

Personal Property Accessorial Pamphlet

Cancels and Supercedes Personal Property Accessorial Pamphlet dated 1992

HEADQUARTERS
MILITARY TRAFFIC MANAGEMENT COMMAND
DCS FOR PASSENGER & PERSONAL PROPERTY
200 STOVALL STREET, HOFFMAN II
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HEADQUARTERS
MILITARY TRAFFIC MANAGEMENT COMMAND
200 STOVALL STREET
ALEXANDRIA, VA 22332-5000**



FOREWORD

The purpose of the Personal Property Accessorial Services Pamphlet is to provide information, guidance, and examples on shipments subject to the Military Traffic Management Command's (MTMC's) Domestic and International Rate Solicitations.

This does not imply that the individual member is entitled to any or all of the services identified in the MTMC Domestic and International Rate Solicitations. The member's entitlements are contained in (1) Joint Federal Travel Regulations, Volume 1 for military members and (2) Joint Travel Regulations, Volume 2 for civilian employees.

This pamphlet does not supercede or take precedence over entitlements described in the Joint Federal Travel Regulation, Volume 1, Joint Travel Regulations, Volume 2, or the rules and regulations described in the Defense Traffic Regulation, (DOD 4500.9-R), Domestic Personal Property Rate Solicitation and International Personal Property Rate Solicitation.

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DEFINITIONS

Accessorial Charge. Any rate or charge stated in a tariff, tender, or solicitation for accessorial services that is in addition to a line-haul rate.

Accessorial Service. A service performed by a carrier in addition to the line-haul.

Actual Delivery Date. The date the carrier/agent actually delivers the property.

Attempted Pickup/Delivery. The use of labor and/or vehicles to perform pickup or delivery of property at the member's residence, when ordered by the PPSOs, and only when service cannot be performed through no fault of the carrier.

Auxiliary Service. A service performed by a carrier in which smaller equipment than it's line haul equipment is needed for the purpose of transferring the shipment between the residence and the nearest point of approach by the carrier's line haul equipment. Due to the structure of the building, it's inaccessibility by highway, inadequate or unsafe public or private road, overhead obstructions, narrow gates, sharp turns, trees, shrubbery, the deterioration of roadway due to rain, flood, snow, or nature of an article or articles included in the shipment, the carrier may need to use smaller equipment to transfer the property.

Consolidated Shipment. Multiple shipments belonging to several members, released at the same valuation, offered to one carrier at one time for pickup on the same day or consecutive days, for the movement from one origin area to the same destination or multiple destinations en route to the destination of the most distant shipment.

Date of Notification. The date the PPSO calls to inform the carrier/agent that member desires property on specified date.

Diversion. A change in the original destination of a personal property shipment en route. A change in the destination of a shipment not in SIT to a new destination more than 30 miles miles for UB and more than 50 miles for HHG from the original destination point.

MAXPACK. Maximum packing charges that may be billed by carrier.

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

Requested Delivery Date. The date the member desires delivery of property.

Required Delivery Date. A specified calendar date on or before which the carrier agrees to offer the entire shipment of personal property for delivery to the member or carrier's agent at

destination. If this required date falls on a Saturday, Sunday, or state holiday, the date will be the following working day.

Reshipment. Onward movement of a terminated shipment requiring further over ocean movement, either by air or water.

Shipment. Property tendered by one shipper and accepted by the carrier, at one place of origin, and at one time, for one consignee, to one destination, and covered by one bill of lading (BL). The name of only one shipper and one consignee shall appear on the BL, but the BL may also specify the name of a party to notify of the arrival of the shipment at destination.

Storage-in-Transit (SIT). Storage in connection with a line-haul movement of personal property that is acquired either by PPGBL or contract. Such storage is cumulative and may accrue at origin, in transit, at destination, or any combination thereof.

Termination. Onward movement of a shipment is stopped at a designated point. Termination may be for the convenience of the Government or due to the fault of the carrier.

Third Party Service. Service that, due to carrier's inability to perform, must be contracted to a third party -- in lieu of the carrier performing. This service must be pre-approved by the personal property shipping office (PPSO). Carrier will then pay third party for the service performed and provide paid invoice to the PPSO, which will then approve for Defense Finance and Accounting Service to reimburse the carrier. If the PPSO feels that the third party charge is excessive, the PPSO should call to get estimates to ensure that the charge is fair. Please see respective solicitation for further information.

Waiting Time. Chargeable time that the carrier (at carrier's convenience) is requested to wait. This time is either beyond the initial 'allowable' waiting time or time that is necessary and out of carrier's control such as due to a member's over-dimension article. Charges are applied to the vehicle(s) and driver(s), and possibly the helpers. Please see applicable rate solicitation.

CHAPTER 1

ADDITIONAL SHIPMENT CHARGE

1. This does not apply on international shipments. Reference is made to the following documents:

A. Domestic Personal Property Rate Solicitation, Item 306, Limitation of Carrier Liability; Item 307, Claims; Item 308, Declaration of Value – Liability Limitation; Item 416, Full Replacement Protection

B. Defense Transportation Regulation (DTR), Part IV, Personal Property, Pages 401-3 & 401-4, Valuation Coverage(s)

2. There are several types of valuation coverage a service member may place on a shipment (see attached checklist). See descriptions below.

A. The basic coverage is the most fundamental valuation and is paid fully by the Government at no cost to the service member. Shipment valuation is calculated at \$1.25 multiplied by the net weight of the shipment. This is depreciated value coverage.

EXAMPLE: Service member requests HHG shipment of 10,000 lbs and elects only basic coverage. The calculation is $10,000 \text{ lbs} \times \$1.25 = \$12,500$ (Released Valuation). Service member has actual cash value and pays nothing. Government pays \$.64 per \$100.00 released value on basic Coverage ($10,000 \text{ lbs} \times \$1.25 = \$12,500 \times \$.64 \text{ per } \$100.00 = \80.00).

B. Option 1 (Higher Released Valuation or Lump Sum Coverage): Under this coverage the Government will pay a portion equal to the amount of basic coverage, but the service member must pay the difference for releasing shipment at a released valuation higher than that determined by \$1.25. This is depreciated value coverage.

EXAMPLE: Service member requests HHG shipment of 10,000 lbs and asks that his basic coverage be increased to \$25,000 (Higher Released Value). Service member pays difference in cost for the higher released valuation. The calculation is:

1) Government pays \$.64 per \$100.00 released value on basic coverage ($10,000 \text{ lbs} \times \$1.25 = \$12,500 \times \$.64 \text{ per } \$100.00 = \80.00).

2) Cost of the Higher Released Valuation is \$160.00 ($\$25,000 \times \$.64 \text{ per } \$100.00 = \160.00). \$ 160.00 (higher released value) minus \$ 80.00 (basic coverage provided all shipments) leaves a balance of \$ 80.00 owed by the member.

3) Total owed by service member is \$80.00. The service member pays a portion; the Government pays a portion.

CHAPTER 2

ELEVATOR, STAIR, AND EXCESSIVE DISTANCE CARRY

1. Elevator and stair charges only apply on domestic shipments. These charges are included in the single factor rate on international shipments. Excessive distance carry applies to domestic shipments and some international shipments. Reference is made to the following documents:

A. Domestic Personal Property Rate Solicitation, Item 418, Elevator, Stair, and Excessive Distance Carry

B. International Rate Solicitation, Item 432, Application of Transportation SFR – HHG, and Item 534, Excessive Distance Carry Charges To/From Residence or Mini-Storage Warehouse

2. Domestic

A. The elevator charge applies as follows and is subject to Note 1:

- 1) Only when service is performed in a multiple family dwelling.
- 2) Where pickup or delivery involves use of adequate elevator service up or down one or more flights.
- 3) If the shipment must be transferred to a second elevator, two elevator charges will apply. If the shipment must be carried one or more flights in addition to the elevator charge, both the elevator AND stair carry (flight) charges (if warranted) will be applied.
- 4) Only one charge applies when two or more elevators providing parallel service is used.
- 5) Elevator charges are a one time additional charge and are billed on a per hundredweight basis (CWT).

B. The stair carry charge differs depending on whether service is inside or outside a building. The following direction is provided for inside stair carry and is subject to Note 1:

- 1) The first flight must contain 8 steps. Stairs 1-7 are free steps and not considered a flight. Charges are based on number of complete floors – a landing does not constitute a complete floor.
- 2) A charge per hundredweight applies to each flight. When both stairs and elevator are available, the charge will be based on the lowest cost to the shipper.

3) Inside stair carry charge is not applicable in single-family dwellings.

C. Outside stair carry consists of where pickup or delivery involves cartage up or Down. See chart below.

1) Outside flights are based on the following:

No. of steps		No. of flights
1-7	equals	0 charges
8-27	equals	1 flight charge
28-47	equals	2 flight charges
48-67	equals	3 flight charges
68-87	equals	4 flight charges
88-107	equals	5 flight charges

**Each additional 20 steps or fraction thereof equals 1 additional flight.

2) The outside stair carry charge applies to both single and multiple family dwellings.

3) A charge per hundredweight applies to each flight.

D. The excessive distance carry charge applies as follows subject to Note 1:

1) each 50 feet beyond the first 75 feet from or to the carrier's vehicle is considered an excessive carry.

2) distance is computed between carriers vehicle and outside entrance door for single family house or business establishment or inside entrance door of an individual's apartment, multiple family dwelling, or office within a building.

3) excessive distance charge will not include elevator or stair carry.

4) outside sidewalk and walkway, halls, corridors, etc., inside a multiple family dwelling will be included in the computation.

5) a charge per hundredweight applies to each excessive carry.

Note 1: Charges shall be based on actual net weight of the shipment, subject to the following: only to that portion of the shipment that actually was transported via, elevator, stair carry, excessive distance; when shipment contains a privately owned vehicle (POV), motorcycle, three wheeler, riding lawn mower and like items -- the weight of those items shall be subtracted from the weight subject to the elevator, stair carry and or excessive distance.

Note 2: It may be necessary to use a constructive weight to determine the weight for use with elevator, stair carry, and excessive distance charge. Suggest that items from the inventory be annotated with an “L” for those items that were delivered to a level area and a constructive weight is determined on those items and that weight is subtracted for the total net weight of the shipment.

3. International.

A. Excessive distance carry charges only applies to shipments for:

1) A pickup or delivery involving a mini storage warehouse that exceeds 75 feet between the carrier’s vehicle and the entrance to the facility.

2) A pickup or delivery from/to residence due to construction or other safety factors which prevents normal carry access to the residence.

4. Several questions and answers are provided to further clarify the application of elevator, stair, and excessive distance carries.

QUESTION: A carrier loaded a shipment from a townhouse, which consisted of two stories and a basement. Inside stairs were used to move all bedroom furniture (second story) and recreation equipment (basement). (a) Does stair carry charge apply? (b) Is a row of townhouses considered a single or multiple family dwelling?

ANSWER: (a) A stair carry does not apply. (b) A townhouse is considered a single-family dwelling -- therefore, the inside stair carry charge would not apply.

QUESTION: Upon entering an apartment building, the following design of stairs was found. The carrier could either go down nine stairs to the basement apartment; or go up nine stairs to go to the 1st floor or go up nine to the 1st and then an additional 18 stairs (27 total) to go up to the 2nd floor. In this situation, the member lives on the 2nd floor. The carrier had to go up nine stairs to get to the 1st floor, go up an additional nine, where there was then a landing and finally go up the last nine stairs to get to the 2nd floor. How many stair carries are warranted in this situation?

ANSWER: The carrier is warranted two stair carries. One stair carry is warranted upon entering the apartment building and walking up nine stairs to get to the 1st floor. The 2nd stair carry is warranted when going up the 18 additional steps to get to the 2nd floor.

QUESTION: A shipment delivered to a townhouse was delivered through two entryways. One entrance (front door) had a 36 inch front door leading to the main living area and had eleven outside steps with a 40 inch passageway between railings; the other entrance (through the basement/garage) level entry with 14 steps (from basement to 1st main level had a 28 inch door and a small landing with a sharp right turn at the top and 30 inch wide passageway into the townhouse. There was additional 14 stairs inside from the

main living area to the bedrooms. Does the stair carry apply to any or all of the shipment?

ANSWER: Based on this scenario a portion was delivered to the garage/basement and the rest was delivered through the front entrance. The portion of the shipment that was delivered to the garage/basement area weight MUST be subtracted from the weight of the shipment to determine the weight of portion of the shipment that was carried up the steps. The carrier is entitled to charge for the weight that was transported up the outside stairs. The stairs inside the townhouse are NOT subject to additional stair carry charge. Subject to Notes 1 and 2 above.

QUESTION: A carrier had to carry a shipment 100 feet from the vehicle to the outside entrance of an apartment building, then a distance of 20 feet to an elevator. An additional 50 feet was required from the elevator to the inside entrance door of the residence. How is the excessive distance charge computed?

