

DRAFT

SDDC FREIGHT TRAFFIC RULES PUBLICATION NO. 30 (MFTRP NO. 30)

*RULES AND ACCESSORIAL SERVICES GOVERNING THE DOMESTIC
MOVEMENT OF DEPARTMENT OF DEFENSE FREIGHT TRAFFIC BY
BARGE CARRIERS*



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

EFFECTIVE: August 12, 2004

**PLEASE REVIEW AND FORWARD ALL COMMENTS NLT 20 SEP 04,
TO MR. JOHN HALL, EMAIL ADDRESS: HALLJ2@SDDC.ARMY.MIL**

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SECTION 1

GENERAL APPLICATION AND INSTRUCTIONS

ITEM 1-1

PURPOSE AND APPLICATION

1. This publication specifies barge transportation requirements for the Department of Defense (DOD) and its customers. All carriers listed in this publication as tugboat; towboat and barge carriers will be known as barge carriers. All barge carriers must be registered in the Freight Carrier Registration Program, (FCRP) and approved in order to do business with DOD. In order to register carriers must have a valid Standard Carrier Alpha Code, (SCAC) and be PowerTrack certified. Barge carriers are required to comply with the rules and services as specified in this publication and other governing publications as listed in Section 1. Item 1-3.

2. All DOD approved barge carriers will comply with rules and services contained in this publication. For electronic filing of rates and services the carrier can use voluntary tender submissions using Tender Entry on the Web (TEOW), negotiated tenders, and/or Spot Bid shipments. Barge carriers agree to provide Transportation Protective Services when this service is required or requested. The rules and accessorial charges referred to as services shall apply from, to, or between places in the continental United States (CONUS), to include Alaska, Canada and/or Puerto Rico. Barge carriers will use the individual DOD Standard Tender, MT Form 364-R. for FAK, AA&E and Bulk Petroleum Product shipments that apply to CONUS, Alaska and Canada. For Puerto Rico shipments the carrier will comply with international contractual requirements filed with the Surface Deployment & Distribution Command Operations Center, Fort Eustis, VA 23604-1644.

3. When regulations, application to charges, or other provisions that refer to Domestic Barge movements provided by SDDC contains conflicting information then this publication will take precedence.

4. Where reference is made in this publication to an item, tariff or classification, the reference shall be construed to include the supplements, amendments, or reissues of that item, tender, tariff or classification, unless otherwise specified in this publication.

5. Carriers must independently establish their own level of charges for each accessorial service, by inserting in Section F(2) of their tenders the accessorial service code(s) and charges which will apply to the shipments that each tender covers. (See ITEM 1-2, HOW TO USE THIS PUBLICATION).

ITEM 1-2

HOW TO USE THIS PUBLICATION

1. The rules contained in this publication are divided into five sections. This publication contains five sections,

1. General Application and Instructions;

2. Rules: General Rules;
3. Rules: Special-Bulk Petroleum Products/Hazardous Materials;
4. Rules: Arms, Ammunitions and Explosives (AA&E) Shipments;
5. Explanation of Abbreviations, Codes, Definitions, and Reference Marks;

2. Unless otherwise stated, this publication is to be used in conjunction with the DOD Standard Tender of Freight Services, MT Form 364-R. Barge Carriers wanting to be considered for DOD routing, must cite, in Section B of their tenders, this publication (MFTRP No. 30) as a governing publication. Tenders will not be subject to any other publication for application of the rates and charges therein, except as otherwise provided in individual items in this publication.

3. Barge carriers must enter, in Section F(2) of the tender, those accessorial services they are willing and able to provide. This will be done by entering the three-character code (which immediately follows the title of each optional rule) and the sub-item code for each charge under the "Service" column in Section F of the tender. Opposite each service code and sub-item charge code entered, the carrier will then enter, under the "Charge" and/or "Minimum Charge" column, the charge for that service. For example, if a carrier wishes to provide Stowage (STO), the following information would be shown in Section F(2) of the tender:

<u>SERVICE</u>	<u>CHARGE</u>	<u>Minimum</u>
STO(1)_____	\$_100.000__	\$000000._

4. When a carrier charges for a service, and a three-character service code and sub-item charge number are entered under the "Service" column, the opposite six-character field under the "Charge" and/or "Minimum Charge" column must be filled in, using only those spaces to the left of the decimal point necessary to express the charge. Unused spaces in the six-character field will be filled in with leading zeros. When authorized in individual rules, entries in the "Charge" or "Minimum Charge" column will be completed in the same manner.

5. Carriers may optionally offer any accessorial service without charge by entering, in Section F(2) of the tender, in the "Service" field the standard three character code for that accessorial service, and filling all spaces to the immediate right under the "Charge" and "Minimum Charge" column with zeros.

6. Barge carriers who are participants in the Voluntary Intermodal Sealift Agreement (VISA) will be afforded the first opportunity to meet DoD peacetime and Contingency sealift requirements within applicable law and regulations, to the extent that operational requirements are met.

4. Revisions to this publication will apply only to tenders effective on or after the effective date of the revision, unless otherwise negotiated between SDDC and the carrier.

5. Notices of proposed and actual revisions can generally be found in the Federal Register and on the SDDC Internet web site at:

<http://www.sddc.army.mil/>

ITEM 1-5 ELECTRONIC COMMERCE/ELECTRONIC DATA INTERCHANGE

1. Electronic Commerce (EC) is the electronic exchange of routine business documents between trading partners. Electronic Data Interchange (EDI) is a type of EC. EDI is the computer-to-computer exchange of routine business documents in machine-readable form. EDI utilizes publicly defined standards of the American National Standards Institute (ANSI).

