			MFTURP REVAMP COMMENTS													
Number	Para/Line	SDDC Adjudication Response	Suggested Change /Comment	Justification/Comment	POC Contact Info											
		*Grey highlight requires Adjucation														
	D	W. J	QUEST LINER	Mary definition of the state of	POC N 15 15 10 1											
1	Paragraph Number: 2/3481	VFN(2) \$ for each vehicle ordered and dispatched that was not used by	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,											
		the shipper														
			USTRANSCOM J4-LT													
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"													
<u> </u>			TCN, Waybill or and BOL. Provide this in the B1002 element. When TCNs or BOLs cannot be provided by the shipper activity. the B1002 will contain "NONE" to									+	_		-	
			indicate non-availability.													
5	DoD Standard Transit Time	Standard Transit Time tables 202-2 and 2-203 are changing. Changes will correct	Jose Torres Why is LTL longer when there are 2 drivers? Shouldn't it be the opposite?		Jose Torres/Jose Amaya											
3	Guide – Dual Drivers	these issues.	way was a wage was a stere are 2 drivers? Strouton the bettie opposite?		A TOTTES/JOSE MINAYA	L										
\vdash			W T. b	-		_	-			\vdash \vdash			-	$ \top$	$ \mp$	
			Why is TL the same number of days for both 1 and 2 drivers (except for >2500)	1								_			\pm	
			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 drom shipment be viewed the same as a LTL shipment.													
		SDDC will not adjust DOD standard transit times for EXD only situations. Yes, the		Screen B. I know the difference between EXP, EXC and EXD but how do									_			
		shipment will move faster than the standard transit time due to the dual driver.	MOTOR TRANSPORTATION SERVICE PROVIDER RULES SECTION B	you reconcile the 1 driver and 2 drivers driving continuously within legal parameters. The 2 drivers should take less days since they can drive												
		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	 If the REDD is less than the standard transit time and EXP has not been annotated on the RE, the TSF is relaxed from serving the RDD and shall deliver the objected LAW the standard transit time. 	continuously while the 1 cannot.												
		doesn't need to move it any faster than the standard transit time, then EXD gives	TTEM 27 EXTRA DRIVER (EXB) 1. When respected by shipper, ThP will provide on extra driver for continuous har head. There are 2													
		them that option.	When repenied by higher. TIP will provide an units direct the next seems for less of the provided by higher. TIP will provide anything direct the provided by the provided													
			Outmentance on colony; perchant (i.e.) suggestion one review 1 to make . 1. The wall would have being your requires fine review down in cheerly and specifically adjusted to the state of													
			ODASD													
6		This is a shipper requirement that is already identified in the DTR. It is not a TSP	d. Loading the Shipment and enabling DCS:	ODASD (Log)Transportation Directorate has reviewed this document and	ODASD(Log) Transportation											
I	the Shipment and enabling DCS	requirement.		suggests adding a requirement to check that GBL/Shipment information is loaded and visible in DTTS prior to departure from loading installation	Directorate											
7			i. After the shipment is loaded, the TSP will verify in their system that the door sensor is showing closed,	POC: Mr. Terry Basham, ODASD(Log) Transportation Directorate,												
			the trailer is in a tethered status, and the location of the trailer is correct.	Contractor Support to the Director Email came from Jac												
- 8			ii. The driver will send an "L" status message in accordance with Item 111. Satellite Motor Surveillance	Starkey, ODASD (Log) Transportation Directorate				_	_		_	_	_		-	-
"			Service (pg. 130), and will include the phrase "DCS required."													
																\perp
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													
			position of the second													
10		1	iv. ADD: Requirement to check that GBL/Shipment information is loaded and visible in DTTS prior to	1												
			departure from loading installation.													
11			iv-vi. Shipment is ready to depart.													
			LANDSTAR (Double checked for Excel Input)													
12	A.III.B.10.b&d & 12/Lines	Requirements for this transaction are driven by USTRANSCOM policy, not GFM.	Most of the Section A, III, B is new and contained either in the "EDI Technical Trading Partner Guide for	Upon review of the "SDDC FCRP Welcome Package", "EDI Technical	Heather Pound											
	571.572, 574.575, 584.585	SDDC will review the SDDC FCRP Welcome Package for updating.	Defense Transportation", the "DOD Transportation on Electronic Business (DTEB) Convention Version 17 for 858" or the "DOD Transportation on Electronic Business (DTEB) Convention Version 9 for 214 & (1.a to													
			8). Specific verbiage appears to be brand new (9 to 13). Concerning are the additions of "b. Contract	requirements was found for these items. Where are these requirements												
			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 AT803 element with a "B" qualifier in the	from? Most shipments are not moved under a contract so why would a contract number be required? Why is billed shipment weight required as												
			AT801. Also provide the unit of measure in the AT802 (L for pounds, K for Kilograms).", and "12. The	this is not a current requirement? Lastly, I can find no current requirement												
			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."	for status reporting within four (4) hours of an event or sooner												
			provided to their commercial customers, whichever is sourier.													
			A Delta de la Companya de la Company		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	Appendix D adds a reference to KIN 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	Heatner Pound											
				available on the on the United States Transportation Command												
		NOTE: MFTURP was established to unify rules across all modes into one general publication and not necessarily a single/sole source.		(USTRANSCOM) website at [include the website address]. can be include under the Appendix heading. This will keep the appendixes consistent and												
		The state of the s		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												
				2) consider and appendix completely												

14	Appendix B	Added bask is, Concur. List of PGD unique commodity codes will be added bask to the appendix and a link to DTEB will be provided for most current Routing instruction Notes. NOTE: MTUTINF was established to unify rules across all modes into one general publication and not necessarily a single/rule source.	Add list of DOD Unique Commodity code back to Appendix B	lappends it provides the list of 100 unique commodity, codes to vidence to Notice 100 TER. The MITTERS was unablasted the content singles with content of the content of	Heather Pound					
15	Appendix A	Added back in. Concur	Add list of equipment codes back to Appendix A.	Appends A removed the list of equipment codes to only reference, back to DIETE. The MTUTE Va. was established to create a single source for 15th to reference on the policies, rules and responsibilities of the 15th. Please include this list back the publications of 15th have a single source to reference as was the intent of the MFUIDP-1. As with Appendix E and F the statement. Then sort current Equipment 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	Heather Pound					
16	A,IV.C.S.Figure IV-3/Bullet 10 & Note	Non-concur. This Change corrects a long standing oversight. PA and all the PA subcidengeries are vide and authoritised in the qualifiers. TSP only have violibility. Access to rate qualifiers and accessorials authorities for their registered made of service. The SDDC Form 364-R will be updated during it's next validation cycle.	Remover (TIO) When the PA, Per Container option is used the following Container Size options PA1-Container, 93 For Cess; PA3-Container, 20 FT PA4-Container, 23 FFT PA4-Container, 33 FFT PA4-Container, 34 FFT PA4-Container, 97 FFT PA4-Contain	There is no rate qualifier PA in the table (Figure V-3) nor is there any other reference to rate qualifier PA any where in this pollutation. Additionally, PA is not a selectable rate qualifier in TECW nor it is included on the SDO. Form 36-48. Any read qualifier SDOC add sould be included in the table to show what section(s) is applies to and how the rate is formatted. Also example, how rate are explained in Section ANY Ca. S. It will also example, how rate are explained in Section ANY Ca. S. It will also be available as a rate qualifier on the tender form and within any automated system. Lastly, the filter makes no sense as follows:	Heather Pound					
17	A,IV,C/Line 795.797, 991.994, 1368.1370, 1415.1417	Partial concur. Change made to figure IV-1 to Appendix 1. Corrected reference of a Figure IV-1 to Appendix I.	Remore The paragraphs set forth additional governance not established through system automation/business logic or covered in the TCDW User's Manual. For additional visual reference see Figure N° 1:	Major conflict with publication (see docket submitted on section A, part IV). Also there is no Figure IV-1 in the document.	Heather Pound					
