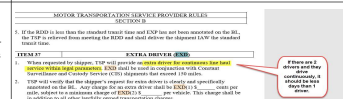


MFTURP REVAMP COMMENTS					
Number	Para/Line	SDDC Adjudication Response	Suggested Change /Comment	Justification/Comment	POC Contact Info
		*Grey highlight requires Adjudication			
<b>QUEST LINER</b>					
1	Paragraph Number: 2/3481	Word properly was removed. New language: A TSP may establish a flat charge of VFN(2) \$_____ for each vehicle ordered and dispatched that was not used by the shipper	A TSP may establish a flat charge of VFN(2) \$_____ for each vehicle properly dispatched that was not used by the shipper	Please define properly dispatched. Does the carrier have to physically arrive at the shipper before it is considered as & properly dispatched?	POC Name: Kim Koster; Quest Liner Inc. Kim Koster,
<b>USTRANSCOM J4-LT</b>					
2	Page 19, Line 564	Concur, change made	Remove the comma between "TCN), and Bill of Lading		Rob Stewart, Logistics Management Specialist,USTRANSCOM J4-LT
3	page 19, Line 596		-Section A – Transportation Service Provider General Rules, Page 19, Line 596: change "TCN or BOL" to read "TCN and BOL" -- See attached email from Larry Bringenberg with this change		
4	Page 19, Line 588		-Section A – Transportation Service Provider General Rules, Page 19, Line 588: close the parenthesis at "U.S.C."  <b>TCN, <del>Waybill</del> and BOL. Provide this in the B1002 element. When TCNs or BOLs cannot be provided by the shipper, activity, the B1002 will contain "NDONI" to indicate non-availability.</b>		
<b>Jose Torres</b>					
5	DoD Standard Transit Time Guide – Dual Drivers	Standard Transit Time tables 202-2 and 2-203 are changing. Changes will correct these issues.	Why is LT longer when there are 2 drivers? Shouldn't it be the opposite?  Why is TL the same number of days for both 1 and 2 drivers (except for 2500)?  Why is it the same days for TL and LTL for miles 2001-2500 We would like to respond by stating that the use of dual driver is mainly in reference to a shipments containing AA&E or anything requiring special services thus the additional driver is meant to secure the load upon stop-offs. Also it is my understanding an extra driver can't be used in conjunction with expediting a shipment. Also would a dram shipment be viewed the same as a LTL shipment.		Jose Torres/Jose Amaya
		SDDC will not adjust DOD standard transit times for EXD only situations. Yes, the shipment will move faster than the standard transit time due to the dual driver. The key difference is, DOD is not requiring it to move faster. When a shipper needs to move cargo they need/want to have an extra driver for, but the shipper doesn't need to move it any faster than the standard transit time, then EXD gives them that option.		Screen 9. I know the difference between EXP, EXC and EXD but how do you reconcile the 1 driver and 2 drivers driving continuously within legal parameters. The 2 drivers should take less days since they can drive continuously while the 1 cannot.	
<b>ODASD</b>					
6	Page 125, Line 3918>Loading the Shipment and enabling DCS	This is a shipper requirement that is already identified in the DTR. It is not a TSP requirement.	d. Loading the Shipment and enabling DCS.	ODASD (Log)Transportation Directorate has reviewed this document and suggests adding a requirement to check that GBL/shipment information is loaded and visible in DTTs prior to departure from loading installation	ODASD(Log) Transportation Directorate
7			i. After the shipment is loaded, the TSP will verify in their system that the door sensor is showing closed, the trailer is in a tethered status, and the location of the trailer is correct.	POC: Mr. Terry Basham, ODASD(Log) Transportation Directorate, Contractor Support to the Director. Email came from Jae Starkey, ODASD(Log) Transportation Directorate	
8			ii. The driver will send an "L" status message in accordance with item 111, Satellite Motor Surveillance Service (pg. 130), and will include the phrase "DCS required."		