2. To participate in the DOD EC/EDI program, all commercial trading partners (e.g. carriers, vendors) must execute an EC/EDI Trading Partner Agreement (TPA) and comply with applicable instructions, standards, and conventions. The EC/EDI Trading Partner Guide for Defense Transportation is available under “General Links” on the Electronic Transportation Acquisition (ETA) website at:

<https://eta.sddc.army.mil>

DOD EDI implementation conventions are available at:

<http://nd1.lmi.org/dod/dtediframes.nsf>

3. Participation in the EDI program requires compliance with published ANSI Accredited Standards Committee X12 standards and DOD EDI implementation conventions when electronically exchanging transportation or transportation-related data with DOD transportation components or their agents. The commercial EDI trading partner must be capable of:

- a. Electronically exchanging shipment, rate, and award information.
- b. Securing freight payment services for the DOD using the US Bank PowerTrack service.
- c. Receiving Electronic Funds Transfer (EFT); and

d. Providing delivery and/or shipment status reports to PowerTrack and/or US TRANSCOM (or its component commands) through DOD's EC Infrastructure.

4. Commercial vendors/carriers who exchange EDI transactions with DOD transportation components or their agents may exchange business data through third-party value-added-networks (VANs), which must be compatible with the DOD system or DOD's EC Infrastructure.

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

<http://www.ccr.gov>

6. For further information about participating in the DOD EC/EDI freight program, call 703-428-2545/2919, or write:

HQ SDDC
Office of the Deputy Chief of Staff for Information
Management
ATTN: SDG6-P (EC/EDI Coordinator)
200 Stovall Street (Hoffman II Building)
Alexandria, VA 22332-5000

ITEM 1-6

ELECTRONIC SPOT BID APPLICATION

1. The charge for Spot Bid shipments includes both the line haul and all required accessorial/protective services identified by the shipper at the time of solicitation. The charge does not alternate with any other rates or tenders. VISA carriers have first preference over non-VISA.

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

a. After solicitation but before pickup: the solicitation (and award, if applicable) will be cancelled, and the shipment resolicited to include the additional services.

b. During/after pickup: the charges for the additional requirements will be negotiated with the carrier by SDDC and/or the Transportation Officer (TO). A basis for comparison for such negotiations may be rates on file for accessorial/protective services shown in current approved carrier voluntary tenders.

3. If the need for fewer accessorial/protective services is identified after solicitation but

before pickup, DOD reserves the right to cancel the award and resolicit the shipment based on the new requirements.

4. The rules in this publication will apply to shipments awarded via the Electronic Spot Bid process.
 5. Spot Bids will be processed through SDDC on behalf of those Transportation Officers who are unable to do so.
-

ITEM 1-7

POWERTRACK

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

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

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

4. Carriers wishing to become PowerTrack certified should contact US Bank at 612-973-6444 or 1-800-417-1844 as soon as possible. Additional information on PowerTrack is available at:

www.usbank.com/powertrack

ITEM 1-8

ACCEPTANCE OF TENDER

Government shipment under the terms of a tender will constitute an agreement between the carrier and the Government, with the understanding that this acceptance will not

3. 500,000 series tenders filed by the carrier will take precedence over tenders on file.
4. Spot Bid on the web will take precedence over voluntary tenders on file.

SECTION 2

RULES: GENERAL

ITEM 2-1 ACCESSORIAL SERVICES

1. The line-haul rate for the Tug/Tow/Barge movement shall include, at no additional cost to the Government, provision by the carrier of the following equipment, material, and/or services; (however, the Government may choose to provide one or more of the following services (e.g. loading/unloading without reducing the line-haul rate):

- a. All terminal services, including but not limited to fleeting, dockage, wharfage, pilotage, handling, stevedoring, toll and port charges, and any motor pickup/delivery.
- b. As required, proper positioning (pickup and delivery) of barges, any clearances, running lights or other documents needed for the shipment.
- c. All necessary tarping to cover cargo and ramps, and tiedown or lashing materials.
- d. Permits, licenses, tolls, fees, and administrative costs, pier charges, docking facilities, Panama Canal fees, material handling equipment, and other charges of this type.
- e. Requirements listed elsewhere in this publication as being provided by carrier, or any equipment or service required for compliance with Coast Guard, military, port regulations, federal, state, or local laws.

2. The line-haul rate shall not include any accessorial service listed in this publication. e.g. STOWAGE (STO).

3. Charges for De-icing, assisting tugs for travel through ice, or any other ice-related service will be coordinated in advance between the carrier and the operating DESC activity, and paid by Power Track e-Bill.

4. For services requested by the Government, which do not appear in paragraphs 1, 2 or 3, see Item 1-10, SERVICES NOT OTHERWISE SPECIFIED.