18	A,V,C,2,a,V,Live 833.836	Concur. Added language back in. Section IV rewritten.	Druft removes "For voluntary tenders, a supplement can only be used to change Section A (TSP information). Whowever, the SCAC, Mode, Application, Commodity Classification, and Section designations cannot be changed".	As rules are currently written, TSPs can change the following in Section At the telephone numbers, action Ramp, nature of change, dates (sixus, the control of the control	Heather Pound					
19	A,IV,A,d/Line 745.746	Change made	Sentence should read: The Standard Tender format shall be used for TSPs that wish to file certain Less- Than-Truckload (LTL) and Truckload (TL) Class 100 rates".	Adds Class 100 back in so the rest of the paragraph reads properly.	Heather Pound					
20	A,IV,A,c/Lines 742.744	Concur with comment. Statement removed.	Remove "and send this through an administrative message electronically to the TSP via EDI Transaction Set 934. GFM will send an additional 994 with the reason for rejection on rejected tenders." from the end of the sentence.	There isn't any EDI of administrative messages or reasons for rejected tenders. However, the tender is filed (manual or automated) EDI messages are not sent.	Heather Pound					
1+A49:F49	A,IV,A,Note/Line 734.737	Partial-concur Will consider moving to an earlier section and generalizing it for general access requirement to Government transportation systems. Noted, there are additional documents that provide rules/responsibilities.	Remour. "MOTE: TSP will resource an External Certification Authority (ECA) certificate and access to the GEM through TEAMS to access TEOM Refer to the SEOD CESP Weekcome Package booked on the SEOD cubic website for more elformation. https://www.sddc.army.mildom/rasss/Pages/default.aspx.	This is not a policy/rule/responsibility. This also does not belong in this section because it also not just applicable to TEOW. Finally, this information is provided in the SDDC FCRP Welcome package	Heather Pound					
22	A,IV,A,3-4/Lines 723.727	Side Non-concur Software have added with the intent to modernize, update and provide software have added with the intent to modernize, update and provide information to all TSPs. Prefer consequent from a cross section of valvous type information to all TSPs. Prefer consequent prefer and season and NOTA to explore further possible consideration. Noted, there are additional documents that provide rules/responsibilities.	Bemove "TEOM is an internet-based application that allows electronic submission of the 364-fit bits CEM bits. The GFM better matches solutinate year denders with military submission requests from one PEOD electronic shipping systems, providing shippers with a list of TSPs capable of transporting their freight, ranked by the tender-based cost of the shipment. Successful Tender Entry is a critical step in obtaining DOO freight."	application is explained in this section, however, nowhere else in the	Heather Pound					

	A.V/Live 714.1502	Section A, Part IV was rewritten.	Leave section as written in MFTURP-1 dated 23 September 2020.	Significant changes (adding, moving and deleting information) to paragraph NO is extend a cause critical non-concurrence within the publication. More specifically, our non-concurrence which the publication. More specifically, our non-concurrence is based on wording from updated the section studies. The paragraph set forth additional and concurrence in the control of the control	Meather Pound						
	F,II,Item 423/Line 6816.6820		SHOULD FORM CHARGES FOR ACCESSORIAL SERVICES DESCRIBED IN SECTION B, ITEM 63 (PG. 108), AND ITEM 437 (PG. 128), ERDIEL 447 (PG. 105). IS GREY LESS AND THE AS 9EB.COW, WAITING THE (WITG) SHALL BE CHARGEABLE TO THE APPROPRIATION AND ALIOTMENT DESIGNATED BY THE MILITARY DEPARTMENT OR GOVERNMENT AGENCY THAT HAS JURISDICTION OVER THE LOCAL ACTIVITY WHERE THE CHARGES ACTUALLY ACCRUED.		Heather Pound						
		an accessorial service shippers can request a TSP to guarantee delivery before the required Standard Transt Time (DTR, Chipper 20 and times, 15,00 Standard Transt Times in this section), within legid parameters, such as speed, Hours of Service, etc. For I periode Service, 15th are permitted to give up additional carge abort the route, unitine DC. By the continuous contin		time and D2P has not been annotated on the IL, the T3P is releved from meeting the RDO and shill deliver the shipment MW the standard transit time. We agree with paragraph 5 and 2, however, how do we reconcile these two statements?							
	3086.3097	Due to the "fraction thereof," language, specificity is required to calculate the exact fraction of a 24-hour day when deteition is less than a whole 24-hour increment. Noted, there are additional documents that provide rules/respons/billies.	Changes for fraction thereof to prorated by 1-hour increments rounded to the nearest full hour (minutes : 29, round down; minutes 30-59, round up)*	Additionally, SRG is still programed as per the MFTUP-1C in TEOW. TSP would need time to properly format rates once the accessorial is programmed per the MFTURP-1.							
	B,II,Item 23,2,a/Line 3057:3059	Obtain what information you can and submit claim for DET. If denied by TO, submit a cost dispute to SDDC G33S Freight Services via the SDDC Cost Questions email address.	This paragraph adds "This data must be annotated on the BL, or TSP document, by the government employee conducting onloading/offloading and must include the employee's name and contact information".	What happens if the government employee won't sign off or they don't sign & request the service?	Heather Pound						
	B,II,Item 21,5/Line 3018.3021		6. Determine time starts when a vehicle is delayed by the shipper, consignor, destination or consignee beyond the allowable free time and ends when the vehicle is researed by the shipper, consignor or consignee to either by notifying the driver or the TSP representative that the vehicle is ready for pickup.	Start new bullet. Line 3022 s/b 7, Line 3027 s/b 8, Line 3032 s/b 9, Line 3037 s/b 10, Line 3041 s/b 11	Heather Pound						
29	B,II,Item 21,2/Line 2994.2996	Obtain what information you can and submit claim for DET. If denied by TO, submit a cost dispute to SDDC G33S Freight Services via the SDDC Cost Questions email address.	This paragraph adds "This data must be annotated on the BL, or TSP document, by the government employee conducting onloading/offloading and must include the employee's name and contact information."	What happens if the government employee won't sign off or they don't sign & request the service?	Heather Pound						
30	B,I,Item 5/Line 2839	Concur. Change made	Recommended Language Change: 5.1—DoD Standard Transit Time Guide – Dual Drivers	Table labeled as 5.12 not 5.1	Heather Pound						
	A,VI,Q,2,h&i/Line 2335.2338	Concur. Change made	Should read" h. A reasonable inquiry is an inquiry designed to uncover any information in the entity's possession about the identity of the producer or provider of covered telecommunications equipment or services used by the entity. A reasonable inquiry need not include an internal or third-party audit"	Bullet i should be a single bullet.	Heather Pound						
	A,VI,I,1,a/Line 2059.2060	Comment acknowledged	This paragraph adds; The TSP will provide written notification to the consignee the freight is in storage. Additional documentation may be required to establish storage charges.	There is a difference between storage that results because the TSP has notified the installation freight is availing unloading or unloading that has not completed vs. a TSP storing freight because they have arrived at the installation prior to the appointment day. In the first case TSP shouldn't need to provided written notification of storage.	Heather Pound						
33	A,V,B,3,f/Line 1745.1747	This is a DTTS related failure code and can only be input by SDDC.	Removed from this paragraph was "Reporters cannot charge a TSP with this service failure if the breakdown/mentalent failure is a result of cromatures. Even prime TSP's control (e.g., eibris/jebjects in road way, flat tires, accidents where the TSP is not at fault, and force majeure situations).	Is SDDC now allowing shippers to hold TSPs accountable for failures that are outside their control?	Heather Pound						

	_				
34	A,IV,D,7,a/Line 1499	Non-Concur. Example should be multiplied not added	a. 1308 cwt X. 47 (%) = 615 (614.76 rounded) + 26.39 (2639 bs./100) = \$162.30 (16229.85/100 rounded	Recommended Language Change: Add .39 (2639 lbs./100) = \$162.30 (16229.85/100 rounded); to complete the example.	Meather Pound
35	A,IV,C,6,d/Line 1069.1070	Concur. Changed to 20,000 pounds	Minimums of less than 20,000 pounds shall be considered LTL and minimums of 20,000 pounds and greater shall be considered TL.	Change 15,000 pounds to 20,000 pounds. 15,000 threshold contradicts the 20,000 set in Section A.VI.C.7.e.ii.6, Section A.VI.D.6 and Appendix E definition for Truckload rates. This also conflicts with the Policy No. TR-12.	Heather Pound
36	A,III,C,2,e,iii/Line 668.669	This is under 5got Biol procedure, and this procurement method is noticide the outsituding femel control, if a carrier foll ble one included a segred charge for an accessorial (like VFM for example) and a situation occurs during that shipment with would entitle the carrier to that charge, we would review all fee carriers tenders on file for one that is closest to the requirement to use that rate for the accessorial surcharge.	Draft adds "During/lifter pick-up: charges for additional requirements shall be consistent with TSPs lowest rate on file for equivalent service.	Passes clarify if the lowest call w. , for equivilent service@putch many the work rate for the services or the lowest rate for the services or the lowest rate for the services or the lowest rates or the separate provided. For example, a shipment from AL to CA with AJR acquipment, with OD and MSTs requirest ratings Provided in a rate on file, would the lowest equivilent rate for training be the lowest variety of the provided of the provided rate for the control of the	Neather Found
