30-jan-22				FINAL SECOND DRAFT COMMENTS							1 1		$\overline{}$	\neg
ITEM#	PAGE	LINE NUMBER	POC USARMY TACOM - Junet Neuberber	COMMENT/SUGGESTED CHANGE	COMMENT/RATIONALE	SBDC COMMENT								∃
1	22	798	USARMY TACOM - Janet Neubecker	Change "Columbus Day" to "Indigenous Peoples Day"	Proclamation signed by Prosident Biden	Coccur: Changed to sead Indigenous Peoples Day								
2	98	3233	AAT Carriers -Nim Wilson	"If stop-off(s) is ture requested by shipper, the TSP will obtain additional	We continue to run into this ionae, particularly many times at a certain	Concur. DTR CRM has been submitted to USTRANSCOM. This requires updates to DTR 202 and DTR 205.	Requires updates to DTR 262 and DTR 205. In CH. 265, para P. I.d. is the only section that mentions scale. It does put responsibility on the TO but doosn't clearly state they should previde the scale. In CH. 265, para H.2 at mentions emergencyletp-off points	-	-				+-1	=
				Iff stop-off(s) inline requested by shipper, the TSF will obtain additional state from TO to replace such broken at Ixome stop-off facultions. Concrete current largeage to activy short operation that when a shipmout is ordined with stop-off a the origin obligate an exposed in the previous additional scale needed to reseaft the testing and are such on-operflowed additional scales needed to reseaft the testing are a such on-operflowed short previous flower of the scale of the origin TO is responsible to provide all additional scales used as exactly to	We continue to run into this issue, particularly many times at a centain location. They do not interpret the current guidance as eased. We recently seased not a SODIC GI and confirmed that the intense for the language is that the origin TO is responsible to provide the currs scale required for chipmens of this nature. Response provided below: 1 agenc, the MTTURP does not proximily state it is the abipper TO	Language that been updated to: "The TO/15P may remove the simple usas in an emergency or at stop-offt points it authorized by the TO. The origin TO will provide the carrier additional seals when needed to replace broken and at identified stop-off locations. Replacement of the seal shall be a DoD-approved seal and resealed by the individual	mentions state. It does put responsibility on the 10 but doors: Ceauty state they should provide the scale. In CH. 205, para H.2 it mentions emergency/stop-off points							
				additional seals needed to rescal the trailer at each stop-off location. Request change language to: "If stop-off(s) is are requested by shipper, the origin TO is responsible to provide all additional extra seals needed to	required for shipments of this nature. Response provided below: "I agree, the MFTURP does not precisely state it is the shipper TO who provides the extra seals. However, the meaning of that passage is	removing the scal if authorized by the TO. The origin TO will provide the carrier additional scale for any stop-off deliveries and in the event of emergencies when the scal must be busion. If the scale are removed, the carriers will mostly the consignor and consignor and amentate the EE, with new scal numbers. Place scale on carrier equipment								
				replace scale broken at known stop-off locations."	who provides the extra stale. However, the manning of that passage is intended to be the origin shipper TO supplies the extra stale when there are stop-off locations for the shipment." Clarification to the language leaving no room for misinterprotation would be greatly appreciated.	when exclusive use or protective service is required and annotate the seal numbers on the III"								
					would be greatly appreciated.									
3	6	134-136	TSP-FedEx - Janet Greene	If any TSP or bureau published line-hard, rules, serminal services sariff, service guide or other document is shown in a tender, the sender shall be	As a reminder, the METURP is written for LTL and TL freight companies, and not fit SPE companies where rules are different.	Non-concur. The NGDS contract does not impact the MFTURP as the NGDS contract does not use the		7	-				#	=
				service guide or other document is shown in a tender, the sender shall be rejected and returned to the TSP." Supposed addition: "rejected and returned to the TSP unless reference to each publication is clearly paramitable.	companies, and not for SPE companies where rules are different. Although it may seem that this addition is not needed due to pg 6 lines 143-148 and pg 7 rows 164-167; these other passages refer to a	MFTURP for any business rules.								
					'shipment' or a 'mescenent', and not whole tenders.									
4	7	208-209		This rules publication may be issued with an effective date on one day's notice as long as all other provisions of Paragraph I are mer." Napposted change: "on one month's notice" or "on two weeks' notice"	One day's notice is too small a timeframe to review and research changes, and cancel a tender if needed.	Non-concur. The update process involves lengthy coordination and potential changes.								
5	10	288-292		TSPs will utilize their own commercial III.a when authorized Suprented change: TSPs may require their own commercial III.a/uirway bile for a shipmont. TSPs will utilize their own commercial III.a when authorized"	This needs to mention a TSPs own commercial airway bill.	Non-concur. As of now, we are not accepting any changes to the MFTURP under Section F. All commercial air is currently under FAR-based contracts. Such a change requires significant system development mosources and negative additional internal discussion.								
6	17	570-574		authorized" The TSP must have proof of delivery such as a copy of the bill of lading (a signed bill of lading by the destination government representation). If they only have a whol's coefficientation from the driver,"	This needs to mention other available electronic proof of delivery options. This is important because all shipments do not travel with a	Concur with additional language. Change made. The TSP must have proof of delivery such as, but not limited to, a	CH. 202 paragraph G talks about proof of shipment, POD and ITV requirements. Para G.2. states	\rightarrow	-				+	-
				(a signed bill of lading by the destination government representative). If they only have a verbal confirmation from the driver," Suggested change: "the TSP must have proof of delivery such as, but	options. This is important because all shipments do not travel with a BL alone.	copy of the bill of Inding (a signot bill of Inding by the doctination government representative). If they only have a verbal confirmation from the driver Alternate posed of dilivery needs to clearly identify the government representative who received the shipment with contact information.	CH. 202 paragraph G talks about proof of shipment, PGD and ITV requirements. Para G.2, states "Proof of shipment is a paper or electronic contier record provided by the carrier at the time of shipment and signed by the origin TO or representative. The signed copy of the proof of shipment provides the shipper with evidence a specific shipment was tendered to a carrier for transportation."							
				Suggested change: "the TSP must have proof of delivery such as, but not limited to, a copy of the bill of lading (a signed bill of lading by the destination government representative). If they only have a verbal confirmation from the driver.			objection and signed by the origin TO or representative. The signed copy of the proof of hippostal procedule the slapper of the vehicles a specific alphanest was tendented to a centure for temperature. The contract of the							
							transportation." Ch. 203 does not have proof of shipment language. Ch. 212 states the TPPS procedures. Para C.3.a. states "The TO will print a minimum of two hard copies of the BL (or meter							
							ticket for fault movement); one to file and one to give to the carrier. As noted above, a meter factor is the only hard-copy transportation document provided to the carrier for finds deposents. The III. is in determine fires may be found to the following the decrement if it. on he transmitted 'The decrement file, that will be transmitted from the obspary open, the decrement if it. on he transmitted posterization Standard System (IESS) to PFPS to a but that not 34 hours after gicket.							
							"The electronic IE. data will be transmitted from the shipper system (e.g., CMCS, ETAGFM, or the Distribution Standard System [DSS]) to TPPS no later than 24 hours after pickup."							
7	17	574-576		Delivery date centered into the camendy authorized TP95 must be". Supported change. "Delivery date entered into the currently authorized and only TP95 electronic payment system, Systeada, must be"	Departments within the DoD and federal civilian agencies are inventing or have invented their own electronic payment system. A TSP cannot be required to entroll in each of those. Also, even though transportation	Concur, changed to US Bank Syncada								
				, , , , , ,	services are clearly exampt from Wide Area Work Flow (WAWF), this TSP is still confronted with this requirement.									