ANSWER: The total excessive distance would be as follows:

Vehicle to elevator:	$120 - 75 = 45 \text{ ft.}$
Elevator to inside door:	$+ \underline{50 \text{ ft.}}$
TOTAL:	$= 95 \text{ ft.}$

A total of two excessive distance carry charges would apply, plus an elevator charge, subject to Notes 1 and 2.

QUESTION: A shipment delivered to the eighth floor required the use of two elevators - one to the sixth floor and then one from the sixth to the eighth floor. Is the elevator carry charge applicable in each case?

ANSWER: Yes. The elevator carry charge applies if the original elevator does not go the entire distance and the property must be transferred to a second elevator for further upward movement. Parallel service does not meet the requirement for a second elevator carry. Subject to Notes 1 and 2 above.

QUESTION: Most items are based on a 500-pound minimum. Does this also, apply to elevator, stair, and excessive distance carry?

ANSWER: Yes. See Item 400, Additional Services.

ELEVATOR, STAIRS AND EXCESSIVE DISTANCE CARRY

	Single Family Dwelling	Multiple Family Dwelling												
Elevator Carry	N/A	Each time one or more flights are used.												
Stair Carry Inside	N/A	Once for each flight. 1 st flight must consist of at least 8 steps and 1 st flight is not counted; 2 nd complete flight of stairs begins allowable charges.												
Stair Carry Outside	Once for each flight: <table border="0"> <thead> <tr> <th>Steps</th> <th>Flights</th> </tr> </thead> <tbody> <tr> <td>8-27</td> <td>1</td> </tr> <tr> <td>28-47</td> <td>2</td> </tr> <tr> <td>48-67</td> <td>3</td> </tr> <tr> <td>68-87</td> <td>4</td> </tr> <tr> <td>88-107</td> <td>5</td> </tr> </tbody> </table> Each addl 20 steps constitutes One addl flight.	Steps	Flights	8-27	1	28-47	2	48-67	3	68-87	4	88-107	5	Same as single-family dwelling.
Steps	Flights													
8-27	1													
28-47	2													
48-67	3													
68-87	4													
88-107	5													
Excessive Distance Carry	Each 50 ft beyond first 75 ft between vehicle and outside door of residence.	Each 50 ft beyond first 75 ft between vehicle and door of residence inside building.												

Note 1: A single family dwelling consists of a detached house, duplex, townhouse, etc.

Note 2: A multiple family dwelling consists of apartments, condominiums, etc.

4) Service member must make the election prior to shipment.

5) On any amount exceeding \$1.25, the amount owed by the service member will be collected through normal military service excess cost procedures. This is still at the depreciated value coverage.

NOTE: Both released valuation charges (Basic Coverage and Option 1) are doubled for shipments to or from Alaska.

C. Option 2 (Full Replacement Protection): This is the most expensive coverage for service members. As in Option 1, the Government will pay a portion equal to the amount of basic coverage, but again, the service member must pay for releasing shipment higher than that determined by \$1.25. However, the carriers will repair/replace missing/damaged items at their full value. The carrier is totally responsible. Settlement of a claim on this option is between the carrier and the service member. Service member initiates claim with the carrier, not the Government. However, if a problem arises, the local claims office can provide guidance. If the service member is not satisfied within 30 days after he has filed his claim with the carrier, the service member may file his claim with the Government. The minimum coverage is \$21,000 or \$3.50 per pound per shipment -- whichever is greater. Cost is \$.85 per \$100.00. This is NOT depreciated value coverage.

Example: Service member requests shipment of 10,000 lbs and asks that basic coverage be increased from \$1.25 to full replacement protection:

1) Government pays \$.64 per \$100.00 released value on basic coverage (10,000 x \$1.25 = \$12,500 x \$.64 per \$100.00 = \$80.00).

2) Cost of the minimum full replacement protection is \$297.50 (10,000 lbs x \$3.50 = \$35,000 x \$.85 per \$100.00).

3) Total owed by service member is \$217.50 (\$297.50 - \$80.00 = \$217.50).

4) Collection of the \$217.50 owed by the service member will be accomplished through normal military service excess cost procedures.

5) Service member may have higher valuation than example cited.

6) Full replacement protection is the most expensive for the service member.

7) Service member pays a portion; Government pays a portion.

8) Full replacement protection must be ordered at time of offering shipment to the carrier and so noted on original BL. This cannot be ordered after the fact by a corrected BL unless mutually agreed on by both carrier and transportation office and prior to pickup of shipment. Once personal property is picked up, BL cannot be changed.

D. The following notes are also applicable to the additional shipment charge (released valuation):

NOTE 1. A statement on the BL shall be the reference to valuation of the shipment unless a higher valuation is declared. If the member requests a higher valuation, it will be indicated on the DD 1299 and on the BL.

The following statements are required for entry on the BL:

A. Increased Valuation – “Shipment is released at a declared lump sum value of \$ ____” or “Shipment is released at a valuation of \$ ____ times the net weight in pounds of the shipment.”

B. Full Replacement Protection – “Shipment released at full replacement protection of \$3.50 times the net weight of in pounds of the shipment or \$21,000, whichever is greater.

NOTE 2: The Government can pay a maximum of \$40,000 for substantial loss or damage. Using the example cited above in the “basic coverage,” service members now have a total of $\$40,000 + \$12,500 = \$52,500$ coverage for substantial loss or damage. Government will pay a maximum of \$40,000 to the member, then recover \$12,500 from the carrier and pass that \$12,500 to the member. Under Option 2, the service member would collect \$35,000 from the carrier and apply to the Government for additional losses not to exceed \$40,000.

NOTE 3: Administrative limits for individual items authorized up to \$40,000 are impacted. For example, an oriental rug is missing/destroyed under the Basic Coverage and Option 1. The established/agreed to value is \$5,000. The Government pays \$1,500 to the soldier and collects \$5,000 from the carrier; Government then pays soldier the supplemental amount of \$3,500 once recovery action is accomplished. Under Option 2, the soldier would collect the full replacement cost from the carrier. It is critical the soldier annotate the DD 1840 at time of delivery or within 70 days complete DD 1840R in order to obtain any portion of the reimbursement from either the carrier or the Government.

NOTE 4: Valuation to and from Alaska is calculated slightly differently. In short, all costs to Government and service members are doubled in “Basic Coverage,” and “Options 1 and 2.”

NOTE 5: If the carrier, on his own initiative, initiates/desires to repair/replace damage or loss, the service member should allow him to do so. Service member still may initiate a claim if carrier action is unsatisfactory.

NOTE 6: Carrier must be allowed to inspect damaged property within 75 days after delivery or within 45 days after submission of DD 1840R to the claims office, whichever is greater.

NOTE 7: Service members should be advised during counseling that it will be their responsibility to select increased coverage at a commercial rate at their expense if the GBL has

been terminated at conclusion of SIT and/or the service member is no longer entitled to storage at Government expense. To reinforce this point, PPSOs should remind service members in routine written correspondence alerting the member of SIT termination.

NOTE 8: Very important, service members should be advised to retain damaged/broken items for carrier's inspection even after payment of claim by the Government. Service member can obtain further information at the local claims office.

SERVICE MEMBER'S OPTIONS TO ESTABLISH CARRIER LIABILITY

The following are three options you have to establish the valuation of your HHG shipment. Please consult your counselor, select/circle an option, and sign the statement below. No changes are allowed once you have signed, so please read carefully and ask questions if you do not understand.

Basic Coverage:

- * Valuation is \$1.25 times the estimated net weight of the shipment.
- * No cost to you; Government pays full cost.
- * You must allow carrier to inspect damaged item(s).
- * This is depreciated coverage.

**Option 1:

- * You may select higher valuation than Basic Coverage offers.
- * You pay part of the cost; Government pays part (counselor will calculate -- approximate cost based on estimated weight).
- * You must allow carrier to inspect damaged item(s).
- * This is a depreciated coverage.

**Option 2:

- * You may select Full Replacement Protection.
- * Most expensive for you, but Government pays part (counselor will calculate approximate cost based on estimated weight).
- * Minimum valuation is \$21,000 or \$3.50 per pound times net weight of shipment, whichever is higher.
- * You settle claim initially with carrier. If you have a problem, see your Claims Officer.
- * This is NOT a depreciated coverage.

Select (circle one): Basic Option Option 1 Option 2

Service Member's Signature and Date:

NAME: _____ DATE: _____

**This does not apply on international shipments.

CHAPTER 3

WAITING TIME

1. Reference is made to the following documents:

A. Domestic Personal Property Rate Solicitation, Item 405, Waiting Time

B. International Personal Property Rate Solicitation, Item 503, Waiting Time

2. The following rules cover the application of waiting time:

A. Waiting time charges apply per vehicle, subject to the notes in the referenced solicitation items above, when not the fault of the carrier.

B. Unless otherwise provided by agreement, loading and unloading will be performed between the hours of 8:00 a.m. and 5:00 p.m. -- subject to allowable free waiting time. See attached matrix.

1) When distance between point of pickup and point of delivery is less than 200 miles, one hour free waiting time shall be allowed only at destination.

2) When distance between point of pickup and point of delivery is 200 miles or more, two hours free waiting time shall be allowed only at destination.

3) When SIT shipments are delivered FROM the warehouse, the allowable waiting time shall be based on the distance from storage warehouse to destination.

C. Waiting time after the allowable free time is subject to carrier's convenience. The PPSO cannot order the carrier to remain at one location if carrier has other obligations.

D. Waiting time will be performed only upon request of the PPSO and requires certification of DD Form 619 by the PPSO.

3. Free waiting time is not applicable when the provisions of the Item on Tender of Delivery on international shipments are applied.

4. A matrix showing application of waiting time is provided.

5. Charges will be based on the hourly rate. Fractions of hours are computed as follows:

15 minutes or less	¼ hour
16 to 30 minutes	½ hour
31 to 45 minutes	¾ hour
46 to 60 minutes	1 hour

Several questions and answers are provided to further clarify the application of waiting time.

QUESTION: A shipment moved in two vehicles. When the driver arrived at destination, the shipper could not accept delivery and requested waiting time, in which the PPSO approved. Each vehicle had to wait 5 hours. Can the carrier bill for 5 hours for each vehicle?

ANSWER: Waiting time is based on per hour per vehicle. In the above case, the carrier could bill for a total of 6 hours waiting time or 3 hours for each vehicle. This is assuming the distance is 200 miles or more and each vehicle is subject to 2 hours free waiting time.

QUESTION: A carrier offers a shipment for delivery at 3:45 p.m. on Tuesday. The member could not accept delivery until 10:00 a.m. the following morning. How much waiting time is authorized?

ANSWER: Assuming the shipment moved over 200 miles, the free waiting time would begin at 3:45 p.m. on Tuesday -- from 3:45 until 5:00 p.m. would be 1 hour 15 minutes free time. Also, Wednesday, from 8:00 a.m. until 8:45 a.m. would be free time. The waiting time charge would apply from 8:45 a.m. until 10:00 a.m. on Wednesday morning.

QUESTION: Can a carrier charge storage charges without warehouse handling charges for holding a shipment on a van for shipper's convenience in lieu of waiting time?

ANSWER: No. The rules for SIT require the holding of the shipment in a warehouse for storage pending further transportation. Holding of a shipment on a van must be accomplished under the provision of waiting time.

QUESTION: A van and crew had to wait 2 hours while provisions were made to lower a piano downstairs. Should the waiting time charge apply?

ANSWER: Yes, if the carrier arrived at the specified time and the lowering services, as arranged by the shipper, were not available. However, if the delay was caused by carrier's action, no waiting time is authorized.

QUESTION: A carrier cleared a shipment at 1:30 p.m. with the destination PPSO after moving 300 miles. The PPSO requested the driver to wait while the member was located. At the end of the 2-hour free waiting time, the carrier again contacted the PPSO. The PPSO again said to wait and refused to acknowledge any waiting time charge. The carrier pointed out that the truck had another shipment for delivery at another location the next morning. The member wasn't located until 6:00 p.m. -- delivery was performed at that time. What was the proper action to take?

ANSWER: First, compensation must be given any time after expiration of the free waiting time. Second, the PPSO cannot demand waiting time. Third, a SIT control number should have been provided or, if the carrier agreed, a waiting time charge for the period from 3:30 to 5:00 p.m. would apply.