37	A.III.C.1,e,iii/Line 629.630	This is under Regolation procedure, and this procurement method is outside the outurary tender control, if a carrier's bid does not include a specific charge for an accessorial (like VFM for example) and a situation occurs during that shipment that would entitle the carrier to that charge, we would review all the carrier's tenders on file for one that is closest to the requirement to use that rate for the accessorial surcharge.	Draft adds' 'During/after pick-up: charges for additional requirements shall be consistent with TSPs lowest rate on file for equivalent service".	Passes clarify if the lowest rate for equivalent service, means the lowest rate for the services of the lowest rates of the separations of the lowest rates for the services of the lowest rates for the services provided. For example, a shipment from AL to Charlot Hare is AL and AL 34 equipment, with DO and ALST centre targing. Provided there is a rate on file, would the lowest equivalent rate for targing be the lowest cancel from AL to Charlot AL 24 equipment with DOP and ALST confident from the charlot and AL and AL 24 equipment with DOP and ALST confident from AL to Charlot AL 24 equipment with DOP and ALST confident from the Charlot AL 24 equipment and the lowest tender that matches all the service requirements requirements requirements.	Heather Pound
38	A,III,8,9/Lines 564.566	Non-concor. TOls are provided in the Bot, they are a required data element. The 15% have the ability to report the TOS or the Bot, number in the 214s. For multi- vehicle or volume moves they can use the Bot.	All 224A records will require the Transportation Control Number (TCN), or Bill of Lading (BOQ) shipment identification (ID) number to complete the link between IGC and Global Freight Management (GFM	This should read: Transportation Control Number (TO(I) or Bill of Labring (BOU, 15Ps) do not unitize TO(Is. 10Ts are not always provided and of provided are on the BOI. The "or also matches wording in A III a. 10.a (late 565.70). Extring TO(Is is a manual process and not reasonable for multi-vehicle or volume movements.	Neather Pound
39	A,II,D,7/Line 454.457	Concur, change made	Should read "C. 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 sidd: mbx.ae-safety@mail.mii within 30 days of the violation."	Should be bullet c instead of 7. Making Lines 458 bullet 7 and Line 465 8.	Neather Pound
40	A,II,B,4 / Lines 236.237	Comment noted	Removed requirement which stated "TSP cannot submit a Transportation Protective Service (TPS) request to handle AA&E commodities or other TPS shipments until they have served DoD in an approved status for 12 continuous mo		Meather Pound
41	A,I,I,S&6, Lines156.160	Change made	Recommended Language Change: email: transcom.scott.tc[5j4.mbx.k:@mail.mil 6. Any change that results in a significant effect, 199 significant cost or administrative impact shall be published in the Federal Register in 160 accordance with 41, U.S.C. \$418.	Email address should be line 157 (under 156) and "Any" should start the next section (bullet 6).	Meather Pound
42	Section A, Part IV (Lines 714.1502	Will leave section mostly as written with regards to wording throughout the section stating." The paragraphs set forth additional governance not established through system automation/business logic or convert of the TEOW User's Manual." As well as removing all the details that pertain to tender instruction, with exception to the following: Leave the control of the control of the tender of the control of the	Comments from Landstate hostoms Line Concerns 1. 159; can no longer reference a single document as significant language was removed on tender filing instructions which makes this section ineffective for tender instructions. A couple examples are removing the other publications referenced to file tender (IMFUDIP 2.3 September 2020, 14, N. Part 1.3, a) profit to Model (MFTUDIP 1.23 September 2020, 14, N. Part 1.3, 1). 2 What instructions backup system with the Model (MFTUDIP 1.23 September 2020, 14, N. Part 1.3, 1). 2 What instructions backup system will be supported to the support of the Model (MFTUDIP 1.23 September 2020, 14, N. Part 1.3, 1). 2 What instructions backup system will be supported to the support of the MFTUDIP 1.23 September 2020, 14, N. Part 1.3, 1). The MFTUDIP 1.23 September 2020 to the MFTUDIP 1.23 September 2020, 14, N. Part 1.3, 1). The MFTUDIP 1.23 September 2020 to the MFTUDIP 1.23 September 2020, 14, N. Part 1.3, 1). The MFTUDIP 1.23 September 2020 to the MFT	were made, our recommendation would be to leave this section as written in the MFTUPR-1 dated 23 September 2020 and update in a future revision. We would appreciate the opportunity to discuss this part with	Meather Pound
43	Provided a new proposed rewrite Section A attachment	Section A., Part IV rewritten." The paragraphs set forth additional governance not cleablished through given automations/binsels sigle or covered in the TEOW User's Manual." As well as removing all the details that pertain to tender instruction, with expection to the following: 1. Reference 388 non-concur to them 38° rate qualifiers. 2. Reference 388 non-concur to them 38° rate qualifiers. 2. Reference 388 non-concur to them 38° rate qualifiers. 2. Reference 388 non-concur to them 38° rate qualifiers. 2. Reference 388 non-concur to them 38° rate qualifiers. 2. Reference 388 non-concur to them 38° rate qualifiers. 2. Reference 388 non-concur to them 38° rate qualifiers. 2. Reference 388 non-concur to them 38° rate qualifiers. 2. Reference 388 non-concur to them 38° rate qualifiers. 2. Reference 388 non-concur to them 38° rate qualifiers. 2. Reference 388 non-concur to them 38° rate qualifiers. 3. Reference 388 non-concur to them 38° rate qualifiers. 3. Reference 388 non-concur to them 38° rate qualifiers. 3. Reference 388 non-concur to them 38° rate qualifiers. 3. Reference 388 non-concur to them 38° rate qualifiers. 3. Reference 388 non-concur to them 38° rate qualifiers. 3. Reference 388 non-concur to them 38° rate qualifiers. 3. Reference 388 non-concur to them 38° rate qualifiers. 3. Reference 388 non-concur to them 38° rate qualifiers. 3. Reference 388 non-concur to them 38° rate qualifiers. 3. Reference 388 non-concur to them 38° rate qualifiers. 3. Reference 388 non-concur to them 38° rate qualifiers. 3. Reference 388 non-concur to them 38° rate qualifiers. 3. Reference 388 non-concur to them 38° rate qualifiers. 3. Reference 388 non-concur to them 38° rate qualifiers. 3. Reference 388 non-concur to them 38° rate qualifiers. 3. Reference 388 non-concur to the 38° rate qualifiers. 3. Reference 388 non-concur to them 38° rate qualifiers. 3. Reference 388 non-concur to them 38° rate qualifiers. 3. Reference 388 non-concur to them 38° rate qualifiers. 3. Reference 38° rate quali	Significant changes (adding, moving and deleting information) to paragraph Iv of section A causes critical non-concurrence with the publication More specifically, our non-concurrence is based on wording throughout the section stating: "The paragraphs set forth additional governance not established through system automation/busines logic or covered in the TROW large." Ashauat ¹ . As well are removing all the details that pertain to tender instruction. This directly violates the purpose written on the MTURP-1 title/cover page as if "establishes policy, prescribes rules and describes responsibilities for [] Transportation Service Providers [T397].		Heather Pound
			NAVY		
44	Page 16, D.6.		Change to read: Motor carriers shall provide a corrective action for all violations 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.	this outs to avoid any confusion	Jose A. Tarres, NAVSUP Weepon Systems Support
45	Page 151, ITEM 170	Non-concur. Original change submitted in line with governing AAR OTER Section 1 page iii, page 3 Rem 1.11, page 4 Rem 1.21 and 1.24 (IS)	Charged to read: a. Shipper at origin is ultimately responsible for ensuring all equipment is properly loaded and secured to railcary prior to releasing car to \$75 Pe accordance with AND pen Top Loading Rules (OTR), \$75 Prain crews and local inspectors are not all qualified to ascertain proper securement of military equipment. \$75 pulling a train does not relieve the shipper of responsibility for proper securement.	Both shippers and rail TSPs are responsible for sale loading and inspection, but the ultimate responsible from special residency and special responsible for supervising cargo securement, a trucker is responsible for supervising cargo securement and so no a rail carrier should be responsible for air cargo securement and so no a rail carrier should be responsible for air cargo securement and so no a rail carrier should be responsible for air cargo securement and so no a rail carrier should be responsible for air cargo securement and so no a rail carrier should be a final residency of the special residency and should be a final residency and the special residency and special resize and special residency and special residency and special resi	Systems Support
		I .	l .	I .	