8	221	7496-7407		The hazardous material shall be processed by the TSP for a charge of BLAZ (1) S per shipment."	TSPs assess hazardous material (hazmat) or dangerous goods (dg) fees based upon the type of hazmat: Accessible or Inaccessible.	Non-concur. As of now, we are not accepting any changes to the MFTURP under Section F. As all commercial at is currently under FAR-based contracts. Such a change requires significant system development resources and							+	7
				The hazardous material shall be processed by the TSP for a charge of BAX (1) 5 per objected. Superceds addition: "The hazardous material may also be charged the greater of BAX (2) 5 per objected of BAX (3) 5 per pound."		requires additional internal discussion.								
9					T5Ps also assess hazmaridg fees as the greater of a flat rate per shipment or a per pound charge.	Communt noted. Adding HAZ code requires development the best estimate is 280 hours.		$\neg +$	+	+	+	-	+++	\dashv
99						Communit nosed. Adding HAZ code requires development the best estimate is 280 hours.		+	+	+	+	-+	+	\dashv
					Without adding new HAZ accessorial codes, TSPs are forced to provide the 'worst case scenario', or rather the highest dollar amount possible. This provides false information to DoD shippens with an artificially, inflated projected fice.									
13	9	290-298	TSTM & AATCO - Donald Welchoff, Jr	Delete change as contrary to GSA policy and Law.	The statement as written is contrary to cite. Chapter 3, Section 32.	Non-Concur. The term "accepted" is being ministerer and. The term of the so the society walkdo for a second		#	+	+	+	=	\pm	=
"	-				Carrier's Pickup Date (Year, month and day) clearly indicates when acceptance occurs, i.e. when the bill of lading (contract of carrings) is	the carrier accepted the shipment offer from the shipper. This occurs prior to the physical pickup of the cargo. This is an essential part of the contract formation. During this phase, both shipper and carrier agree to the rate for								
					Carrier's Pickup Date (Venz, morth and day) clarify inficates when acceptance occum, i.e. when the bill of Inding (contract of carriage) is signed and dated by the carrier. Section 32 continues with the next sentence that state that the applicable rate is the one published and in effect on this date of acceptance. This position has long been half by	when the process of the control of the process of the control of the second of the second of the control of the		.						
					both GSA and the courts. Tender effective dates and expiration dates were established to be incompliance with contractual laws particularly as they apply to Bills of Ladings and any atmosp to legislate a rate beyond it stated expiration date would be folly.	designated shipment pick-upply shiftility date. The TSF's under a clearly visible on the shipment offer within the ATR application when a TSF makes a selection to either Accept or Decline the shipment offer. The TO then awards the shipment to the accepting TSF of their choosing. The intert of the two language is to clearly								
					beyond it stated expiration data would be folly.	communicate that a TSP's voluntary tender they accepted a shipment offer under is the rate they are going to neceive for the services performed, regardless of changes made to that tender after the shipment award and price to physical pickup Purchement, the SDDC Least office has reviewed this con-								
						interpretation. Our legal team has researched law and case history and cannot find any precedent that contradicts this interpretation. Finally, SDDC views giving our commercial partners greater flexibility and spend to adjust their								
						Nuclears. The ten "hospet" is long intercepted. The tent of the relicion of the contraphilation of the This is a confident part of the contract fermion. Noting the plane is held depth or all our agent as the This is a contract for the contract fermion. Noting the plane is held depth or all our given in time to the contract fermion of the								
12	15, Para 4 16, Para c	Line 515 on Page 14		The noted reference line 486 is shown on Page 14.	The requirement to regulde a convertise action for ALL convert			#	#	+	Ħ	=	$\pm \pm$	#
.,	10, 7423	Land 31.5 that Page 14			The requirement to provide a corrective action for ALL reported violations is not practical. This should be changed to be applicable for any reported violation that resulted in an Out of Service violation or	Communication (Communication) with the TSMT recommendation. Our recommendation is to continue with the purposph as utimas. We are simply looking for the corrective action taken to rectify or correct the violation (Our-of-Service or not Out of-Service.) We are not looking for a comprehensive "corrective action plan.								
<u> </u>					finding.			_	_		+		$\perp \perp$	_
					In practice, how would a carrier offer a corrective action plan for a barne-our lightfulls?	Non-concur. The SDDC Safety Office is simply looking for the convexive action taken to metily or correct the violation (the of-Service or not Out of-Service.) We are not looking for a comprehensive "connective action plan".								
14	Page 16	Line 584 - 593 B		Change to Heading not listed in summary of changes.	Additional reference is needed for Page 17 and Page 18, as your adding 13 New paragraphs and subs. Your references to changes should be in	Communit noted	Email sees	\neg	\top	T	\Box		+	\dashv
L			<u></u>		regards to the current MFTURP dated 23 September 2020								┰╵	
15	Page 22	Line 801, IV. DOD Standard Tender of Service			The OMB approved form 364-R appears to no-longer be accomble and has been replaced by a similar but different format. Can SDDC provide a copy of the new format with the OMB approval numbers indicated?	SDDC Form 264-R is currently accessible on the Federal Register; OMB number is OMB 0702-0146.	SDDC Form 364-R is currently accessible on the Federal Register; OMB number is OMB 0703- 0146.	, T	T	Т				\neg
													\perp	
35	Page 28	Line 1007		The one-day notice policy to increase rates creates problems / issues for both DOD and the TSP when viewed from the position that the applicable rate in effect on the date the TSP clicks on the ATR offer. When the		No Grant Per vice to expect of Normal consequent. The term of the term of the court of publication is shall be considerable and the court of the cou								
						Hence, the acceptance of the tender rate cannot occur at the time of physical shipment pickup. DOD shipper systems are designed to implement this process. Also, the GSA Transportation Audit Division shares SDDC's								
				supplement 01 for cancellation is issued the nates therein course to risk on the date indicators. You can't apply a rank that doesn't seed to call the Offices of acceptance of a particular shipment by the TSP prior to actual loading have no logif foundation as to the applicable nate. See Government People! Transportation Bandbook Liper. 3 Section 32, 15 to notally. The enablishment of the logif contract occurs when the TSP signs / accepts transpossibility.		interpotation of the Interferon: Furthermore, the SOUN. Logic effect his reviewed this new impages and concern with the interpotation. Our legal name has researched law and cases history and causes find any procedent that contradicts this interpotation. Finally, SDDC views giving our commercial partners greater flexibility and speed to								
				establishment of the legal contract occurs when the TSP signs / accepts responsibility.		adjust their voluntary rates as market conditions change as a positive for the carrier community. In order to extend this gruner flexibility, we must have protections in place to preserve the terms of agreements made between DOD shippers and commercial TSPs.								