WAITING TIME MATRIX

<u>PROVISION</u>	<u>DOMESTIC RATE SOL.</u>	<u>INTL HHG</u>	<u>INTL UB</u>
Normal weekday hourly application	Between 8 a.m. & 5 p.m.	Same	Same
<hr/>			
Weekends & Holidays			
Saturday	Maximum of 8 hours chargeable if ordered picked up or delivered on Saturday or an extension of the previous Friday waiting time for delivery the following week.		
Sunday	Ordered or not applicable	N/A	N/A
Holidays	Ordered or not applicable	N/A	N/A
<hr/>			
Free Time			
Direct delivery less than 200 miles distance	1 hour	N/A	N/A
Direct delivery 200 miles or more distance	2 hours	3 hours	3 hours
Deliveries from SIT warehouse	Same as direct delivery	1 hour	1 hour
Waiting time charge covers	Driver and vehicle	Driver and vehicle	Driver and vehicle

CHAPTER 4

AUXILIARY SERVICE (also called Shuttle Service)

1. Reference is made to the following documents:

A. Domestic Personal Property Rate Solicitation, Item 403, Labor Charges; Item 404, Auxiliary Service

B. International Personal Property Rate Solicitation, Item 501, Auxiliary Service; Item 502, Labor

2. Auxiliary service is subject to the following rules:

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

B. When it is physically impossible for carrier to perform pickup of shipment at origin address or to complete delivery of shipment at destination address with normally assigned line haul 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, shrubbery, the deterioration of roadway due to rain, flood, snow, or nature of an article or articles included in the shipment, the carrier shall hold itself available at point of pickup or tender delivery at destination at the nearest point of approach to the desired location where the line haul equipment can be made safely accessible.

C. Upon approval of the PPSO, the carrier shall use or engage smaller equipment than its normal line haul equipment or provide extra labor for the purpose of transferring the shipment between the residence and the nearest point of approach by the carrier's line haul equipment. Charge for this auxiliary service to cover labor and additional vehicle is in rate solicitation references above and shall be in addition to all other transportation and accessorial charges.

D. If the shipper does not accept the shipment at nearest point of safe approach by carrier's line haul equipment to the destination address, the carrier may place the shipment, or any part thereof not reasonably possible for delivery, in storage at the carrier's nearest available DOD-approved warehouse, or, at the option of the carrier, in a public warehouse. The liability on the part of the carrier will cease when the shipment is unloaded into the warehouse and the shipment shall be considered as having been delivered.

3. Charges for the auxiliary vehicle and related services will be assessed as indicated below. Situations illustrating application of the rules and rates are included in this Chapter.

A. Since the rates in the rate solicitations include loading and unloading of the shipment, labor charges would not apply for the labor normally provided by the carrier to load or unload the shipment from or to the road equipment vehicle and the residence.

B. The line haul rate includes moving the goods into/out of the residence.

C. Auxiliary vehicle charges:

- 1) Transport vehicle to the work site.
- 2) Use of vehicle at work site.
- 3) Return auxiliary vehicle.

D. Labor charges:

1) Origin. Labor time attributable to auxiliary service at origin is the total hours required to drive the auxiliary vehicle between the residence and the line haul van, plus the time to unload the shipment from the auxiliary vehicle into the line haul van.

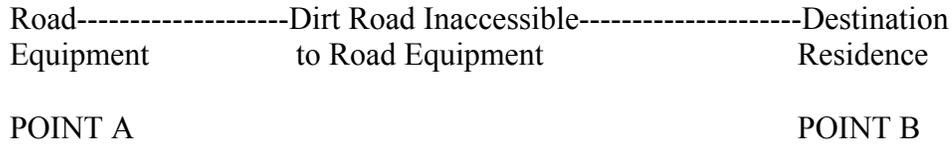
2) Destination. Labor time attributable to auxiliary service at destination is the number of hours required to drive the auxiliary vehicle between the line haul van and residence, plus the hours required to load the auxiliary vehicle.

4. The above guidelines should be observed when ordering auxiliary service. Only those charges specified above should be approved and certified by the TO on DD Form 619.

NOTE: When shipment is picked up by agent and not the line haul equipment, auxiliary service would rarely be used/authorized because the agent has the opportunity to decide on what equipment to send to the work site, such as smaller vehicles, auxiliary service may not be necessary. However there are rare occasions or exceptions and the TO should consider the actual needs of the member. Care should be exercised to reduce the number of times a shipment is handled.

SITUATION 2

Road equipment cannot cover last ten miles to destination due to narrow winding dirt road.



FACTS:

1. PPSO authorizes use of auxiliary vehicle.
2. Labor authorized to transfer property from road equipment to auxiliary vehicle.
3. Auxiliary vehicle takes 35 minutes to get to work site. Arrives at 10:00 a.m.
4. Loading of property to auxiliary equipment (Point A) begins at 10:00 a.m.
5. Vehicle arrives at residence at 1:25 p.m.
6. Last item removed from auxiliary vehicle at 4:55 p.m.
7. Auxiliary vehicle is returned from work site within 35 minutes.
8. Auxiliary vehicle charges apply from 9:25 a.m. through 5:30 p.m.
9. Labor charges apply from 10:00 a.m. through 1:25 p.m.

APPLICABLE CHARGES:

Auxiliary vehicle

(1) To work site	35 minutes
(2) At work site	6 hours 55 minutes
(3) Return from work site	35 minutes
TOTAL	8 hours 5 minutes

Labor

2 persons x 3 hours 25 minutes each = 6 hours 50 minutes
(7 hours for billing purposes)

SITUATION 3, cont.

APPLICABLE CHARGES:

Auxiliary vehicle

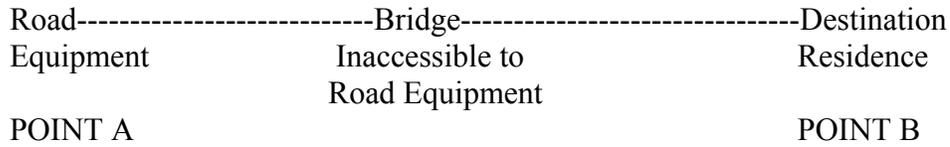
(1) To work site	15 minutes
(2) At work site	8 hours 35 minutes
(3) Return from work site	15 minutes
TOTAL	9 hours 5 minutes (9 ¼ hours for billing purposes)

Labor

2 persons x 6 hours 20 minutes each = 12 hours 40 minutes
(12 ¾ hours for billing purposes)

SITUATION 4

Road equipment cannot cross bridge to member's destination residence because of weight allowance. Two trips are required to deliver entire shipment.



FACTS:

1. PPSO authorizes use of auxiliary vehicle.
2. Labor authorized to transfer property from road equipment to auxiliary vehicle.
3. Auxiliary vehicle takes 45 minutes to get to work site. Arrives at 7:45 a.m.
4. Loading of property to auxiliary equipment (Point A) begins at 7:45 a.m.
5. Vehicle arrives at residence with first load at 10:30 a.m. Unloading is completed and vehicle returns to road equipment at 1:15 p.m.
6. Transfer of remaining property to auxiliary equipment is completed at 3:45 p.m. Vehicle arrives at residence at 3:55 p.m.
7. Unloading auxiliary equipment is completed at 4:30 p.m.
8. Auxiliary vehicle is returned to work site within 45 minutes.
9. Auxiliary vehicle charges apply from 7:00 a.m. thru 5:15 p.m.
10. Labor charges apply from 7:45 a.m. thru 10:30 a.m.
from 1:15 p.m. thru 3:55 p.m.

SITUATION 4, cont.

APPLICABLE CHARGES:

Auxiliary vehicle

(1) To work site	45 minutes
(2) At work site	8 hours 45 minutes
(3) Return from work site	45 minutes
TOTAL	10 hours 15 minutes
	(10 ¼ hours for billing purposes)

Labor

2 persons x 5 hours 25 minutes each = 10 hours 50 minutes
(11 hours for billing purposes)

NOTE: The above examples make the assumption that the labor needed for auxiliary service was already at the work site (residence). However, on rare occasions, the labor needed for auxiliary service needs to be transported to the work site (residence) and travels with the auxiliary equipment. In those rare cases, the additional labor charges to and from work site (residence) upon, TO approval, labor time can be added.

CHAPTER 5

ATTEMPTED PICKUP AND DELIVERY

1. Reference is made to the following documents:

A. Domestic Personal Property Rate Solicitation, Item 408, Attempted Delivery and Attempted Delivery from SIT; Item 409, Attempted Pickup

B. International Rate Solicitation, Item 510, Attempted Delivery from SIT; Item 511, Attempted Pickup and Attempted Delivery

2. The following general statements apply to all shipments both domestic and international:

A. Payment will be authorized only for the actual time involved in the attempt to pickup or deliver a shipment. If multiple shipments are scheduled for pickup or delivery on the same day, only the time involved in the attempt to perform the requested service will be considered, not the total time from warehouse to residence and return. See situations for further clarification for computing time and charges.

B. Vehicle charges equal to those stated for auxiliary service will be authorized for travel time involved in attempting to pickup or deliver. This charge will not be applicable during any time period covered by waiting time.

C. Labor charges should be authorized for driver and helper(s). Labor charges can be authorized for quarter hours, half hours, and three-quarter hours, as well as full hours. Go to the Geographic Application of Rates and Schedules in respective solicitation for labor rates. Go to Item 502 in the International Solicitation for labor services performed overseas.

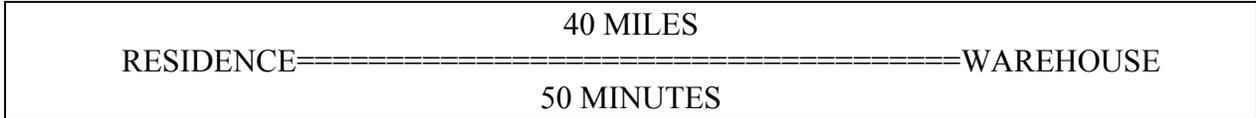
D. Waiting time should be agreed upon prior to carrier performance at carrier's discretion. Waiting time applies to vehicle only; payment for driver and helpers will be authorized under labor charges. Free waiting time does not apply at origin when releasing from SIT.

E. Shipments returned to storage will continue to use the original SIT control number. Storage charges will continue on the additional daily rate in CONUS locations. Storage charges in overseas areas will continue on a 30-day basis for HHG and a 15-day basis for UB.

F. Warehouse handling charges will apply only if shipment is again placed into storage.

The following situations are provided for your assistance.

SITUATION 1: Attempted Pickup, Unaccompanied Baggage, and Single Shipment



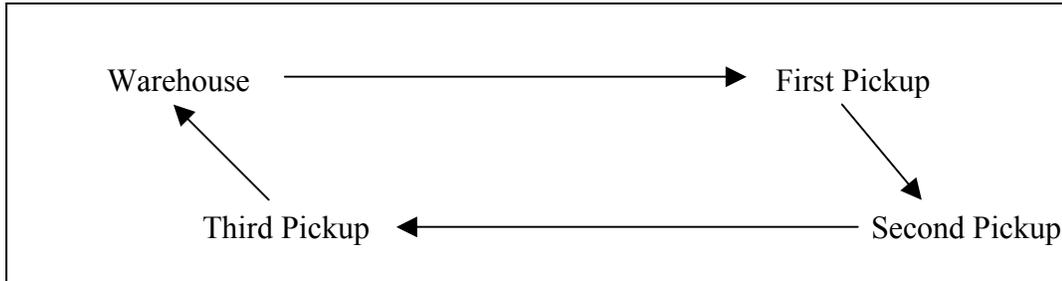
FACTS:

1. Carrier/agent traveled 40 miles to pickup point.
2. Member was not available for pickup.
3. Shipment was not picked up as scheduled.
4. Carrier/agent waited 30 minutes before returning to warehouse.

APPLICABLE CHARGES:

Vehicle	1 ¾ hours x \$_____ per hour. (50 minutes each direction)
Waiting time (Vehicle)	½ hour x \$_____ per hour.
Labor	2 persons x 2 ¼ hours x \$_____ per hour. (50 minutes each direction plus 30 minutes waiting time for driver and helper)

SITUATION 2: Attempted Pickup, Unaccompanied Baggage, and Multiple Shipments



LEGEND:

- Line A = Warehouse to First Pickup = 20 miles/25 minutes
- Line B = First Pickup to Second Pickup = 10 miles/15 minutes
- Line C = Second Pickup to Third Pickup = 15 miles/20 minutes
- Line D = First Pickup to Third Pickup = 25 miles/30 minutes

FACTS:

1. Carrier/agent traveled 20 miles to first residence.
2. Shipment was picked up as scheduled.
3. Carrier/agent then traveled an additional 10 miles to the second residence.
4. PPSO failed to cancel second pickup.
5. Carrier/agent waited 20 minutes before proceeding another 15 miles to third residence.
6. Third pickup was accomplished as scheduled.

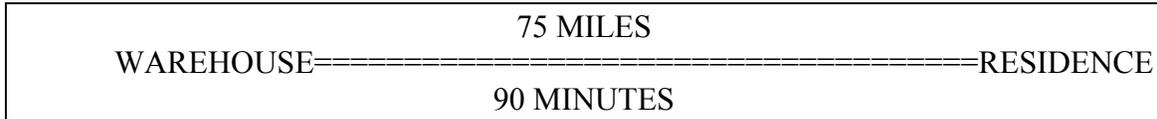
APPLICABLE CHARGES:

Vehicle	35 min – 30 min = 5 min
(Difference in time traveled between B + C versus D)	or ¼ hour x \$ ____ per hour.