46	Page 151, ITEM 170	Non-concur. Waybilling does not incur additional administrative duties. Without a waybil, the carrier will not accept the shipment for movement.	Changed to read: b. Way-fill formatice a shipment and are used to generate a freight bill. The origin Transportation Officer (TO) will ensure the commercial way-billing is completed on all freight moving by rail LMV servicing TSP requirements.	 Origin of Change: Shippers have raised concerns regarding which party is specifically driving this change and what if any consideration has been made regarding the additional administrative duties this change will place on rail 2-hippers. 	Jose A. Torres, NAVSUP Weapon Systems Support							
47	Page 151, ITEM 170	Non-concur. Waybiling does not incur additional administrative duties. Without a waybil, the carrier will not accept the shipment for movement.		3) Superent Delays: 16 is required per the American Association of activated in 10 per availing does per for to in immormente. More specifically, 5-bigers are supported to complete their Convenment Bill or diating (GSR). He does of persurves. He support to temperate their Convenment Bill or diating (GSR), the diverge of repetures. He super will add additional time and tasks under the super the start all carriers do not want to integrate their shipping systems. It appears that all carriers do not want to integrate their shipping systems with a government shipping system. Without this being done, the Services could see potential rail shipment delays and mission failure.	Jose A. Torres, NAVSUP Weapon Systems Support							
48	Page 151, ITEM 170	Non-concur. Industry Web sites require a use name and password after requesting access and adjudention from the hispers supervisor and industry. The way-file has always been the means submitted for payment to the carrier, the carrier has been conducting the process for the hisper previously on the conflict of interest was role reversed and this corrects that action to ensure the billing is accurate for the U.S. Government.		3) Segregation of futires: With this change Shippers are being placed in possible chickal station or at less by that on walverable position. More specifically, Shippers will need to login to a commercial TSP's website, or the stress results of the standard segregate an involve that is billable to the US government. This same Shipper will then turn around and certify the same generated windoot for purperset. Ball shippers are not confortable with this process and feet there are missing control measures in the involving and payment process.								
49	Page 79	Change made. Deleted and in Table of Content	JESSICA Removal of Executive Order 13950, Combating Race and Sex Stereotyping		Jessica							
	- 1		Rhett Butler Trucking									+
50	Item 69 /10. New language added	comment during the final draft comment period. Final determination on this language is pending.	Update to Item 69. TSP-shall provide a vehicle that is either a company owned asset, or under a long term lease, this excides trip lease, and to between forucks. To everly, the shipper shall ask the TSP for a copy of the excision of the top o	for 67 Services. As you know, currently sig and Tally requires that you know, currently sig and Tally requires that truck. This is more or less outlining to companies how to get around the truck. This is more or less outlining to companies how the get around their registers and broker that freight. What they ext doing is sending out of their magnetic door signs for the truck, having the trucks stop by a local sign company to give the door signs will be the doing sin which are put not when they arrive an lease for the drivers to sign but never making it legitly brinding, meaning, registering it with the state of origin. There is only not true was to very ward to the drivers to sign but never making it legitly indirectly and lease for the drivers to sign but never making it legitly indirectly as long term lease with a company, they modify their registration with their state transfering the "Responsibility for dairy," once done that truck is officially a registered with that particular company. All trucks are required to the state transferring the "Responsibility for dairy," once done that truck is officially a registered with that particular company. All trucks are required to the state of origin. These given with their lease and officially a registered with that particular company. All trucks are required to the state of the state of origin. These companies and the companies safety record, not just a lease that the truck has in the cab OR the door sign.	Rheti Buller Trucking, SCAC: BURM							
51	Page 20, C.1.e	SRB: Non-concur.	Changed to read: When a TSP bids on a SDDC-negotiated shipment IAW the terms of negotiated	DRB Comment: Major impact to the GSA audit program, positive move to	GSA , George Thomas, Jr. Director.							
		This section established guidance for Spot Bid on the Web not SDDC-negotiated shipments.	agreements all costs associated with the fuel rate adjustment, also known as a fuel related surcharge, must be all-inclusive as part of the negotiated rate. Wording is the same		U.S. General Services Administration Federal Acquisition Service (FAS)							
52	Page 20, III.C.1.e	Comment noted	Changed to read: After solicitation but before execution: the solicitation (and award, if applicable) shall be canceled, and the shipment resolicited to include the additional services.	management.								
53	Page 22, C.2.e.iii	Comment noted	Changed to read: During/after pick-up: charges for additional requirements shall be reviewed by SDDC or USTRANSCOM (for air modes K, L, or M).	program								
54	Page 58	Located on page 57	66 - DTS Related Failure Change to read: Breakdown: When a TSP vehicle carrying a SNS shipment experiences mechanical failure. Mechanical failure is defined as any condition of the conveyance or related equipment that requires repair or replacement of parts while in transit.									
55	Page 59	Comment noted. Terminals are no longer authorized/used. Recommend making change as indicated.		Need to verify with management. No change in the 2019 version								
56	Page 62, A.V.C.4	Change made	Changed to read-Disqualification may be taken by SDDC/USTRANSCOM as a result of no or insufficient response on a non-use action and/or a result of FAK TRB or A&E TRB hearing findings and determination.	DRB Comment: Need more discussion with GSA management. Group agrees with this change. TSP should resolve issue with shipper before elevating to SDDC.								
	Page 68, f.2.a-2.c.,	Comment noted	Changed to read: Shipments stored in the carrier's possession after free time has expired shall be subject to a charge of SRG [3] \$\infty\$ per day, prorated by 1-hour increments rounded to the nearest full hour (minutes 1-29, round down; minutes 30-59, round up), per tank vehicle or pipeline shipment.	Update for this rule are appropriate for this service and support the GSA audit program. This supports the audit program. The incrementally hourh charges are favorable to government than the per shipment rate.	,				\perp			
	Page 82, Para 2,	Comment noted	Changed to read: TSP has 36 months from date of delivery to initiate possible claim or dispute.	Update is a verification of terms and condition of service and support the GSA audit program								
59	Page 81	This must be deleted in order to comply with 41 CFR 5102-118.460. This law stipulates the timeframe TSPs have to file claims. We can not set timelines shorter that would deny a carrier their rights under the CFR.	Deleted: If issuing TO denies claims of overcharges/undercharges, the TSP may appeal this decision to the issuing installation commander.	This change supports the GSA audit program								

		_													
60	Page 82, Para 2,	Per 41 CFR Paragraph 102-118.450 & 102-118.455 the TSPs actually get three years to file transportation claims.	Deleted: A TSP shall be required to submit an invoice for detention no later than 45 days from the date of detention	Major impact on the GSA audit program. This gives the TSP the option to resolve issue in the pre-payment phase. No change to the 2019 version.											
61	Page 96, ITEM 21.2	Comment noted	Changed to read: All requests for additional detention payments based on government-caused delays must be submitted to the shipper/consignor and consignee on the BL for approval and must include sufficient information to establish entitlement to these additional fees.	Great explanation and additional information for verification of charges in the GSA audit program											
62	Page 98, ITEM 21.2	Comment noted	Added: This data must be annotated on the BL, or TSP document, by the government employee conducting onloading/offloading and must include the employee's name and contact information.	Positive clarification and verification for additional data to determinate services charges on the GSA audit program.											
63	Page 98, ITEM 23.2.a	Comment noted	Added: This data must be annotated on the BL, or TSP document, by the government employee conducting onloading/offloading and must include the employee's name and contact information.	Positive clarification for the government and better data for the GSA audit program											
64	Page 102, ITEM 35.2,	Comment noted	Changed to read: If not specifically annotated on the BL, the TSP is authorized to invoice for EXP via ebill in the TPPS.	Major impact for verification of EXP1 on the audit program and positive addition when all terms are annotate proper in the documentation. This supports CSA audits program, but greater responsibility is on the auditor to verify ebills in the TPPS.											