ITEM 2-2 ASTRAY FREIGHT AND EMERGENCY NOTIFICATION

1. Carriers shall telephone the following numbers to report the following:

PROBLEM	NUMBERS
Astray freight or other non-emergency notifications	1-800-631-0434
Accidents, incidents, delays, or other emergencies	1-800-524-0331
Non-explosive hazardous cargo emergency response guidance	1-800-851-8061
Explosive cargo emergency response guidance	1-703-697-0218/19

ITEM 2-6

DEMURRAGE (DEM)

1. Carriers will enter, in Section F(2) of the tender, the following as the Freetime to be allowed to the consignor to load, stow, and secure the cargo in the barge and the consignee to unload the cargo from the barge, including removal of all dunnage, debris, and any special gear necessary to secure the cargo in/on the barge not to exceed 8 hours per day:

DEM(1) ___ per hour to load
DEM(2) ___ per hour to unload

Bulk liquid carriers will enter:

DEM(3) ___ Barrels Per Hour (BPH) to load
DEM(4) ___ Barrels Per Hour (BPH) to unload

2. Carriers will allow the Government a basic minimum Freetime of 1-½ hours at both origin and destination for hook-up and inspection plus one hour for each 2,000 barrels of cargo loaded and discharged or such other free time allowance as may be requested by the Government.

3. For all hours of Laytime, prorated to the nearest hour, that elapse in excess of the allowed Freetime to load or unload, the Government will pay the following demurrage charge:

DEM(5) \$_____ per hour

4. See **SECTION 3, ITEM 3-5** for Return Shipment of Retained Product, Demurrage Charges (DEM (6))

5. Installations and facilities incurring charges under this item will be billed through a PowerTrack eBill. Carriers should maintain the following supporting documentation:

- a. DD 250-1 (Notice of Readiness)
- b. Notifications of Expected Arrival (48-, 24-, 12-, and 3-hour notices of expected time of arrival before arrival)
- c. Vessel logs
- d. Revisions to the scheduled readiness date

PowerTrack eBill. Carriers should maintain the following supporting documentation:

- a. DD 250-1 (Notice of Readiness)
 - b. Notifications of Expected Arrival to consignee and consignor (48-, 24-, 12-, and 3-hour notices of expected time of arrival)
 - c. Vessel logs
 - d. Written notice of cancellation
 - e. Other records to support the charges
-

ITEM 2-9

LAYTIME

1. Laytime shall commence at Notice of Readiness, except:
 - a. If the vessel arrives on a date earlier than the latest agreed readiness date, as determined by ITEM 3-3, DELIVERY DATES, the scheduled vessel shall be loaded as soon as possible in its proper turn with other vessels. Laytime shall not begin until vessel moors alongside or at 0001 hours local time on the latest agreed readiness date, whichever occurs first.
 - b. If the vessel arrives later than noon on the day following the latest agreed readiness date, the vessel shall be loaded as soon as possible in its proper turn with other vessels. Laytime shall not begin until the vessel moors alongside.
2. Laytime shall continue 24 hours a day, 7 days a week, without interruption from commencement until the vessel has been released for sailing by the Government Quality Representative. Laytime applies individually to both loading and discharging operations.
3. If, after Laytime commences, any of the following situations occur, the carrier will add, to the basic Laytime in Paragraph 2, the time, which this caused to be lost:
 - a. The condition of the vessel does not permit loading or unloading. The increased laytime will include, but is not limited to, anytime lost during shifting vessel(s) from lay berth, anchorage, or fleeting area; shifting one barge for another during loading or unloading; or substituting and/or switching equipment for cleaning; or other causes beyond the control and without the fault or negligence of the Government.
 - b. Delay of vessel reaching its berth because of the fault of the carrier.
 - c. Regulations of the owner, operator of the vessel, or port authority prohibit loading or unloading.

ITEM 2-13 **PROTECTION AGAINST THE ELEMENTS**

At consignor's request on the BoL, carrier(s) agrees to provide protection from the elements, which include, but is not limited to, protection from salt-water intrusion and from adverse weather conditions, at no additional charge to the Government.

ITEM 2-14 **NOTICE OF READINESS (NOR)**

Carrier shall submit the NOR (DD Form 250-1) to load or unload for acceptance by the docking facility, upon mooring at dock. However, if dock space, product, or personnel are not available and if the carrier is directed to a lay berth, anchorage, or fleeting area, the NOR may be tendered from that location. When mooring is permitted and dock clearance given, carrier shall shift immediately to the assigned berth. Time used in vessel shifting, berthing, or mooring shall be not be considered as used Freetime/Laytime.

ITEM 2-15 **NOTIFICATION**

1. Carrier shall notify the loading or unloading port of the expected hour of arrival of the vessel at least 48 hours before the expected time of arrival and update this notification 24, 12, and 3 hours before the expected arrival. At least 24 hours before vessel dispatch, carrier shall provide the installation/activity controlling the shipment the name of the vessel(s) nominated and the point of dispatch. Carrier shall update this notification at 24-hour intervals until arrival at the loading point.
 2. Carrier shall furnish to the installation/activity controlling the shipment daily running reports, by facsimile, electronic mail or telephone, until arrival at the final destination. Carrier will set down (or promptly confirm) in writing all communications regarding these notifications.
 3. Any carrier demurrage submitted for payment without supporting notification (48, 24, 12 and 3 hour notices of expected time of arrival before expected arrival) shall be returned unpaid. In the event loading/discharge takes place without proper notifications as prescribed above, any demurrage charges resulting from the failure to provide the required notifications shall not be considered for payment.
-

ITEM 2-16 **PERFORMANCE**

Upon receipt of notification (verbal or written) from the Government Representative controlling the shipment, the carrier shall proceed to the designated loading point so as to arrive on the specified readiness date or at a later date if authorized. After loading, the carrier will promptly transport the cargo. If the carrier cannot furnish its equipment on the

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

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

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

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

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

Excess Released Valuation

Excess Valuation Charges

a. Released to a value exceeding \$20,000 per each vehicle in the shipment.

