
Yoakum
Young
Stonewall

US68 - South Texas

Angelina
Aransas
Atascosa
Austin
Bandera
Bastrop
Bee
Bexar
Blanco
Brazoria
Brazos
Brooks
Burleson
Caldwell
Calhoun
Cameron
Chambers
Colorado
Comal
Crane
DeWitt
Dimmit
Duval
Edwards
Fayette
Fort Bend
Frio
Galveston
Gillespie
Goliad
Gonzales
Grimes
Guadalupe
Hardin
Harris
Hays
Hidalgo
Houston
Jackson
Jasper
Jefferson
Jim Hogg
Jim Wells
Karnes
Kendall
Kenedy
Kerr
Kinney
Kleberg
La Salle
Lavaca
Lee
Leon
Liberty
Live Oak
Madison
Matagorda
maverick
McMullen
Medina
Milam
Montgomery
Nacogdoches
Newton
Nueces
Orange
Polk
Real
Refugio
Robertson
Sabine
San Augustine
San Jacinto
San Patricio
Shelby
Starr
Travis
Trinity
Tyler
Uvalde
Val Verde
Victoria
Walker
Waller
Washington
Webb
Wharton
Willary
Williamson
Wilson
Zapata
Zavala

ALASKA



ZONE CODE	ZONE	INSTALLATION
US8101000	Zone I	Anchorage/Elmendorf AFB (MBFL)
US8190100	Zone ll	Anchorage/Elmendorf AFB (MBFL)
		Fort Wainwright (MBAT)
US8050500	Zone III	USCG Kodiak (MAPS)
US8142800	Zone IV	Adak, Alaska (MBFL) (**OTO AREA**)
US8030400	Zone V	ISC Ketchikan-Juneau (MAPK)

ALASKA (CITIES)

Zone I US 8101000	Zone II US 8190100	Zone III US 8050500	Zone V US 8030400
ANCHOR POINT	ANDERSON	CHINIAK	ANGOON
ANCHORAGE	BADGER	KODIAK	AUKE BAY
BIG LAKE	CANTWELL		COFFMAN COVE
CHICKALOON	CHICKEN		CRAIG
CHITINA	CLEAR		DOUGLAS
CHUGIAK	COLDFOOT		EDNA BAY
CLAM GULCH	DELTA JUNCTION		ELFIN COVE
COOPER LANDING	DENALI NATIONAL PARK		GUSTAVUS
COOPER LNDG	DOT LAKE		HAINES
COPPER CENTER	EAGLE		HOONAH
EAGLE RIVER	EIELSON AFB		HYDABURG
ELMENDORF AFB	ESTER		HYDER
FORT RICHARDSON	FAIRBANKS		JUNEAU
FRITZ CREEK	FORT GREELY		KAKE
FT RICHARDSON	FORT WAINWRIGHT		KASAAN
GAKONA	HEALY		KETCHIKAN
GIRDWOOD	MANLEY HOT SPRINGS		KLAWOCK
GLENNALLEN	MENTASTA LAKE		METLAKATLA
HOMER	NENANA		MEYERS CHUCK
HOPE	NORTH POLE		NAUKATI BAY
HOUSTON	NORTHWAY		PELICAN
INDIAN	SALCHA		PETERSBURG
KASILOF	STEESE		POINT BAKER
KENAI	TOK		PORT ALEXANDER
MIERS LAKE	TWO RIVERS		SKAGWAY
MOOSE PASS			TENAKEE SPGS
NIKISKI			TENAKEE SPRINGS
NIKOLAEVSK			THORNE BAY
NINILCHIK			WARD COVE
PALMER			WRANGELL
SELDOVIA			YAKUTAT
SEWARD			
SLANA			
SOLDOTNA			
STERLING			
SUTTON			
TALKEETNA			
TRAPPER CREEK			
VALDEZ			
WASILLA			
WHITTIER			
WILLOW			

ALASKA (CITIES)