65	Page 112, ITEM 78	Comment noted	Added paragraph i: See attachment for Figure and notes	Need discussion with GSA management											
66	Page 114, ITEM 79.4.f.iv	Comment noted	Changed to read: The TSP MUST request approval from the shipment TO/shipper/consignor, prior to billing under this section	Verification for any future audit of this charges when TSP document are correctly and with the authorization. Request for documentation supports audits											
67	Page 114, ITEM 79 4.f.iii	Comment noted	Changed to read: The TSP must have notified DTTS immediately of destination's refusal.	No impact to the GSA audit program but must be discuss for more details											
68	Page 116, ITEM 97.1	Comment noted	Protective Security Service (PSS) will move point-to-point as a dedicated shipment, and under no circumstances will such shipment be transloaded or consolidated without prior coordination through DTTS IAW paragraph 97.3.	This positive clarification makes the program better and enforce the GSA audit program											
69	Page 151, ITEM 170	Comment noted. Original change submitted in line with governing AAR OTLR Section 1 page III, page 3 item 1.1.1, page 4 item 1.2.1 and 1.2.4 (ItS)	SMPPER REQUIREMENTS AND RESPONSIBILITIES. Changed to reads. Shapper at origin is ultimately repossible for energing all equipment is properly loaded and secured to railsars prior to releasing ears to TSP in accordance with AAR Open Top Loading Rules (DTLR). TSP train crews and local inspectors are not all qualified to accentral proper securement of military equipment. TSP pulling a train does not releve the shipper of responsibility for proper securement.	Major impact for liability of cargo safety and if damage occurred responsibility on shipper											
70		This is GSA's Summary/comments	GSA Summary	SUMMARY: DBB have reviewed the 53 recommended changes regarding the MUIPS-1 dark to where found overall these recommendations either enhances and or provides more barapaeron; to CSA Audit, or bare no change the contract of											
71	3177	Change is 1. EXP is an accessional service shippers can request 1.5° to guarantee divinery before the required Standard transat time (IDF, Capper 202 and times), bob Standard Transit Time (IDF, Capper 202 and times), bob Standard Transit Times in this section), within legal parameters, such as speed thours of Service, ic. For Expedded Service, TSPs are permitted to pick up additional cargo along the route, unlike EXC. 2. When the Required Bolivery bar (1000) is less than 000 standard transit time, EXP is required to be annotated on BL. If not specifically annotated on the BL, the TSP is subtrinized to invoice for EXP. Shipments must be delivered by the 800 for EXP to apply. 3. When the RSD is exit packed and the second shipment of the subtrinized for early delivery of shipments. 5. When the RSD is seei naccordance with DOD standard transit time, EXP will not be subtrinized for early delivery of shipments. 5. Changes 6. EXP(1) S. per mile per vehible. 6. EXP(1) S. per mile per vehible. 6. EXP(1) S. per mile per vehible. 6. EXP(2) percent of line haul."		This item seems to conflict with Next. It indicates that DOP must be indicated on the 10, but them says if a son, the 150 can charge for £00 wis £ IBL. But them at 18 do says that if it is not noted on the IBL, then the 150 can be seen to the 150 can b											
72	3178-3182 3179		EXP is an accessorial service shippers can request a TSP to guarantee delivery before the											\perp	
73	31/9		required Standard Transit Time (DTR. Chapter 202 and Item 5 I pg. 901. DoD Standard Transit Times in this section), within legal parameters, such as speed, Hours of Service, etc.			-	-			-	_	+ +		+	
75	3181		For Expedited Service, TSPs are permitted to pick up additional cargo along the route, unlike											\perp	
76 77	3182		3182 EXC.				-					+ +	_	+	
78 79	3184	<u> </u>	When the requested Delivery Date (DD) is less than standard transit time, EXP is required to be annotated on BL. If not specifically annotated on the BL, the TSP is authorized to invoice											\pm	
79	3185		for EXP via ebill in the TPPS.											\perp	
80 81	3186 3.		The use of Extra Driver (EXD) (see Item 37) shall not be requested in conjunction with EXP to meet a RDD			-	-	_	_	-	_		_	+	
82	3188 4.		to meet a RDD Charges:			-	_		+	-				+	-
83	3189 a		EXP(1) \$ per mile per vehicle.											\perp	
84	3190 b		EXP(2) percent of line haul.	I .					\perp					\perp	

85		considered. Please consider new proposed change. It provides clearer language on when DOP will apply when not specifically amonated on the IL, but the established ROD is less than the DOD standard of smith times. This should be held to delivering cape by the ROD on the ILI in the ROD is less than the standard for the exist and the standard standard times the standard for the exist affort to meet the shortend ROD. Language is also added to clearly capeable and the standard sta	If the BOD is less than the standard transit time and EXP has not been annotated on the BL The TSP is relieved from meeting the ROD and shall deliver the shipment LWV the standard transit time.	This item seems to conflict with itself. It indicates that EVP must be indicated on the IB, CD, but then says if it is not, the TSP can charge for EVP under EB. But then also says that if it is not noted on the IB, then the TSP with the IB is a second of the IB. IB. IB is a second of the IB.							
		on when LA view alpay when hosp specially annotation of me BL, got the both control of the contr		Vereinver from meeting the 200 St. The recorded sent the Su, Methodology, and the St.							
87	244	OTR Chapter 202 8.1. D. The Transportation Officers are the authority for issuing straight Bits when shipper automated systems are unavailable. The OTR does not give 500C CGJ authority to approve or intervent in the issuance of all and approve or intervent in the issuance of all ATO contact information is always available in the TTG.	TRISTATE TSPs will utilize their own commercial Bis when 241 authorized (e.g., when transportation systems are inoperable, during holdings and/or 221 westends, or when there is no access to transportation personnell, also packed general 231 dependents are excluded journage approved of Tolyflapper (consignor or USTRANSCOM, TCI2-244 C. Commercial Services Branch for domestic air shipments).	This charge popers to insorted decision-making authority away from SSDC to "PO" labour Consignor of LOTTO MICKOCK This is problemate from SSDC to "PO" labour Consignor of LOTTO MICKOCK This is problemate from when this change is netter, 15° cannot (reach) the TO/hipper/Consignor. Suggest this change be eliminated	Donald Welchoff, Ir Executive VP						
88	Page 16, D.6.c.	cago requiring SMS (DTTS loads). A corrective action plan for burned out light bulbs may be as simple as beinging each bulbs in the trust. CR 98 part 333, Plats and Accessories Necessary for Safe Operation, covers items loaded at during and control of the processor and control of the contro	7. Motor carriers shall provide a corrective action for a violation discovered during a readside inspection while carring to DTS cargo requiring \$60.00 corrections will be provided to SDDC Saffety Office at usarmy.scott.sddc.mbx.ae-safety@mail.ml within 30 days of the violation.	Problem: There is no D. S. con page 15 of the Draft MFTUPS. It appears to be refiring to page 15, 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 15th portivole is 500C orrective action plan for any violation noted on a DOT inspection form. The term bard is producinant for the 15th in the simplest terms, box can support the control of the 15th portion of the control of the 15th portion of the 15th porti							
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.							

90	Page 20, III. C.1.e,	Comment noted	This reference is inconsistent with statement on the summery page it should reference line GS.6. I fall to understand how subparagraphs it. line GS didressing addition services is include as sub-paragraph under Item 3. This statement should be assigned its own paragraph (I.) and restructured as it lacks conceptualization.	If a solicitation is changed or adds additional requirements that could not contemplated as originally issues, the solicitation shall then be canceled and reissued to include all additional requirements and services						
-	Line 629	Non-cracus to moving under f. This is not study applicable to brineway/flowawys evice. SDC does not have the authority to nepplate charges for a Spot Bild objement. The shipment requester/consignor is the authorized agent to enter into these agreements per DTR Chapter 201.	Should be changed as a sub under f, suggest new wording	Lourieg or after pickup if additional requirements are discovered or suddent regolations and commonce between TES and T/O for equilable adjustment, assuming these requirements do not disqually TSP. If additional requirements cause in TSP disquallification or TSP and T/O cannot reach mutual agreement as to an equilable adjustment the TSP shall be entitled to VTN, Clastes under negotiation are not subject to alternation between rates on file.)						