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

b. Except as provided in (2) above, or in ITEM 2-6, released to a value exceeding the value that may be stated in Line 14 or Line 15 of the DOD tender.

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

10. In the event of loss and/or damage to a DOD shipment or portion thereof, the amount recoverable shall be: (a) the applicable released value (when stated in dollars and cents per pound on Line 14 or Line 15 of the tender) multiplied by the gross weight of the shipment, but no more than the loss or damage actually sustained; or (b) the declared value of the vehicle(s) and/or shipment when stated on the BoL, but no more than the loss or damage actually sustained (see Paragraph 6 of this ITEM); or (c) the released value of the vehicle(s) identified in Paragraph 4 of this ITEM, but no more than the loss or damage actually sustained.

NOTE: In addition, the carrier must maintain a minimum of \$5 million in public liability insurance and \$50 million in pollution liability insurance.

ITEM 2-18

STOP-OFF (SOC)

1. Portions of a shipment may be picked up or delivered at one or more places of origin, destination, or en route. Except as otherwise provided herein, charges will be for the total weight of the entire shipment for total distance via points of pickup or delivery or both from the first point of pickup to final point of delivery.

2. Stop-off Charges. The charge for stop-off service will be SOC \$_____ for each stop, excluding the initial pickup and the final delivery.

ITEM 2-19

STOWAGE (STO)

1. The Government will provide a reasonable, safe berth for the vessel(s) to remain afloat at all times during the loading/unloading process at all loading/unloading ports.

2. In cases when the Government is unable to provide such berth, and in order to provide

protection from unfavorable weather to avoid damage to persons or property, the carrier is responsible for removing equipment (empty or loaded) including unattended barges, and stowing them in a secure area. This includes the movement of power equipment (tug/tow) used in this stowage. Charge for Stowage will be STO(1) \$ _____ per barge.

3. Installations and facilities incurring charges under this item will be billed through a PowerTrack eBill. Carriers must maintain the following supporting documentation:

- a. DD 250-1 (Notice of Readiness)
- b. Notifications of Expected Arrival to consignee and consignor (48-, 24-, 12-, and 3-hour notices of expected time of arrival)
- c. Vessel logs
- d. Other records to support the claim

FUEL SURCHARGE

ITEM 2-20

1. The policy will apply to SDDC Domestic Freight Programs. Applicability of the Fuel-Related Adjustment is based on guidance contained in the solicitation or other procurement request for transportation services. Application of a Fuel-Related Rate Adjustment will be determined the first Monday of the month and based on the National Average diesel fuel price as determined by the Department of Energy, Energy Information Administration (EIA). If the first Monday is a holiday the fuel price will be determined based on the price on the next business day.

2. Only the National Average diesel fuel price as published by the DOE, EIA on the first Monday of the month (or the first working day after a Monday if the Monday falls on a Federal Holiday) may 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. The diesel fuel prices published by the EIA may be found via the following sources:

EIA Website: <http://www.eia.doe.gov/>
EIA Weekly Petroleum Status Report
EIA Hotline: (202) 586-6966

3. It is the responsibility of the carrier to monitor diesel fuel prices via one of the sources identified above. The National Average diesel fuel price determined by the DOE, EIA on the first Monday of the month will serve as the basis for determining the entitlement to a Fuel-Related Rate Adjustment, until the first Monday of the following month when the

National Average diesel fuel price is published. The National Average fuel price and the actual pickup date of the shipment will determine if there is an entitlement to an adjustment and the amount of the adjustment. 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. For example, portions of transportation to which the Bunker Fuel Surcharge is applicable. Fuel Surcharge will be in accordance with SDDC current Fuel Policy. Letter which can be found at

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

ITEM 2-21

COAST GUARD REQUIREMENTS

1. The shipment of hazardous cargos and/or explosives will require close coordination with the local Coast Guard Captain of the Port (COTP) at the loading and receiving ports, and during transit. Special requirements may be placed on ammunition shipments, especially during heightened threat conditions.
2. Carriers and facilities must work closely with the COPT in obtaining the necessary permits and permissions for the loading and transport of certain cargos. Cargos that need a permit is found in 33 CFR 126.09 and is called certain dangerous cargos. This includes division 1.1 and 1.2 explosives. 49 CFR Part 176 lists the requirements for the carriage of dangerous cargos by vessel and includes these same division 1.1 and 1.2 cargos and other materials.
3. Permits: The application and Permit to handle Hazardous materials is Coast Guard Form 4260. This form is divided into 3 major sections:
 - a. Application filled out by facility or vessel
 - b. Permit filled out by the Captain of the Port
 - c. Inspection filled out by the vessel master
4. The application must be submitted to the COTP having jurisdiction over the load and discharge location. Applications should be submitted well in advance of the anticipated movement so the application can be reviewed and special arrangements can be made. This is especially critical during heightened threat periods.
5. The Captain of the Port will review the application and may place special requirements on the operations. Common requirements may include, but are not limited to:
 - a. No bunkering during ammunition loading or after the ammunition has been loaded
 - b. No smoking
 - c. Lighting requirements
 - d. Fire drills for vessel crew

- e. Crew to be available for emergency response as required by 49 CFR Part 176.108 and 180
 - f. limitations of transit times and routes
6. Many important considerations are made when issuing a permit, including:
- a. Net explosive weight
 - b. Type of materials being shipped
 - c. Emergency response capabilities of local authorities
 - d. Population densities/occupied buildings
 - e. Traffic routes
 - f. Proximity to other dangerous cargos
 - g. Weather conditions
 - h. Tides and currents
 - i. Port/other traffic
 - j. Threat conditions or warnings
7. Vessel Inspections: The COTP may supervise the loading and stow plan of the vessel.
8. Escorts: The COTP may deem it necessary to escort loaded vessels in/out of port. Close coordination will be required during these operations.