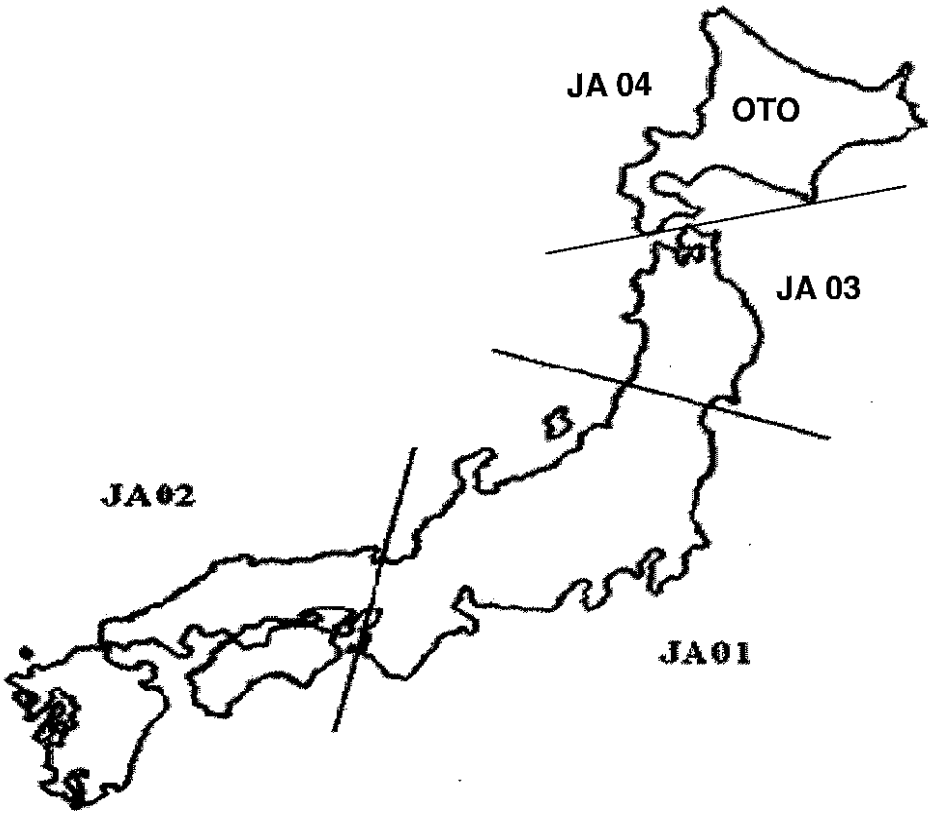
Zone IV - OTO
US 8142800

ADAK
AKHIOK
AKIACHAK
AKIAK
AKUTAN
ALAKANUK
ALEKNAGIK
ALLAKAKET
AMBLER
ANAKTUVUK
ANAKTUVUK PASS
ANIAK
ANVIK
ARCTIC VILLAGE
ATKA
ATMAUTLUAK
ATQASUK
BARROW
BEAVER
BETHEL
BETTLES FIELD
BREVIG MISSION
BUCKLAND
CENTRAL
CHALKYITSIK
CHEFORNAK
CHENEGA BAY
CHEVAK
CHIGNIK
CHIGNIK LAGOON
CHIGNIK LAKE
CHUATHBALUK
CIRCLE
CLARKS POINT
COLD BAY
CORDOVA
CROOKED CREEK
DEERING
DILLINGHAM
DIOMEDE
DUTCH HARBOR
EEK
EGEGIK
EKWOK
ELIM
EMMONAK
ENGLISH BAY
FALSE PASS
FORT YUKON
GALENA
GAMBELL
GOLOVIN
GOODNEWS BAY
GRAYLING
HALIBUT COVE
HOLY CROSS
HOOPER BAY
HUGHES
HUSLIA
IGIUGIG
ILIAMNA
KAKTOVIK
KALSKAG
KALTAG
KARLUK
KASIGLUK
KIANA
KING COVE
KING SALMON
KIPNUK
KIVALINA
KOBUK
KOKHANOK
KOLIGANEK
KONGIGANAK
KOTLIK
KOTZEBUE
KOYUK
KOYUKUK
KWETHLUK
KWIGILLINGOK
LAKE MINCHUMINA
LARSEN BAY
LEVELOCK
LITTLE DIOMEDE
LOWER KALSKAG
MANOKOTAK
MARSHALL
MC GRATH
MEKORYUK
MINTO
MOUNTAIN VILLAGE
NAKNEK
NANWALEK
NAPAKIAK
NAPASKIAK
NELSON LAGOON
NEW STUYAHOK
NEWTOK
NIGHTMUTE
NIKOLAI
NIKOLSKI
NOATAK
NOME
NONDALTON
NOORVIK
NUIQSUT
NULATO
NUNAM IQUA
NUNAPITCHUK
OLD HARBOR