92	Page 22, C.2.e.iii, Line 668 is shown on Page 21	Comment noted	Spot Bids can contain the same unique qualities as negotiations and should be treated equally. See observation as indicated on statement at line 629 above. Suggest leaving statement as presently indicated in the current publication.							
93	Page 56 Line 1735	Comment noted	a. 1736 , b. Removed							
94	Page 58 Line 1745 f. G6	Non-concur. This is a DTTS related failure code and can only be input by SDDC.	This charge removes the prohibition against charging the currier with a service failure when the cause of the failure might have been out of the curriers control as originally expressed in the statement. A truck is complete machine operating in a complete environment, as are the divers. This combination will never be infallfalled in every circumstance and any attempt to force it otherwise will not prove successful despite the best of intents.	Suggest no changes to the present item						
95	Page 58 Line 1748, g.	Comment noted	G7 DTTS Related equipment Failure. Removed							
96	Page 59 Line 1754, k	Comment noted	GB DTTS Falure. This change moves all TPS material under the requirements that was reserved for SRC II, i.e. 2 hr. vy 4 hr. stop and I. All TPS treated the same.	methods should be separate. The current approach 2hr for SRC I and II vs. 4 hrs. 6 nr SRc III, Vand uncut should be retained as best possible scenario. This change will only result in more service failures on the part of the TSF's, if for no other reason than the volume of shipments moving under the lesser SRC requirements is exponentially greater						
97	Page 59 Line 1760, o,	Comment noted	GT DTTS Failure	Deleted						
	Page 59 Line 1761, p. Page 62. A. V. C. 4	Comment noted Comment noted	GU DTTS Failure	No comment						
		Only SDDC can place TSPs in nationwide nonuse or disqualification. In either	Is the reference change only applicable to the sentence that starts in line 1838 and is completed in line 1840 TSP Notifications subparagraph 4. Very extensive removal of language including the reference to	TSP Notifications subparagoach A Very extensive removal or flanguage including the reference for Tamporation Review board guidance Regulation 15-1 which we procedure for disquagification and proteining TSP in more use. I might not sure with that making it exist to justify removal of a TSP. Personally, I have never feet that a T.O. should be able to Suspend Tolkguarily a carrier immediately without and before are appeal as duplicant. SOCs allows: TSP a page but but do not instruct or require the T.O. to hold in absyrance the non-use action, which to me is a paged and adjustance the non-use action, which to me is a paged and adjustance the non-use action, which to me is a paged to hold be transpended and disparance the non-use action, which to me is a paged to hold be transpended and disparance the non-use action, which to me is a paged to hold be transpended and disparance that no to the allowed to occur until after the TSP has been afforded Due Process. I am just not sure what this simplification is trying to accomplish other						
100	Page 60, Line 1830 to 1843 C.	Unity SUMC can place 1944 in Machinimide Reninse of indiquidisclation. In extinely place 1945 the Committee of the Committee	Transportation Review Board guidance Regulation 15-1 which are procedures for disqualification and placing TSP in non-use.	I am just not size what this simplification is trying to accomplish other. I see that the size of the						
	Page 68, f.2. a.b.c. Lines 2113 thru 2123	1. Shipments in storage shall be subject to the following charges: a Shipments weighing less than 1,0,000 points shall be subject to Storage charges of \$86(1)\$		Suggest changing description to Storage Charges per hour, per day.						
102	Page 82/ B Line 2609, Dispute Resolution, para 2,	Acknowledged	Indicates a clarification of statutes that TSP has 36 months for disputes or claims.	Concur						
	Page 81. B Line 2578 Dispute Resolution. Paragraph 1		Removed the requirement for the TSP to appeal to the base commander.	Very positive. Concur						
104	Page 82. Line 2610 and 2611, Para. 3	Changed to read decision	Substituted the word "recommendation" for the word "decision"	Concur						
105	Page 82 beginning Line 2583	Acknowledged	Administrative change to contact information							
106	Page 82.	Acknowledged	The deleted referenced statement concerning the 45 days for filing detention claims is located on page 101 ltem 21, para 10.	Concur						
106	rage 82.	Acknowledged	Incoexecute retremence statement concerning the 45 days for filing detention claims is located on page 101 litem 21, para 10.	Concur						

107	Page 96. Item 21. 2, Lines 3000, 3001, 3002, 3003.	Concur. A change request was submitted by SDDC G3 Domestic Freight Services to Admage this wording "O'. Affequests for additional detention payments based on government-caused delays must be submitted to the shipper/crosignor and consignee on the II for approval and must be clubed sufficient information to establish entitlement to these additional fees." OR O. 303 holds consigned responsible for detention/demurage charges cause by their actions/decisions.	Change. Removed the requirement to submit detention to SDDC, G3 for approval but added a BI requirement.	This can be a problem when detention occurs at the delivery site. If the detention occurs at the shippers then an Ed. is easy, Not so much when the consigere is involved. 500C should allow the 15 for so bunth charges to the consigner with only a reference to the continging. It is objects the best consigner with only a reference to the continging it. Suggestit chelps caused by the shipper/consignor, reference e-Bill. Delay attributable to consigner, sufficient documentation to justify draige most be submitted. (IN ADDITION) as suggested in line 3065 of from 23.2.						
108	2994, 2995, 2996	In order to accurately resolve cost disputes, SDOC GSI Domestic Freight Services requires Clear documentation that determines when the equipment was positioned for loading unloading and when loading fundacing was completed. Without this documentation was can also catedly determined with refereine on how to better capture this information.	Statement Adding requirement that a statement and a signiture with contact information by the DOD employee performing the solangilumbaling must be on the BL or 195 document. Problematic, because nemployee is going to take responsibility that might result in additional charges particularly when that involvability that the been involved in or careact the delay. The experience indicates that 45% of of microflatal might not that been involved in or careact the delay. The experience indicates that 45% of of microflatal might not be experience indicates that 45% of of microflatal might not be experience in the state of the experience in the state of the experience in the transfer of the experience in the state of the experience in the state of the experience in the state of the experience in the exp	detention clock should start when the truck arrives at the entrance gate and stop when truck is leaving. In other words, why should the TSP be penalized because the shipper or consignee has inefficient processes and						
109	Page 97 Item 22.10	Acknowledged	45-day time bar removed	Concur						
	Page 98 Item 23.2.am Line 3064, 3065, 3066	change to submit detention bills to consignor and consignee.	This statement reads almost exactly as lines 3000,1,2,3, of item 21.2 except line 3002 above does not contain the word "or" whereas line 3065 does contain the word "or" See explanation at Item 21. Lines 3000, 3001, 3002, 3003.	This change could assist the TSP in resolving some detention issues.						
	Page 98, Item 23.2 a. Lines 3057, 3058, 3059	In order to accurately resolve cost disputes, SDOC GSI Domestix Freight Services requires Cear documentation that determines when the equipment was positioned for loading/unloading and when loading/unloading out completed. Without this documentation were can because of which the context of determines when freeline ended and determining/termurrage started and ended. We are open to suggestions on how to better capture this information.	Statement Adding requirement that a statement and a signature with contact information by the DOD employee performing the basing/unisability must be on the BL or 79 document. Problematic, because nemployee is going to take responsibility that might result in additional charges particularly when that individual might not we been involved in Crausett the delay, the experience indicates that 59% of loading or unloading crews refuse to commit statements that could potentially result in additional charges.	This statement change should be removed. Suggest, Debys, caused by the shaper/consignor reference e-bill Debys shartbadable to consignee, with bol reference, sufficient documentation to justify charge must be submitted.						
	Page 99 Item 23.6, a-6.c, Lines 3086 thru 3097	Anckowledged	ITEM 99	Concur						
	Page 102 Item 35.2.	Anckowledged	ITEM 35.2	Concur						
114	Page 112, Item 78. Line 3535??? 78.1	Anckowledged	Cannot locate (i) reference. However, the addition of Figure 78.1 indicating context of DOD emergency response process is viewed as a positive change/addition							
115	Page 114, Item 79.4.e, Line 3585		ITEM 79.4	Concur						
116	Page 114, Item 79.4.f.iv, Line 3575	Anckowiedged	Change that requires the TSP to get approval for billing additional charges from any entity that has refused to follow regulatory requirements will seldom be successful.	Suggest no changes to this item.						