SECTION 3

RULES: BULK PETROLEUM PRODUCTS/ HAZARDOUS MATERIALS
(Excluding Bulk Liquids)

ITEM 3-1

CARRY AWAY

Carry Away is defined as any amount of bulk fuel exceeding ten barrels remaining on-board any single barge, once discharging operations are complete, before line drop. If carrier is determined to have Carry Away, as verified by the Government representative and vessel Master or mate, the carrier shall be liable for the procurement and transportation costs of all bulk fuel remaining on the barge(s), to include line drop quantity and the initial quantity remaining in the barge used to make Carry Away determination. The installation/activity controlling the shipment shall invoice the carrier for said costs.

ITEM 3-2

CONTAMINATED FUEL

If the barge arrives at the unloading port in a contaminated condition (water, etc.), the carrier, at the discretion of the installation/activity controlling the movement, may be required to reimburse the Government for the contaminated fuel.

ITEM 3-3

DELIVERY DATES

1. The installation/activity controlling the shipment may revise, at any time, the agreed readiness date, which represents the approved loading date or unloading date indicated on the barge route order, DESC Form 19.16. If the Government revises the readiness date after the carrier has dispatched its vessel(s) for the intended routing, the installation/activity controlling the shipment reserves the right to cancel the shipment, in accordance with ITEM 2-8, EQUIPMENT ORDERED BUT NOT USED (VFN).
2. The carrier may request revision to the readiness date at any time 72 hours prior to the agreed readiness date. The installation/activity reserves the right to reject the requested revision to readiness date. If the installation/activity does not accept the requested revision by the carrier to the agreed readiness date, the readiness date shall remain the previously scheduled agreed readiness date.
3. If the carrier cannot provide equipment on the agreed readiness date, the Government may cancel the shipment, in accordance with ITEM 2-16, PERFORMANCE; or the Government may allow carrier arrival after the agreed readiness date and apply the late arrival provision in ITEM 2-9, LAYTIME. The Government will set down, or promptly confirm, in writing all communications regarding establishing and revising the readiness date and the objections.

ITEM 3-4

OUTTURN

Except as provided in ITEM 2-17, RELEASED VALUE RATES, the carrier will be liable

for any shortage in outturn exceeding one-half of one percent (0.5%) in volume, computed from shore tank gauges and based on product replacement. Carrier shall not be liable for any shortage in outturn unless a comparison of quantity aboard the vessel(s) after loading and before unloading taken from the vessel permanent gauge point marks and the calibration charts establishes that a volume loss exceeding one-half of one percent (0.5%) occurred in transit. Government representative and the vessel master or mate shall jointly gauge the vessel. Carrier shall be responsible for any fuel carried away (see ITEM 2-20, CARRY AWAY).

ITEM 3-5

RETURN SHIPMENT OF RETAINED PRODUCT

1. When a vessel or other receiving activity orders a petroleum product and fails to accept for discharge the total quantity, the product remaining in the vessel must be promptly returned to the consignor or other location designated by the installation/activity controlling the shipment.

2. Carrier will assess the hourly demurrage rate specified in Section F, Item 2 of the tender, not to exceed (DEM 6) \$250.00 per hour, beginning with the departure of carrier equipment from the vessel or other receiving activity, and ending with release of vessel by Government Inspector at the final discharge point.

3. Installations and facilities incurring charges under this item will be billed through a PowerTrack eBill. Carrier should maintain the following supporting documentation—DD Form 250-1 or DD Form 1149, or on a carrier-generated form certified by the receiving vessel or activity and returned to the origin shipping terminal or other location designated by the installation/activity controlling the shipment.

ITEM 3-6

VARIATIONS IN QUANTITY

1. Only the installation/activity controlling the shipment may direct variations in the product quantity, for the convenience of the Government. Quantity delivered to the carrier shall be measured by the shore tank gauges corrected to sixty degrees (60°) Fahrenheit and witnessed by the cognizant Government representative. For the safety of the cargo, carrier may coordinate a request for a lesser quantity with the installation/activity controlling the shipment and agrees to offer a fair and reasonable financial consideration if the Government approves its request.

2. Total quantity stipulated is approximate and governed by the exigencies of the service. Quantity delivered to carrier for any individual lifting may vary plus or minus ten percent (10%) from that specified in the lifting order. Carrier agrees to transport this larger or lesser quantity within the capacity of the specified equipment, at no change in rates or other terms of its tender. In adherence with the 10% variance allowance for carriers offering minimum rate bids on tender, bids cannot exceed 90% of the estimated cargo quantity.