OUZINKIE
PEDRO BAY
PERRYVILLE
PILOT POINT
PILOT STATION
PLATINUM
POINT HOPE
POINT LAY
PORT ALSWORTH
PORT GRAHAM
PORT HEIDEN
PORT LIONS
PRUDHOE BAY
QUINHAGAK
RAMPART
RED DEVIL
RUBY
RUSSIAN MISSION
ST. GEORGE ISLAND
SAINT MARYS
SAINT MICHAEL
SAINT PAUL ISLAND
SAND POINT
SAVOONGA
SCAMMON BAY
SELAWIK
SHAGELUK
SHAKTOOLIK
SHISHMAREF
SHUNGNAK
SKWENTNA
SLEETMUTE
SOUTH NAKNEK
ST GEORGE IS
ST PAUL ISLE
STEBBINS
STEVENS VILLAGE
STONY RIVER
TAKOTNA
TANACROSS
TANANA
TATITLEK
TELLER
TOGIAK
TOKSOOK BAY
TULUKSAK
TUNTUTULIAK
TUNUNAK
TWIN HILLS
TYONEK
UNALAKLEET
UNALASKA
VENETIE
WAINWRIGHT
WALES
WHITE MOUNTAIN

AUSTRALIA

AS11 – Zone 1 -	New South Wales
	Queensland
	Victoria
AS21 - Zone 2 -	North Territory
	South Australia
OTO - Zone 3 -	Western Australia

JAPAN



JA01 – Central

Aichi
Atsugi
Camp Zama
Chiba
Fukushima
Gifii
Gunima
Fbaraki
Ishikawa
Kanagawa
Me
Nagano
Nara
Niigata
Osaka
Saitama
Shiga
Shizouka
Tochigi
Tokyo
Toyama
Wakayma
Yokohama
Yokosuka

JA02 – South

Ehime
Fukuoka
Hyogo
Lwakuni
Kagawa
Kogoshima
Kochi
Kumamoto
Miyazaki
Nagasaki
Oita
Okayma
Saga
Sasebo
Shimane
Tokushima
Tottori
Yamaguchi