117	Page 114. Item 79 4.f.iii, Line 3601	TSP needs to notify OTTS immediately upon destination refusal to allow OTTS the opportunity to contribe the installation to oblian access. If access it life relused, a secure hold denial report will be completed. By allowing 1 hour, carriers leave the installation and trave several miles to slat and wall. Immediate information is normally required to assist DTTS in gaining access. This exist travel'results in extra contribution and the contribution of the contri	TSP must have notified DTTS immediately of destinations refusal.	Change does not resolve any issues. Do Not Concur. The change from 1 how to immediately is see practical than the present 1 hr. Willy should the 159 Pe subject to penally because the shipper did not follow the requirement to not release the 159 Pe storig until they have verified with onsigner that shipment will be accepted? I.e. no R5.59% or understanding of severy triming, no contact with consignee prior to release. Our experience indicates that consignee prior to release. Our experience indicates that consignee first learns of inbound regist when the care rooffset them. Then service of phone calls and/or exchange of emals follows and all of that just takes time.						
118	Page 116, Item 97.1, Line 3666	Comment noted	Change reinforces transloading rule.	Concur						
	Page 116, Item 97.2, Previously 3667	Comment noted	Removes routing requirement.	Concur						
120	Page 116, Item now 97.2 Lines 3667 to 3674	Comment noted	This statement was previously paragraph 3. Now moved to paragraph 2.	Concur						
121	Page 117, Item 97.6, Line 3701	Comment noted	This change is only for clarification.	Concur						
122	Page 118, Item 101.1.c,	Comment noted	I believe the referenced statement is found at line 3742 of Item 100 .1.c, and change is issued for administrative purposes.	Concur						\neg
123	Page 118, Item 101.1 Line 3753,	Comment noted	Changed words from "should follow" to "are required	Concur						
124	Page 122 Item 107.2, Line 3858	Comment noted	Added the word "doors	Concur						\neg
125	Page 126, Item 107.8.a.v Line 3992	Comment noted	Changed wording for clarification	Concur					T	
		Comment noted	Removes the word "may" for clarification	Concur						

127	Page 131, Item 111.5.a, line 4159	Shaw Tracking Network went off the air 30 Jun 20. Equipment modified to use that network can no longer be used to provide SNS. See attached customer advisory	Clarification of equipment changes necessary to meet the Alaska/N. Canadian specification.	Would also suggest that SDDC take the extra steps to verify that TSP meet these requirements before allowing them to offer SNS services to Alaska								
128	Page 132, Item 111.8.c, Line 4198	Comment noted	Removes the "T" code requirement in association with using "D	Concur								
129	Page 135, B III, Item 111.9.a.vi, Line 4297	Comment noted	Administrative action; removes word "may" from sentence.	Concur								
130	Page 135, Item 111.10	Comment noted	Beginning at Line 4315. Administrative actions; adding "[2]" for clarification.	Concur. Then continues with details of Options 1. And. Options 2. These changes provides more specificity to assist equipment venders and TSPs to obtain optimum results when assessing potential equipment changes or upgrades.								
			BOYLE TRANSPORTATION									
131	Page 15,Section A, Part II, D, 4	Changed to read TPS	Brokerage of TPS shipments: Currently this part reads: "Brokerage (as defined in 49 CFR, Part 371.2) of AARE will not be permitted. Draft — "Brokerage, as defined in 49 CFR, Part 371.2, of TPS shipments is prohibited	We would request that this item be expanded to include all TPS shipments since we believe the intent is not to broker classified or cryptographic material which is not clerky defined as part of AABE. The item could be more broadly befined to cover all TPS shipments so that it is consistent with Page 13, C.S.	Marc Boyle, Boyle Transportation							
132	Page 135,10	MIL-STO-464 – Not appropriate to reference this as a requirement for equipment used in transportation. There are multiple canded that affect the HEBO certification process. This STO is written to testing criteria for development of payments and associated subsystems of military equipment and ordered subsystems of military platforms and the munitions used on them. (Safety IJ)	certification and believe that this will be helpful in addressing the proliferation of telematics devices in trucks.	Another option that SDCC may consider is to accept certifications of devices from independent labs for compliance with MILL-STD-444—id-all-plant this could be added to other MIL standards these devices must conform to.								
			USTRANSCOM									
133		Changes made	 USTRANSCOM, TCI-LE provided SDOC a copy of the draft MFTURP-1 posted on the Docket System with tracked charges to Section a And Section F, as they relate to Commercial Services, USTC-IA-LC under modes K, L, and M. For record, USTRANSCOM, TCI-I-C, will submit one docket request reiterating the submitted tracked charges document and the summary of changes within. 		Shannon Fast							
			Below is the summary of changes to Section A and Section F, as they relate to Commercial Services, USTC-J4-LC under modes K, L, and M.									
			Cover Page				+	_			+	
			Page 6: Lines 101-106 Page 8: Lines 151-158				+ +					
			Page 9: Lines 192- 195									
			Page 20: Line 607									
			Page 21: Lines 633-635									
			Page 22: Line 672				+	_		_	+	
			Page 24: Line 786 Page 25: Line 786			+ +	+ +		_		+ +	
			Page 43: Lines 1359-1363									
			Page 62: Protective Service Incompatible/Compatible Table				\perp					
			Page 207: Lines 6631, 6632, 6645				+					
			Page 208: Lines 6665-6671, 6678-87, 6691, 6692-6694 Page 209: Lines 6718-6719								+	
			Page 211: Line 6773 and 6782									
			Page 212: Line 6817									
			Page 213: Line 6683								+	
			Page 214: Lines 6864- 6879				+					
			Page 214: Lines 6880-6885 Page 216: Lines 6953-6961									
134						-						
	Page 1, POC	Change made	Should read: POC: SDOC-G3, email: usarmy.xott.sddc.mbx.g3-domestic-mfturp@mail.mil. USTRANSCOM H4-Cmanages the domestic air taxadap program(s), for queries, email transcom.scott.tcj5j4.mbx.kc@mail.mil.									
135	Page 6, Lines 101-106	Change made	Should read: This publication will not prevent different or additional requirements or terms or conditions to for applying a particular shipment if the Transportation Officer (TO), the TSP, and the governing command for the movement mode LESTAMACOMALTICALLY, Communical Services found for demostic as inhuments and SDRF or all other modes agree to the specific change and the changes in our prohibited by statute, regulation, executive order, case-law or other applicable legal authority (USTRAMSCOM FEG4-LEC, Commercial Services Branch for domestic as shipments and SDDC for all other modes.									
136	Page 9, 196-199	Change made	Add. Are carrier registrations are handled by USTRANSCOM, TC14-LC, Commercial Services Branch. Air TSR interested in providing services for the Dol boald email transcens cost(tc5f)4 mbk.(@mail.mil. Dolke:—Are arrier registrations are handled by USTRANSCOM, TC14-LC, Commercial Services Branch. Air TSRs interested in providing services for the Dolb should email-tenseon cost(tc5f) inthe legistration.	Duplicate verbiage								
137	Page 8 , Line 151	Change made	Add. 5. For inquiries directly related to commercial air references in Section A or F, Air Transportation Service Provider Rules									
138	Page 8, Lines 153-158	Change made	Should read: USTRANSCOM, Commercial Services Branch, (TC/4-LC), + Selider Way 508 Scott Drive EW, Scott Air Force Base, IL, commercial 618-220-5773, Email: transcom.scott.tcj5j4.mbx.lc@mail.mil.									
139	Page 9, Lines 192-195	Change made	Should nead. Ast TSPs, place entail USTRANSCOM's Communical Services Branch, TCH-LC of transcom.scott.tcj5ft.mbt.bc@mail.mil Registension for demonstrate intender TSPs will be span your- man, annies pastad differently on USTRANSCOM, TCH-LC, Communical Services Branch, webrage 114-limps's www.notionscom.mil/moviemmanie—Domestic motor currier registration requirements.									

140	Page 20, c. ii, Lines 607-608	Change made	Should read. Negotiated air tender(s) will be approved in rare and unique, case-by-case basis. USTRANSCOM, Commercial Service Branch, TCJ-LC is the approval authority for negotiated air tender(s).													