9			iii. The TSP will enable DCS and ping the trailer (in that order). This initiates the required initial trailer position report and sensor status to DTTs		
10			<b>iv. ADD: Requirement to check that GBL/shipment information is loaded and visible in DTTs prior to departure from loading installation.</b>		
11			<b>vvi. Shipment is ready to depart.</b>		
<b>LANDSTAR (Double checked for Excel Input)</b>					
12	A.III.B.10.b&d & 12/Lines 571,572, 574,575, 584,585	Requirements for this transaction are driven by USTRANSCOM policy, not GFM. SDDC will review the SDDC FCRP Welcome Package for updating.	Most of the Section A, III, B is new and contained either in the "EDI Technical Trading Partner Guide for Defense Transportation", the "DOD Transportation on Electronic Business (DTEB) Convention Version 17 for ISB" or the "DOD Transportation on Electronic Business (DTEB) Convention Version 9 for 214 & (A to B). Specific verbiage appears to be brand new (9 to 13). Concerning are the additions of "b. Contract number. Provide this in the L1101 element in an L11 segment with a contract number (CT qualifier in the L1102 element)", "d. Billed shipment weight: Provide this in the ATR03 element with a "B" qualifier in the ATR01. Also provide the unit of measure in the ATR02 (L for pounds, K for kilograms)", and "12. The contractor shall accomplish status reporting within four (4) hours of an event, or the same amount of time provided to their commercial customers, whichever is sooner."	Upon review of the "SDDC FCRP Welcome Package", "EDI Technical Trading Partner Guide for Defense Transportation", "DTEB Convention Version 17 for ISB" and "DTEB Convention Version 9 for 214" no requirements were found for these items. Where are these requirements from? Most shipments are not moved under a contract so why would a contract number be required? Why is billed shipment weight required as this is not a current requirement? Lastly, I can find no current requirement for status reporting within four (4) hours of an event or sooner	Heather POUND
13	Appendix D	Added back in. Concur. RIN codes will be listed in the appendix and a link to DTEB will be provided for most current Routing Instruction Notes  NOTE: MFTURP was established to unify rules across all modes into one general publication and not necessarily a single/sole source.	Appendix D adds a reference to RIN Code and references it back to DTEB	In regards to RIN codes either 1) include the list of codes and the statement "The most current Routing Instruction Notes (RIN) Codes are available on the on the United States Transportation Command (USTRANSCOM) website at [include the website address], can be include under the Appendix heading. This will keep the appendix consistent and keep with the fact the MFTURP-1 was established to create a single source for TSPs to reference on the policies, rules and responsibilities. Otherwise, 2) remove this appendix completely	Heather POUND











85	3191	<p>An oversight occurred during review process and paragraph 5 in item 35 was not considered. Please consider new proposed change. It provides clearer language on when EXP will apply when not specifically annotated on the BL, but the established RDD is less than the DOD standard transit times. TSPs should be held to delivering cargo by the RDD on the BL. If that RDD is less than the standard transit time, but the consignee neglects to add EXP, TSPs should be compensated for the extra effort to meet the shorter RDD. Language is also added to clearly stipulate that early delivery does not entitle EXP when the RDD is set IAW DOD standard transit times.</p> <p>New Proposed Changes:  1. EXP is an accessorial service shippers can request a TSP to guarantee delivery before the required Standard Transit Time (DTR, Chapter 202 and Item 5, DoD Standard Transit Times in this section), within legal parameters, such as speed, Hours of Service, etc. For Expedited Service, TSPs are permitted to pick up additional cargo along the route, unlike EXC.  2. When the Required Delivery Date (RDD) is less than DOD standard transit time, EXP is required to be annotated on BL. If not specifically annotated on the BL, the TSP is authorized to invoice for EXP. Shipments must be delivered by the RDD for EXP to apply.  3. When the RDD is set in accordance with DOD standard transit time, EXP will not be authorized for early delivery of shipments.  4. The use of Extra Driver (EXD) (see Item 37) shall not be requested in conjunction with EXP to meet a RDD.  5. Charges:  a. EXP(1) \$ per mile per vehicle.  b. EXP(2) percent of line haul.</p>	If the RDD is less than the standard transit time and EXP has not been annotated on the BL	This item seems to conflict with itself. It indicates that EXP must be indicated on the BL (2), but then says if it is not, the TSP can charge for EXP via 6.BB. But then it also says that if it is not noted on the BL, then the TSP is relieved from meeting the RDD (5). This would seem to be ambiguous. If the TSP does not meet the RDD and it is not noted on the BL, can the TSP still legitimately bill for the EXP charge, or would that be considered an overcharge?						