17	Page 63			Un-able to locate reference. Change 15,000 to 20,000 pounds		Communit noted		\rightarrow	_				+	-
18	Page 63, 2.c			Reference is found in Draft 2 at Page 75 line 2432.		Comment noted		_			+		+	\dashv
19	Page 64,			GB – DTTS failure, Do not concur. It is not reasonable to expect that any TPS shipment beyond a few handred miles would not nor will not encounter delays that might exceed 2 hours.		Non-concur. If the carrier has a logitimate reason or can justify why the delay happened it will not be listed as a service follow:	Tony	_			+		+	\dashv
20	Page 67, C.4					Non-concur. Shippers cannot do disqualifications only nonnue actions. All actions can be appealed and any TSP	Pon.	_						
				Disqualifications. We don't agree that a T.O. can suspend the carrier prior to any appeal process. Guilty until Proven Innocent is backwards		placed in nonsue or disqualified can be reinstated in minutes if appeal is accepted.	1 May							
21	Page 74, Item 35			Expedited Service is found at Page 166 in the current MFTURP and Page 107 in the Deaft 2 version. Line 3538. For RDO's shorter than established amodusts, with diministrator of the curriers shifts to choose EVP when nor		Non-concur. The currently published METUEP makes the carriers responsible for ensuring EXF is amounted on the BOCL to order to get pad for the service. We did not concur with the language and made those changes to carriers can change for this service the TOs response over if the TO kerwes it of the BOCL. If the proposed change does not present the intent charge, places offer forthack on the new intent is clear.	Dave							
				107 in the Draft 2 version. Line 3538. For RDD's shorter than combined smadured, with elimination of the carriers shifty to change IXXP when not amounted on the IDCs. will reach in relief for the carrier of the requirement to meet the new RDD. Support elimination of this change.		does not present this intent clearly, please offer feedback so the new intent is clear.								
22	Page 81 hom 69			Signature Taby Service is found at Page 114 line 3788. Specific reference is found at line 3827 peragraph 10 This verbings found at page 54 of Sect. A Châns and Disputes, 2. b. in the MTTURP and or Page 88, 3. Line 2855 with no change.		Communit noted								╛
23	Page 82 paragraph 3,					Communit noted								П
34	Page 87, Itom 85			Enroute Stops of PSS / DDP Shipments. This reference is found at Page 120 in both MFTURP and Draft 2. Item 85, PSS qualified shipments are		Concar, there will be no changes to the two and four hour stop requirements for PSS and DDP. Added: For DDP shipments, the TSP is permitted on route stops of up to four (4) hours when conducting stops in accordance								T
				a very small percentage of DOD dependent and carry a much higher premium accessorial change due to the higher security and more combussions handling requirements. By semoving these differences thus making both DDP and PSS identical coded potentials from the carrier to apply the higher pennism to the approximant 95% that potentially moves as		and make the state of the state		.						
				DDP.										
25	Page 106 hom 21.			Engages the Change to present requirements. Detection pumproph 6, is found at page 192 line 3372 in Draft 2 and page		Commun total		+	+	+	+		+	\dashv
	21.			Support on change to meetin requirements. Determine paragraph 6. is found at page 1912 line 3372 in Braft 2 and page 100 of the MPTURP. With no noticeable change to verbiage. However, at late 3573 a change is need at Paragraph 5 that indicates the addition of 1(60)" between the words stry and minutes does occur on line 3368 and line 3370.										
26	Page 128 Item 107			DCS Trailer Tracking Service. Shippers are restricted in the satting of a		Non-concur. Updates to this language were coordinated with the AARE TSPs via the NDTA Mustions Subconstitute. This was the agreed upon course of action.		+	+	+	+	-	++	\dashv
				carriers accounted charges. I suggest that the statement at line 4257 and, 4258 SDDC "will set charge for" be reconsidered following further discussions with the effected TSP's:										
27	Page 135 Item 111			Satellite Motor Serveillance Service (SNS). MFTURP hem 111 found at page 137. Suggest adding a reference for shippens that leads them to the UTP 4500 for Part II Chapter NA		Non-concur. MTURP-1 doesn't need references for shippens because it's for carrier use. We can check to see what the DFR says and if a addresses Dorfs concurse, however, I don't think that we need a statement about NNS being charged if a doesn't suppose on the DOC. Carri imagine we have resurrous incidents where this will occur. Freight resource review to conser routing respects most DTR experiences for TPS.	The DTR door address the first part of the TSF's concerns. DTR CTL 205, para O.5 states "SNS is required for DDP and PSS shipments and shall apply to other sensitive and classified shipments are measured by the shipmen DDP SS and SSS shipments shall be reasonable by the shipmen DDP SSS and SSS shipments shall be reasonable by the shipmen DDP SSS and SSS shipments shall be reasonable by the shipmen DDP SSS and SSS shipments shall be reasonable by the shipmen DDP sSS and SSS shipments shall be reasonable by the shipmen DDP sSS and SSS shipments shall be reasonable by the shipmen DDP sSS and SSS shipments shall be reasonable by the shipmen DDP sSS and SSS shipments shall be reasonable by the shipmen DDP sSS and SSS shipments shall be reasonable by the shipmen DDP school shipments are shipments as the shipments are shipments as t		T	T			\Box	П
				discussion with the official VEV. Audithe Mass Festiliane Service (SNS), MITURE hers 111 Sound at page 117, Support adding a reference for shopous that take them to the TRE-45000, For HE Chapter 200, Speciality pumpages (A. Addinian) pages and the Chapter 200, Speciality pumpages (A. Addinian) pages of the Chapter 200, Speciality pumpages (A. Addinian) pages and TSP shall be certified to SNS (1) charges whether or not specifically respected on the IDS.		Fright resters review to ensure routing requests most DTR requirements for TPS.	purpose of SSS is for the TSPs to provide the DTTS FMo with period of SSS is for the TSPs to provide the DTTS FMO with period position location repents, in transit status changes, and electronic energoncy situation notification. The DTTS FMO executes the	.						
				specificany requested on the BOL			engand in CDF and TDS degrees and their displays when examine and administ degrees are been proposed to the control of the con							
							released in the shipper system prior to the conveyance departing the installation to allow for the data to transfer. Verification shall be accomplished before allowing the 1375 to depart. When verifying shipment information in DTTS accoust the DTTS III. serves. If the shipment information is not	.						
							resident in DTTS, shipment data shall be entered manually." Table 205-7, also specifies what type of shipments require SNS services, SNS does not apply to every shipment.							