SECTION 4

**MOVEMENT OF AMMUNITION, CHEMICAL MUNITIONS, & EXPLOSIVES
(CLASS 1, DIVISION 1.1, 1.2, 1.3, & 1.4); CLASSIFIED, PROTECTED
(SENSITIVE), & RADIOACTIVE MATERIAL; & OTHER DANGEROUS
ARTICLES**

ITEM 4-1

APPLICATION

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

ITEM 4-2

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

1. Carriers transporting secret materials or sensitive weapons and munitions, or any shipment, regardless of commodity, which requires a Transportation Protective Service (TPS), will not be used if the safety rating is less than satisfactory. Carrier further agrees to comply with, and meet, all criteria for TPS as defined in the SDDC Freight Rules Publication No 1C (MFTRP No 1C) and reissues thereto. Any carrier found to be involved in the brokerage of shipments requiring TPS, as defined by the Department of Transportation (DOT), of DOD freight traffic will have its approval revoked.
2. The carrier understands that SDDC may revoke approval at any time upon discovery of grounds for ineligibility or disqualification. The carrier further understands that it is not authorized to submit tenders for shipments requiring a Transportation Protective Service (TPS) until it has served DOD in an approved status for 12 continuous months or sooner on a case-by-case base. Prior to being allowed to handle shipments, which require a TPS or Class 1.1, 1.2, or 1.3 ammunitions and explosives, the carrier must first meet any additional requirements in effect at the time.
3. All carriers agree to permit unannounced safety and security inspections of its facilities, terminals, equipment, employees, and operational procedures by DOD civilian, military personnel, or DOD contract employees. Inspection of carrier equipment, route

plans and inspection reports will be permitted during both the pickup and delivery of shipments and in coordination with other authorities while in transit. Carrier also agrees to allow inspection of carrier records and qualification files. When requested, carrier agree to provide adequate evidence of an active operator safety, security training and evaluation program.

ITEM 4-3 SATELLITE MOTOR SURVEILLANCE SERVICE(SNS)

1. Satellite Motor Surveillance Service (SNS) is a Transportation Protective Service used in the commercial barge movement of AA&E and Other Sensitive Material (OSM). The purpose of the service is to provide the Defense Transportation Tracking System (DTTS) with automatic barge location reports every fifteen minutes, in-transit movement status changes, and emergency situation notification.
2. Defense Transportation Tracking System (DTTS) is a computer-based system developed and managed by the U.S. Navy. DTTS uses satellite technology and twenty-four hour operations to execute its primary mission of in-transit Ordnance safety and security for all DOD shipments of AA&E and OSM by commercial barge within the 48 states to include Hawaii, Alaska, the US territories of Puerto Rico Guam and Canada. Also supports a secondary mission of providing in-transit visibility of AA&E and OSM by hourly pushing its database to USTRANSCOMs Global Transportation Network (GTN) and Intelligent Road & Rail Information Server (IRRIS).
3. **EMERGENCY:** Any “*situation*” associated with intransit DOD AA&E or OSM that endangers* the material itself, the general public, the transporting carrier’s personnel/equipment/facilities, or threatens national security due to loss of Ordnance-related high technology. The broad term “*Situation*” is intended to include, but not be limited to, accidents, fire, hijacking, theft, civil disturbance, and threatened or real attack. (*All accidents will be regarded as meeting the “endangers” requirement.)

PART A: SHIPPER REQUIREMENTS

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

“Satellite Motor Surveillance Service (SNS) requested. In the event of SNS system failure, operator will immediately notify dispatcher who will contact DTTS at 1-800-826-0794. Operator must subsequently provide DTTS a telephonic location/status report every two (2) hours, with a final telephonic report upon delivery at destination.

PART B: CARRIER CHARGES

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

PART C: SNSV and CARRIER REQUIREMENTS

(1) SNSV Requirements:

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

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

c. If testing is successful, DTTS PMO will immediately notify HQ SDDC Force Protection (ATTN:MTOP-JF) in writing that the SNSV is approved for use by DOD towboat/barge operators.

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

(2) Carrier Requirements.

a. A carrier barge newly equipped with SNS capability or re-equipped for maintenance or upgrade reasons must be registered and successfully tested with the DTTS Operations Center prior to being included in the DTTS Cross References File of barges authorized to transport DOD ordnance under SNS. Registration must include:

1. Towboat/barge name and Coast Guard ID number.
2. Satellite transceiver identification number (not to exceed 16 upper case ASCII alphanumeric printable characters).

b. The towboat/barge operator, when practicable, will position the DTTS message display unit in a manner that allows the shipping inspector or other designated shipper personnel to observe the "DTTS On".

c. SNS equipment installed on towboat/barge, including the emergency alert feature must provide 24-hour uninterrupted service, including two (2) means of communications, a working mobile communications unit, a satellite or cellular telephone, between the operator and dispatcher while transporting a DOD shipment. Additionally, the carrier SNS monitoring station must be continually manned by a qualified individual capable of providing prompt professional assistance in response to DTTS in queries when an SNS shipment is in-transit on one of its barges. The carrier must also ensure that the SNSV provides continuous messaging and positioning service, including immediate notification of EMERGENCY button activations by operators.

PART D: TRACKING PROCEDURES/REQUIREMENTS:

(1) Enabling DTTS Service:

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

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

c. The SNSV will report initialization of SNS service from the operator in the DTTS mail box/transfer file as a standard DTTS message using the "B" status message, Part F below.

(2) Loading DTTS Shipment. When loading any new shipment on the vehicle subject to DTTS tracking, the operator will send an "L" status message, F. below. ???The text portion of this message will include the shipment pickup point, shipment ID (BOL.), towboat/barge number, origin, and destination, for each DTTS shipment being loaded.

(3) Departing Protected Environment. Immediately upon departing origin or any other protected environment, the operator will provide DTTS with a "D" status message, Part F. below.

(4) SNS Equipment/System Problems Enroute. In the event of SNS equipment or system failure while in-transit, the operator will immediately notify his/her dispatcher, who will in turn immediately contact DTTS at 1-800-826-0794. The operator will subsequently provide DTTS a telephonic location/status report every two (2) hours, with a final telephonic report upon delivery at destination. The defective transceiver will be

removed from the DTTS database and will not be reinstated until repairs or replacements are made and the system tested (including emergency alerts) by contracting DTTS to verify the system is operational.