JA03 - North

Akita
Aomori
Iwate
Misawa
Miyagi
Yamagata

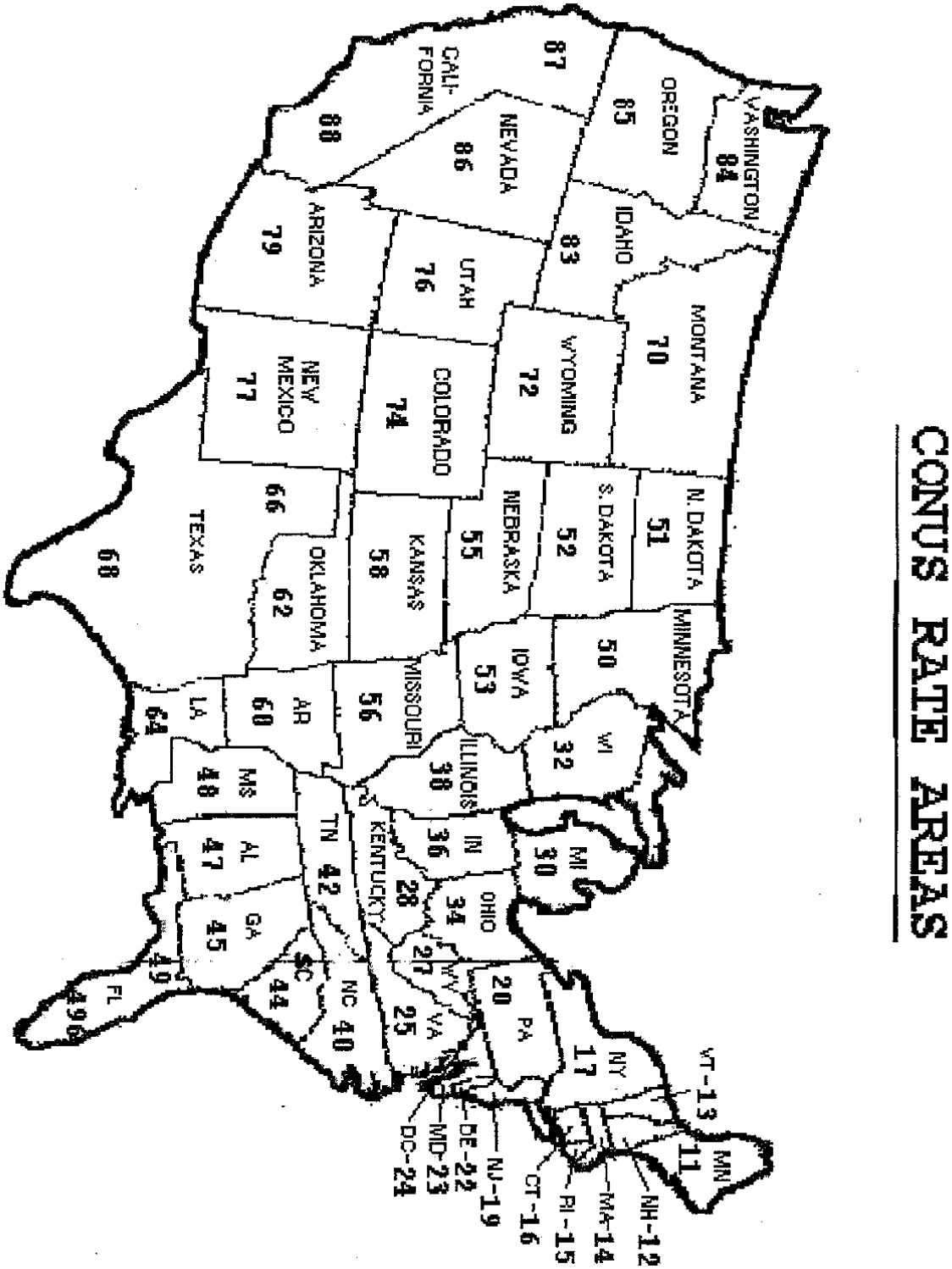
JA04 – OTO

Hokkaido

JA96

Okinawa

Map of CONUS Rate Areas



CHAPTER 14 - AERIAL AND SURFACE PORTS

Purpose

The water and aerial ports designated for movement of Code 5, T, and J shipments are identified in this chapter.

Item 1400 Code J Ports

Code J shipments will be routed via the aerial ports listed in Item 1407.

Item 1401 Code T Ports

Item 1409 shows the aerial ports used for movement of Code T shipments between CONUS and overseas rate areas. Routings may vary in accordance with AMC Channel Listing.

Item 1402 Code 5 Ports

Ports designated for Code 5 shipments may be revised during the cycle because of operational capabilities. Changes are announced by amendment to DOD 4500.32-R. Code 5 ports are shown in Item 1411.