28	Page 185 ltem 423			Accessorial Chargeable to Requestor. I would suggest simply listing the specific lterms as 63, 429 and 437 thus removing page references as they		Non-concur. All page references will be listed so that they can be updated simultaneously.		+	+	-	+		+	\dashv
29	423 Page 222			specific heres as 63, 429 and 437 thus removing page references as they appear to be subjective to the printing process. Change Definition. Strongly disagree. The definition as prescriby shown in the MFTLEP page 258 is a true representation of the BOL statutory.		Communit noted		\dashv	+	+	+	_	+	_
L			LANDSTAR - Heather Pound	the MFTURP page 258 is a true representation of the BOL statutory requirements as set by common law and code.								_	44	_
30	25	994-915	· · · · · · · · · · · · · · · · · · ·	b. TENDER RATE SECTIONS D, E & G THROUGH I	Fix the bullet numbering. Change from h.i.l.a-d to h.ii-vi, h.i.2a-c to c.i-ii. and c.ii-d d to d.ii. c.	Coccut, Change made		1	T					
				L SECTION D - POINT-TO-POINT RATES E SECTION E - TERRITORIAL RATES (1) SECTION E - TABLES A.E.		Coccut Change made Coccut Change made Coccut Change made		#	+	Ŧ	+1	#	丰	=
				(1) SECTION E - TABLES A-F BEAL SECTION E-1 - STATE-TO-STATE RATE MATREX BEEL (0). SECTION G - POINT-TO-POINT AIR RATES		Coccut Change made Coccut Change made		#	#		Ħ	==	#	#
\vdash			-	VALUE SECTION II - TERRITORIAL AIR RATES SELAM SECTION I - CONUS TO CONUS EXPRESS SMALL		Concur. Change made Concur. Change made		Ŧ	Ŧ	F	H	Ŧ	+	一
				PACKAGE c. (2), ACCESSORIAL RATES SECTION F ((a), SECTION F-1 - SECURITY ACCESSORIAL SERVICES		Coccut. Change made Coccut. Change made		#	+	+	+	==	##	#
				ILI (A) SECTION F-2 - STANDARD ACCESSORIAL SERVICES ILI (G) SECTION F-3 - PEPELINE ACCESSORIAL SERVICES		Concut. Change made Concut. Change made		Ŧ	_	Ŧ	Ħ		Ħ	\exists
\vdash			-	d.c. NON STANDARD RATES SECTION J SECTION J - NON STANDARD RATES (Reserved for BQ SDDC reserved to refer only)		Concur. Change made Concur. Change made	-	Ŧ	Ŧ	F	Ħ	\mp	$+ \exists$	一
				- 4 ARRESTON A AND D		Coccat. Change made Coccat. Change made		#	=		Ħ	==	⇟	#
				E. APPINDES A - PAIL ROUTES E. APPINDES B - TELEPHONE NUMBERS, TENDER CANCELLATIONS AND COMMODITIES		Coccut. Change made		I	Ţ	Т			Ш	┚
31	26	A.IV.C.Not E		Note: The number following the paragraphs in this item correspond to the fram Numbers in Section A of the tender format.	As numbers following the puragraphs to correspond to the item numbers in Section A of the tender format were removed this note is no longer needed.	Cocce Charge side		. [1		- [1 1	
	38.39	1297-132		ii. Tonder Use	integer receion. Fix the bullet numbering. Change iii.3.h-d to iii.1.a-c, iv.4 and iv.5.o-g to iv.1 and iv.2.a-c.	Coccar. Change made		二					\perp	╛
32				(12). Rate Qualifore: (12). Diff (Per Hundredweight Per Dromodary Service Shirmant) (b). Dif (Per Dromodary Service Shirmant)		Coccur Change mide Coccur Change mide Coccur Change mide		#	#	Ŧ	+1	===	丰	=
				their, DL (Per Dromodury Service Shipment) (c.B. DZ (Per Hundredweight Per Mile Per Dromodury Service Shipment)		Cocur Charge made		\neg	\top	T	\Box		+	\dashv
				iv. Tender Sections Authorized for Use - The chart which follows provides the information necessary for use of the Dromodary Service Equipment		Coccut Change made		\neg	\top	T	\Box		+	\dashv
				(14). Section D (Column A and II)		Coccur. Change made		#	+	+	+	=	\pm	=
				Section A [26] Section E, Table II or F (See also Section E, Territorial Rates for further instructions.) [ac). Eate Qualifier DII - same as DH above except mileage regression		Coccu: Charge made		I						\exists
_				(sc). Rate Qualifier D01 - same as D11 above except mileage regression artelies in Table F. (b). Rate Qualifier DL - same as DL above except only 60001 (one		Coccur. Change made Coccur. Change made		#	- -	4	+1	_	+	4
\vdash				Discendary) may be used. Enter in first column of Table F. (co). Rate Qualifier DZ - same as DH for those Tables		Concur. Change made		+	+		+	-	++	\dashv
33	55	1784		1368 cust X :47 (%5) = 615 (614.76 rounded) X 26.39 (2,639 lbs:/100) = \$162.30 1785 (16229.85/100 rounded)	Calculation should match example given in paragraph 7, 47 is a percentage and is not round to 5 in the calculation, thus what's in the	Concur. Change made		T	T		\Box		\top	T
					narosthosis should be a "N" not a "5".									

м		2054-2056		L GB - DETS falor: Proceeded 2 Hour Authorized Steen for SNS		Nonconcer Research back to 23 SEP 20 METERS I hormory GB, DTTS fallow Provided 2 Hour Ston							
				k. GB - DTTS failure: Exceeded 2 Heur Authorized Step for SNS shipment exceptions may include force majeure conditions (weather), accidents, breakdowns and delays on DoD installations. <u>Horneys and</u> parenthesis as no beginning.		Non-concer. Revenuel back to 23 SEP 20 METURE-1 language: GB - DETS fallow: Exceeded 2 Hour Stop (SEC I, II, PSS) or 4 Hour Stop (SEC III, IV) (exclude exceptions for warder or other force majores conditions)							
35	68	2194-2195		Protective Service Incompatible With Compatible With CIS 675, DDP, PSS SNS, SEV, DCS, 675	CIS should be incompatible with 675 as 675 is a service required with CIS. The way it made now TSP can charge for CIS (which includes	Coccut. Change made							
36	69	2216-2218		Disqualification may be taken by SDDC/USTRANSCOM as a rosalt of no or insufficient response on a non-use action and/or a rosalt of <u>FAK</u> TRB	675) and 675. Match wording from line 2142 which removed TARP and replaced it with A&E TRIR.	Concur. Change made							
	73-74	2375-2391		or <u>ARE</u> Transportation Assumption & Explosions Review Fund (TARE) bearing findings and determination.	Fix bulkt numbering, Change 1.7-10 and 18.11 to 18.1-4 and 18.1.								
35	.,,,,	2373/2391		 TSP forced to stop in secure holding after shipment pickup due to consignee snable, or unavailable to offload on the anticipated arrival day. 	Fit Count interesting, Cassings in 1-107 and in 11-107 in 1-14 and in 1.	Concur Change made							
_				(12). TSP's neticipated arrival at destination must be based on continuous movement of the shipment. Shipments that must step in secure holding due to Federal and State regulations on driver duty-day limitations are not authorized sterane.									
				sutherized storage. (29) TSP must notify the consignee in writing of their anticipated arrival and/or recount an amonitement IAW the consistence "xTFG. (19) TSP must be given later arrival instructions or appointments by the		Coccur. Change mode				+		-	
						Coccut: Change made							
				(240). TSPs are not surhorized storage charges if consigner amoud instructions or alternate appointment is for the same day as the TSP's amicinated, or achoristal arrival. If TSP's whose confirmed appointment is changed by the consigner to a		Coccat Change made							
				later date after shimmest nickun. (14). TSPs who receive an alternate appointment for the same day as their		Concur. Change made				+		-	
39	79 AVLQ-2 a.6-ii	2579-2585		orional assentances will not be authorized storage charges. ii. For the purpose of public safety, security of Government facilities, physical security iii. Ferveillance of critical infrastructure, and other	Re-combine paragraphs ii and iii.	Concur. Change made							
				ii. Tor the purpose of public safety, security of Government facilities, physical security if—forevaltness of entired influenterature, and other national security purposes, video serveillunce and subcommunications sequence produced by 19/stern Communications Composition, Haughboo Bleviolom (pall Technology Company, or Dahus Technology Company).									
40		2618		(or any sub-idiary or affiliate of each certifies). (14). Pursuant to multilateral regimes, including for reasons relating to 340). For reasons relating to regional enablity or surreptitions listening	Change bullet numbering from 12 to 1.	Concur. Change made							
41 42	82	2621 2722-2726		billwill! will not provide covered telecommunications equipment or services to the Government in the performance of any contract,	Change bullet numbering from 13 to 2. Add "[] will []" back into paragraph	Coccut. Change mode							
				i. It 1 will 1 will not provide covered telecommunications equipment or services to the Government in the performance of any contract, with contract or other contractal instrument resulting from this tender of service. The TSF shall provide the additional disclement information required at puragraph 6(a) if the TSP responds "will" in this puragraph; and									
45	55	2949		and 2.400 BULK FUEL COMMODITIES	As this potains to Chains and Disputes, should be under A.VII. It also	Comment noted			+			+	
					As this partains to Chains and Dispates, should be under A.VII. It also deplicates some of the information in A.VIII. Specifically pursupplys I dand 6.4 or information pursupply VIII. Otherwise, maybe VIII. and 2 (excluding address can be sub-bulles under VIII. 27th world also require an update to the Table of Countries (Fage 4.1 line 116).								