Waiting Time	½ hour x \$ ____ per hour.
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Labor	
(Difference in time traveled between B + C versus D plus Waiting time for driver and helper)	2 persons x ¾ hour x \$ ____ per hour.

SITUATION 3: Attempted Pickup, Household Goods, and Single Shipment



FACTS:

1. Carrier/agent traveled 75 miles to pickup point.
2. Member was not available for pickup.
3. Shipment was not picked up as scheduled.
4. Carrier/agent did not wait at residence.

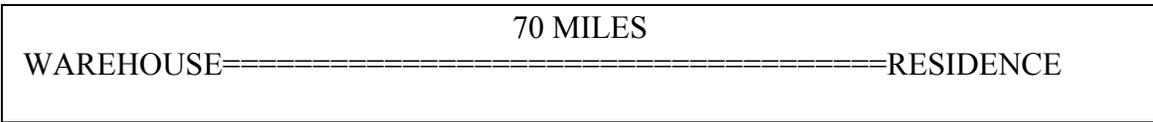
APPLICABLE CHARGES:

Vehicle 3 hours x \$_____ per hour.
(90 minutes each direction)

Waiting Time N/A

Labor 3 persons x 3 hours x \$_____
per hour (90 minutes each
direction).

SITUATION 4: Attempted Delivery from SIT, Unaccompanied Baggage, and Single Shipment



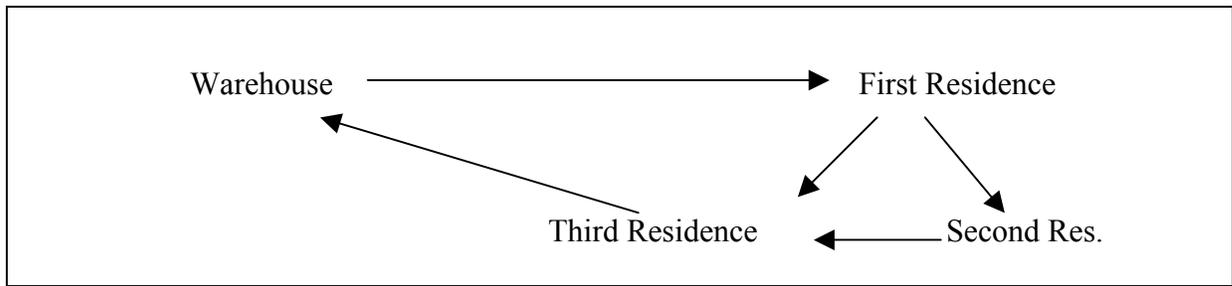
FACTS:

1. Carrier/agent traveled 70 miles to delivery shipment from SIT.
2. Member not available for delivery.
3. Carrier/agent waited 20 minutes at residence.
4. Shipment was returned to warehouse and placed back into SIT.

APPLICABLE CHARGES:

Delivery	\$_____ per cwt.
Warehouse Handling (second charge applicable)	\$_____ per cwt.
SIT (continuation of charge)	\$_____ per cwt.

SITUATION 5: Attempted Delivery from SIT, Unaccompanied Baggage, And Multiple Shipments



LEGEND:

Line A = Warehouse to First Residence = 10 miles

Line B = First Residence to Second Residence = 5 miles

Line C = Second Residence to Third Residence = Right next door

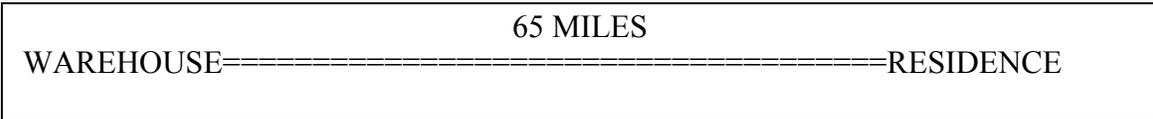
FACTS:

1. Carrier/agent traveled 10 miles to first delivery point.
2. Shipment was delivered as scheduled.
3. Carrier/agent then traveled five miles to next delivery point.
4. Member not available at second delivery point.
5. Carrier/agent did not wait at second residence.
6. Residence 2 and 3 were located next door to each other.
7. Third delivery was performed as scheduled.
8. Second shipment was returned to warehouse.
9. Member picked shipment up before it was again placed into SIT.

APPLICABLE CHARGES:

Delivery	\$ ____ per cwt.
Warehouse handling (original charge only)	\$ _N/A_ per cwt
Storage (no additional storage)	\$ _N/A_ per cwt.

SITUATION 7: Attempted Delivery from SIT, Household Goods, and Single Shipment



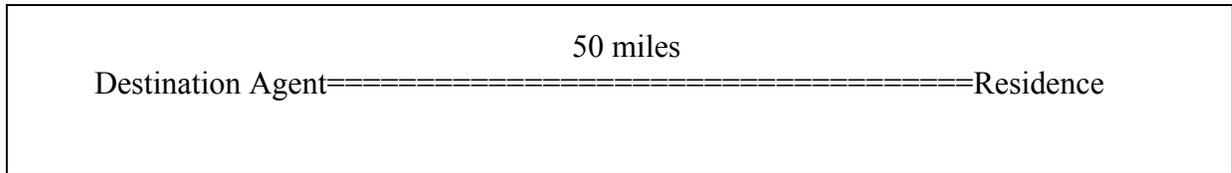
FACTS:

1. Carrier/agent traveled 65 miles to delivery point.
2. Member was not available for delivery.
3. Shipment was not delivered as scheduled.
4. Carrier/agent waited 15 minutes before returning to warehouse.
5. Shipment was returned to warehouse and placed into SIT.

APPLICABLE CHARGES:

Delivery	\$ _____ per cwt.
Warehouse handling (second charge applicable)	\$ _____ per cwt.
Waiting Time (1 hour free time)	No charge.
SIT (continuation of charge)	\$ _____ per cwt.

SITUATION 8: Attempted Delivery Directed by TO, after Carrier Notifies PPSO that Shipment has Arrived



FACTS:

1. Carrier clears inbound shipment at destination agent.
2. PPSO directs carrier to make a direct delivery
3. Carrier gets to residence, but member not there.
4. Carrier notifies the PPSO and is instructed to wait the authorized free waiting time.
5. PPSO tries to locate member.
6. Before expiration of allowable waiting time, shipment was transported back to warehouse and placed into SIT.
6. Carrier provided 100 miles of transportation unnecessarily.

APPLICABLE CHARGE

Delivery	\$_____ per cwt.
Labor (driver and two helpers)	\$_____ per cwt.
Warehouse Handling	\$_____ per cwt.
SIT – 1 st day Storage	\$_____ per cwt.
SIT	\$_____ per cwt.

CHAPTER 6

OVERTIME LOADING AND UNLOADING SERVICE

1. Reference is made to the following documents:
 - A. Domestic Rate Solicitation, Item 413, Overtime Loading and Unloading
 - B. International Rate Solicitation, Item 504, Overtime Loading and Unloading
2. An additional charge for each overtime loading or each overtime unloading will apply when service is performed other than regular duty hours or days, based on the point where the service is performed. This service is made necessary by one or more of the following conditions:
 - A. Service is made by landlord requirements;
 - B. Service is required by prevailing laws and ordinance;
 - C. Service is at the specific request of the PPSO.
 - D. There are unusual circumstances, which merit the PPSO justifying the additional services subject to service regulations. These circumstances are at the sole discretion of the PPSO.
3. Other than regular working hours or days are as follows:
 - A. Between 5:00 p.m. and 8:00 a.m., except Saturdays, Sundays and holidays;
 - B. During any hour on Saturday or Sunday;
 - C. During any hour on officially declared national or state holidays (when service is performed within the state).
4. Overtime loading and unloading charges are subject to the following conditions:
 - A. Charges will be based on actual weight, subject to 500 pounds minimum, except as noted in paragraph G below, for unaccompanied baggage.
 - B. Service must be ordered, in writing, by the PPSO prior to start of service.
 - C. Service is at the option of the carrier/agent.
 - D. When such service involves loading or unloading at the warehouse, it must be agreed to by the warehouseman.

E. This charge shall not apply when service is performed for the carrier's convenience or when shipment(s) are delivered to a warehouse at destination.

F. The charges for household goods are listed in dollars and cents per hundredweight and not by hourly rates.

G. The charge for overtime pickup or delivery on unaccompanied baggage is stated as a charge per shipment.

Several questions and answers are provided below to further clarify the application of overtime loading and unloading services.

QUESTION: A member required delivery of his property after 5:00 p.m. Can the carrier charge for labor in addition to the overtime and unloading service charge?

ANSWER: No. The overtime unloading charge is based on a per hundredweight basis and covers the service of the helpers and driver, as well as use of vehicle. For example, member's shipment weighed 6680 pounds and overtime was necessary to complete delivery and carrier agreed to accept overtime. This was a domestic shipment, and therefore Item 413 applies. Overtime is calculated by multiplying the weight 6680 times the rate of \$1.70 per cwt, equaling \$ 113.56 (6680 lbs. x \$1.70 = \$11,356.00, divided by 100 = \$113.56). This charge is subject to a minimum weight of 500 lbs. and is in addition to any other delivery charge.

QUESTION: Does the overtime loading and unloading charge apply twice on a delivery out of storage (SIT) -- once for loading at the warehouse and again for the delivery at residence?

ANSWER: The charge would apply twice. Once for loading and again for unloading on a delivery out of SIT, after regular hours. However, the service must be requested in writing, and the shipper notified in advance of the charges.

QUESTION: If the delivery starts before 5:00 p.m., but must continue into the night to complete, must the member permit the carrier to continue unloading or may the member demand the carrier to return for subsequent completion of delivery the next day?

ANSWER: Unless required by landlord requirements, prevailing laws, or involvement of delivery out of SIT, a member is entitled to have his service performed during regular hours or days. If this is not possible, the member/PPSO and the carrier can reach an agreement to continue until the service is accomplished, or return the next day. The carrier cannot collect from the member, even if the member is willing to pay for service performed before 8:00 a.m. and after 5:00 p.m.

EXCEPTION: Existence of unusual circumstances that merit the PPSO justifying the additional service.

NOTE: The “next day” is deemed to be the NEXT WORK DAY. If shipment is delivered on Friday for example the next workday is Monday, unless it is a holiday. If the member agrees to have the carrier complete delivery, the carrier can stay until 2100 hours, this would be considered for the carrier’s convenience and NO overtime would be warranted. The carrier has control over when services begin and should schedule accordingly. Carriers should schedule (plan) delivery/pick-ups so they can be accomplished during regular hours. The carrier determines what equipment to send to the job as well as the size of the crew. This falls under the heading of “practicing prudent traffic management.”

CHAPTER 7

HOISTING/LOWERING OF ARTICLES

1. Reference is made to the following documents:

- A. Domestic Personal Property Rate Solicitation, Item 315, Rigging, Hoisting, Lowering
- B. International Personal Property Rate Solicitation, Item 432, Application of Single Factor Rate

2. Domestic Shipments.

A. When it is necessary to use rigging, hoisting, or lowering service in order to accomplish pickup or delivery of a shipment, the carrier shall perform such services at the rates provided in Item 403 (Labor Charge), subject to the carrier's ability to furnish equipment and experienced personnel.

B. If the carrier is unable to furnish or secure the equipment or experienced personnel, the shipper or owner of the goods must arrange for such service.

C. If requested by the PPSO, the carrier shall, as agent for the shipper, undertake to secure such services from a third party, if available. All charges for third party service shall be advanced by the carrier and billed as an advanced charge to the Government.

3. International Shipments.

A. Hoisting/lowering of articles is included in the single factor rate for international shipments.

B. Normal hoisting/lowering, historically performed in a rate area, does not require certification of additional services. The carriers are aware of the necessity and frequency of these services and must include costs in the single factor rates.

C. Under normal conditions, PPSOs will not certify third party service or labor charges for hoisting/lowering services for shipments moving under single factor rates. However, if an article cannot be picked up from a residence or delivered to a residence by a conventional method (doorways, stairs, elevator), or the structural nature of the residence must be changed to accommodate the pickup or delivery (removal of doors, windows, etc.), the carrier, upon approval from the PPSO, will be authorized third party service. This exception is directed at the pickups and deliveries from high-rise apartment buildings and is not intended to be used for minor hoisting and lowering, such as first floor balconies in apartments and single-family dwellings.

Several questions and answers are provided below to further clarify the application of charges for hoisting/lowering.

QUESTION: If the Government is to pay for third party hoisting/lowering, are we to pay only in those cases where it is beyond the agent's normal capability?