Item 1403 Alternate Ports

When the designated port is changed during a rate cycle, the origin PPSO will certify the use of alternate port, either water or aerial. Certification will contain the original port, revised port, and increase/decrease in mileage. If the shipment is directed to a port other than that shown on the TCMD, a Government representative at the port will provide the TSP a certificate showing the water/aerial port used, indicating where the shipment was received from or returned to the custody of the TSP. These certificates must accompany the original PPGBL and other documentation to support billing in accordance with Chapter 5 of this Tender.

Item 1404 Reserved for Future Use

Item 1405 Code 4 Ports

Water ports designated for the movement of Code 4 between CONUS and overseas rate areas are shown in Item 1413.

Item 1406 Code 5 Contract Facilities

Code 5 designated ports may use contractors located in outlying areas. TSPs will be required to pickup and/or deliver property at these facilities; therefore, the SFR should reflect this service when facility is located within 50-mile radius of the port. Item 528 will apply if facility is located beyond 50-mile radius.

Item 1407 CODE J PORT DESIGNATION

THE FOLLOWING DESIGNATES THE NORMAL MILITARY AIR TERMINALS UTILIZED IN SERVICING SHIPMENTS MOVING UNDER CODE J BETWEEN ALL STATES AND OVERSEAS AREAS

	BETWEEN						
STATE	GQ** JA96** US89**	JA01** JA02** JA03** KS**	AS11** AS21**	BE* GE NL* TU	BA IT10 NAPLES, IT SP	IT (ex NAPLES) UK	PO01
	AND						
ALL	SUU	SUU	SUU	WRI/DOV+	NGU	WRI	WRI

* Shipments between the Netherlands/Belgium and CONUS transit Ramstein. Carriers are responsible for movement to/from Ramstein to Netherlands and Belgium.

**All shipments to/from the Pacific will be delivered to Travis AFB, CA (SUU).

+Shipments will enter WRI as the primary port and DOV as an overflow port. Refer to Item 529 (Alternate Port) for further guidance.

LEGEND: NGU - NAS, Norfolk, VA WRI - McGuire AFB, NJ DOV-Dover AFB, DE

SUU - Travis AFB, CA TCM - McChord AFB, WA

Item 1408 OVERSEAS AMC TERMINALS FOR CODE J SHIPMENTS

COUNTRY	AMC TERMINAL	TERMINAL CODE
AUSTRALIA		
CANBERRA (AS11)	RICHMOND	RCM
ALICE SPRINGS (AS21)	ALICE SPRINGS	ASP
AZORES	LAJES FIELD	LGS
BAHRAIN	BAHRAIN	BAH
BELGIUM	RAMSTEIN	RMS
GERMANY	RAMSTEIN	RMS
GUAM	ANDERSON AFB	UAM
HAWAII	HICKAM AFB	HIK
ITALY		
AVIANO (IT)	AVIANO AB	AVB
LEGHORN (IT)	AVIANO AB	AVB
NAPLES (IT)	NAPLES	NAP
SAN VITO (IT)	BRINDISI	BDS
VICENZA (IT)	AVIANO AB	AVB
JAPAN		
JA01	YOKOTA AB	OKO
JA02	YOKOTA AB	OKO
JA03	MISAWA AB	MSJ
KOREA	OSAN AB	OSN
NETHERLANDS	RAMSTEIN	RMS
OKINAWA	KADENA AB	DNA
SICILY (IT10)	SIGONELLA	SIZ

COUNTRY	AMC TERMINAL	TERMINAL CODE
SCOTLAND	MILDENHALL AB	MHZ
SPAIN	ROTA	RTA
TURKEY	ANKARA	ESB
	INCIRLIK	ADA
UNITED KINGDOM	MILDENHALL AB	MHZ

Item 1409 CODE T PORT DESIGNATION (EFFECTIVE APRIL 1, 1998)

THE FOLLOWING DESIGNATES THE NORMAL MILITARY AIR TERMINALS UTILIZED IN SERVICING SHIPMENTS MOVING UNDER CODE T BETWEEN ALL STATES AND OVERSEAS AREAS:

	BETWEEN						
STATE	GQ(1/3) JA96(1/3) US89(1/3)	JA01(1/3) JA02(1/3) JA03(1/3) KS(1/3)	AS11(1/3/4) AS21(1/3/4)	BE(2/5) GE NL(2/5) TU	BA, GR29, IT10, NAPLES IT SP, RQ	IT (ex NAPLES) UK(5)	PO01
	AND						
ALL	SUU	SUU	SUU	WRI/DOV	NGU	WRI	WRI

NOTE 1: Intratheater shipments moving between Australia and Pacific areas are routed from Australia POEs to Hickam AFB, Hawaii to final destination APOD via AMC airlift.

NOTE 2: Shipments between the Netherlands/Belgium and CONUS transit Ramstein. TSPs are responsible for movement to/from Ramstein to Netherlands and Belgium.

NOTE 3: All shipments to/from the Pacific will be delivered to Travis AFB, CA (SUU).

NOTE 4: C-17 aircraft are exclusively used for CONUS to/from AS11/AS21 channels. In accordance with HQ Air Mobility Command all CoS "T" shipments must not exceed 83 inches in length (outside dimensions) per each 463L pallet. TSPs are advised to contact responsible AMC terminal(s) for all compliance and technical guidance, to include transit timelines IAW shipment RDDs.

NOTE 5: Shipments will enter WRI as the primary port and DOV as an overflow port. Refer to Item 529 (Alternate Port) for further guidance.

LEGEND:	NGU - NAS, Norfolk, VA	WRI - McGuire AFB, NJ	DOV – Dover AFB, DE
	SUU - Travis AFB, CA	TCM - McChord AFB, WA	

Item 1410 OVERSEAS AMC TERMINALS FOR CODE T SHIPMENTS

COUNTRY	AMC TERMINAL	TERMINAL CODE
AUSTRALIA		
CANBERRA (AS11)	RICHMOND	RCM
ALICE SPRINGS (AS21)	ALICE SPRINGS	ASP
AZORES	LAJES FIELD	LGS
BAHRAIN	BAHRAIN	BAH
BELGIUM	RAMSTEIN	RMS
CRETE	IRAKLION	VWH
ENGLAND	MILDENHALL	MHZ
GERMANY	RAMSTEIN	RMS
GUAM	ANDERSON AFB	UAM
HAWAII	HICKAM AFB	HIK
ITALY		
AVIANO (IT)	AVIANO AB	AVB
LEGHORN (IT)	AVIANO AB	AVB
NAPLES (IT)	NAPLES	NAP
SAN VITO (IT)	BRINDISI	BDS
VICENZA (IT)	AVIANO AB	AVB
	OLBIZ (VIA NAPLES)	OLB
JAPAN		
JA01	YOKOTA AB	OKO
JA02	YOKOTA AB	OKO
JA03	MISAWA AB	MSJ
KOREA	OSAN AB	OSN
NETHERLANDS	RAMSTEIN	RMS
OKINAWA	KADENA AB	DNA
PUERTO RICO	ROOSEVELT ROADS	NRR
SCOTLAND	MILDENHALL AB	MHZ
SICILY (IT10)	SIGONELLA	SIZ
SPAIN	ROTA	RTA
TURKEY	ANKARA	ESB

Item 1411 CODE 5 PORT DESIGNATION (EFFECTIVE OCTOBER 1, 1999)