141	Page 21, Lines 633-634	Change made	Should read: negotiated by SDDC+ or USTRANSCOM (for air modes K, L, or M).	Remove period or restructure sentence				\neg	\pm	\top	+	+		\neg		+
142	Page 24, Lines 758-761	Change made		Delete												
		Change made	requirements under direction of USTRANSCOM, Commercial Services Branch, (TCI4-LC).		'	'	i I	- 1								
		Change made	For inquiries contact Commercial Services at COMM (618) 220-5773, DSN 770-5773,													
		Change made	email: transcom.scott.tcj5j4.mbx.lc@mail.mil Delete email link													
143	Page 24, Line 616	Change made	 Negotiated air tenders will be approved on a rare and unique, case-by-case basic USTRANSCOM, Commercial Service Branch, TC-LF car the approval auditory for negotiated air tender(s) Air carrier registrations are handled by US TRANSCOM, TCJ4-LC, Commercial Services Branch. 	????Do we need to put USTU's contact information here when it's already been provided?												
144	Page 25, Line 786	Change made	& SECTION F-3 PIPELINE ACCESSORIAL SERVICES	Delete	Change made		\rightarrow	\rightarrow	_	_	_	_		_		
145	Page 43, Lines1359-1363	Change made	Should read. — Any 15% looking to submit tenders should contact USTRANSCOM, Commercial Services Branch, (TCH-LC) COMM (618) 220-573, DSN 770-5773, cmm3 transcom. 2001;55/3/m Mr. kmil. These tender sendors are centristed for use under under the Global Heavyweight Services (GHS) Contract TSN computed to complete this exterior will do so in accordance with instructions are forth in the CHS Contract. TSN computed to complete the section will do so in accordance with instructions are forth in the CHS Contract. For further gaintine content ETRANSCOM. Commercial Services Branch (TCH-LC), COMMERCIAL (618)220-5772, emultimatem sorts (157) in the Loferman and Service Branch (TCH-LC), COMMERCIAL (618)220-5772, emultimatem sorts (157) in the Loferman and Service (GHS) contract(s) have assumed all voluntary	Add and delete	Change made											
146	Appendix F, Page 207, Lines 6655-6676	Change made	dometric ari tenders. Therefore, the guidance outlined in Section A and within Section F apply to negotiated air tunders in When USTRANSCOM approves. This part describes the promet requirements for an Transportation Service Devictor, (TSP) engaged in the transportation of Did English. The rules contained in this service is performed. Air TSPs shall at all times comply with applicable federal statutes, regulation, and state less when providing air transportation on behalf of the DoD. Commercial air service will not normally be used for transportation of shall not one of the DoD. Commercial air service will not normally be used for transportation of shall not be about the providing air transportation of shall not be about the contraction of the providence of the providing air transportation of shall not provide the providing air transportation of shall not be about the contract of the providing air transportation of shall not provide the providing air transportation of the providing air transportation of the providing air transportation of the providing air transport to the proportion of the providing air transportation of t		Change made											
147	Page 208, Lines 6680-6682	Change made in draft pub update and in TOC	Delete - ITEM 403 - TIME DEFINITE DELIVERY . Shipments tendered to a TSP for air service and subject to time definite delivery (a requirement that a shipment be delivered no later than a specified date time and destination) may move in any mode of conveyance that the TSP reasonably espects will meet the time definite delivery requirement.	Delete	Change made											
1/19	Page 208 Lines 6685-6687	Change made in draft pub update and in TOC	* 1	Delete	Change made		\vdash									
			Providers (TSP) that provide incidental motor service (military installation to from airfold/aircarth) for tendered air shipments shall comply with motor TSP rules and guidance listed in Section B (pg. 88) of this publication. Rates authorized for air movement will include the cost for incidental motor service.		-											
	Page 208, Lines 6691-6694		ITEM 407 - AGGREGATE WEIGHT (SEE NOTE) Should read: 1. The Temperateions-Services Pseudor-TST9 agrees that it will aggregate all hytemest from the same origin point to the same destination consignee for the same level of service, tendered at the same time, on the same day. Weight shall be adjusted and hilled at the applicable treas for short such weight of these adjustments. The billed weight will be the greater of the actual scale weight or the dimensional weight.	TSP already spelled out	Change made											
		Change made in draft pub update	Pecight All Kinds FAK consists of those commodities Transportation Service Providers (TSP) offer to transport at one inclusive rate or charge, regardless of their differing transportation characteristics.		Change made											
		Change made in draft pub update	Should read: 4. Except as required by regulation or law, shipments described on BLs as Freight All- Kinds FAK	Already spelled out	Change made											
152	Page 212, Line 6817	Change made	ITEM 423 - SUBMISSION OF CHARGES FOR ACCESSORIAL SERVICES		Change made	\vdash					_	+		\rightarrow		
			REQUESTED BY CONSIGNOR/CONSIGNE Should Read: L. Charges for accessorial services described in SECTION B. ITEM 63 (pp. 108). AND ITEM 437 (pp. 215). REDELIVERY (RCL)/pp.: and ITEM 429 below, WAITING-TIME: WYG9-shall be chargeable to the appropriation and allotment designated by the military department or government agency that has jurisdiction over the local activity where the charges actually accrued.					Email	transcom.scot	tt.tej5j4.ml	x.lc@mail.n	al				
153	Page 215	Change made. ITEM 429 and 431 deleted.	Delete ITEM 429 Waiting Time (WTG) and Delete ITEM 431 AirBill Description of Shipments		Change made	1 7	i T									
154	Page 216, Lines 6953-6961	Change mude	ITEM 447 –Should read. All TPS air cargo must move under constant surveillance (CIS, along with the the Signature and Taily Record Service (675) outlined below. In addition, all TPS cargo must move under D1, next day service. Delete:—APPLICATION OF TRANSPORTATION PROFESTIVE SERVICES—Delete Paras # 1 AND 2		Change made											
155	Page 62	Change made	CIS Delete 67% in CIS and add to SNS, SEV, DCS, 675													
156	Page 211, Line 6782	Changed to FAK	ITEM 427 . Delete "Freight All Kinds" and change to FAK	Already spelled out												
			HQDA								_					
157		Concurrence from HQDA		Starkey, John A (Jac) CTR (USA) < john.a.starkey.ctr@mail.mil>:							-	+		\rightarrow		
				Recommended sending to	1	1	1	- 1		1		1				
							-									
				Vande Linde, Stacey R CIV USARMY HODA DCS G-4 (USA) estacey-r vandelinde.civ@mail.mil>;			\vdash	\neg	o	\top	-	+	-	+	$\overline{}$	

				Gary, Kenneth J CIV USARMY HQDA DCS G-4 (USA)								
				<pre><kenneth.j.gary.civ@mail.mil>;</kenneth.j.gary.civ@mail.mil></pre>								
				Response from: Kenneth J. Gary, HQDA, Transportation Policy								
						1 1						
						-	 _		_	_	_	
			DCMA									
158	Put in TFG Language		When delivering or loading cargo on a DoD Commercial Bill of Lading (CBL) at a commercial industry facility,		Dora Turgeon, DCMA							
			the following DoD (Federal) Holidays may not be observed. As long as the facility is open for normal			1 1						
			business hours, holiday pick-up or delivery charges will not be authorized unless specifically listed on the			1 1						
			CBL by the issuing US Government office.			1 1						
			*									
			Federal Holidays affected by this policy:			$\overline{}$		\vdash				
			Martin Luther King Jr Day									
			President's Day									
			Memorial Day									
			July 4th									
			Labor Day									
			Columbus Day									
			Veteran's Day									
			DLA									
159		Comment accepted.		Lana Hazlett, Transportation Analyst		1 1						
				DLA Energy - FENBA		1 1						
			Propose #2 under Item 379 should include: "The TSP will institute and follow a written QCP in accordance									
			with Industry Standard and MIL-STD-3004-1 approved by assigned Government Quality Representative.			1 1						
			Plans shall be of sufficient detail to show the adequacy of TSP procedures and methodology to protect the			1 1						
			integrity of quality and quantity of DLA Energy owned product in its possession. Requirements for a			1 1						
			written QCP may be waived by DLA Energy when a TSP's procedures and methodology detailed in TSP's									
			tariff are deemed sufficient to ensure protection of the government's interests."			1 1						
1	1		Both miles			1					1	1
	I	I .				1					1	1