(5) Changes in Shipment Status. After departing origin with a shipment, the operator will report any change in the shipment in-transit status using one of the standard messages, Part F. below. Whenever a DTTS shipment is physically removed from a towboat/barge the operator will send a "C" status message, Part F below.

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

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

(8) Awaiting Offload: Upon arriving at the destination for a DTTS shipment, the operator will send an "A" status message, Part F below.

(9) Offload at Destination: When a DTTS shipment has been physically offloaded at destination, the operator will send an "O" status message, Part F. below.

(10) Disable DTTS Service.

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

b. The SNSV will provide the operator with "on-screen" verification that DTTS service has been disabled.

c. The SNSV will report this discontinuance of SNS service in the DTTS mail box/transfer file as a standard DTTS message using the "S" message status, Part F. below.

PART E: EMERGENCY MESSAGES:

(1) The operator will immediately report an EMERGENCY by pressing (with a single stroke) a vehicle equipped emergency button. This button must be located within easy reach of the vehicle operator. Total elapsed time, from pressing of the EMERGENCY button by the operator to SNSV notification to DTTS, shall not exceed 2 minutes.

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

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

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

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

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

(3) The carrier has primary responsibility for notifying Coast Guard in the event of an EMERGENCY.

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

PART F: STANDARD INTERFACE

(1) The SNSV will use the following standard interface structure to transfer operator messages and position reports to DTTS.

a. Communication: The SNSV will provide the capability for the DTTS computer to connect to the SNSV computer using a dialup line meeting or exceeding 19.2k bps asynchronous communication, or a mutually agreeable methodology. The government will pay the cost of connecting to the SNSV computer by dial-up line, except in cases where the SNSV elects to provide access via a toll-free line.

b. Handshaking: At SNSV discretion, preliminary handshaking may be required after DTTS has connected to the SNSV computer. This may include verification of a login/password provided by the SNSV and passing of a request to transfer data in the DTTS mail box.

c. File transfer protocol: Data will be transferred using transfer protocol, or such other protocol as that is mutually agreed upon.

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

FIELD	OFFSET	LENGTH	PICTURE	REMARKS
Transmitter ID	0	16	16X	
Latitude	16	7	6N1A	NOTE 1
Longitude	23	8	7N1A	NOTE 2
Date/Time	31	14	14N	NOTE 3
Reserved	45	12	12X	NOTE 4
Shipment Status	57	1	1A	NOTE 5
Text	58	60	60X	NOTE 6

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

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

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

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

NOTE 5: Current status using following codes:

B = Begin Tracking (Text message optional) This packet provides an audit trail of the date/time the operator implements the requirement in Part D, paragraph 1 above to begin sending data to the DTTS mailbox.

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

D = Departing Protective Environment. Used to provide notice of departure from a military/commercial activity, carrier terminal, or other protected environment where the previous shipment status would have been L, T, M, A or O. Status code D places the shipment into a movement status for DTTS tracking purposes, and 15-minute position reports are required (Text message should include location).

P = Current Position. (No text message) This packet may be preprogrammed by the SNSV to automatically generate location data at the required 15-minute interval. The position reported must be within one-quarter mile of the actual vehicle location.

C = Changing Equipment. Whenever DTTS shipments are transferred to a different towboat/barge, provide the identification number(s) of the new tractor(s) and each BOL transferred to the new towboat/barge. Example: "800, C222222201". If this exceeds space provided for one text message, submit as many additional status "C" message packets as necessary. (The operator of a towboat/barge receiving a DTTS shipment will follow procedures in Part D paragraph (1) (a) above, while the operator of a towboat/barge terminating a DTTS shipment will follow procedures in Part D paragraph (2) above).

U = Unusual Delay/Other.

(1) Unusual Delay - explain reason in text portion of message packet and give exact location.

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

A = Arrived at Activity and Awaiting Off load: In text portion of data packet, provide activity name and, if a commercial activity, an area code and phone number through which the operator can be reached.

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

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

S = Stop Tracking: (text message optional) This packet provides an audit trail of the date/time the operator implements the requirement in Part D (2) above to stop sending data to the DTTS mailbox.

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

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

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

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

(2) Message packets with status of B, L, D, C, U, A, O or S will be accumulated in the DTTS mail box/transfer file as they occur. Message packets with status of P will be entered every 15 minutes. Message packets with status of L, A, or O place the shipment in a non-movement status in a protected environment, Fifteen-minute updates with status of P are not required again until after the operator sends a status of D, Departing Protected Environment.

(3) Normal message traffic (i.e., all records with status not equal to status of E) will be entered into the SNSV DTTS file, which will be downloaded by the DTTS every 15 minutes or more often if mutually agreeable. This will be accomplished using XMODEM file transfer protocol, or such other protocol as may be mutually agreeable. Transmission will be at a minimum of 19.2k bps. Communications cost of data transfer to the DTTS will be borne by the Government, unless the SNSV elects to pay for such transmissions in order to improve services.

(4) Operator initiated messages other than those identified in Part F above will not be placed in the SNSV DTTS mail box/transfer file.