STATE	IC PO01	STATE	IC PO01
US11 ME	1MJ	US49 FL-N	1MJ
US12 NH	1MJ	US496 FL-S	1MJ
US13 VT	1MJ	US50 MN	1MJ
US14 MA	1MJ	US51 ND	1MJ
US15 RI	1MJ	US52 SD	1MJ
US16 CT	1MJ	US53 IA	1MJ
US17 NY	1MJ	US55 NE	1MJ
US19 NJ	1MJ	US56 MO	1MJ
US20 PA	1MJ	US58 KS	1MJ
US22 DE	1MJ	US60 AR	1MJ
US23 MD	1MJ	US62 OK	1MJ
US24 DC	1MJ	US64 LA	1MJ
US25 VA	1MJ	US66 TX-N	1MJ
US27 WV	1MJ	US68 TX-S	1MJ
US28 KY	1MJ	US70 MT	1MJ
US30 MI	1MJ	US72 WY	1MJ
US32 WI	1MJ	US74 CO	1MJ
US34 OH	1MJ	US76 UT	1MJ
US36 IN	1MJ	US77 NM	1MJ
US38 IL	1MJ	US79 AZ	1MJ
US40 NC	1MJ	US83 ID	1MJ
US42 TN	1MJ	US84 WA	1MJ
US44 SC	1MJ	US85 OR	1MJ
US45 GA	1MJ	US86 NV	1MJ
US47 AL	1MJ	US87 CA-N	1MJ
US48 MS	1MJ	US88 CA-S	1MJ

LEGEND:

1MJ - Norfolk, VA

Item 1412 OVERSEAS MSC TERMINAL FOR CODE 5 SHIPMENTS

COUNTRY	PORT USED	PORT DESIGNATOR	AREAS SERVED
AZORES, The	Praia Da Victoria	GA3	Azores

NOTES: * Routing per overseas PPCIG.

Item 1413 CODE 4 PORTS OF EMBARKATION AND DEBARKATION

SERVICING PORTS		BETWEEN CONUS AND: (UNLESS OTHERWISE DESIGNATED)		
BALTIMORE CHARLESTON HOUSTONSAN JACKSONVILLE LOS ANGELES NEW ORLEANS	NEW YORK NORFOLK FRANCISCO SAVANNAH SEATTLE WILMINGTON	BELGIUM CRETE ENGLAND GERMANY GREECE GUAM	IRELAND ITALY JAPAN KOREA NETHERLANDS OKINAWA	PANAMA PUERTO RICO SCOTLAND SPAIN
BALTIMORE CHARLESTON HOUSTON NEW ORLEANS	NEW YORK NORFOLK WILMINGTON	NORWAY PORTUGAL	SAUDI ARABIA TURKEY	
CHARLESTON LOS ANGELES NEW YORK NORFOLK	SAN FRANCISCO SEATTLE WILMINGTON	AUSTRALIA NEW ZEALAND		
LOS ANGELES SAN FRANCISCO SEATTLE		HAWAII (Eastbound only)		
SEATTLE		ALASKA		
BALTIMORE CHARLESTON LOS ANGELES NEW YORK NORFOLK	SAN FRANCISCO SAVANNAH SEATTLE WILMINGTON	HAWAII (Westbound only)		

Item 1414 Reserved for Future Use

CHAPTER 15 - RATE AREAS & SPLC CODES

PURPOSE

This chapter provides rate areas and SPLC Codes for CONUS and International Rate Areas.

Item 1500 Rate Areas & SPLC Codes

These codes are used for identifying rate areas used in the INTERNATIONAL program and must be used for identification of rate areas when filing rates. Incorrect codes will result in computer rejection of rates.