ANSWER: Yes. This applies to both domestic and international shipments requiring third party services to complete delivery and or pickup. However, if this were normal hoisting on an international shipment, third party services would not be authorized, since carriers must include these charges in the single factor rates when such service is historically part of the normal loading/unloading service.

QUESTION: In overseas areas, if agent capability differs in one area and one agent is capable of hoisting/lowering service and another isn't, do we pay one and not the other?

ANSWER: In areas where hoisting/lowering service is prevalent, carriers must be aware of the requirement for hoisting/lowering and must include cost in their single factor rate. To pay one agent and not the other would be unfair to the carrier that provides quality service.

QUESTION: How do we ensure the cost submitted on a third party invoice is reasonable? Are there any limits set on hourly rates?

ANSWER: Estimates may be obtained from two or more companies when costs are in doubt. If the carrier is obtaining the third party contract, the PPSO can obtain an estimate to verify cost. If based on an hourly basis, have an inspector verify hours worked.

QUESTION: A shipment contained a grand piano, which had to be hoisted to the third story of an apartment building. The crew had to wait 1 1/2 hours for the equipment to arrive to hoist the piano. Is the carrier entitled to charge 1 1/2 hours waiting time?

ANSWER: This applies to both domestic and international shipments. If the crew arrived to handle the shipment at the time the shipper indicated the piano would be available for unloading, the charge for waiting time is in order. If the carrier was in charge of arranging the service and delay was not the fault of the shipper but the fault of the carrier, then waiting time would not apply. If the member were at fault, then the waiting time charge would be applicable. Charges for third party service (such as the crane service required to lift the piano to the third floor), when approved by the PPSO, are initially paid by the carrier. The carrier then submits the receipt of payment for the third party services with the rest of his billing paperwork for reimbursement.

QUESTION: On a domestic shipment that needed hoisting an article, such as a large armoire over a balcony how is the hourly rate computed?

ANSWER: If the carrier/agent did the hoisting, compute the time in hours and minutes to perform the hoisting. This includes the time to pad and secure the item (armoire) -- two men 30 minutes each plus the time to hoist. The hoisting time would more than likely be four men, two at the top and two at the bottom to hoist the item. The men at the top would be pulling the

armoire up and the two men at the bottom would lift the armoire up and then guide the armoire up the side of the building using ropes to keep the item away from the building so as to not cause damage to the armoire nor the building. There would be 1 hour for each of four men plus the 1 man-hour for two men (30 minutes each) equaling a total time of five man-hours.

CHAPTER 8

STORAGE-IN-TRANSIT (SIT)

1. Reference is made to the following documents:

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

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

2. Definitions:

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

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

3. Carrier Places Shipment in SIT:

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

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

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

4. Problems at Destination SIT:

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

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

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

5. Deliveries:

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

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

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

DELIVERY OUT OF SIT

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

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

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

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

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

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

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

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

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

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

DOMESTIC TRAFFIC: SITUATION 1

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

FACTS:

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

APPLICABLE CHARGES:

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

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

DOMESTIC TRAFFIC: SITUATION 2

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

FACTS:

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

APPLICABLE CHARGES:

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

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

DOMESTIC TRAFFIC: SITUATION 3

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

FACTS:

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

APPLICABLE CHARGE:

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

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

DOMESTIC TRAFFIC: SITUATION 4

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

FACTS:

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

APPLICABLE CHARGES:

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

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

DOMESTIC TRAFFIC: SITUATION 5

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

FACTS:

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

APPLICABLE CHARGES:

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

DOMESTIC TRAFFIC: SITUATION 6

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

FACTS:

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

APPLICABLE CHARGES:

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

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

DOMESTIC TRAFFIC: SITUATION 7

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

FACTS:

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

APPLICABLE CHARGES:

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

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

DOMESTIC TRAFFIC: SITUATION 8

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

FACTS:

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

APPLICABLE CHARGES:

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

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

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

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

FACTS:

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

APPLICABLE CHARGES:

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

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

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

FACTS:

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

APPLICABLE CHARGES:

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

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

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

FACTS:

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

APPLICABLE CHARGES:

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

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

1. Reference is made to the following documents:

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

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

2. Charges are applied as follows:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

DOMESTIC TRAFFIC: SITUATION 12

CODE 1

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

FACTS:

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

APPLICABLE CHARGES FOR PARTIAL WITHDRAWAL:

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

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

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

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

Other Accessorial Charges: As required and approved by PPSO.

DOMESTIC TRAFFIC: SITUATION 13

CODE 1

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

FACTS:

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

APPLICABLE CHARGES FOR PARTIAL WITHDRAWAL:

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

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

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

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

Other Accessorial Charges: As required and approved by PPSO.

DOMESTIC TRAFFIC: SITUATION 14

CODE 1

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

FACTS:

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

APPLICABLE CHARGES FOR PARTIAL WITHDRAWAL:

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

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

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

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

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

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

Delivery: 700 lbs x SIT delivery out rate.

Other Accessorial Charges: As required and approved by PPSO.

DOMESTIC TRAFFIC: SITUATION 15

CODE 2

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

FACTS:

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

APPLICABLE CHARGES FOR PARTIAL WITHDRAWAL:

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

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

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

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

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

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

Other Accessorial Charges: As required and approved by PPSO

DOMESTIC TRAFFIC: SITUATION 16

CODE 2

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

FACTS:

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

APPLICABLE CHARGES FOR PARTIAL WITHDRAWAL:

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

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

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

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

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

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

Other Accessorial Charges: As required and approved by PPSO

DOMESTIC TRAFFIC: SITUATION 17

CODE 2

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

FACTS:

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

APPLICABLE CHARGES:

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

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

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

2 people x 1 ¼ hours x labor rate

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

Other Accessorial Charges: As required and approved by PPSO.

DOMESTIC TRAFFIC: SITUATION 18

CODE 2

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

FACTS:

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

APPLICABLE CHARGES FOR PARTIAL WITHDRAWAL:

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

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

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

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

Delivery: 700 lbs x SIT delivery out rate.

Other Accessorial Charges: As required and approved by PPSO.

INTERNATIONAL TRAFFIC: SITUATION 19

CODES 3, 4, 5, 6, AND T

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

FACTS:

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

APPLICABLE CHARGES FOR PARTIAL WITHDRAWAL:

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

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

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

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

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

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

Other Accessorial Charges: As required and approved by PPSO.

INTERNATIONAL TRAFFIC: SITUATION 20

CODES 4, 5, AND T

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

FACTS:

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

APPLICABLE CHARGES FOR PARTIAL WITHDRAWAL:

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

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

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

3 persons x 2 ¼ hour x labor rate

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

Other Accessorial Charges: As required and approved by PPSO.

INTERNATIONAL TRAFFIC: SITUATION 21

CODES 4, 5, AND T

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

FACTS:

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

APPLICABLE CHARGES FOR PARTIAL WITHDRAWAL:

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

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

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

2 persons x 1 ¼ hour x labor rate

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

Other Accessorial Charges: As required and approved by PPSO.

INTERNATIONAL TRAFFIC: SITUATION 22

CODES 7, 8, AND J

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

FACTS:

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

APPLICABLE CHARGES FOR PARTIAL WITHDRAWAL:

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

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

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

1 person x 1 ³/₄ hour x labor rate

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

Other Accessorial Charges: As required and approved by PPSO.

INTERNATIONAL TRAFFIC: SITUATION 23

CODES 7, 8, AND J

FACTS:

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

APPLICABLE CHARGES FOR PARTIAL WITHDRAWAL:

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

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

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

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

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

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

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

Other Accessorial Charges: As required and approved by PPSO.

INTERNATIONAL TRAFFIC: SITUATION 24

DPM HOUSEHOLD GOODS

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

FACTS:

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

APPLICABLE CHARGES:

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

4. NOTES:

A. Delivery/SIT charges contained in contract.

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

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

INTERNATIONAL TRAFFIC: SITUATION 25

DPM UNACCOMPANIED BAGGAGE

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

FACTS:

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

APPLICABLE CHARGES:

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

4. NOTES:

A. Delivery/SIT charges contained in contract.

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

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

TERMINATION OF SIT

1. Reference is made to the following documents:

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

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

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

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

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

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

2) The actual delivery date.

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

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

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

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

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

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

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

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

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

CERTIFICATION OF DD FORM 619

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

CHAPTER 9

CONSOLIDATION OF DOMESTIC HOUSEHOLD GOODS SHIPMENTS

1. Reference is made to the following documents:

A. Department of Defense (DOD) 4500.9-R, Chapter 402, Household Goods and Unaccompanied Baggage

B. Domestic Personal Property Rate Solicitation, Items 314, Consolidation of Shipments, and 803, Consolidated Shipment

2. PPSO's will make a consolidated shipment when all of the following conditions are met. The following rules must be applied when consolidating shipments:

A. Two or more members' goods are moving concurrently from the same area served by the origin PPSO to, or toward, the same destination area.

B. Line haul savings resulting from the use of the lower rate applicable to the higher weight bracket reached by consolidation are more than the charges for extra pickup and delivery.

C. Service to the members will not be impaired.

D. All shipments must be offered to the carrier at the same time with consecutive pickup dates.

E. Separate BLs will be used for each member's property. BLs must be cross-referenced with the notation: "This is a consolidated shipment comprising BL numbers (list all other BL numbers involved in the consolidated shipment).

F. Accessorial charges will be computed as though each portion were an individual shipment.

G. Line haul rate will be based on the total weight and mileage from the first pickup to the FARTHEST destination point by way of all points.

H. All shipments must be released at the same released valuation.

I. The charge for extra pickup and delivery will apply for each stop after the first pickup and after the initial delivery. Should all portions of the shipment be placed into the same warehouse at destination, no additional stop-off charge will apply.

J. Only one shipment charge will apply for the entire consolidation.

3. Questions and answers are provided below to further clarify the rules applicable to consolidation of shipments.

QUESTION: If three members' property weighing 3,980, 1,990, and 5,980 pounds were consolidated as one shipment, would the total weight be 11,950 or would 3,980 be considered 4,000, 1,990 as 2,000, and 5,980 as 6,000, for a total of 12,000 pounds?

ANSWER: Line haul charges for the consolidated shipment are based on the total weight of all portions – 11,950 lbs. The breakpoint applies only to the total weight, not on individual weights of each portion.

QUESTION: On a consolidated move involving property of five members, how many extra pickups and deliveries would apply?

ANSWER: There would be four extra pickups. Deliveries would be based on the actual number of additional stops/deliveries. The line haul rate includes the first pickup and delivery. Each delivery after the initial delivery to either a residence or storage warehouse would be a stop-off. Two deliveries to the same warehouse would be counted as one.

QUESTION: If the shipments were from various points and places, how would the distance be determined?

ANSWER: The line haul transportation rate is based on the distance from the first point of pickup to the farthest point of delivery via all points of pickup and delivery.

QUESTION: Two shipments are moving from and to the same points and the PPSO wants to take advantage of the lower rate associated with consolidations. However, one shipper wishes to place a lump sum valuation on his shipment. The second shipper is agreeable to the released value of \$1.25 per pound. Can the PPSO consolidate these shipments?

ANSWER: No. Even though separate BLs are issued for each member, the carrier considers a consolidation as one shipment. All portions of that shipment must be released at the same valuation.

QUESTION: Are multiple BLs permitted on consolidations?

ANSWER: Individual BLs could be issued for each portion of the consolidated shipment as long as the BLs are properly cross-referenced. Each portion of the consolidated shipment will be considered as a separate shipment in the computation of accessorial charges. The line haul transportation charge will be based on the total weight of the consolidated shipment from the first point of pickup to the FURTHEST point at destination via all points of pickup and delivery. A charge for each extra pickup and delivery will apply. MAXPACK provisions will apply on each portion of the shipment.

QUESTION: Several days after tendering a shipment to a carrier, another application is received for shipment between the same points. The first shipment has not been picked up. Can these shipments be consolidated?

ANSWER: No. Neither will they be able to get the advantage of a reduced rate for line haul. Shipments must be tendered to the carrier and accepted by that carrier at one time. Carriers must have full information in order to provide proper dispatch. The PPSO may, however, book the shipment with the same carrier for early dispatch if the carrier can accept the shipment.

QUESTION: When consolidating shipments to obtain lower costs, do the provisions of MAXPACK apply to the entire weight?

ANSWER: MAXPACK would be computed on each individual shipment and not on the entire weight. Only the line haul rate is based on the entire weight of the shipment.

5. The following situations are provided to illustrate real computation for consolidation of shipments. Costs are derived from Domestic Rate Solicitation for example purposes only.