44	104, ITEM 23			c. For the fifth and each succeeding 24-hour period or fraction thereof that	Contents (Page 4, Line 116) Remove second "day".	Concur. Change made			+			+	
				c. For the fifth and such succeeding 24-hour paried or fraction thereof that vehicle is detailed beyond allowable free time, the charge shall be DET(5) 5 per 24-hour day portant by 1-hour increments recorded to the nearest find hear (minutes 1-29, round down; minutes 30-59, round up).									
45	140 ITEM	4742-4747		(18). If the proposed location of the apalpment is not within the HERO smalle distance, it will be approved for use. (219). If the proposed location of the equipment is within the HERO smalle distance, the package will be rememd to the carrier. The carrier	Change bullet numbering 18 and 19 to 1 and 2.	Coccut Change made		H	\top	T	H	+	П
	111.11a.E			(219). If the proposed location of the equipment is within the HERO smeafe distance, the package will be returned to the carrier. The carrier may consider possible changes to equipment location and resolvent the proposed package to SEDC Safety for re-evaluation or use option 2.									
46	286.318			Add form labels	Keeps form labels consistent with those on pages 281 to 285.	Communit noted		Н	-	+	\vdash	+	
47	9	275-276			We believe there should be some evaluation, and a history of outstanding service and safety records, believe a TSP is granted	The requirement to be approved for 12 continuous months to apply for TPS was removed a few years ago when the SDDC Safety Team took over doing the safety impactions from our Transportation Safety and Society		H	+	+	H	1	
				This paragraph adds the TSP holding to provide TPS must be registered and approved as an asset based carrier. However, it removes the requirement the TSP must serve the DOD in approved entains for 12 continuous mechin, that the application does not guarantee authoritation and genering authoritation is in the Government's bost interest.	We believe there should be some evaluation, and a bintery of outstanding service and sufety seconds, believe a TSP is granted approach for AARI: TFS intersents. What requirements will there be to become TFS personal and where will this requirement be documented if not in the MFTURP?	(116AnNos) contractor. Additionally, TSPs must meet several other requirements for TFs approval that are provided in a separate stand-shore document. These requirements include but are not limited to; Having TMCAA's Compliance, Safray and Accountability (CSA) Safray Measurement System (SMS) percentages falling							
						General and de l'Amaginant es le approach for 12 estimates mouths in apply for 17% no comment à for your age whose the DDDC College Trans sub-our die age has displaymentes for mer Transportant Softige and Sourty and DDDC College Transportant Softige and Sourty Transportant Softige and Sourty production is experime estimate deviations. The recognition materials below are an indeed for living TREAS CONFIDENCE and Association (See Transportation of the Source Transportation Source Source Transportation Source Transportati							
46	9	281-288		This paragraph adds: "The applicable rate on any shimment is the ***	It is agreed a TSP cannot accept an offer under one tender and later	Ammunition Deployers (AE). Non-Concur. The applicable rate on any objection is the one published and in effect within the Tender-Tours on the	Non Concer.	Ш	+	+	$\vdash \vdash$	-	
				This paragraph adds: "The applicable rate on any shipment is the one published and in effect within the Tender Entry on the Web (TEOW) application on the date the shipment is accepted by the TSP (see U.S. Government Preight Blandbook, Chapter 5, section 32: U.S. Government	submit another tender with different rates and expect to receive the new tender rate. There are two issues with this addition that are not clear or addressed within this addition: 1) What happens if the GFM does	No. Course. The applicable sees may applying the deep subdished and a first white for Technic tray and ACT (THE 1997) gives and the fine of Seguitar assumption. In Part 19 in 12, Normal Part 1997 (Sec. 12), Normal Part 1997 (S							
				application on the date the objection is accepted by the TSP (use U.S. Government Freight Handbook, Chapter 3, section 32: U.S. Government Freight Temportation Handbook (gas.gov)). A certier's acceptance under their tender identified in the offite constitutes the certier's fireral agreement to parferent those services under that under's near at the time of	not provide the cornect rating as there are contradicting statements; "published and in effect" and "formal agreement". TSPs are left with unclear guidance for what happens when the TSP accepts a shipment	Only tendors that match these parameters and are, or will be, across on the availability spick-up data such by the Company of the second of the Automation Transportation Auguster (ATR) application in GPM. TSPs may accept, doclars, or not repond to those officials. A carrier's acceptance under their tender destricted in the offer constitutes.							
				acceptance. Changes or cancellations of unders after a carrier accepts a shipment will not alter the existing agreement(s); new or updated unders will be applicable to future shipments that have not yet been accepted by	which was improperly rated. This is not specifically in reference to the recent migration issues as even prior to the migration the GFM did not always provided correct rates. Two examples are: 1) A shipper in	the carrier's formal agreement to perform those services under that tender's rate at the time of acceptance. Changes or carecularious of tenders after a carrier accepts a slipment will not show the cateling agreement(); one or updated tenders will be applicable to fitner objection; that have not ver been				1			
				the carrier."	It is agent at TVF sames many as stiller under one under articleurs in resident andere state with which markes and one place to the resident flow and the collection of the co	accepted by the currier. If a TSP believes the tender applied to a objection is somehow in orac, they may follow the Dispute Resolution procedures in this publication and contact the applicable agency for assistance.							
					an intrastate shipment and incorrectly checks a box which applies the interestate rate. TSPs should not be penalized for accepting shipment in good faith which is not offered at the correct rates.								
					2) The GFM offices a shipment for a future date so it could be misconstrued that tender "in effect" on the day the shipment is accepted door not apply to tenders which have already been approved but are not			П	T	1	Ħ		
					"in effect" on the date of acceptance. For example, approved tender A is cancelling on 11:00 and approved tender B is effective 12/1. A shipment is put out on 11:05 closing.								
					"in effect" on the date of acceptance. For example, approved tander A is cascelling on 11/39 and approved tender B is effective 12/1. A shipment is put out on 11/15 closing on 11/15 for a pickup on 12/2. It public neufer B, however when accepted it could be emencousely argued it would not apply as the tender is not "in effect" the date the shipment								
					was accepted. The wording "in effect" should be changed to "approved" since tenders can be approved but not in effect.				\perp	\perp	Ш	\perp	Ш
					 Additionally, for future shipments the fuel surcharge could change as of time of offer the shipment can only be calculated on the current fuel surcharge not an unknown future charge. 	-					Ш		
	Ţ				Lastly, how does any biller know what the rate was accepted at versus the pickup date? Most billers are only going to verify the BCE, and the tender based on pickup date.			ll					
49	16-18	588-642		This section adds EDI requirement which have not previously been specified to the TSP. Specifically providing TCNs, contract numbers and		This proposed change (TCN EDI requirement) has been placed on hold and will be implemented at a later date.		H	+	+	\forall	+	\vdash
				weight.	11.Ns man ent bene a requirement nor superioris moving via unioner (voluntury or negotianed) or spot hild. Per DTIII Monte Carrier Shipment Status 214 A.004016, Version 9 Page 4, Illi002 states this clement must be either the bill of Indiag number or a TCN (Transportation Control Number) and per page 6, the L11 segment is								
\vdash					an optional usage.	The TPA is required between carriers providing EDI transactions via their own native (or through a VAN) means.		H		+	\vdash	+	
					In the FCRP Welcome Package, DOD requires IDM data faceds to track and trace demonstic fleight shipmans. If the TSP chooses to use IDM message they mate complate a Trading Partiant Agreement (FPA). However, a TSP is not required to complete if they utilize the GSM to over their acceptance of a shipman. These is nothing in the TFA agreement regarding providing TCNs. Additionally, the GFM's la-	The TFA is required between curriers providing EDI transactions via their own native (or through a VAN) means to the enterprise. It does not offere the specific or the Urs that would be used. If the currier uses GPM to guerrest EDI transactions, the data quality enhancements noted in it are always compiled with because the EDI transactions generated from GFM are for a specific BOL and its associated TCNs.							