86	3192/3193	<p>An oversight occurred during review process and paragraph 5 in item 35 was not considered. Please consider new proposed change. It provides clearer language on when EXP will apply when not specifically annotated on the BL, but the established RDD is less than the DOD standard transit times. TSPs should be held to delivering cargo by the RDD on the BL. If that RDD is less than the standard transit time, but the consignee neglects to add EXP, TSPs should be compensated for the extra effort to meet the shorter RDD. Language is also added to clearly stipulate that early delivery does not entitle EXP when the RDD is set IAW DOD standard transit times.</p> <p>New Proposed Changes:  1. EXP is an accessorial service shippers can request a TSP to guarantee delivery before the required Standard Transit Time (DTR, Chapter 202 and Item 5, DoD Standard Transit Times in this section), within legal parameters, such as speed, Hours of Service, etc. For Expedited Service, TSPs are permitted to pick up additional cargo along the route, unlike EXC.  2. When the Required Delivery Date (RDD) is less than DOD standard transit time, EXP is required to be annotated on BL. If not specifically annotated on the BL, the TSP is authorized to invoice for EXP. Shipments must be delivered by the RDD for EXP to apply.  3. When the RDD is set in accordance with DOD standard transit time, EXP will not be authorized for early delivery of shipments.  4. The use of Extra Driver (EXD) (see Item 37) shall not be requested in conjunction with EXP to meet a RDD.  5. Charges:  a. EXP(1) \$ per mile per vehicle.  b. EXP(2) percent of line haul.</p>	The TSP is relieved from meeting the RDD and shall deliver the shipment IAW the standard transit time	This item seems to conflict with itself. It indicates that EXP must be indicated on the BL (2), but then says if it is not, the TSP can charge for EXP via 6.BB. But then it also says that if it is not noted on the BL, then the TSP is relieved from meeting the RDD (5). This would seem to be ambiguous. If the TSP does not meet the RDD and it is not noted on the BL, can the TSP still legitimately bill for the EXP charge, or would that be considered an overcharge?						
		<b>TRI STATE</b>								
87	Page 10, Paragraph 5, Line 244	<p>DTR Chapter 202 8.1.b.  The Transportation Officers are the authority for issuing straight BLs when shipper automated systems are unavailable. The DTR does not give SDDC G3 authority to approve or intervene in the issuance of a BL.  A TO contact information is always available in the TFC.</p>	TSPs will utilize their own commercial BLs when 241 authorized (e.g. when transportation systems are inoperable, during holidays and/or 242 weekends, or when there is no access to transportation personnel), also package express 243 shipments are excluded upon approval of TO/shipper/consignor or USTRANSCOM, TC14-244 LC Commercial Services Branch for domestic air shipments	This change appears to transfer decision-making authority away from SDDC to TO/shipper/Consignor or USTRANSCOM. This is problematic for the TSP, as line 243 indicates (no access to transportation personnel) thus; when this change is in effect, TSP cannot (reach) the TO/shipper/Consignor. <b>Suggest this change be eliminated</b>	Donald Welchoff, Jr Executive VP					
88	Page 16, D.6.c.	<p>D.6.c. is on page 17 of the draft. This is a requirement only when carrying DoD TPS cargo requiring SNS (DITTS loads). A corrective action plan for burned out light bulbs may be as simple as keeping extra bulbs in the truck. CFR 49 part 393, Parts and Accessories Necessary for Safe Operation, covers items looked at during roadside inspections. These items are also covered during annual inspections and many things can be discovered during pre-trip inspections and while enroute. Safety level and frequency are not relevant if it is a "required" item by the 49 CFR. Safety will work with carriers for insufficient corrective action plans. Recommend change as previously indicated. (Safety JL)</p>	7. Motor carriers shall provide a corrective action for a violation discovered during a roadside inspection while carrying DoD TPS cargo requiring SNS. Corrections will be provided to SDDC Safety Office at usarmy.scott.sddc.mbx.ae-safety@mail.mil within 30 days of the violation.	Problem: There is no D.6.c on page 16 of the Draft MFTURP It appears to be referring to page 16, line 454 paragraph 7. (Not 6.c) This paragraph contains the verbiage noted on item 2. Page 1 of the summary of changes. This paragraph requires the TSP to provide to SDDC a corrective action plan for any violation noted on a DOT inspection form. The item itself is problematic for the TSP. In the simplest terms, how can the TSP provide a corrective action plan for burnt out lightbulbs? Suggestion, SDDC and TSP's work together to establish at what safety level and/or frequency of violation the TSP will be required to provide a corrective action plan						
89	Page 20, C.1.e, line 621 thru 623.	Comment noted	ITEM 3	See no issues with this statement reinforcing the fact that the Fuel Surcharge is included in the bid amount as the solicitation letter clearly indicates in paragraph 8.						