Scenario 1:

Comparison of consolidation costs based on different weights and same distance

Shipment A						1500 Miles	
Shipment B						1500 Miles	
Shipment C						1500 Miles	
INDIVIDUAL SHIPMENTS				CONSOLIDATED SHIPMENTS			
	WEIGHT	LINEHAUL RATE (CWT)	EXTENDED CHARGE		WEIGHT	LINEHAUL RATE (CWT)	EXTENDED CHARGE
A	3,400	\$ 50.60	\$ 1,720.40		17,900	\$ 36.65	\$ 6,560.35
B	6,000	\$ 43.80	\$ 2,628.00		2 EXTRA PICKUPS	\$34.35ea.	\$ 68.70
C	8,500	\$ 38.05	\$ 3,234.25		2 EXTRA DELIVERIES	\$34.35ea.	\$ 68.70
TOTAL	17,900		\$ 7,582.65				\$ 6,697.75

RESULT: Consolidation is cost favorable.

Scenario 2:

Comparison of consolidation costs based on different weights and distance

Shipment A						1000 Miles	
Shipment B						1050 Miles	
Shipment C						1200 Miles	
INDIVIDUAL SHIPMENTS				CONSOLIDATED SHIPMENTS			
	WEIGHT	LINEHAUL RATE (CWT)	EXTENDED CHARGE		WEIGHT	LINEHAUL RATE (CWT)	EXTENDED CHARGE
A	3,400	\$ 38.40	\$ 1,305.60		17,900	\$ 31.20	\$ 5,584.80
B	6,000	\$ 34.15	\$ 2,049.00		2 EXTRA PICKUPS	\$34.35ea.	\$ 68.70
C	8,500	\$ 32.65	\$ 2,775.25		2 EXTRA DELIVERIES	\$34.35ea.	\$ 68.70
TOTAL	17,900		\$ 6,129.85				\$ 5,722.20

RESULT: Consolidation is cost favorable.

Scenario 3:

Comparison of consolidation costs based on different weights and distance

INDIVIDUAL SHIPMENTS				CONSOLIDATED SHIPMENTS		
	WEIGHT	LINEHAUL RATE (CWT)	EXTENDED CHARGE		LINEHAUL RATE (CWT)	EXTENDED CHARGE
Shipment A	5,000	\$ 28.35	\$ 1,417.50			
Shipment B	6,000	\$ 35.35	\$ 2,121.00			
Shipment C	8,500	\$ 38.05	\$ 3,234.25			
TOTAL	19,500		\$ 6,772.75			
				800 Miles		
				1100 Miles		
				1500 Miles		
				19,500	\$ 36.65	\$ 7,146.75
				2 EXTRA PICKUPS	\$34.35ea.	\$ 68.70
				2 EXTRA DELIVERIES	\$34.35ea.	\$ 68.70
						\$ 7,284.15

RESULT: Consolidation is NOT cost favorable.

Scenario 4:

Comparison of consolidation costs based on different weights and same distance with extra pickup & delivery

INDIVIDUAL SHIPMENTS				CONSOLIDATED SHIPMENTS		
	WEIGHT	LINEHAUL RATE (CWT)	EXTENDED CHARGE		LINEHAUL RATE (CWT)	CHARGE
Shipment A	3,400	\$ 50.60	\$ 1,720.40			
Shipment B	6,000	\$ 43.80	\$ 2,628.00			
Shipment C	8,500	\$ 38.05	\$ 3,234.25			
TOTAL	17,900		\$ 7,651.35			
				1500 Miles		Extra Pickup*
				1500 Miles		Extra Delivery**
				17,900	\$ 36.65	\$ 6,560.35
				3 EXTRA PICKUPS	\$34.35ea.	\$ 103.05
				3 EXTRA DELIVERIES	\$34.35ea.	\$ 103.05
						\$ 6,766.45

RESULT: Consolidation is cost favorable.

* Extra Pick from customers office

** Extra Delivery to mini storage

CHAPTER 9

CONSOLIDATION OF DOMESTIC HOUSEHOLD GOODS SHIPMENTS

1. Reference is made to the following documents:

A. Department of Defense (DOD) 4500.9-R, Chapter 402, Household Goods and Unaccompanied Baggage

B. Domestic Personal Property Rate Solicitation, Items 314, Consolidation of Shipments, and 803, Consolidated Shipment

2. PPSO's will make a consolidated shipment when all of the following conditions are met. The following rules must be applied when consolidating shipments:

A. Two or more members' goods are moving concurrently from the same area served by the origin PPSO to, or toward, the same destination area.

B. Line haul savings resulting from the use of the lower rate applicable to the higher weight bracket reached by consolidation are more than the charges for extra pickup and delivery.

C. Service to the members will not be impaired.

D. All shipments must be offered to the carrier at the same time with consecutive pickup dates.

E. Separate BLs will be used for each member's property. BLs must be cross-referenced with the notation: "This is a consolidated shipment comprising BL numbers (list all other BL numbers involved in the consolidated shipment).

F. Accessorial charges will be computed as though each portion were an individual shipment.

G. Line haul rate will be based on the total weight and mileage from the first pickup to the FARTHEST destination point by way of all points.

H. All shipments must be released at the same released valuation.

I. The charge for extra pickup and delivery will apply for each stop after the first pickup and after the initial delivery. Should all portions of the shipment be placed into the same warehouse at destination, no additional stop-off charge will apply.

J. Only one shipment charge will apply for the entire consolidation.

3. Questions and answers are provided below to further clarify the rules applicable to consolidation of shipments.

QUESTION: If three members' property weighing 3,980, 1,990, and 5,980 pounds were consolidated as one shipment, would the total weight be 11,950 or would 3,980 be considered 4,000, 1,990 as 2,000, and 5,980 as 6,000, for a total of 12,000 pounds?

ANSWER: Line haul charges for the consolidated shipment are based on the total weight of all portions – 11,950 lbs. The breakpoint applies only to the total weight, not on individual weights of each portion.

QUESTION: On a consolidated move involving property of five members, how many extra pickups and deliveries would apply?

ANSWER: There would be four extra pickups. Deliveries would be based on the actual number of additional stops/deliveries. The line haul rate includes the first pickup and delivery. Each delivery after the initial delivery to either a residence or storage warehouse would be a stop-off. Two deliveries to the same warehouse would be counted as one.

QUESTION: If the shipments were from various points and places, how would the distance be determined?

ANSWER: The line haul transportation rate is based on the distance from the first point of pickup to the farthest point of delivery via all points of pickup and delivery.

QUESTION: Two shipments are moving from and to the same points and the PPSO wants to take advantage of the lower rate associated with consolidations. However, one shipper wishes to place a lump sum valuation on his shipment. The second shipper is agreeable to the released value of \$1.25 per pound. Can the PPSO consolidate these shipments?

ANSWER: No. Even though separate BLs are issued for each member, the carrier considers a consolidation as one shipment. All portions of that shipment must be released at the same valuation.

QUESTION: Are multiple BLs permitted on consolidations?

ANSWER: Individual BLs could be issued for each portion of the consolidated shipment as long as the BLs are properly cross-referenced. Each portion of the consolidated shipment will be considered as a separate shipment in the computation of accessorial charges. The line haul transportation charge will be based on the total weight of the consolidated shipment from the first point of pickup to the FURTHEST point at destination via all points of pickup and delivery. A charge for each extra pickup and delivery will apply. MAXPACK provisions will apply on each portion of the shipment.

QUESTION: Several days after tendering a shipment to a carrier, another application is received for shipment between the same points. The first shipment has not been picked up. Can these shipments be consolidated?

ANSWER: No. Neither will they be able to get the advantage of a reduced rate for line haul. Shipments must be tendered to the carrier and accepted by that carrier at one time. Carriers must have full information in order to provide proper dispatch. The PPSO may, however, book the shipment with the same carrier for early dispatch if the carrier can accept the shipment.

QUESTION: When consolidating shipments to obtain lower costs, do the provisions of MAXPACK apply to the entire weight?

ANSWER: MAXPACK would be computed on each individual shipment and not on the entire weight. Only the line haul rate is based on the entire weight of the shipment.

5. The following situations are provided to illustrate real computation for consolidation of shipments. Costs are derived from Domestic Rate Solicitation for example purposes only.

Scenario 1:

Comparison of consolidation costs based on different weights and same distance

Shipment A						1500 Miles	
Shipment B						1500 Miles	
Shipment C						1500 Miles	
INDIVIDUAL SHIPMENTS				CONSOLIDATED SHIPMENTS			
	WEIGHT	LINEHAUL RATE (CWT)	EXTENDED CHARGE		WEIGHT	LINEHAUL RATE (CWT)	EXTENDED CHARGE
A	3,400	\$ 50.60	\$ 1,720.40		17,900	\$ 36.65	\$ 6,560.35
B	6,000	\$ 43.80	\$ 2,628.00		2 EXTRA PICKUPS	\$34.35ea.	\$ 68.70
C	8,500	\$ 38.05	\$ 3,234.25		2 EXTRA DELIVERIES	\$34.35ea.	\$ 68.70
TOTAL	17,900		\$ 7,582.65				\$ 6,697.75

RESULT: Consolidation is cost favorable.

Scenario 2:

Comparison of consolidation costs based on different weights and distance

Shipment A						1000 Miles	
Shipment B						1050 Miles	
Shipment C						1200 Miles	
INDIVIDUAL SHIPMENTS				CONSOLIDATED SHIPMENTS			
	WEIGHT	LINEHAUL RATE (CWT)	EXTENDED CHARGE		WEIGHT	LINEHAUL RATE (CWT)	EXTENDED CHARGE
A	3,400	\$ 38.40	\$ 1,305.60		17,900	\$ 31.20	\$ 5,584.80
B	6,000	\$ 34.15	\$ 2,049.00		2 EXTRA PICKUPS	\$34.35ea.	\$ 68.70
C	8,500	\$ 32.65	\$ 2,775.25		2 EXTRA DELIVERIES	\$34.35ea.	\$ 68.70
TOTAL	17,900		\$ 6,129.85				\$ 5,722.20

RESULT: Consolidation is cost favorable.

Scenario 3:

Comparison of consolidation costs based on different weights and distance

INDIVIDUAL SHIPMENTS				CONSOLIDATED SHIPMENTS		
	WEIGHT	LINEHAUL RATE (CWT)	EXTENDED CHARGE		LINEHAUL RATE (CWT)	EXTENDED CHARGE
Shipment A	5,000	\$ 28.35	\$ 1,417.50			
Shipment B	6,000	\$ 35.35	\$ 2,121.00			
Shipment C	8,500	\$ 38.05	\$ 3,234.25			
TOTAL	19,500		\$ 6,772.75	19,500	\$ 36.65	\$ 7,146.75
				2 EXTRA PICKUPS	\$34.35ea.	\$ 68.70
				2 EXTRA DELIVERIES	\$34.35ea.	\$ 68.70
						\$ 7,284.15

RESULT: Consolidation is NOT cost favorable.

Scenario 4:

Comparison of consolidation costs based on different weights and same distance with extra pickup & delivery

INDIVIDUAL SHIPMENTS				CONSOLIDATED SHIPMENTS		
	WEIGHT	LINEHAUL RATE (CWT)	EXTENDED CHARGE		LINEHAUL RATE (CWT)	CHARGE
Shipment A	3,400	\$ 50.60	\$ 1,720.40			
Shipment B	6,000	\$ 43.80	\$ 2,628.00			
Shipment C	8,500	\$ 38.05	\$ 3,234.25			
extra p/u		\$ 34.35	\$ 34.35	17,900	\$ 36.65	\$ 6,560.35
extra delivery		\$ 34.35	\$ 34.35	3 EXTRA PICKUPS	\$34.35ea.	\$ 103.05
TOTAL	17,900		\$ 7,651.35	3 EXTRA DELIVERIES	\$34.35ea.	\$ 103.05
						\$ 6,766.45

RESULT: Consolidation is cost favorable.

* Extra Pick from customers office

** Extra Delivery to mini storage

CHAPTER 10

TERMINATION, RESHIPMENT, AND DIVERSION FOR INTERNATIONAL SHIPMENTS

1. Reference is made to the following document:

International Personal Property Rate Solicitation, Item 522, Termination of Shipments – HHG; Item 523, Termination of Shipments – UB; Item 524, Reshipments – HHG; Item 525, Reshipments – UB; Item 526, Shipments Diverted After Commencement of Transportation Service

2. The following statements generally apply to all international shipments:

A. Shipments moving over ocean and requiring further over ocean transit will be terminated and reshipped.

B. Shipments requiring changes in type of service, e.g., international to domestic, will be terminated and reshipped.

C. Shipments may be terminated for the benefit of member, subject to service regulations, for the convenience of the Government, or due to the fault of the carrier.

D. When a shipment is terminated and reshipment is necessary, the onward movement should normally be awarded to the same carrier, if possible, to continue carrier liability and for protection of carrier-owned containers, if applicable.

E. Shipments located in SIT will not be diverted. Either a delivery out of SIT or termination and reshipment will be performed depending on the new destination of the shipment.

3. The PPSO must order, in writing, and certify documentation for the services, to enable carriers to submit billing for services rendered.