					Transit Visionity Appacation only requires 150 to subtile impiricult								
					status data to the GTN. The GFM does not include TCNs within any application (ATR, CAVS, In-Transit Visibility, etc.). TSPs in most cases do not receive the BOL.	This proposed change (TCN EIII requirement) has been placed on hold and will be implemented at a later date.		H	1	T	H	1	
					The GTM does not include TCNs within any applications (ATE, CANS, a). TDNs in note cases do not recorde the BOLL in-Transit Violabley, not, TDNs in note cases do not recorde the BOLL diviner transmits is that to the TSF for preparant. Assuming the TCNs are on the BOC, the current would need to measurily outer multiple individual 17 digit numbers which is not reasonable or arguintly even purposed. Learning, TSF does not receive 2004 ETM found from the generations. These finds would provide the TCNs and other questions are also also the total content of the total content of the total violation of the restores of the restores.								
					individual 17 digit numbers which is not reasonable or arguidily even possible. Lastly, TSPs do not receive 204 EDE feeds from the government. These feeds would provide the TCNs and other								
						The Contract number field will be sent only as applicable. Language updated.		H	-	+	\vdash	\perp	
					What contract number is to be provided? These hade are mewed via needer or quot bid. The contract would be the BOL which we are already newidine. What is the conjugatement for billed weight? Its understandable for the GIS contract to request this, however how does this apply to motor	Provide only if required by contract terms. Language updated.		\vdash	-	+	\vdash	\perp	
					shinments? What value does it movide? Any change implemented would require time for the TSP to prioritize it.	SDDC will set the implementation requirements.		H	+	+	\vdash	+	\vdash
50	19	663.668		This paragraph mentions negotiated and Negotiated OTOs.	with other notices changes in order to involvences. What are Negotiated OTOs? Are they the same or different than Negotiated? If they are different, how so?	Yee, Nagotiated OTO in the same as negotiated, I's a subset or type of negotiated. Under sunder based business there are two main types of negotiations, OTO and SEO.		H	+	1	Ħ	\dashv	
					•	Short-Term: Also known as a One-Time-Only (OTO). As OTO is a request for sander with rates for a specific movement requirement usually occurring within an 89-day period.							
						Long-Term: Also known as Standing Route Order (SRD). An SRO is a request for tender with nates that remain in effect for a specific time period for a particular route or dispenser(s). Usually, as SRO involves a volume of traffic that moves in separate objunctive over a period genere than 89 days but not to exceed 565 days.							
						Definition has been added to page 21.				\perp		\perp	Ш
51	23.6a-c	3442-3453		This changes deterrion without power per day or fractions thereof to per day, promted by 1-hour increments counded to the neurost full hour (minutes 1-29 round down; minutes 20-59 cound up).	Denotes n without power is paid by the day. The fraction thereof is not trying to specify how to promte the charge. It is saying the charger is X and the payment will be X if $h^2 \times 10$ minutes, the full day or any time in	Non-concur. Har been changed to read: a. For each of the first and accord 24-hour periods, or fraction thereof, that vehicle is decisioned beyond the allowable feet insue, the charge shall be DET(1) 5. per 24-hour day presented by 1-		lΠ			ΙТ		
					and on population with A. A. is it of a charge than pays by the hour; I'v is obsticted. In other words, it is not a charge than pays by the hour; I'v is daily charge for the day regardines of how much time in the day the rattle is spotted. ITSF and already allowing 4 hour freedines. All other government mine use for each 34 period or faction thereof. All other STEMA, IES, and DOC. Additionally, this is the standard in TSF rules	hor increases. The fill pre-rated amount will be applied to the first hour, regardless of time objected. For each subsequent hour, the time will be remaided to the nearest full hour (minutes 1-29, round down; minutes 10-29, sound up) to determine applicable change. In For each of the third and fourth 24-hour periods, or fixetion thereof.							
					government rules are for each 24 period or faction thereof – GSA, FEMA, IFS, and DOE. Additionally, this is the standard in TSP rules turiffs.	Next one of the boundaries were designed as the second of the value, we have a first firs							
						minutes 36-99, nound up). C. For the fifth and each succeeding 24-hour period or fraction through that vehicle is detained beyond allowable free true, the charge shall be DET(1) 5.5 per 24- hour day pointed by 1-hour annual content of the figure-man amount will be applied to the first hour, regardless of first helport. For each							
						advantagement of time will be counted to the neutron full hour (minutes). 1-29, round down; minutes 30-59, nound up).							
52	73.75	2356-2436		This changes storage from per day or fractions thereof to per day prorated by 1-hour increments rounded to the nearest full hour (minutes 1-29 round	Storage is paid by the day. The fraction thereof is not trying to specify how to prorate the charge. It is saying the charger is X and the payment	Non-concur. Has been changed to read: a. Shipments weighing less than 10,000 pounds shall be subject to Stonge charges of SRG (1) 5 per day, promised by 1-boar increments recorded to the nearest full hoar printers 1-24, noard down; minutes 10-5%; roand		H	+	1	Ħ	1	
				down; minutes 30-59 round up).	Storage is paid by the day. The fraction thereof is not trying to specify how to present the charge. It is spring the charges it is and the present with $S_i \in \mathbb{R}^2$ is springed by the first $S_i \in \mathbb{R}^2$ in which $S_i \in \mathbb{R}^2$ is springed by the property of the form of $S_i \in \mathbb{R}^2$ is an in a duting that pay by the box; it is ably charge for the question of the property o	promised by 1-boar increments reunded to the nearest flat hour (minutes 1-29, nound down; minutes 10-59, round up), per objected. Subpresses weighing 10,000 pounds or more shall be subject to Storage charges of SRG (2) 5 per day, promised by 1-boar increments reunded to the nearest flat hour (minutes 1-29, nound down; minutes 10-59, round							
					are for each 24 period or faction thereof – GSA, FEMA IRS, and DOE. Additionally, this is the standard in TSP rules tariffs.	premied by 1-boar increments reunded to the nearest full hoar paintes 1-25, round down, minutes 10-55, round up), per alignment. C. Sulpments stood in the carrier's possession after free time has expired shall be subject to a charge of SRG (3) 5 per day, presented by 1-boar increments rounded to the nearest full hoar primates 1-20, round down; minutes							
						S per day, presented by 1-boar neutron promotion must feet use an elephon team of support the complex feet of 100 (5). S per day, presented by 1-boar neutronous rounded to the neutron full boar (minutes 1-29, round down; minutes 20-59; round up), per the vidual or popular inchangement. S object to a minimum charge of \$300 (4) \$							
53	78	2579-2585		PY19 NDAA Section 889(a)(1)(B) (Pub. L. 115-232) prohibits executive agencies on or after August 13, 2020 from entering into, or extending or	Adds the word "covered" back in.	Concut. Change made		H	+	+	H	1	
				recording, a contract with an entity that uses any equipment, system, or service that uses covered indocumentalizations equipment or services as a substantial or constitution component of any system, or as critical technology as part of any system, sugnificant of whether that usage is in parformance of work under a Federal contact.									
				as part of any system, regardless of whether that usage is in performance of work under a Federal contract.									