(5) Dedicated Lines: When the number of vehicles being actively tracked by DTTS through a single SNSV consistently averages in excess of 100, the SNSV will be responsible for procuring, installing, and paying usage costs for a conditioned, dedicated line of at least 19.2k bps between the DTTS Operations Center computer and the SNSV computer. At such time, the SNSV and the DTTS Program Manager may mutually agree to establish a non-standard interface in an effort to speed up processing of data received, as long as this interface provides the same message information as would be received using the standard interfaces for new SNSVs in Part F above. Neither party is obligated to agree to a custom interface. Such interfaces must be agreed upon in writing and thoroughly tested prior to implementation.

SECTION 5
EXPLANATION OF ABBREVIATIONS, CODES,
DEFINITIONS AND REFERENCE MARKS

ITEM 5-1

ABBREVIATIONS

AA&E	Arms, Ammunition and Explosives
ANSI	American National Standards Institute
BoL	Bill of Lading
CCR	Central Contractor Register
CFR	Code of Federal Regulations
CONUS	Continental United States
COPT	Captain of the Port
DEM	Demurrage
DESC	Defense Energy Support Command
DOD	Department of Defense
DSC	Deployment Support Command
DTR	Defense Transportation Regulation
DTTS	Defense Transportation Tracking System
EC	Electronic Commerce
EDI	Electronic Data Interchange
EFT	Electronic Funds Transfer
GTN	Global Transportation Network
HERO	Hazards to Electromagnetic Radiation of Ordnance
IRRIS	Intelligent Road and Rail Information Server
NMFTA	National Motor Freight Traffic Association.
MFTRP 1C	Military Freight Traffic Rule Publication No. 1C
NOR	Notice of Readiness
OSM	Other Sensitive Material
PMO	Program Management Office
SCAC/STAC	Directory of Standard Multi-Modal Carrier and Tariff Agent Codes
SDDC	Surface Deployment & Distribution Command
SNS	Satellite Monitoring Surveillance Service
SNSV	Satellite Monitoring Surveillance Vessel
SPLC	Standard Point Location Codes
STO	Stowage
TO	Transportation Officer
TPA	Table Partner Agreement
VANs	Value-Added-Networks
VFN	Vessel Ordered but Not Used
VISA	Voluntary Intermodal Sealift Agreement

ITEM 5-2

DEFINITIONS

BARGE - A category of vessel designed as non-self-propelled units for the carriage of cargo on the weather deck or in holds or in tanks. The units are towed/pushed by another ship (tug or pusher vessel).

COASTWISE - **Domestic** traffic receiving a carriage over the ocean, or the Gulf of Mexico, (e.g. New Orleans to Baltimore, New York to Puerto Rico, San Francisco to Hawaii, Alaska to Hawaii). Traffic between Great Lakes ports and seacoast ports, when having a carriage over the ocean, is also termed **Coastwise**.

DAY - Calendar day of twenty-four hours.

DECK BARGE - Non-self-propelled vessel, usually flat bottomed and rectangular in structure, having an intact deck for the carriage of bulk materials. Commonly referred to as a scow, lighter or hoy.

DRY CARGO BARGE - Non-self-propelled vessel, usually flat bottomed and rectangular in structure with cargo space below deck. The cargo space may be covered or uncovered. Usually used to transport bulk commodities on rivers and canals. The industry commonly refers to these barges as open/covered hopper barges.

FREETIME - Period of time during which there is no charge (i.e. demurrage) by the carrier to load, stow, and secure the general cargo to the vessel and to unload the general cargo and accompanying material from the barge.

INTERNAL - Vessel movements (origin and destination) which take place solely on inland waterways. An inland waterway is one geographically located within the boundaries of the contiguous 48 states or within the boundaries of the State of Alaska.

LAKEWISE - Waterborne traffic between the United States ports on the Great Lakes System. The Great Lakes System is treated as a separate waterway system rather than as a part of the inland waterway system. In comparing historical data for the Great Lakes System, one should note that prior to calendar year 1990, marine products, sand and gravel being moved from the Great Lakes to Great Lake destinations were classified as local traffic. From 1990 on, these activities are classified as lakewise traffic.

LASH/SEABEE BARGE - A barge, usually flat-bottomed and rectangular in structure to be lightered aboard a mother ship.

LAYTIME - Begins when the vessel moors alongside or at 0001 hours local time on the latest agreed readiness date, whichever occurs first. It ends when loading or unloading begins.

SHIPMENTS - Traffic moving from one location to another where the origin is within the limits of the subject port.

TANK BARGE - Non-self-propelled vessel constructed and arranged for the carriage of liquid cargoes in tanks integral to the hull or independent of the hull. Pumping arrangements may be provided on board or left to shore equipment. Typical cargoes would include petroleum and other liquids.

a. **Single Hull Tank Barge** - A tank barge with the sides and the bottom being single hull.

b. **Double Hull Tank Barge** - A tank barge with the sides and the bottom being double hull.

c. **Double Sided Tank Barge** - A tank barge with the sides being double hull and the bottom being single hull.

d. **Double Bottom Tank Barge** - A tank barge with the sides being single hull and the bottom being double hull.

TUGBOAT - Self-propelled vessel with a V - shaped bow designed for the towing (and pushing) of ships or other floating structures such as barges in ports/harbors.

TOWBOAT/PUSH BOAT - Self-propelled vessel designed to tow/push barges and pontoons. The hull is usually rectangular in plan and has little freeboard. A pair of knees of ample strength and height engages barges of various depths to maneuver the tow.

ITEM 5-3

REFERENCE MARKS

* Denotes change in revision number only, without change in text.

(C) Denotes change in matter on body of page

(N) Denotes new item