Several questions and answers are provided to further clarify these services.

QUESTION: A shipment arrives at an overseas port of debarkation (POD) from a point in CONUS. The member's orders were canceled before leaving the origin area. What action does the origin PPSO take?

ANSWER: Notify the carrier that the shipment must be stopped at the nearest point for termination. The carrier must locate the shipment and notify the PPSO of the location. The origin PPSO must notify the PPSO at point of termination and destination of change in orders. A DD Form 1152 will be issued by the PPSO (either at origin or termination point) terminating the BL. Please refer to Item 524 (HHG) and Item 525 (UB) of the International Rate Solicitation for further clarification.

QUESTION: A shipment originating in an overseas area is terminated at the POD in CONUS. The member's orders are amended to read another overseas theater. How should the shipment be forwarded?

ANSWER: A new BL should be issued to the same carrier if that carrier has a cost effective approved rate on file.

QUESTION: A shipment was intended for overseas movement. The member's spouse decided to move within CONUS in lieu of going overseas. The carrier had completed the packing and stuffing of the shipment into containers. How does the shipment move within CONUS?

ANSWER: If carrier has a cost effective Code 2 rate on file, convert BL to a Code 2 shipment. If not, terminate BL and rebook under domestic procedures. Carrier will be paid in accordance with termination procedures in the International Rate Solicitation. No provisions exist for OTOs within CONUS.

The following situations show necessary actions and applicable charges and are included for further guidance.

SITUATION 1

Member's orders are canceled while carrier is in process of packing. Property will remain in residence.

FACTS:

1. Shipment intended for overseas movement.
2. Carrier has portion of HHG packed and in containers.
3. Member's orders are canceled.

ACTION:

1. PPSO must contact carrier/agent to terminate shipment.
2. PPSO issues DD Form 1200 to terminate shipment at point of residence.
3. Carrier submits DD Form 619 for origin services performed.

APPLICABLE CHARGES:

1. Labor charges for packing, containerizing, and unpacking.
2. Charges for use of vehicle in accordance with those for auxiliary service.

NOTE: Separate service policy may require payment under local procurement procedures rather than DD Form 619. If billing will not be under authority of BL, then it should be canceled instead of terminated.

3. Termination charge.

SITUATION 2

Member's orders amended to read a CONUS destination in lieu of overseas destination.

FACTS:

1. Shipment intended for movement overseas.
2. Carrier had portion of shipment packed.
3. Member's orders changed from overseas to CONUS destination.

ACTION:

1. PPSO must contact carrier/agent to terminate shipment.
2. PPSO rebooks shipment under inter/intrastate procedures. If possible, the same carrier, providing it has proper authority, should be used. If not, a carrier represented by the same agent should be used.
3. PPSO issues a DD Form 1200 to either terminate the shipment, or if the same carrier can be used, changes the destination and code of service.

APPLICABLE CHARGES:

1. If the same carrier maintains shipment, billing will be under the domestic solicitation.
2. If inter/intrastate movement is performed by another carrier, the original BL will be terminated and the original carrier paid as in Situation 1.
3. Termination Charges.

SITUATION 3

Member's orders amended to read a different overseas destination.

FACTS:

1. Shipment intended for overseas movement.
2. Carrier has portion packed and in containers.
3. Member's orders amended to different overseas destination.

ACTION:

1. PPSO notifies carrier/agent of change in destination.
2. PPSO obtains any changes in shipment from member, e.g., more/less weight because of nontemporary storage or unaccompanied baggage. Changes are made accordingly with the carrier/agent.
3. If original carrier has MTMC accepted cost effective rate on file, this carrier and rate should be used.
4. If original carrier does not have acceptable rate on file, then PPSO will book shipment with another carrier, preferably using the same agent.
5. The PPSO will issue DD Form 1200, either terminating or indicating necessary changes to the BL.

APPLICABLE CHARGES:

1. If the same carrier is used, the carrier's SFR to the new destination will apply.
2. If movement is by another carrier using the same agent, then that carrier's SFR to the new destination will apply. Original BL will be terminated.
3. If shipment must be awarded to a carrier using another agent, then the original BL will be terminated and the original carrier paid under provisions of Situation 1.
4. If the shipment is turned over to another carrier/agent, there will be a termination charge.

SITUATION 4

Member's orders canceled prior to departure from origin area -- shipment in warehouse.

FACTS:

1. Shipment intended for overseas movement.
2. Carrier packed, containerized shipment, and drayed to warehouse.
3. Member's orders canceled. Shipment returned to origin residence.

ACTION:

1. PPSO contacts carrier/agent to terminate shipment.
2. PPSO issues DD Form 1200 to cover termination and return to residence.
3. Carrier submits DD Form 619 to cover applicable charges.

APPLICABLE CHARGES:

1. Dollar amount per hundredweight (as indicated in military basic tender) to cover packing, including the use of packing materials and stuffing into containers, if used.
2. SIT and warehouse handling charges, when required, and authorized by the PPSO.
3. Drayage from origin residence to warehouse and return (in accordance with transportation rate applying to SIT).

NOTE: Shipments returned to residence will be returned by carrier in order to continue liability and protect carrier containers. If member wants property unpacked, it can be ordered by the PPSO and paid under Item 507 (UB) or Item 502 (HHG) of the International Rate Solicitation.

4. Termination charge.

SITUATION 5

Member's orders are amended to show a destination within CONUS; shipment containerized for overseas movement.

FACTS:

1. Shipment intended for overseas movement.
2. Carrier packed, containerized, and drayed shipment to warehouse for onward movement.
3. Member's orders amended to CONUS destination in lieu of overseas destination.

ACTION:

1. PPSO contacts carrier/agent to terminate shipment.
2. PPSO rebooks shipment under inter/intrastate procedures. The same carrier should be used, if possible. If original carrier does not have operating authority, a carrier represented by the same agent should be used.
3. PPSO issues DD Form 1200 to either terminate shipment or, if carrier is used, change the destination, code of service, and rate.

APPLICABLE CHARGES:

1. If the same carrier is used and the carrier has a Code 2 rate on file, then the Code 2 rate will be used. If the carrier has only a Code 1 rate on file, then the Code 1 rate will be used. Removal of shipment from containers is payable in accordance with labor charges.
2. If a different carrier is used, the BL will be terminated and the original carrier will be paid in accordance with Situation 4.
3. Termination charge.

SITUATION 6

Member's orders are amended to show a different overseas destination; shipment containerized for overseas movement.

FACTS:

1. Shipment intended for overseas movement.
2. Carrier packed, containerized, and drayed shipment to warehouse for onward movement.
3. Member's orders amended to different overseas destination.

ACTION:

1. PPSO contacts carrier/agent to terminate shipment.
2. PPSO rebooks shipment under international procedures. Any changes required by the member are made with the carrier/agent.
3. If original carrier has MTMC accepted cost effective rate on file, the same carrier should be used.
4. If original carrier does not have acceptable rate on file, then PPSO will book shipment with another carrier, preferably using the agent.
5. The PPSO will issue DD Form 1200 either terminating or indicating necessary changes to BL.

APPLICABLE CHARGES:

1. If the same carrier is used, then the carrier's SFR to the new destination will apply. Original BL will be terminated.
2. If movement is by another carrier using the same agent, then that carrier's SFR to the new destination will apply.
3. If shipment must be awarded to a carrier using another agent, then the original BL will be terminated and the original carrier paid under provisions of Situation 4.
4. Termination charges if another carrier/agent is required.

SITUATION 7

Member's orders are amended to read a different overseas destination using the same POE.

FACTS:

1. Shipment intended for overseas movement.
2. Carrier packed, containerized, and moved shipment to POE.
3. Member's orders are amended to show a different overseas destination using the same POE.

ACTION:

1. PPSO contacts carrier/agent to divert shipment.
2. PPSO issues diversion certificate.

APPLICABLE CHARGES:

1. Use the carrier's same SFR from point of origin to the new destination.
2. If the carrier does not have a transportation rate on file from the origin point to the new destination, then the shipment will be terminated and onward movement directed by the PPSO at the POE.
3. Diversion charge.

SITUATION 8

Member's orders are amended to read a different overseas destination using a different POE.

FACTS:

1. Shipment intended for overseas movement.
2. Carriers packed, containerized, and moved shipment to POE.
3. Member's orders are amended to show a different overseas destination using a different POE.

ACTION:

1. PPSO contacts carrier/agent to divert shipment.
2. PPSO issues diversion certificate.

APPLICABLE CHARGES:

1. Refer to Item 530 for linehaul rates from the origin point to the original POE (point of diversion).
2. Use the carrier's SFR from the point of diversion (original POE) to the new overseas destination.
3. If the carrier does not have a transportation rate on file from the point of diversion to the new overseas destination, then the shipment will be terminated and onward movement directed by the PPSO at the POE.
4. Diversion or termination charge, as applicable.

SITUATION 9

Member's orders were canceled. Shipment has moved to the POD.

FACTS:

1. Shipment intended for overseas movement.
2. Carrier packed, containerized, and moved shipment to POD.
3. Member's order canceled. Shipment must be returned to origin.

ACTION:

1. PPSO contacts carrier/agent to terminate shipment at POD.
2. PPSO issues DD Form 1200 terminating shipment at POD.
3. A new BL must be issued for return to origin.

APPLICABLE CHARGES:

1. Carrier's SFR to rate area of the termination point or carrier's SFR to the rate area of the original destination point, whichever is less, minus deduction for nonperformance of unpacking service on household goods.
2. Termination charge.

SITUATION 10

Member's orders are amended to read a CONUS destination in lieu of the overseas destination. Shipment has moved to the POD.

FACTS:

1. Shipment intended for overseas movement.
2. Carrier packed, containerized, and moved shipment to POD.
3. Member's orders amended to read CONUS in lieu of overseas.

ACTION:

1. PPSO contacts carrier/agent to terminate shipment at POE.
2. PPSO issues DD Form 1200 terminating shipment at POD.
3. PPSO at the POD must issue new BL for return to CONUS.

APPLICABLE CHARGES:

1. Carrier's SFR to rate area of the termination point or carrier's SFR to the rate area of the original destination point, whichever is less, minus deduction for nonperformance of unpacking service on household goods.
2. Termination charge.

SITUATION 11

Member's orders are amended to read another overseas destination in the same rate area as the original destination.

FACTS:

1. Shipment intended for overseas movement.
2. Carrier packed, containerized, and moved shipment to POD.
3. Member's orders amended to read another installation within the same rate area as the original destination.

ACTION:

1. PPSO contacts carrier/agent to divert shipment.
2. PPSO issues a diversion certificate showing the new destination.

APPLICABLE CHARGES:

1. Carrier's SFR to destination. There is no change in the rate.
2. Diversion charge.

SITUATION 12

Member's orders are amended to read another overseas destination in an area, which requires further overwater transportation.

FACTS:

1. Shipment intended for overseas movement.
2. Carrier packed, containerized, and moved shipment to original POD.
3. Member's orders amended to read another overseas destination requiring further overwater transportation.

ACTION:

1. PPSO will contact carrier/agent to terminate shipment.
2. PPSO will issue DD Form 1200 terminating shipment.

APPLICABLE CHARGES:

1. Carrier's SFR to rate area of the termination point or carrier's SFR to the rate area of the original destination point, whichever is less, minus deduction for nonperformance of unpacking for household goods.
2. Termination charge.

NOTE: The PPSO at the point of termination will be responsible for onward movement of the shipment. A new BL must be issued for further movement overwater.

SITUATION 13

Member's orders are canceled and shipment is returned to CONUS.

FACTS:

1. Shipment intended for overseas movement.
2. Carrier packed, containerized, and moved shipment to the destination point.
3. Member's orders were canceled and the shipment must return to CONUS.

ACTION:

1. PPSO will contact carrier/agent to terminate shipment.
2. PPSO will issue a DD Form 1200 terminating shipment.

APPLICABLE CHARGES:

Carrier's SFR to the destination point minus deduction for nonperformance of unpacking household goods.

NOTE: PPSO at destination is responsible for onward movement of the shipment. A new BL must be issued for further movement over water.

SITUATION 14

Member's orders canceled prior to departure from origin area; shipment in warehouse.

FACTS:

1. Shipment intended for CONUS.
2. Carrier packed, containerized shipment, and drayed to warehouse.
3. Member's orders cancelled. Shipment returns to origin residence.

ACTION:

1. PPSO contacts carrier/agent to terminate shipment.
2. PPSO issues DD Form 1200 to cover termination and return to residence.
3. Carrier submits DD Form 619 to cover applicable charges.

APPLICABLE CHARGES:

1. Dollar amount per hundredweight to cover packing, including the use of packing materials and stuffing into containers, if used.
2. SIT and warehouse handling charges, when required, and authorized by the PPSO.
3. Drayage from origin residence to warehouse and return in accordance with transportation rate applying to SIT.