54	136	4571-4572		TSPs providing SNS on shipments to from <u>Aboles</u> will need to utilize Omnitrace IVG devices with IVG satellite option to provide SNS service. OR	Either Alaska needs to be added back in or to from should be removed.	Non-concer. While discussing TSF commons on from 111, Paragraph 6.a., www.deremined they paragraphs 6.a. and 6.b. should be deleted. The Show network previously provided access to a lower orbit satellite used for wacking in the northern lettinde of Canada and Alucks. With the discontinuation of the network, TSFs should					Ιſ		
						New course. While discussing 1921 contention in Birst 111, Pagapith Li, 2 was described the prompted for all the death of the older between the least of the contention of profits the profit of the content in provide SSS we represent SSSN supports and by suffering a related and another capability as equal to the content of the							
55				TSPs providing SNS on shipments to Trees will need to utilize Oranitracs ING devices with ING satellite option to provide SNS service.		Non-concur. While discussing TSP communits on from 111, Paragraph 6.a., it was determined that paragraphs 6.a. and 6.b. should be deleted. The Shaw acrossly provided access to a lower orbit satellite used for		H	+	+	H	\dashv	
						Non-concer. While documing TSF commons on Iran 111, Paragraph 6.a., it was documined that paragraphs 6.a. and 6.b. documb to delicate. The Stem network previously previded access to a lower orbst unclude under the racking in the network includes of Cardian Adults. With the descrimation of the crossest, TSF should continue to provide SSF service through current approved SSFV cappears and by suffering the official continue to provide SSF service through current approved SSFV cappears and by suffering the official cuttinue to provide SSFV appears and by suffering the other data similar capability in capability. The provides have been quicked to the provides and capability are required to be two specified to the provides and the provides are described to the specific data of the provides and the provides are described to the provides are described to the provides and the provides are described to the provides are d							
			DLA Distribution - Else Holtan			nemove reference to the Shaw network, as well as to specific devices or specific satellite providers.			4	┶	Ш	_	
56	5	152-153	DLA Energy - Warren Boone	Defense Supply Center, Philadelphia (DSCP) is now called Defense Looistics Assency – Troop Support.	Correct to current naming conventions for organizations	Changed to read: Defines Logistics Agency – Troop Support.					Ц		
57 58	87 88	2929 2953		Defense Logistics Agency Energy – III should be changed to Defense Losistics Assecv Enerw – FENB Defense Losistics Assecv Enerw – III should be changed to Defense	Office Symbol changed due to Organization rostract Office Symbol changed due to Organization rostract.	Changod to read: FENRI Chanse made to mad: FENRI							
59	90	2953 2977		Defines Logistics Agency Energy — Ill should be changed to Definese Losistics Asency Energy — Ill should be changed to Definese Losistics Asency Energy — FENIII Defines Logistics Agency Energy — AMW (San Pedro, CA) needs to reflect losistics of Scall Basel, CA.	Office moved from San Pedro, CA to Seal Beach, CA	Change made to mad: Smil Beach, CA		H		+	+	1	
60	208	6996		Loutine Annex Vinere - FFXMI Defines Logistic Agency Energy - AMW (San Pedro, CA) needs to reflect loution of Sail Back, CA. The sentence "The fellowing charges will apply when requested" should include a qualifier to indicate that this is only for instances outside of neuronal congenities.	Per hum # 355, Additive injection costs should be factored into their "all inclusive" rate.	Coccut: This qualification added to from 375: "Charges apply only to instances conside of normal operations. In all other instances (normal operations), addition injection costs should be factored into the all inclusive rate as arched in form.		П			П		
61	209	7044		normal operations The sentence should include a qualifier to indicate that this is only for instances ounside of normal operations.	Per Item # 355, Filtration and filter elements costs should be factored	Concur. This qualification added to Benn 1811. "Charges apply only to instances custolls of normal operations. In all other instances (normal operations), filter demons costs should be factored into the all inches to use or entered.			1	1	Ħ		
\vdash			NMITA-Chire L Sharing		into their "all inclusive" rate.	II INII 200.		_	_	+	-	_	

62	101	3346-3353		If a TSP is prepared to position its trailer for loading or unleading, but due	Current language has been interpreted by consigners and consigners too	Non-concur, with changes. Reason: The proposed change is not implementable at this time. The DOD does not						
				solely to government fault is prevented from doing so, free time will	narrowly, having the effect of rarely permitting TSPs an earlier start to	have standardized processes, systems or manpower in place to validate the track arrival at the security gates/check				1 1		
				commence at that time. However, Free Time will never commence unless,	Free Time in circumstances when the federal government causes delay	points to DOD installations. As a rosalt, DOD Transportation Officers do not have the means establish when Free				1 1		
				and until, the TSP has notified the consignor or consigner that its trailer is	in the TSP's positioning of a trailer for loading and unloading. The	Time begins and ends, and when Determon starts. DOD Transportation Officers would be kift without the				1 1		
1	1	1		at has arrived at the entrance to the base, installation or property within	result is that TSPs are being required to wait uncompensated longer	adequate information for pre-payment audits of potential Detention charges. Delays at security gates and		- 1	1	1 1	1	1 1
				which the shipping' receiving facility is located, or is otherwise delayed	than contemplated in the deterrion rules. This modification would	checkpoints are a necessary function of doing business with the DOD. SDDC encourages TSPs to structure their				1 1		
1	1	1		inside the base, installation or property within which the shipping receiving	ensure better compliance with the intent of the Free Time provisions.	voluntary tender rates to take this function into consideration. As a result, the DOD typically pays higher freight		- 1	1	1 1	1	1 1
1	1	1		facility is located, or is as close to the shipping/receiving facility as	Proposed: However, Free Time will never commence unless, and	rates to our commercial carriers. We encourage NMFTA to encourage the same business practice among their		- 1	1	1 1	1	1 1
1	1	1		circumstances permit, but is unable to position its trailer for loading or	until, the TSP has notified the consigner or consigner that its trailer has	constituents when offering rates to the DOD. Furthermore, SDDC has made changes to its automated tender		- 1	1	1 1	1	1 1
1	1	1		unloading due to a government-caused delay.	arrived at the entrance to the base, installation or property within which	information system to reduce the wait time from when a carrier submits a new/changed tender to when it goes into		- 1	1	1 1	1	1 1
1	1	1			the shipping receiving facility is located, or is otherwise delayed inside	effect from 15 days to 24 hours. This allows carriers to adjust their voluntary tender rates enicker as market		- 1	1	1 1	1	1
					the base, installation or property within which the shipping/receiving	conditions change. SDDC does recognize that the terms "government" and "DOD" can be interpreted to include				1 1		
					facility is located, or is as close to the shipping/receiving facility as	the DOD installation security checkpoints/gates. The intent is for detention to be paid due to delays in				1 1		
					circumstances permit, is at but is unable to position its trailer for loading	bading infoding at the shipping/receiving facilities only.				1 1		
					or unloading due to a government-caused delay.	Annual continues at the highest receiving sales and they.				1 1		
					or united grant to a government control strain.					1 1		
										1 1		