Item 1501 CONUS RATE AREAS & SPLC CODES

RATE AREA	CONUS SPLC CODE	ABBREVIATIONS
ALABAMA	US47	ALA
ARIZONA	US79	ARZ
ARKANSAS	US60	ARK
CALIFORNIA-NORTH	US87	CAL
CALIFORNIA-SOUTH	US88	CAL
COLORADO	US74	COL
CONNECTICUT	US16	CONN
DELAWARE	US22	DEL
DISTRICT OF COLUMBIA	US24	DIC
FLORIDA-NORTH	US49	FLA
FLORIDA-SOUTH	US4964400	FLA
GEORGIA	US45	GEO
IDAHO	US83	IDA
ILLINOIS	US38	ILL
INDIANA	US36	IND
IOWA	US53	IOWA
KANSAS	US58	KAN
KENTUCKY	US28	KEN
LOUISIANA	US64	LIA
MAINE	US11	MNE
MARYLAND	US23	MLD
MASSACHUSETTS	US14	MASS
MICHIGAN	US30	MICH
MINNESOTA	US50	MINN
MISSISSIPPI	US48	MISS
MISSOURI	US56	MO
MONTANA	US70	MONT
NEBRASKA	US55	NEB
NEVADA	US86	NEV
NEW HAMPSHIRE	US12	N-H
NEW JERSEY	US19	N-J
NEW MEXICO	US77	N-MEX
NEW YORK	US17	N-Y
NORTH CAROLINA	US40	N-CAR
NORTH DAKOTA	US51	N-DAK
OHIO	US34	OHIO
OKLAHOMA	US62	OKLA
OREGON	US85	ORE
PENNSYLVANIA	US20	PENN
RHODE ISLAND	US15	RH-IS
SOUTH CAROLINA	US44	S-CAR
SOUTH DAKOTA	US52	S-DAK
TENNESSEE	US42	TENN
TEXAS-NORTH	US66	TEX
TEXAS-SOUTH	US68	TEX

RATE AREA	CONUS SPLC CODE	ABBREVIATIONS
UTAH	US76	UTAH
VERMONT	US13	VT
VIRGINIA	US25	VIR
WASHINGTON	US84	WASH
WEST VIRGINIA	US27	W-VA
WISCONSIN	US32	WISC
WYOMING	US72	WYO

Item 1502 OVERSEAS RATE AREAS & SPLC CODES

RATE AREA	OCONUS SPLC CODE	ABBREVIATIONS
ALASKA(ZONE)		
I	US8101000	ALASKA
II	US8190100	ALASKA
III	US8050500	ALASKA
IV	US8142800	ALASKA
V	US8030400	ALASKA
AUSTRALIA	AS11	AUSTL
	AS21	AUSTL
AZORES	PO01	PORTG
BELGIUM	BE	BELG
CRETE	GR29	CRETE
GERMANY	GE	GERMY
GUAM	GQ	GUAM
HAWAII	US89	HAWAII
ITALY	IT	ITALY
JAPAN-CENTRAL	JA01	JACNT
JAPAN-SOUTH (excluding Hokkaido)	JA02	JAN-S
JAPAN-NORTH	JA03	JAN-C
KOREA	KS	KORES
NETHERLANDS,The	NL	NETHR
OKINAWA	JA96	OKINA
PORTUGAL	PO	PORTG
PUERTORICO	RQ	PUERTO
SICILY	IT10	SICLY
SPAIN	SP	SPAIN
TURKEY	TU	TURKY
UNITEDKINGDOM (England &Wales)	UK	UNKIN

CHAPTER 16 - HISTORICAL SHIPMENT DATA AND CHANNEL CONTROL LISTING

Purpose

This chapter provides information regarding shipment data and the channel control listing for each rate cycle.

Item 1600

a. Shipment data represents historical traffic data.

b. Shipment data is shown only where SDDC historical data records movement of traffic. However, shipments may be generated between all areas during this period. Transportation Service Providers are encouraged to file rates for all channels they desire to serve.

Item 1601 Traffic Awards

Traffic offerings and allocation will be accomplished by the PPSOs. SDDC and the military services will maintain surveillance to ensure the traffic allocation principles are followed.

Item 1602 Channel Control

The channel control printout stipulates the open and closed rate fields by codes of service for each origin/destination combination for which rates may be filed. Transportation Service Providers should review their DOD approval and listing prior to filing rates. Transportation Service Providers are encouraged to file compensatory rates and only to those areas where they desire to serve. The Channel Control Listing of solicited rates is available during the rate filing period in DPS. Note there are several recently added intratheater channels between Portugal (Azores), Turkey, Spain added to the channel control list posted at www.sddc.army.mil/pp/default.aspx.

Item 1603 Web Links

Refer to the SDDC website at www.sddc.army.mil/pp/default.aspx for access to Channel Control Listing Documents.