NOTE: Shipments returned to residence will be returned by carrier in order to continue liability and protect carrier containers. Unpacking must be ordered by the PPSO and paid under Item 507 (UB) or Item 502 (HHG) of International Rate Solicitation.

4. Termination charge.

SITUATION 15

Member's orders are cancelled; member remains at origin point. Shipment is located at POE.

FACTS:

1. PPSO booked shipment with carrier for return movement to CONUS.
2. Carrier packed, containerized, and moved shipment to the POE.
3. Member's orders are canceled. Shipment returned to origin.

ACTIONS:

1. PPSO contacts carrier/agent to terminate shipment.
2. Carrier locates shipment at POE.
3. PPSO issues DD Form 1200 terminating shipment at POE.
4. PPSO at POE issues documentation to return shipment to origin.

APPLICABLE CHARGES:

1. Dollar amount per hundredweight to cover padding, including the use of packing materials and stuffing into containers, if used.
2. SIT and warehouse handling charges, when required, and authorized by PPSO.
3. Drayage charge to move shipment to warehouse for SIT, if applicable.
4. Applicable linehaul rates contained in International Rate Solicitation.
5. Termination charge.

CHAPTER 11

TENDER OF DELIVERY ON INTERNATIONAL CONTAINERIZED HHG SHIPMENTS, AND UB SHIPMENTS

1. Processing of inbound containerized shipments consists of several separate and distinct actions. These actions are governed by separate rules contained in the Tender of Service and the International Rate Solicitation, Item 435. PPSO's must ensure that these separate rules are considered.

2. The following information will assist in processing of all inbound international shipments:

A. Certification of SIT charges on the DD Form 619.

1) HHG located in CONUS locations. All SIT in CONUS is based on daily application and must be certified by the PPSO.

2) HHG located in overseas location. SIT overseas locations are based on 30-day increments and require certification.

3) UB. SIT is based on 15-day increments and requires certification.

B. Compare costs for waiting time versus SIT if the delivery is planned for the very near future. But, remember that waiting is at the carrier's convenience and cannot be forced.

C. When the carrier notifies you of the arrival of the shipment, find out when the shipment will be ready for delivery. The time the PPSO has to respond to notifications depends on the carrier's ability to deliver.

D. Separate the requirements of the Tender of Service from the requirements with the ITGBL Rate Solicitation. Then base your response to carrier on applicable provision of Item 435 (HHG) or Item 436 (UB).

The following verbiage is taken from the DOD 4500.9R, Appendix AZ (Tender of Service), Part IV. This verbiage refers to the carrier's action.

"I agree to notify the destination TO of the arrival of containerized shipments within (1) workday after arrival at my agent's facilities. In addition, I will effect delivery-out services as follows:

1) For Shipments, which arrive before the RDD, I agree to deliver to the member or the member's agent by the RDD.

2) For those shipments which arrive after the RDD, I agree to deliver in accordance with the TO's instructions."

Tender of Service. Paragraph 16B, Tender of Service, and Item's 435 and 436 of the International Rate Solicitation, provides time limits for the carrier to notify the PPSO of shipment's arrival and also establishes the time limits for delivery if the shipment does not go into SIT. This item covers only notification of arrival and does not mean that the carrier is prepared to deliver. If the carrier is not prepared to deliver immediately, the PPSO can either request the carrier notify when ready for delivery or accept a "post-dated" ready for delivery time.

The following situations are provided to assist TO's in computing required delivery dates.

SITUATION 1: Shipment arrives prior to RDD.

FACTS:

Shipment Arrived	4 Sep
Required Delivery Date	8 Sep
Notification to the PPSO	8 Sep

QUESTION: Did the carrier satisfy the notification of arrival requirements stated in the Tender of Service?

ANSWER: Yes. The shipment arrived on Friday, 4 Sep. As Monday the 7th, is a holiday, and Saturday and Sunday are considered non-workdays the first workday is the 8th.

QUESTION: When would the carrier have to tender the shipment for delivery to satisfy requirements in the Tender of Service?

ANSWER: On 8 Sep, the required delivery date.

SUMMARY Notification of arrival of shipment, required under the Tender of Service, is a distinct function and should not be used to assign SIT control numbers. Item 435 establishes the time limits for the PPSO to furnish delivery instructions to the carrier. If delivery instructions cannot be given in the time limits shown above, either waiting time or SIT must be applied. Additional free waiting time will not apply when provisions of this item are applied.

SITUATION 2: Shipment arrives after the RDD.

FACTS:

Shipment arrived:	11 Sep
Required Delivery Date:	10 Sep
Notification to the PPSO:	11 Sep

QUESTION: Did the carrier satisfy the notification of arrival requirements stated in the Tender of Service?

ANSWER: Yes. The carrier has until close of business on 11 Sep to notify the PPSO of arrival.

QUESTION: When must the carrier delivery the shipment to satisfy requirements for delivery in the Tender of Service?

ANSWER: Per the TO's instructions.

SUMMARY: Notification of arrival of shipment, required under the Tender of Service, is a distinct function and should not be used to assign SIT control numbers. Item 435 establishes the time limits for the PPSO to furnish delivery instructions to the carrier. If delivery instructions cannot be given in the time limits shown above, either waiting time or SIT must be applied. Additional free waiting time will not apply when provisions of this item are applied.

CHAPTER 12

BOATS AND MOBILE HOMES

1. Reference is made to the following documents:

A. Mobile Home/Boat Rate Solicitation

B. Defense Transportation Regulation, Part IV, Chapters' 407 and 412

2. Boats.

A. CONUS shipments, the PPSO may handle the service member's movement of boat and boat trailer as follows:

- 1) Do It Yourself (DITY) Move
- 2) Bill of Lading
- 3) Direct Procurement Method
- 4) Tow-Away Service
- 5) Commercial Boat Hauler

B. For international shipments, an OTO rate is required for any boat that will not fit into a standard size overseas container, except for small boats such as canoes, kayaks, and rowboats, or when carriers will not accept shipment under established rates.

The following are the most frequently asked questions on shipment of boats:

QUESTION: Service member informs PPSO that he has a 17-foot canoe to be shipped. How would you ship it?

ANSWER: Domestic Boat - Ship as a DPM shipment.

International Boat – Small boats such as canoes are shipped with member's household goods shipment. Item 508 will be authorized for crating.

NOTE: Any size boat with a trailer must be shipped under OTO procedures.

QUESTION: Service member has a 44-foot sailing yacht. What if any special requirements are needed?

ANSWER: A commercial boat hauler would be needed. This service is for a large boat normally not on its own trailer and normally a special type of boat. Boats without trailers are generally picked up and delivered to a marina. It is the member's responsibility, at the origin and destination, to ensure specialized equipment is available to load/off-load the boat by a crane or other type of hoisting means. Commercial boat haulers do not provide SIT service.

QUESTION: Can you ship a boat that requires an OTO rate with the member's household goods on international shipments?

ANSWER: Yes. If a member is shipping household goods and has a boat that requires an OTO, the OTO request should include member's household goods and boat. This reduces excess cost to the service member. NOTE: HHG and OTO boats must be shipped independently on domestic shipments.

QUESTION: Do I submit boat and trailer dimensions individually or combined?

ANSWER: The dimensions submitted to MTMC for the OTO request should provide the overall dimensions of the boat on the trailer. Sometimes when boats are loaded on their trailer there may be an overhang, which creates a difference in boat dimensions for shipping purposes. If incorrect measurements are provided, the OTO rate may need to be resubmitted and cause delays in shipment and additional excess cost to the service member.

QUESTION: Must a towaway boat and trailer be roadworthy and licensed?

ANSWER: Yes, service is just hook up and tow. Member must have boat and trailer prepared and ready to go. Costs incurred during transport, such as tire repair or replacement, etc. are charged to the member. If the boat and trailer are not roadworthy, an attempted pickup charge may be assessed.

3. Mobile homes.

The shipment of a mobile home by a service member is in lieu of their shipping entitlement for household goods. In most cases, a service member is often required to do a DITY move to transport their HHG, which alleviates the excess weight in the mobile home. There are several things that increase the cost of moving a mobile home and increase the probability of the service member having to pay excess costs:

- A. The mobile home is overloaded.
- B. Requirement for additional axles/braking axles.
- C. Third party services.
- D. Attempted pickups (due to unroadworthiness/inaccessibility).

The following are frequently asked questions on the movement of mobile homes:

QUESTION: How do you know if a mobile home is overweight?

ANSWER: There is a manufactured weight restriction, which is normally stated on the registration or on the mobile home itself.

QUESTION: How can you determine if a mobile home is roadworthy?

ANSWER: There are certain signs to look for when doing a pre-move inspection prior to pickup to help eliminate the chance of an attempted pickup charge.

1. Floors: Buckling, water damage, bowing, dry rot, and soft floor.
2. Frame: Check straightness, tongue, amount of rust, 'I' beam, signs of rewelding, cross-bracing, bows, and twists, damages, marks left from jacks.

3. Roof: Nothing protruding from roof, evidence of leaks, lifting shingles and sagging, no ripples, bows, waves.
4. Exterior/Interior Walls: Loose panels and screws, preexisting holes, dents, buckling, extremely wavy sides, water damages.
5. Axles/Tires: Bends, cracks, alignment of axles, condition, age, dry rot, wheel bearings checked, greased, resealed, brakes in working order.
6. Furnishings: Furniture and appliances that did not come with the mobile home should be removed and shipped separately.

QUESTION: How much excess cost will the service member incur?

ANSWER: This depends on the negotiated rate, the service members authorized weight entitlement, and the cost of moving his authorized weight from origin to destination. The difference (if it is more) between the negotiated rate to move the mobile home and the cost of moving his authorized weight allowance is the excess cost to the member.

CHAPTER 13

FUEL SURCHARGE

1. Reference is made to the following documents:

A. Domestic Personal Property Rate Solicitation, Item 420

B. International Personal Property Rate Solicitation, Item 513

2. Means of Calculation.

A. The National Average diesel fuel price as published by the Department of Energy, Energy Information Agency, on the first Monday of the month (or the first working day after a Monday, if the Monday falls on a Federal holiday) will be used as a basis for determining the applicability of a fuel-related rate adjustment. The fuel adjustment will automatically apply to shipments picked up on or after the 15th day of the month through the 14th day of the following month.

B. The table below will be used to determine the fuel-related rate adjustment factor. No fuel adjustment will be granted when prices are within the neutral range ("0"). The increase applies to line haul transportation charges only, unless otherwise specified.

<u>COST PER GALLON (in cents)</u>	<u>RATE ADJUSTMENT (%)</u>
130.0 & below	0
130.1 – 140.0	1
140.1 – 150.0	2
150.1 – 160.0	3
160.1 – 170.0	4
170.1 – 180.0	5
180.1 – 190.0	6
190.1 – 200.0	7
201.1 – 210.0	8
210.1 – 220.0	9

NOTE: For each 10 cents per gallon above 220.0, add 1%.

The above stated price along with the following date, whichever is applicable, determines whether a fuel surcharge is warranted.

-- If the shipment is at origin being picked up, the pickup date of the shipment determines whether a surcharge is applicable; or

-- If the shipment is being delivered out of SIT domestically, the date of removal and delivery out of SIT determines whether a surcharge is applicable.

NOTE: An adjustment is not applicable to any portion of transportation in which a surcharge or any other additional payment for fuel is already in existence.

3. Domestic Program.

A. The fuel surcharge is applicable on the linehaul portion of interstate and intrastate CONUS shipments, including Alaska.

B. The fuel surcharge is also applicable on SIT shipments when such shipments are delivered or removed from a domestic SIT warehouse. The fuel surcharge is based upon the date that the shipment actually moves into or from SIT via a carrier.

4. International Program.

A. The fuel surcharge is applicable on the linehaul portion of international shipments moving within the United States, Alaska, and Hawaii.

B. The fuel surcharge is also applicable on SIT shipments when such shipments are delivered or removed from a SIT warehouse within the United States, Alaska, and Hawaii. The fuel surcharge is based upon the date that the shipment actually moves into or from SIT via a carrier.

**This methodology was obtained from a fuel board in which HQMTMC, the carrier industry, and the carrier associations participated and agreed.

CHAPTER 14

PERSONAL PROPERTY AUTOMATION INITIATIVES (INTERNET)

PERSONAL PROPERTY HOMEPAGE:

<http://www.mtmc.army.mil> or

<http://www.mtmc.gov>

THE FOLLOWING ITEMS ARE AVAILABLE AT THE ABOVE ADDRESSES:

- International/Domestic Rate Solicitations.
- Mobile Home/Boat Rate Solicitation
- DOD Approved Carrier Listing
- "It's Your Move" Pamphlet
- Personal Property Consignment Instruction Guide (PPCIG)
- Defense Transportation Regulation (DTR), Part IV, Personal Property
- Frequently Asked Questions
- Links to Military Service Sites