- 0	103	3413-3417		If a TSP is prepared to position its trailer for loading or unloading, but due	Same comment as above, except as applied to vehicles without power	SDDC has made the following changes to the Free Time language in Item 21 paragraph 2., and Item 23 paragraph	_	_	_	-		
***	208	3413-3417		solely to government fault is prevented from doing so, free time will	units. Current language has been interpreted by consignors and	2.a.: Free Time will commence once the TSP has notified the consignor or consignor that the trailer is positioned				1 1		
				commence at that time. However, Free Time will never commence unless,	consignees too narrowly, rarely allowing TSPs an earlier start to Free					1 1		
				and until, the TSP has notified the consignor or consigner that its trailer is	Time in circumstances when the federal government causes delay in the	can be immediately accound for loading or unloading at the consignor's 'consignor's loading lankneding location and				1 1		
				at has arrived at the entrance to the base, installation or property within	TSP's positioning of a trafer for loading and unleading. The result is	within their normal operating hours or acceptance boars as annotated on the III. If the shipping/receiving facility				1 1		
				which the shipping' receiving facility is located, or is otherwise delayed	that TSPs are being movined to sent uncommunited longer than	requires pickup and/or delivery appointments, wait time spent due to early or late arrivals will not count towards				1 1		
				which the shapping receiving facility is necessar, or is otherwise delayed inside the base, installation or property within which the shipping/sectiving	contemplated in the detention rules. This modification would ensure	free time. If a TSP is prepared to position its trailer for loading or unloading, but is prevented from doing so due						
1	1	1		facility is located, or is as close to the shipping/receiving facility is located, or is as close to the shipping/receiving facility as	better compliance with the intent of the Free Time provisions.	soldy to government flush caused delays at the consignor's consignor's loading/unloading location, free time will		- 1	1	1 1	1	1 1
1	1	1		facility is rocated, or is as case to the stapping receiving facility as circumstances permit, but is unable to position its trailer for loading or		commence at that time. However, thee time will never commence unless, and until, the TSP has notified the		- 1	1	1 1	1	1 1
1	1	1		circumstances permit, but is unable to position its trailer for loading or unloading due to a government-caused delay.	l .	commence at that time. However, free time will never commence unloss, and until, the TSP has notified the consignor or consignee that its trailer is at the shipping/receiving facility but is unable to position its trailer for		- 1	1	1 1	1	1 1
1	1	1		seasoning was at a general action of dilay.		mendion or consider any or assess or as any adding overlying recently bed in course to position as trains for		- 1	1	1 1	1	1 1
- 1	1	1				leading or unleading due to a government caused delay at the consignor's consignor's leading insleading location. All sequents for additional deterritors payments based on government caused delays must be submitted to the		- 1	1	1 1	1	1 1
1	1	1		1	l .	requests for additional detention payments based on government caused delays must be submitted to the shipper/consigner and consignee on the BL for approval and must include sufficient information to establish		- 1	1	1 1	1	1 1
1	1	1		1	l .			- 1	1	1 1	1	1 1
- 1	1	1				entifement to these additional fees. TSPs and Shippers are required to keep separate record-keeping functions for		- 1	1	1 1	1	1 1
- 1	1	1				detention purposes. In the event of a dispute between the TSP's and Shipper's records, the Shipper's records will		- 1	1	1 1	1	1 1
- 1	1	1				prevail. Minimum data fields will include: data/time TSP arrived; data/time TSP available for lead/discharge;		- 1	1	1 1	1	1 1
1	1	1				date/time load/discharge complete; date/time TSP departed. This data must be annotated on the BL, or TSP		- 1	1	1 1	1	1 1
1	1	1				document, by the government employee conducting onloading/offloading and must include the employee's name		- 1	1	1 1	1	1 1
1	1	1				and contact information.		- 1	1	1 1	1	1 1
- 1	1	1						- 1	1	1 1	1	1 1
-	-			-			_	_	+			
64		766-777; 3333-3455	Attached please find proposed modifications by the	NMFTA Recommended Change #3: Alternation of Rates. Proposal to		SDDC Decision: Partially concur. We have deleted paragraph 3 from Alternation of Rates the section. Non-				1 1		
1	1	1	National Motor Freight Traffic Association to the	eliminate the Alternation of Rates provision found in	l .	concur to deleting paragraphs 1, 2, and 4.		- 1	1	1 1	1	1 1
			MFTURP provisions addressing Alternation of	Section A. III. D as unauthorized regulation that is contrary to law.		Reason: SDDC does not have a process to validate a carrier's voluntary tender to the DOD against any other				1 1		
1	1	1	Rates and Detention of Vehicles, With or Without		l .	tender the carrier offices to the seneral public. We sures with NMFTA that this section has the appearance of		- 1	1	1 1	1	1 1
1	1	1	Power Units	1	l .	regulating rates and we agree to delete paragraph 3 in its entirety.		- 1	1	1 1	1	1 1
1	1	1		1	l .	However, the other three parameters of the section are well established in our recessors and applicable to how the		- 1	1	1 1	1	1 1
1	1	1		1		DOD selects tenders for shipments through our automated systems. Thus, we non-concur on deleting those		- 1	1	1 1	1	1
	1	1			I .	moreoby .					1	1 1
1												
			ITIM 201 RAIL DIMURRAGE									
65			HTM 281 RAIL DIMURRAGE	Line 2 Ranker "TS" with "service radoust".		From Characterists						
6		<u> </u>	Paragraph I	Line 2 Replace "159" with "serving radiosal".		Green Chappingh						
65				Line 2. Replace "TSP" with "surving radiosal". Line 2. Replace "TSP" with "surving radiosal".		Cross. Chang tests. Cross. Chang tests. The generators decided to changed a fill day of demonspe when the obspective change.						
66			Paragraph I Paragraph I	Line 3: Remove Saturday and Sunday from exception.		releases railcare within hours into the day.						
			Paragraph I	Line 3: Remove Saturday and Sunday from exception. Line 9: Remove subparagraph c. "Points of shipment". Renumbered		Force: Chappends. Force: Chappends. The presence deadle to should be filled in dispersion who for department of shows chart was with here is to deperture of the chappen o						
6			Paragraph I Paragraph I Paragraph I	Line 3: Remove Saturday and Sunday from enception. Line 9: Remove subparagraph c. "Points of shipment". Remembered oursementh		tileases raileas within boars into the day. Concar. Change made.						
66			Paragraph I Paragraph I	Line 3: Remove Saturday and Sunday from exception. Line 9: Remove subparagraph c. "Points of shipment". Remombered examends. Line 11: Remove "subject to a "Do not deliver before" requirement in the		releases railcare within hours into the day.						
6			Pangoph 1 Pangoph 1 Pangoph 1 Pangoph 2	Line 3: Remove subparagraph c. "Points of shipment". Renumbered nanomable 11: Remove subparagraph c. "Points of shipment". Renumbered nanomable 11: Remove "subject to a "Do not deliver before" requirement in the solicitation and fit."		tileases raileas within boars into the day. Concar. Change made.						
6			Paragraph I Paragraph I Paragraph I	Line 7: Reneve Samelay and Sunday from exception. Line 9: Reneve subparagraph c. "Points of abjences". Renembered transment. Line 11: Remove "subject to a "Do not deliver before" requirement in the solicitation and EL". Removed Statistically and Sanday from free time exclusion.		where ration with hour ion the div. Concert Chapp made. Concert Chapp made. Concert Chapp made.						
6			Paragraph 1 Paragraph 1 Paragraph 1 Paragraph 1 Paragraph 2 Paragraph 2	Line 3: Remove subparagraph c. "Points of shipment". Renumbered nanomable 11: Remove subparagraph c. "Points of shipment". Renumbered nanomable 11: Remove "subject to a "Do not deliver before" requirement in the solicitation and fit."		Anterior with hore inn the day. Generic Chang made. Generic Change made. Service Change made. Service Change made. Service Change made.						
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